

Client:	Southeast Connecticut Council of Governments (SCCOG)	Date:	March 1, 2023
Meeting Date:	February 28, 2023	Prepared By:	Joe Rimiller, PE, PTOE
Meeting Location:	Microsoft Teams	Job Number:	10369
Meeting Topic:	Route 161 Corridor Study – Advisory Committee Meeting #8		

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## ATTENDEES:

NAME	ADDRESS / AFFILIATION	NAME	ADDRESS / AFFILIATION
Joe Rimiller	BETA Group	Gary Sojka	CTDOT Planning
Jeff Maxtutis	BETA Group	Michael Carroll	SEAT Transit
Katey Curran	BETA Group	Kevin Seery	Town of East Lyme 1 <sup>st</sup> Selectman
James Butler	SCCOG		
Kate Rattan	SCCOG		
Fred Kulakowski	CTDOT, Traffic Engineering Operations		
Claudel Merronis	CTDOT, Traffic Engineering Operations		
Kevin McKernan	CTDOT PDU		
Anna Bergeron	CTDOT Planning		

## RECORD OF MEETING MINUTES:

The Route 161 Corridor Study Advisory Committee convened for a meeting via Microsoft Teams. The following items were discussed:

### I. Draft Conceptual Alternatives

- The following revisions have been incorporated into the draft conceptual alternatives since the last Advisory Committee Meeting:
  - Plans have been revised to show the north arrow oriented to the right each page
  - Crosswalks are recommended across several sidestreets: Hope Street, Grand Street, Lincoln Street, and State Street
  - Additional on-street parking is proposed on Hope Street.
  - The proposed parking area to the south of Hope Street has been retained. Based on input received with Bill Mulholland from the Town owners of the adjacent businesses would be strongly opposed to eliminating these spaces.
  - Crosswalk recommended across Roxbury Road
  - Crosswalk recommended across Route 161 at Oak Hill Drive
  - Sharrow markings recommended between Roxbury Road and the proposed roundabout under Alternative 1

- Two-Way Left Turn Lanes are recommended between Society Road and Industrial park Road under Alternative 2 (Shared Use Path alternative)
- Advance pedestrian warning signs were considered in advance of the crosswalk at King Arthur Drive. CTDOT indicated that they typically do not install advance warning signs at signalized intersections. BETA to review and revise recommendations accordingly.
- Driveways along the proposed shared use path to be treated with raised crosswalks or stamped concrete. Raised crosswalks are preferred where higher turning volumes are anticipated and there is a suitable buffer between the shared use path and Route 161.
- A pedestrian refuge island is recommended on the northbound approach to the Route 161/U.S. Route 1 intersection.
- The proposed shared use path between U.S. Route 1 and the high school has been relocated to the west side of the corridor.
- BETA provided a summary of Level of Service (LOS) impacts:
  - Route 161/Route 156 – LOS is anticipated to improve from a D to a C for both the Weekday PM and Saturday peak hours due to proposed phasing improvements.
  - Route 161/East Pattagansett Road – LOS would decrease for the proposed roundabout alternative during both the PM and Saturday peak hours. LOS would be unchanged for the signal improvement alternative during both the PM and Saturday peak hours.
  - Route 161/Roxbury Road – LOS would improve for both the roundabout and signal improvement alternatives for both peak hours.
  - Route 161/Society Road – LOS would improve from a C to B with signal timing optimization during the weekday PM peak hour. LOS would remain a B with signal timing improvements during the Saturday peak hour.
  - Route 161/U.S. Route 1 – LOS would remain a D during the weekday PM peak if a NB through lane is eliminated to accommodate the proposed pedestrian refuge island. LOS would change from C to D during the Saturday peak hour if a NB through lane is eliminated.
- BETA provided a summary of Right-of-Way Impacts:
  - ROW impacts are anticipated at two residential properties near Cove Drive to accommodate the proposed sidewalk on the east side of Route 161.
  - ROW impacts are anticipated at two residential properties near Gorton Pond to accommodate the proposed sidewalk along the west side of Route 161.
  - ROW impacts are anticipated at four commercial properties to accommodate the proposed shared use path along the west side of the corridor between Society Road and Industrial Park Road.
  - ROW impacts are anticipated at one residential property to accommodate the proposed realignment of Laurel Hill Drive
  - ROW impacts are anticipated at two commercial properties (Stop & Shop, Stop & Shop Gas) to accommodate the proposed shared use path along the west side of Route 161.
  - SCCOG requested that BETA review ROW impacts at Midway Plaza. Additional rights may be required for grading. A retaining wall may be an option but it would not be preferable in terms of maintenance.
- BETA provided an overview of typical sections:

- It is proposed that the five-foot shoulders to be implemented under I-95 as part of the Interchange 74 project be narrowed in order to provide a concrete buffer between the shared use path and vehicular traffic.
- Guardrail is recommended for a short length north of I-95 due to limited right-of-way adjacent to electrical substation.

## II. Access Management Plan

- BETA provided an overview of the Access Management Plan which aims to reduce conflicts at driveways and enhance safety.
- SCCOG indicated that access management improvements could be implemented as part of P&Z reviews when properties are redeveloped in the future but it otherwise be challenging to implement the proposed strategies in the near term.
- CTDOT indicated that access management recommendations are typically included in corridor studies but CTDOT does not dictate the implementation of these strategies. Access management strategies are typically coordinated by the Town as part of redevelopment projects.

## III. Conceptual Designs

- BETA shared draft conceptual designs and renderings for the following locations::
  - South end of Gorton Pond – Timber boardwalk alternative
  - South end of Gorton Pond – Concrete sidewalk alternative
  - Route 161 at East Pattagansett Road – Roundabout alternative (pending input from CTDOT's roundabout group)
  - U.S. Route 1 to Frontage Road – Sidepath and bus pull outs
  - Smith Street to Route 156 – Bike lanes

## IV. Next Steps

- Finalize concept plans
- Develop conceptual cost estimates
- Analyze permitting requirements
- Identify potential funding sources
- Develop narrative
- Public Information Meeting #2
  - BETA will coordinate with East Lyme Public School to schedule the meeting on Thursday, April 27<sup>th</sup> at the high school auditorium.
  - CTDOT asked BETA to confirm that the meeting will not fall during spring break. (Spring break will occur the week of 4/10).
  - BETA will draft a press release for SCCOG to distribute and publicize the event similarly to the first public information meeting (e-mails, website, flyers, variable message sign)

V. Next Advisory Committee Meeting

- The next advisory committee meeting will be scheduled for Tuesday, March 28<sup>th</sup>