

Client: Southeast Connecticut Council of Governments (SCCOG) Date: July 26, 2022
 Meeting Date: July 26, 2022 Prepared By: Joe Rimiller, PE, PTOE
 Meeting Location: Microsoft Teams Job Number:
 Meeting Topic: Route 161 Corridor Study – Advisory Committee Meeting #3

ATTENDEES:

NAME	ADDRESS / AFFILIATION	NAME	ADDRESS / AFFILIATION
Joe Rimiller	BETA Group	Gary Sojka	CTDOT
Kaethe Podgorski	BETA Group	Gary Goeschel	East Lyme, Town Planner
Jeff Maxtutis	BETA Group	Christian Lund	East Lyme Public Schools, Director of Facilities
Kate Rattan	SCCOG	Marissa Pfaffinger	CTDOT, Project Development
Anna Bergeron	CTDOT, Planning	Kevin Seery	East Lyme First Selectman
Fred Kulakoski	CTDOT, Traffic Engineering Operations	Brendan Geraghty	Estuary Transit District
Claudiel Merronis	CTDOT, Traffic Engineering Operations	Mike Carrol	SEAT
Tyler Roth	CTDOT Transit	Todd Hiller	CTDOT Planning
Nicole Haggerty	SCCOG	Najib Habesch	BETA Group

RECORD OF MEETING MINUTES:

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

I. Project Website

- The project website was published on 5/25
- SCCOG posted a link on its website
- Kevin Seery and Gary Goeschel will coordinate on posting the project website on the Town's page. They will also determine the best social media page for notifying stakeholders of the project – possibly the Parks and Recreation Facebook or Public Safety Facebook page.
- The Town is planning on including a notice about the project in its events newsletter.
- BETA can coordinate with Kevin Seery and David Putnam from the Parks and Recreation Department on including a notice about the first public information meeting in the Town's events

newsletter. BETA can coordinate with Kevin Seery and the Board of Education on including a notice about the first public information meeting in the school newsletter.

- BETA will prepare public notices regarding the public meetings for distribution to print media.
- Fourteen submissions via the website’s contact form have been received to date. Comments include:
 - Request for a crosswalk at JoAnne Street
 - Inquiry regarding how Interchange 74 improvements will impact the corridor
 - Request to improve bike and pedestrian mobility along the corridor in general
 - Request to include street trees in recommendations. The President of Pollinator Pathway East Lyme, Inc. would like to assist with tree selection.
 - Left turns in and out of the high school driveway are a challenge. A traffic signal was suggested.
 - A suitable walking/running route between the high school and Route 156 is needed. This should include the area along Gorton Pond.
 - A similar study was suggested for the Route 156 corridor. Bike and pedestrian mobility should be improved there as well.
 - Several residents asked to be added to the project mailing list.
- Four submissions were received via the website’s interactive mapping tool. Comments include:
 - Access to both Oswegatchie trail heads should be considered.
 - It is difficult to pull out of Oak Hill Drive due to queuing from the adjacent traffic signal and speeding.
 - A left turn lane was requested for vehicles making a northbound left turn onto Roxbury Road
- One resident had difficulty using the interactive mapping tool. BETA prepared an instructional video which has been posted on the website.
- BETA attempted to get photos of the room at the high school where board of education meetings are typically held to use as a backdrop for a virtual public meeting room. The room is currently being used for storage. Mr. Seery suggested using the auditorium for both the in-person meeting and virtual meeting room instead.

II. Outreach to Key Businesses and Organizations

- Letters were mailed to several larger businesses and organizations. Stakeholders were notified of the project and asked to contact BETA with any concerns or suggestions. No responses have been received to date.

III. Base Mapping

- Most desired layers have been incorporated into base mapping, including:
 - Property lines/parcels
 - Land use/zoning
 - Topography
 - Municipal Separate Storm Sewer System/MS4
 - Aquifer Protection Areas
 - Inland Wetlands and Watercourses
 - Threatened and Endangered Species

- Historical Sites
- Major Traffic Generators
- Transit Stops
- Utility data had to be field collected, as most utility providers were unable to share their mapping in digital format. Surface features such as utility poles and manholes were field located using handheld GPS devices. The data is being incorporated into the base mapping.

IV. Data Collection

- Automatic Traffic Recorder (ATR) data was collected between 5/24/22 and 5/31/22
 - ATR counts were compared to historical counts collected by CTDOT. Between 2018 and 2021 volumes decreased by about 13%, presumably due to the impacts of coronavirus. Between 2021 and 2022 volumes increased by 22% which may indicate that the data collected represents a suitable baseline for post-COVID volumes.
- Intersection turning movement counts were collected on Tuesday 5/24 and Saturday 6/4. Volumes were summarized, balanced and shared with CTDOT's Bureau of Policy and Planning.
- CTDOT's Bureau of Policy and Planning provided projected volumes for the year 2042. These volumes account for planned improvements at the I-95 Interchange 74 interchange.
- BETA was just notified that a traffic impact study may be performed for a proposed 30,000 square foot medical office, assisted living, and senior housing center. To date only traffic data collection has been proposed. Based on the size of the development and the project's timeline it is not anticipated that the 2042 volumes will be revised to account for the development.
- Crash data for the period beginning 1/1/19 and ending 12/31/21 was collected, mapped, and analyzed. Initial findings include:
 - 141 crashes occurred during the three-year period
 - 74% of recorded crashes resulted in property damage only. No fatalities were recorded.
 - The most common types of crashes were angle and rear-end collisions.
 - There were three pedestrian crashes and one crash involving a bicyclist.
 - Five head-on collisions were recorded.
 - The intersections experienced the highest number of crashes were Route 161/U.S. Route 1 (40 crashes); Route 161/I-95 NB Ramps/King Arthur Drive (17 crashes); Route 161/Laurel Hills Drive (11 crashes)
 - Additional crash analysis will be performed using the diagnosis module in the Connecticut Roadway Safety Management System
- Sidewalk and ramp inspections were completed on 6/8 and 6/10. Initial findings include:
 - 1.33 miles of sidewalk in good condition, 2.88 miles of sidewalk in fair condition, 0 miles in poor condition
 - Approximately 500 feet of pedestrian desire paths observed
 - 24 ramps in good condition, 40 ramps in fair condition, 2 ramps in poor condition
 - 35 ramps in preliminary compliance with current ADA standards, 31 are not
- Sight distances at corridor intersections, lane widths, and shoulder widths have been measured and will be compared to current CTDOT design criteria.

- Existing conditions Synchro models have been developed. Future conditions models for the year 2042 will be developed using the projected volumes provided by CTDOT.
- Access management to be reviewed

V. Existing Conditions Report

- The table of contents may be found in the Data Plan posted on the project website
- Drafts of the first two chapters will be shared with the advisory committee by the end of August
- BETA requested a two week turnaround for committee members to provide any comments on the report
- Comments may be provided as mark ups within a PDF or as a separate file

VI. Public Information Meeting #1

- Thursday, October 27th was selected as the date for the first public information meeting
- Mr. Seery suggested using the high school auditorium for the meeting
- BETA will prepare a public meeting notice and share with SCCOG for distribution

VII. Open Discussion

- Mr. Seery indicated that the Town and State came to an agreement to barricade the Starbucks driveway on Route 161 because many drivers were violating the posted 'No Left Turn' restriction. Ms. Rattan indicated that the parking lot capacity does not meet the current demand and some drivers park on King Arthur Drive.
- Mr. Seery received a request from a constituent asking that roundabouts be considered at corridor intersections

VIII. Next Meeting

- The next advisory committee meeting was scheduled for Tuesday, August 23rd at 2:00 PM.