The first public informational meeting took place on Wednesday, March 20, 2019 from 6:30-8:00 pm at the Bloomfield Town Hall council chambers. Twenty-seven members of the public attended in addition to four members of the consultant team and several members of the Town’s Land Use, Police, Leisure Services and DPW departments. The meeting consisted of a presentation to introduce the concepts of Complete Streets and the Master Planning process. The presentation was followed by a visioning session with four breakout stations set up for participants to engage with the consultant team and Town Officials in a dialog about issues and opportunities.

Starting at 6:30 pm, a presentation was given to introduce the concepts of Complete Streets to the audience including: user types, modes, mobility, transportation equity, and complete streets designs. Participants were asked to think of the Town’s transportation system with consideration to all users and modes. A set of three maps were provided at each breakout station identifying the town’s transportation system, community resources/amenities, and demographics. The PowerPoint presentation and PDF’s of the boards used at the four breakout stations are available on the town’s website.

The focus of the visioning session was to have the participants identify on the maps:

- User Origins and Destinations – where do people want to go and where they are coming from
- Modes – how different modes should be accommodated
- Corridors – identify multi-modal corridors and target improvements
- Users – who are the different user types on each corridor
- Obstacles – identify obstacles to mobility in town
- Safety – identify unsafe conditions in town
- Desired physical characteristics of system

The participants engaged in lively conversation during the visioning session. The maps at each table were annotated with comments and the consultant group took notes of discussions and comments. From these materials the following summary is provided. The order and inclusion of all public comments in no way represents an endorsement of any particular idea or concern at this time.

1. **Origins and Destinations:** Participants identified the following origin/destinations in addition to those shown on the maps:
   a. **Town Center**, many participants recognized the town center as a destination and origin for many trips. This area, roughly defined as a ½ -mile radius from Town Hall, contains many amenities, services, housing, and retail. The library, post office, the mall, and restaurants were all mentioned.
   b. **Schools**, participants highlighted many of the schools along Park Avenue, the elementary school at the intersection of Filley Street and Wintonbury Avenue, the CREC Museum Academy and the Wintonbury Early Childhood Center Magnet School as important destinations.
c. **Geissler’s Supermarket**, located on Tunxis Avenue (Rt 189) just north of Town Center, the strip mall also houses a bike shop and other businesses.

d. **Alexandria Manor**, a nursing home facility with a 120-bed capacity located at 55 Tunxis Avenue (Rt 189) just north of town center.

e. **Seabury Community**, a 50+ year-old active life community and associated health center located on Wintonbury Avenue.

f. **Church Corners**, there are four large churches at the intersection of Blue Hills Avenue (Rt 187) and Wintonbury Avenue (Rt 178). These churches provide activities as well as fellowship.

g. **Lisa Lane Farm**, a Town owed property located off of Packard Street that offers a community garden and events.

h. **Low Income Environmental Justice Areas**, located in the block group bounded by Blue Hills Avenue on the east, Park Avenue on the north, and the railroad tracks on the west, as shown in Map #3.

i. **Industrial Areas**, located along the northeast portions of Town along Route 187.

j. **Adjacent Towns**, connections to Simsbury and Windsor as well as University of Hartford.

2. **Users/Modes:** Participants identified the need for the following users and modes to be accommodated within the Town’s transportation system:

   a. **Pedestrians** – Generally the participants recognized the need for better sidewalks and connectivity.

   b. **On-Road Cyclists** – There is an active community of cyclists in town. Their main concern is to have wider shoulders painted on roadways to allow for safer on-street cycling.

   c. **Transit** – There was general comments that transit (buses) should be accommodated with better bus stops and services to low-income areas of town. Logical connection between Transit and sidewalk connectivity was expressed.

3. **Obstacles:** The following were listed as general obstacles to mobility:

   - Sidewalks not being plowed in the wintertime.
   - Dangerous conditions when vehicles run red lights.
   - Lack of east-west connectivity for all modes.
   - Roads not bike friendly due to heavy truck traffic and heavy volumes of through traffic.
   - DOT ownership of Routes 185/187 presents an extra jurisdictional layer in implementing Complete Streets solutions.
   - Increased speed of traffic along local roads discourages alternate modes.

4. **Safety:**

   - Icing issues causing crashes on Mountain Avenue at intersection with Bloomfield Avenue.
   - Intersection of West Road with Route 185 is dangerous when trying to exit.
   - High crash corridor of Blue Hills Avenue seen as an impediment to mobility.
   - Pedestrians have to walk in the street to access shops and transit along Cottage Grove Road.
   - School children having safe routes from school, particularly between the High School and Town Center.
   - Walk signal timings.
5. **Physical Characteristics:**
   - Include shoulders (5 or 6 feet wide) on all roads for authorized uses including cyclists and pedestrians.
   - Build more trails to create connectivity and alternative routes between origins and destination centers.
   - Build more traffic calming measures such as bump-outs and islands similar to Beverly Road in West Hartford.
   - Build more sidewalks to improve connectivity in Town Center, around schools and along transit lines.

6. **Corridor and Target Improvements:**
   a. **Town Center – ½ mile radius from Town Hall**
      i. Increase density to make transit viable.
      ii. Make it more walkable.
      iii. Update zoning/site plan review guidelines to promote complete streets and residential housing density.
      iv. Provide on-street parking.
      v. Build sidewalks to bridge gaps in system.
      vi. Improve the flow through the main intersections to decrease traffic on residential streets.
      vii. Build restaurant behind library and also enlarge the library.
      viii. Build dog park in Filley Park or conservation area.
      ix. **Tunxis Avenue**
          - Needs sidewalks on both sides up to Geissler’s and Alexandria Manor.
          - Car shop ‘ruins’ entrance to Filley Park.
      x. **Bloomfield Avenue** Route 189 needs continuous sidewalks from Town Center to Cottage Grove Road.
      xi. **Turkey Hill Road** – Build sidewalks to connect Museum Academy to Town Center.
      xii. **Crestview Street** – Install sidewalks to connect to High School and improve intersection with Park Avenue.
      xiii. **Seneca Road** – close it to through traffic
      xiv. **Bloomfield Ave/Park Ave** consider roundabout for intersection, needs improvements from all perspectives.
   b. **Blue Hills Avenue (Rt 187) – W. Hartford T/L to Wintonbury Ave (Rt 178)**
      i. High crash corridor and traffic congestion make this corridor difficult for pedestrians and cyclists.
      ii. Generally this road is described as an unattractive ‘moat’ dividing the community. Better pedestrian, cycling and transit was a general comment. Better connection between neighborhoods on the east side of the road and Town Center.
      iii. Intersection improvements to relieve congestion and crashes. Traffic bypassing intersections is causing crashes on local roadways like Packard Street and Joyce Streets.
      iv. Perform a road-diet to calm traffic.
v. Add sidewalks and bus stops up to Kaman industrial complex.

c. Cottage Grove Road (Rt 218) – Blue Hills Ave to Cigna
   i. The Copaco shopping center was identified as a destination and the transit map showed this to be the most used bus stop in Bloomfield.
   ii. Install separated bike paths and sidewalks with landscaped buffer.
   iii. Provide transit amenities.
   iv. Provide beautification to corridor.
   v. Generally this road is described as an unattractive ‘moat’ dividing the community. Better pedestrian, cycling and transit was a general comment.
   vi. Reduce congestion at intersection with Bloomfield Avenue.

d. Park Avenue - from Town Center to Blue Hills Avenue
   i. Provide bus stop/transit service to Leisure Services Department.
   ii. Provide bus stop/transit service to the High School, Intermediate and Elementary School.
   iii. Safer, continuous sidewalks with buffers along both sides of Park Avenue.
   iv. Improve intersection with Crestview Drive.
   v. Safer crossings.

e. Wintonbury Avenue/School Street (Rt 178) – Blue Hills Avenue (Rt 187) to Park Avenue
   i. Install sidewalks.
   ii. Provide connection to Wheeler Park.
   iii. Improve intersection of Wintonbury and School Streets.

f. West Road/Duncaster Road – 5 miles from Simsbury to Tariffville
   i. Improve Simsbury Road and West Street Intersection.
   ii. Install shoulders along corridor for bikers and hikers.
   iii. Install trail along corridor for bikers and hikers.
   iv. Install parking area – corridor popular with out of town visitors.

g. Gabb Road
   i. Gabb Road is a collector road used as a cut through with volumes and speeds unacceptable to neighbors. The volume is due to traffic ‘cutting through’ to avoid Town Center traffic. Posted speed limit was reported to be 25 mph.
   ii. All-way stop sign at intersection with driveway installed to reduce speeds. However, people seem to speed more due to unnecessary stop.
   iii. No sidewalks or shoulders.
   iv. Geometry of intersection allows for vehicles to make turn onto Gabb Road at high speeds.

h. Loeffler/Mountain Road (Rt 178)
   i. Install sidewalks to accommodate walkers.
   ii. Connect sidewalks to Town Center.

i. University of Hartford
   i. Construct bike path from School Street and Granby Street.

j. Simsbury Road (Route 185)
   i. Perform a road diet to narrow travel lanes and install shoulders.
   ii. Cyclists from Simsbury use this route.
k. Trail Connections
   i. Connect to Drake Hill Park in Simsbury.
   ii. Connect to Farmington Canal Heritage Greenway.

l. Filley Road/Wintonbury Road
   i. Make safer for school children attending Laurel Elementary School.

m. Maple Avenue/Brown Street
   i. Improve pedestrian amenities and crosswalk at Rt 178 (Mountain Road).
   ii. This route is being used by trucks as a bypass.

n. Tariffville Trail
   i. Connect to new Tariffville Trail connection.

Statement of Accuracy:

- We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.