

Transportation Corridor Studies:

Summary of Recommendations

Route 4 Corridor Study:	Farmington
Route 10 Corridor Study:	Granby to Farmington
Route 44 Corridor Study:	Hartford to Canton
Route 175 Corridor Study:	Newington & Wethersfield
Route 5/15 Corridor Study:	Newington & Wethersfield
Rentschler Field Access Study:	East Hartford

- *Approved by each respective town council*
- *Approved by the CRCOG Transportation Committee*
- *Each study was subject to an extensive public involvement process*

ROUTE 4 CORRIDOR STUDY

FARMINGTON

PROBLEMS:

- Extreme automobile congestion along Route 4 corridor.
- Concerns for the safety of motorists and pedestrians.

PRIMARY GOALS:

- Reduce the reliance on auto trips.
- Divert Route 4 traffic from congested villages.
- Improve safety and efficiency for auto traffic and pedestrians.
- Maintain community character.

KEY RECOMMENDATIONS:

FARMINGTON CENTER

- Reconstruct Route 4 through Farmington Center to a uniform 3-lane cross section (2 eastbound, 1 westbound) to improve traffic flow and safety. This will be achieved with no net increase in road pavement.
- Improvements to Route 4/Route 10 intersection.
- Streetscape improvements
- Access management
- Improve access from I-84 to Route 6 to encourage more traffic to use routes other than Route 4.

UNIONVILLE

- Route 177/New Britain Ave. improvements
- Minor improvement at Route 4/Route 167
- Access management
- Further study of Route 4/Route 177 intersection, traffic calming, and shopping center circulation

TRANSIT AND RIDESHARING

- Increase Unionville Express service
- Increase E-route service to Tunxis College
- Add bus shelters
- Increase transit and rideshare marketing.

ADDITIONAL OUTCOMES:

- Maintain the character of two village centers (Farmington & Unionville)

ROUTE 10 CORRIDOR STUDY

AVON, FARMINGTON, GRANBY, & SIMSBURY

PROBLEMS:

- Congestion at key intersections where major east-west roads intersect Route 10.
- Safety problems at several sites including S-curve at Avon-Farmington town line and Route 10 bikeway crossing in Simsbury.

PRIMARY GOALS:

- Provide a safe and efficient transportation system.
- Sustain quality of life.

KEY RECOMMENDATIONS:

TRANSIT AND RIDESHARING

- Add bus shelters at key bus stops along the Granby-Simsbury Express route.
- Promote use of Park and Ride lots by adding site improvements and other amenities (Route 10/Winslow Place, Simsbury), and adding facility at Route 20/189 in Granby.
- Implement transportation demand management strategies that include telecommuting, ridesharing, and alternative work scheduling.

PEDESTRIAN AND BICYCLE FACILITIES

- Promote increased bicycle use by: completing the Farmington Valley Greenway; making site improvements to pedestrian and bicycle hubs; and improving safety at crossings.

ROADWAY IMPROVEMENTS

- Access management throughout the corridor.
- Retain basic 2-lane configuration of roadway.
- Improve traffic and safety through roadway improvements at critical locations including:
 - Route 10/Route 167 in Simsbury.
 - Route 10/Route 20/Route 189 in Granby.
 - Route 10/Route 185 in Simsbury
 - Nod Road/Route 185 in Simsbury.
 - S-curve at Avon-Farmington town line.
 - Other locations

ADDITIONAL OUTCOMES:

- Maintain the historic and rural character of the corridor.
- Improve the safety of bicycle/roadway crossings.

ROUTE 44 CORRIDOR STUDY

CANTON, SIMSBURY, AVON, WEST HARTFORD, & HARTFORD

PROBLEMS:

- Route 44 is an important crossing over Avon Mountain. Unfortunately, steep grades and sharp curves create serious safety problems on the mountain.
- There are safety problems in other segments of the corridor such as a proliferation of commercial driveways in Avon, parts of Canton, and Bishops Corner in West Hartford.
- In Hartford problems include: a high accident rate, speeding on residential side streets; insufficient parking on Albany Avenue; and inadequate drainage on Albany Avenue.
- There is a need for more commuter lots for the Avon-Canton Express and better service for reverse commuters trying to reach employment sites in Avon-Canton.

PRIMARY GOALS:

- Address safety problems on Avon Mountain & in commercial areas of the corridor.
- Sustain quality of life.

KEY RECOMMENDATIONS:

TRANSIT AND RIDESHARING

- Provision of four new Park and Ride lots/transit facilities.
- Expand bus service by adding midday service to Avon-Canton Express.
- Bus stop improvements in Hartford including: new stop locations, passenger shelters, concrete pads at stops to better define stops & provide more durable pavement.
- Construct bus bay on Starkel Road in Bishops Corner.

PEDESTRIAN AND BICYCLE FACILITIES

- Add hiking/biking trail at far west end of corridor from Rt. 179 to New Hartford townline.
- Construct sidewalks along Route 44 in commercial areas in Avon & Canton.
- Construct parking lot for cyclists on the south side of Route 44 across from Reservoir #6.

ROADWAY IMPROVEMENTS

- Avon Mountain: Correct safety problems over Avon Mountain by reconstructing roadway to include: 8-foot shoulders; 4-foot painted median (buffer space between opposing lanes of traffic); left turn lanes at intersections; and reduction of sharp curve near Deercliff Road.
- Avon-Canton Commercial Area: Correct left-turn accident problem in commercial area of Avon and eastern part of Canton by reconstructing Route 44 with a median. Median to be sufficiently wide (24 feet) to allow landscaping create an attractive, "boulevard" type appearance.
- Bishops Corner, West Hartford: Correct safety problems by redesigning, relocating, or closing commercial driveways. Install 4-foot wide raised median to reduce left turn related accidents.
- Hartford: Add streetscaping, drainage improvements, and signal timing improvements along Albany Avenue from Homestead Avenue to Main Street. Add traffic calming on residential streets.

ADDITIONAL OUTCOMES:

- Supports neighborhood renewal efforts in Hartford.
- Aesthetic & pedestrian improvements in Avon-Canton commercial area.
- Improves transit in Hartford and on Avon-Canton Express.

ROUTE 175 CORRIDOR STUDY

NEWINGTON AND WETHERSFIELD

PROBLEM:

- Traffic congestion at west end of the corridor near Route 9.
- Major congestion and safety problems at Route 175/Route 15 interchange.
- Concern regarding speed & motorist safety on 4-lane section through Newington.
- Minor geometry & safety problems at a few locations in Wethersfield.

PRIMARY GOALS:

- Provide appropriate access for land uses in the corridor.
- Maintain acceptable transportation operations.
- Improve safety.
- Sustain quality of life.

KEY RECOMMENDATIONS:

NEWINGTON

- Maintain current 4-lane cross section but provide improvements at key locations.
- Route 175/Maple Hill/Alumni: Realign offset intersection.
- Route 175/Willard: Add left turn lanes on Route 175
- Route 175 Development Area: Construct new intersection to allow access to development areas in vicinity of Amtrak rail line.
- Route 9 Access. Realign southbound on ramp to be directly opposite Manafort Drive.
- Access management & signal coordination
- Newington Center: No improvements at Route 175 and Main Street will be implemented that might encourage an increase in automobile capacity or promote strip development.
- Route 175/Route 15 Interchange: Reconstruct using an urban single-point design to improve traffic flow and safety, while reducing the amount of land occupied by the interchange. Include landscaping to create a "gateway" into the communities of Wethersfield and Newington.

WETHERSFIELD

- Maintain as a two-lane roadway, but provide improvements at key intersections including: Willow Road, Ridge Road, Wolcott Hill Road, and Silas Deane Highway.

TRANSIT

- The study recognized the need to provide good vehicular & pedestrian access to the potential busway station where the New Britain Busway passes under Route 175.

ADDITIONAL OUTCOMES:

- Maintain residential character of Route 175 through Wethersfield.
- Maintain the character of Newington Town Center and residential districts in Newington

RENTSCHLER FIELD ACCESS STUDY

EAST HARTFORD

PROBLEM:

- Transportation improvements are required to meet the travel demand anticipated with redevelopment of a 650-acre airfield.

PRIMARY GOALS:

- Provide appropriate access to Rentschler redevelopment site.
- Maintain acceptable transportation operations.
- Improve safety.
- Sustain quality of life.
- Protect area neighborhoods from traffic growth.

KEY RECOMMENDATIONS:

ACCESS FROM I-84

- Improve access to the Rentschler site from I-84. This will be accomplished primarily by grade separating the Silver Lane/Roberts Street intersection. An overpass (bridge or flyover) will be constructed over Silver Lane to connect Roberts Street directly to the site.
- Access management on Silver Lane.

ACCESS FROM ROUTE 2

- Improve access from Route 2 by reconstructing the Route 2/Main Street interchange to allow direct access from Route 2 to East Hartford Boulevard.
- Study also identified potential need to improve Route 2 itself. This will require further study.

ROAD THROUGH THE SITE

- Construct a new town-owned roadway through the site from Silver Lane to Main Street and Route 2. The roadway will provide access to site, as well as a new arterial road connection between Silver Lane and the southern part of East Hartford.

TRANSIT

- The study recommended improving transit access to the site.

ADDITIONAL OUTCOMES:

- Facilitate economic growth by improving access to the site.
- Support proposed research and technology park at Rentschler site

ROUTE 5/15 (BERLIN TURNPIKE) CORRIDOR STUDY

NEWINGTON & WETHERSFIELD

PROBLEMS:

- Population and employment in the corridor are projected to increase, which is expected to lead to an increase in daily trips in this corridor.
- Major congestion and safety problems at Route 175/Route 15 interchange.
- Safety & congestion problem at Route 15/Prospect St. intersection
- Congestion problems at other intersections in the corridor.

PRIMARY GOALS:

- Provide appropriate access for businesses in the corridor.
- Maintain acceptable transportation operations.
- Improve safety.
- Sustain quality of life.

KEY RECOMMENDATIONS:

WETHERSFIELD

- Access management & minor traffic operational improvements
- Landscaped median
- Pedestrian safety improvements

ROUTE 175/ROUTE 15 INTERCHANGE

- Reconstruct using an urban single-point design to improve traffic flow and safety, while reducing the amount of land occupied by the interchange. Include landscaping to create a “gateway” into the communities of Wethersfield and Newington.

NEWINGTON

- Realign the Route 15/Prospect/Robbins intersection to eliminate dogleg.
- Close or realign selected median breaks.
- Improve landscaping in the corridor, particularly within the median.
- Promote better access management practices such as inter-parcel connections, shared driveways, and better driveway designs.
- Relocate bus stops to safer locations

ADDITIONAL OUTCOMES:

- Allow continued development in the corridor without major property or parking impacts to abutting businesses.