



EXPERIENCE | Transportation

**CRCOG**

CAPITOL REGION  
COUNCIL OF GOVERNMENTS

# Advisory Committee Meeting # 8 May 5, 2021



# Outline

- ▶ Introduction
- ▶ Recent Activities
- ▶ Alternatives Analysis
  - ▶ Vehicular / Traffic
  - ▶ Bike / Ped
  - ▶ Transit
- ▶ Implementation Plan

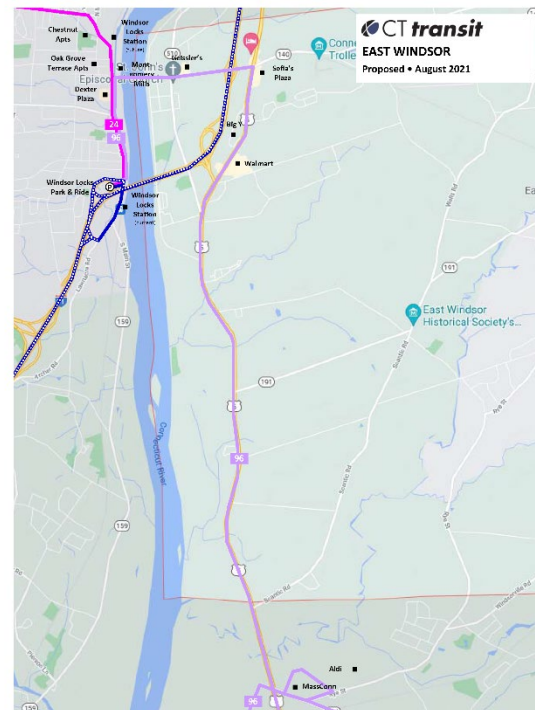
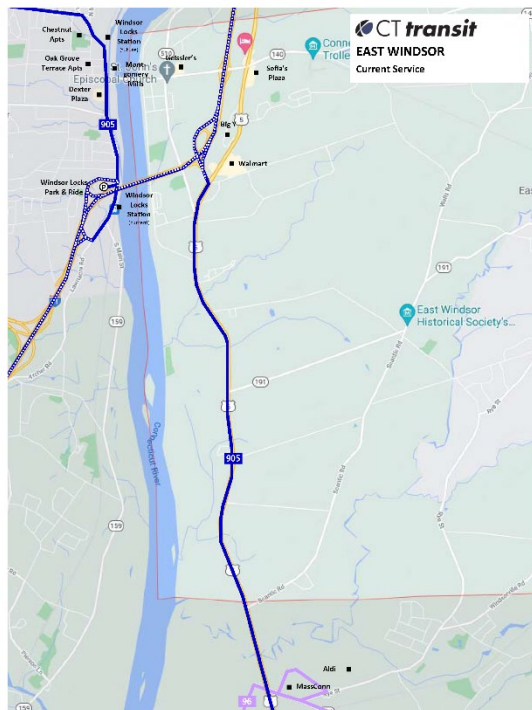
**Please feel free  
to ‘raise your  
hand’ for  
questions.**

# What's New?

- ▶ Package of alternatives sent to CTDOT late-February
- ▶ Two review meetings, positive response

# What's New?

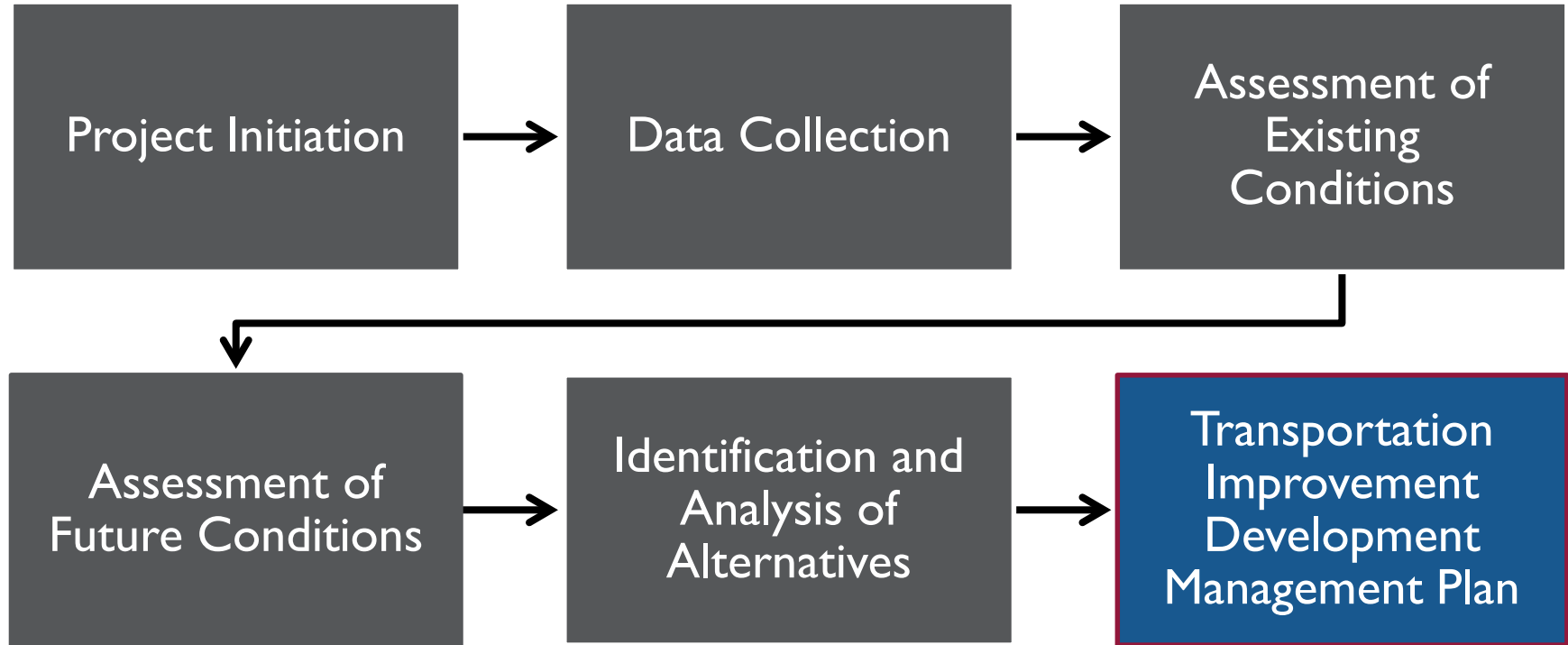
## ► Transit service changes



# Schedule

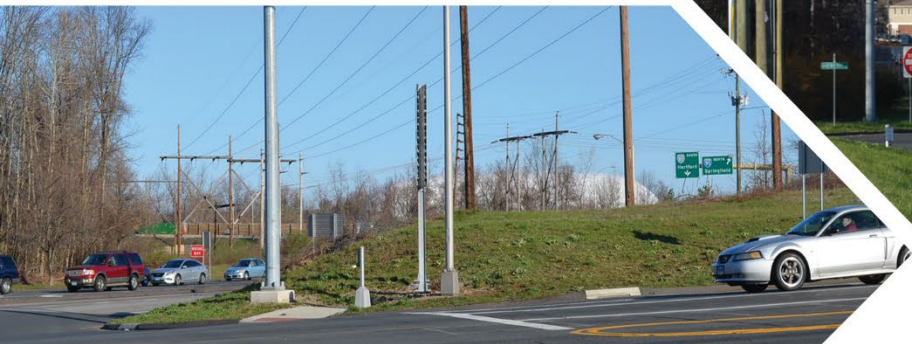


# Study Process





# Preliminary Alternatives



# Vision, Goals and Objectives

Create a multimodal transportation system that supports *continued social and economic growth* in the Route 5 corridor.

## Goals:

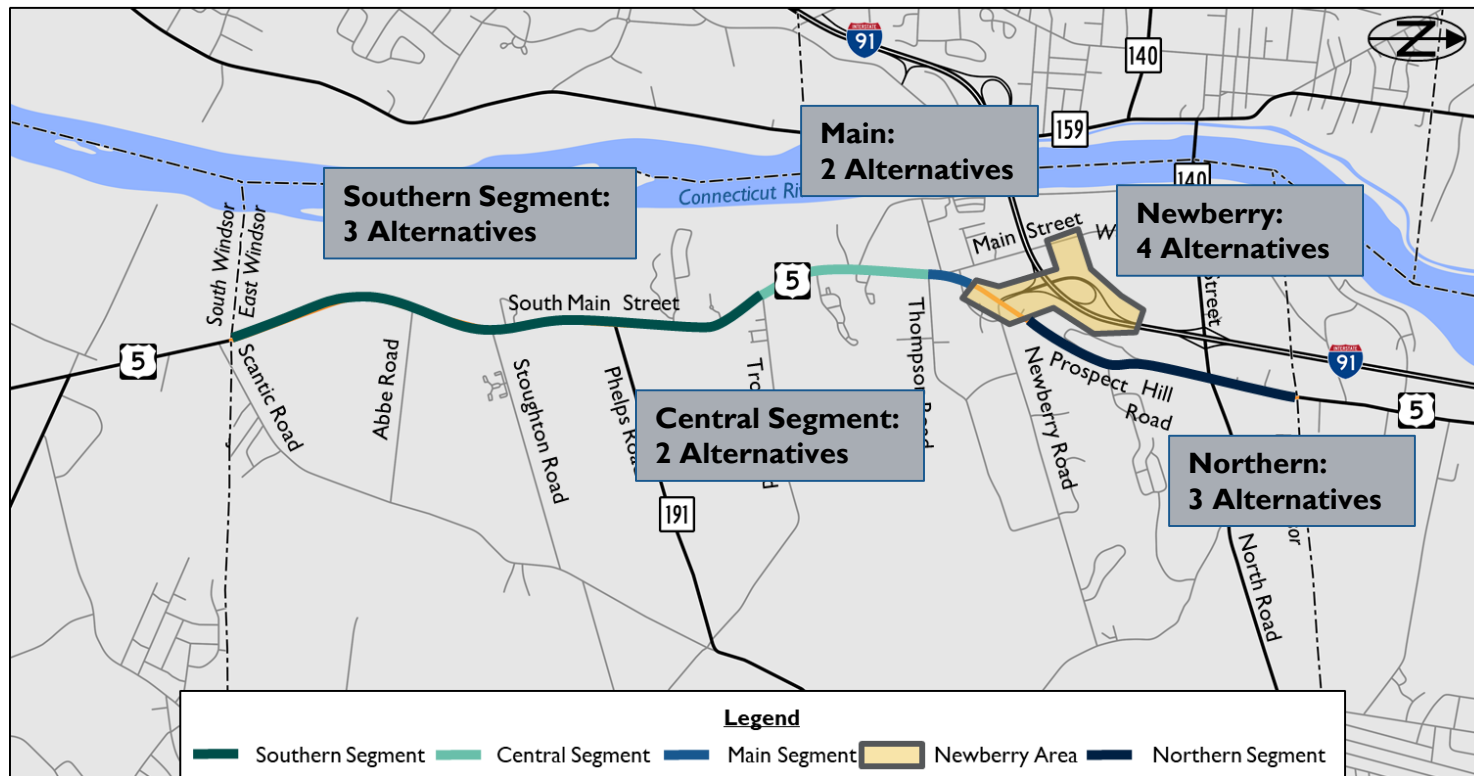
- ▶ Ensure *safe and consistent* vehicular, pedestrian and bicyclist *traffic flow and access*
- ▶ Establish bicyclist, pedestrian and transit *options* to *enhance mobility* choices by providing *equitable levels of access* to affordable and reliable transportation



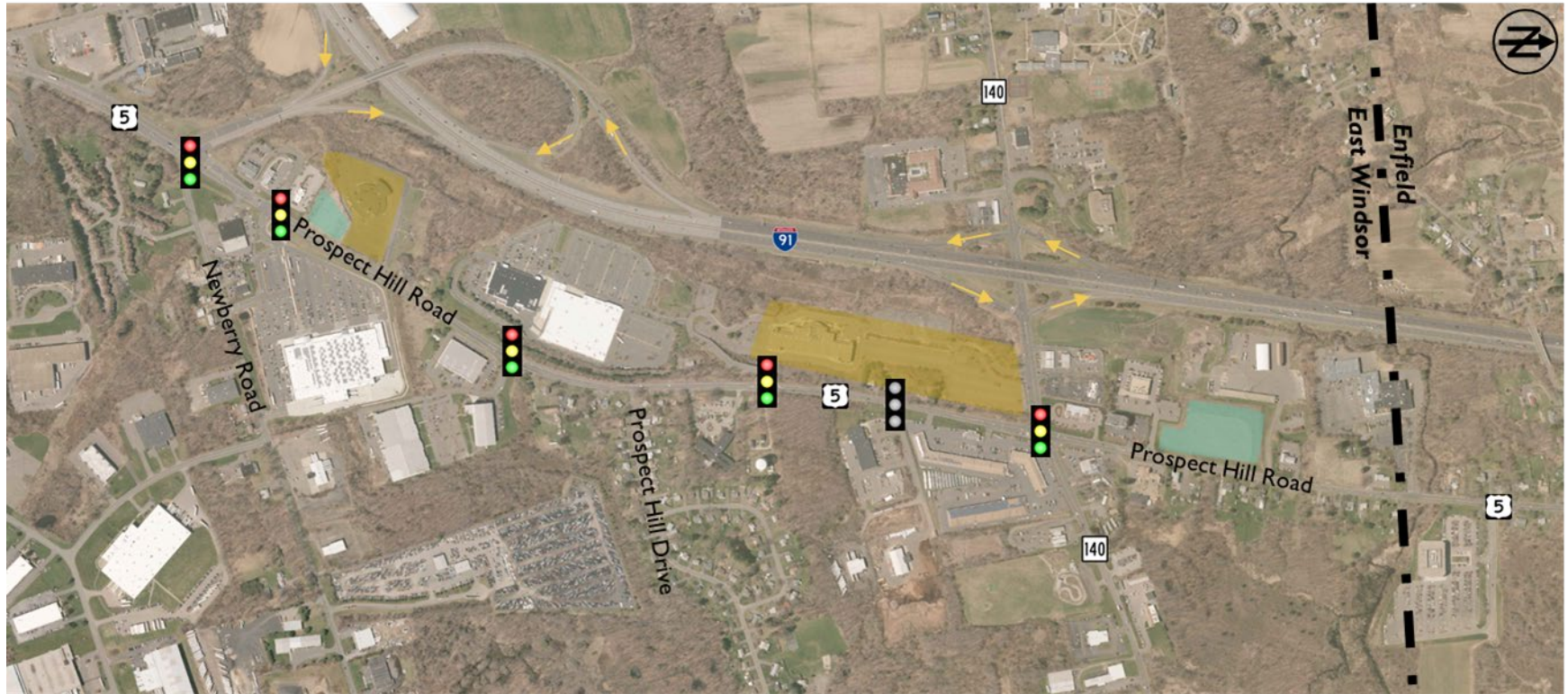
# Objectives

- ▶ Provide turn lanes at all intersections on Route 5
- ▶ Provide LOS D or better at all signalized intersections
- ▶ Minimize queues between intersections
- ▶ Provide transit service to key employment sites in the corridor
- ▶ Provide bicyclist and pedestrian facilities on Route 5 on at least one side of the street

# Preliminary Alternatives



# Northern Segment



# Northern Segment

- ▶ Lack of bicyclist / pedestrian facilities & transit service
  - Warehouse Point / Windsor Locks
- ▶ Future forecasts contingent on casino
- ▶ Congestion at Route 140





# Newberry Road Area





# Newberry

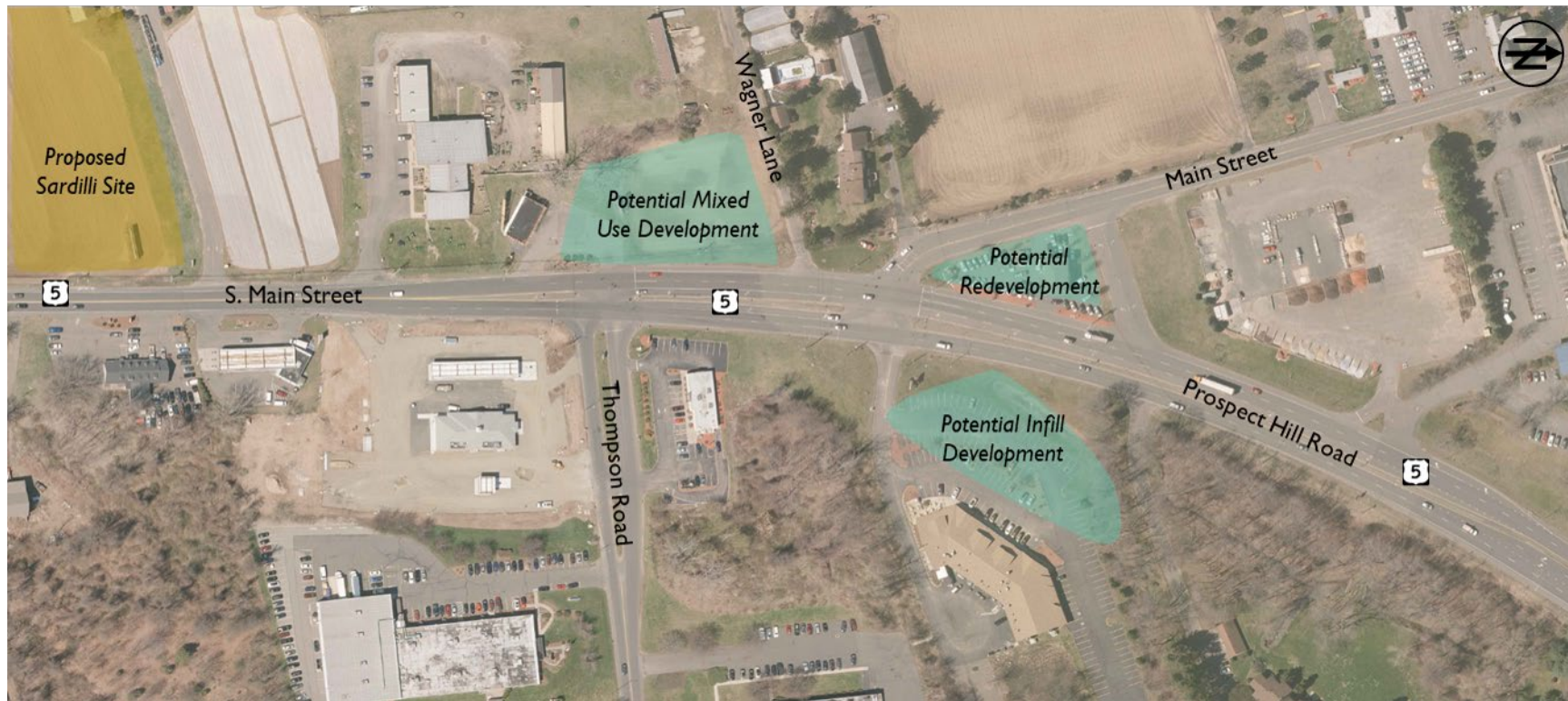
- ▶ Existing queuing issues related to signal and ramp weaving
- ▶ Expected deterioration of operations
- ▶ Bicyclist / pedestrian / transit access to development



# Newberry

- ▶ Alternative 1 – Restore double right from off-ramp
- ▶ Alternative 2 – Pre-signal
- ▶ Alternative 3 – Realign SB off-ramp (CTDOT requires further study)
- ▶ Alternative 4 – New local road to Main Street and reconstructed interchange (CTDOT requires further study)
- ▶ Alternative 5 – Capacity improvements at signal

# Main Segment



# Main Segment

- ▶ Awkward geometry at Main Street
- ▶ Lack of bicyclist / pedestrian accommodations



# Main Segment

- ▶ Alternative 1 – Add bicyclist / pedestrian amenities
- ▶ Alternative 2 – Realign Main Street



# Central Segment



# Central Segment

- ▶ Poor existing operations at South Water
- ▶ Crash history near Thompson Road
- ▶ Deteriorating operations at Tromley Road
- ▶ Lack of bicyclist / pedestrian amenities



# Central Segment

- ▶ Alternative 1 – Extend second southbound through lane beyond Tromley Road with bicyclist and pedestrian amenities
- ▶ Alternative 2 – Widen Route 5 to two lanes in each direction plus TWLTL



# Southern Segment



# Southern Segment

- ▶ Lack of turn lanes at signalized intersections
- ▶ Lack of bicyclist / pedestrian amenities
- ▶ Increasing delay & queues under future volumes
- ▶ Access management deficiencies

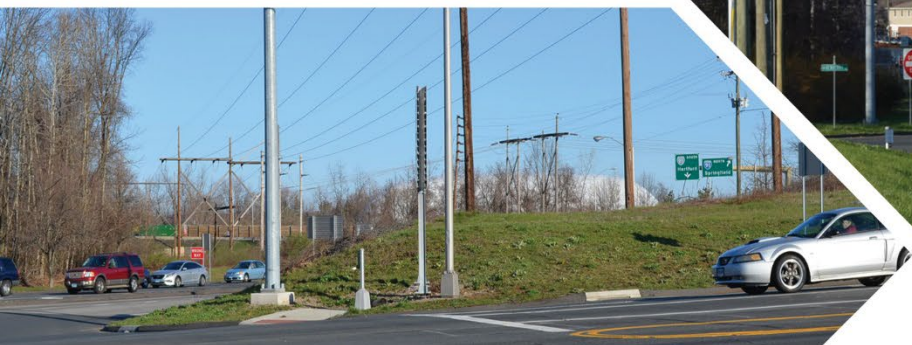




# Southern Segment

- ▶ Alternative 1A – Turn lanes at signalized intersections with bicyclist / pedestrian accommodations
- ▶ Alternative 1B – Road diet near SAA
- ▶ Alternative 2 – Two lanes in each direction with TWLTL from Scantic to Tromley
- ▶ Alternative 3 - Two lanes in each direction with TWLTL from Phelps to Tromley

# Implementation Plan



# Classifying Alternatives

## ► Near Term:

- Addresses existing deficiencies
- Limited complexity, cost and impact
- Example – Sidewalks / bus shelters / limited widening

# Classifying Alternatives

- ▶ Near Term Recommendations:
  - Address deficient signal infrastructure (done!)
  - Restore double-right at Newberry Road (Alternative I)
  - Provide pedestrian accommodations at key locations (Route 140 through S. Water Street)
  - Provide turn lanes and bicyclist / pedestrian accommodations in southern part of corridor
  - Road diet near SAA (if desired)

# Classifying Alternatives

## ► Mid Term:

- More complex, higher cost, may require ROW
- Widening for turn lanes, constructing sidewalk that requires ROW



# Classifying Alternatives

- ▶ Mid Term Recommendations:
  - Provide second southbound through lane from Thompson Road to Tromley Road
  - Implement Pre-Signal at Newberry Road, along with lengthened Northbound Left-turn Lane
  - Initiate transit service

# Classifying Alternatives

## ► Long Term:

- Addresses future volume concerns / depends on future development
- High cost, complexity, total acquisitions
- Adding roadway capacity for long segments, near / reconstructed interchanges

# Classifying Alternatives

- ▶ Long Term Recommendations:
  - Capacity improvements at Route 140, Newberry Road and from Thompson Road south to Scantic
  - Further investigate I-91 interchange possibilities

# Next Steps





# Next Steps

- ▶ Finalize cost estimates
- ▶ Final Report
  - Review and Comment
- ▶ Outreach Efforts:
  - Final Public Meeting
- ▶ Endorsement
  - CROCG
  - Town

Thank you for your time!



Any questions?