

**To:** CRCOG Transportation Committee  
**From:** Rob Aloise, Director of Transportation Planning  
**CC:** Cara Radzins, Deputy Director of Transportation Planning  
**Date:** January 12, 2024  
**Subject:** Greater Hartford Mobility Study Update

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CTDOT released the Greater Hartford Mobility Study Final Report on December 18, 2023. Attached to this memo is CTDOT's press release with information on the Final Report, including several potential early action projects identified in the study.

The press release is available online at:

<https://portal.ct.gov/DOT/CTDOT-Press-Releases/2023/CTDOT-Releases-Final-Report-for-the-Transportation-Future-of-Hartford-and-East-Hartford>

The Final Report can be found on the project website at:

<https://hartfordmobility.com/ghms/#/>

At the October 2023 CRCOG Transportation Committee Meeting, CRCOG staff reported updates on the Greater Hartford Mobility Study and received questions and feedback from Transportation Committee members to communicate to the GHMS project team. The questions/feedback and responses from the GHMS project team are summarized below:

1. Was traffic on Route 218 (Cottage Grove Road) modeled along with the proposed Freeway Interchange Improvements, and if so, to what extent does it benefit from the improvements?

Yes, Route 218 traffic was modeled. It generally shows 2-4% reduction in traffic volumes during AM peak period and 3-6% reduction in traffic volumes during PM peak period on Route 218 with proposed freeway interchange improvements.

2. To what extent is freeway congestion eliminated by the proposed improvements?

The proposed improvements will result in reduction in freeway congestion at the current congestion hot spots within the core. The travel demand model shows that I-84 freeway segments, which currently experience significant congestion, are projected to operate with improved speeds that is resulting in reduced VHT in the core. Volume to capacity (v/c) ratio on these links is also projected to improve and in many cases dropping below 1, which also contributes to achieving improved speeds and reduced VHT. This is due to effective separation of long- distance traffic from local traffic with the proposed additional river crossings. The travel demand model tool cannot determine if the congestion is fully eliminated, which is usually determined by microsimulation models, that will be developed as some of the GHMS projects move into NEPA and preliminary engineering phases.

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# Connecticut Department of Transportation

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## CTDOT Press Releases



**CONNECTICUT DEPARTMENT OF TRANSPORTATION  
NEWS RELEASE  
2800 BERLIN TURNPIKE  
NEWINGTON, CT 06111**

12/19/2023

## CTDOT Releases Final Report for the Transportation Future of Hartford and East Hartford

The Connecticut Department of Transportation (CTDOT) yesterday released the [Greater Hartford Mobility Study final report \(https://hartfordmobility.com/ghms/#/\)](https://hartfordmobility.com/ghms/#/), which outlines transportation projects and improvements in the study of Hartford, East Hartford, and surrounding communities.

“CTDOT is excited to release the final report for the Greater Hartford Mobility Study. Our next steps in bringing the study’s concepts to life include advancing several early-action projects throughout the Greater Hartford region to bring much-needed transportation mobility and safety improvements to the area within the next five years,” **said Connecticut Department of Transportation Commissioner Garrett Eucalitto**. “Community involvement does not stop here—CTDOT is committed to collaborating with community partners, regional organizations, and transportation stakeholders throughout the coming months and years to assess the improvements and impacts of each project as we transform what our capital region will look like for the generations to come.”

[Several early action projects \(https://hartfordmobility.com/ghms/#/\)](https://hartfordmobility.com/ghms/#/) will be implemented within the next three to five years, improving safety and mobility for the public. Some examples of potential early action projects:

Transforming Pulaski Circle with improved circulating sidewalks, ramps, and markings for drivers and pedestrians while creating safe routes for bicyclists  
Intersection improvements on Albany Avenue and Main Street to improve safety, traffic operations, and accessibility for all users  
Enhancing pedestrian facilities at highway ramps to maximize pedestrian connectivity and enhance the comfort and security of pedestrian crossings

The final report also identifies several potential mid-term action projects in the next six to 15 years, such as:

Directly connecting Route 2 to I-91 to reduce traffic weaving on the Bulkeley Bridge, improving safety and mobility for drivers  
Providing a high-quality rails-with-trail bicycle and pedestrian facility linking downtown Hartford to Bloomfield via the Hartline  
Improving evening transit service in priority areas to enhance access to employment centers for workers with non-traditional commutes and those enjoying trips for goods, services, and entertainment

The Greater Hartford Mobility Study is organized into four major program components and will undergo National and Connecticut Environmental Policy Act reviews:

1. **CityLink West** proposes to address safety, reduce the number of ramps in the Study Core, and improve connectivity between neighborhoods and green spaces/parks. Lowering the highway would link neighborhoods currently severed by the highway and create additional developable land while improving rail and bus services that share the corridor.
2. **CityLink East** proposes to mitigate highway congestion in downtown Hartford by relocating the I-84/I-91 interchange and creating a new bridge connecting I-84 and Route 2 in East Hartford. This redesign would separate local and highway traffic and reclaim the historic Bulkeley Bridge for local traffic, including opportunities for dedicated high-capacity transit facilities, separated bike lanes, and improved sidewalks.
3. **River Gateway** proposes to connect Hartford’s central business district with the Connecticut River. It would allow for equitable access to green space, would mitigate some of the visual and noise impacts of I-91, and creates an urban boulevard to strengthen local travel options. In addition, a new bridge would connect the Sheldon/Charter Oak neighborhood with a new, river-oriented, mid-rise neighborhood in East Hartford. The bridge would prioritize bus, bicycle, and pedestrian travel while accommodating automobile traffic.
4. **Founders Gateway** proposes to consolidate the I-84/Route 2 interchange ramps in East Hartford. It would open significant acres of land to potential development and provide opportunities to strengthen the local street grid.

The advancement of the study was first announced on [October 20, 2023. \(https://portal.ct.gov/DOT/CTDOT-Press-Releases/2023/Governor-Lamont-Announces-Advancement-of-the-CTDOT-Greater-Hartford-Mobility-Study\)](https://portal.ct.gov/DOT/CTDOT-Press-Releases/2023/Governor-Lamont-Announces-Advancement-of-the-CTDOT-Greater-Hartford-Mobility-Study)

The Greater Hartford Mobility Study utilizes a planning process known as a Planning and Environmental Linkages (PEL) Study. The Federal Highway Administration encourages PEL use since it considers environmental, community, and economic goals early in transportation planning. CTDOT may adopt or incorporate Planning Products from this PEL Study into a federal or state environmental review process under Title 23 U.S.C. § 168(d)(4). The project is formally identified as State Project No. 0063-0716.

The Greater Hartford Mobility Study was launched in 2020 as a community-driven vision for creating a vibrant, equitable, and sustainable multimodal transportation network. The goals of the study are to improve the movement of people and goods, increase transportation options, accessibility, reliability, and safety, as well as accommodate future needs and emerging technologies, prioritize social equity, and minimize environmental impacts.

For more information about the Greater Hartford Mobility Study, visit [hartfordmobility.com. \(https://hartfordmobility.com/ghms/#/\)](https://hartfordmobility.com/ghms/#/)