

**CRCOG Staff Comments on Greater Hartford Mobility Study (03/25/2024):
Alignment with Major Deficiencies and Goals from Metropolitan Transportation Plan
and Regional Sustainability and Equity Priorities**

Color Key:

Substantial Benefit	Moderate Benefit	Neutral	Negative Impact	Not Applicable
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<i>Core Component</i>		City Link East			City Link West		River Gateway			Founders Gateway	Full Build
		I-91/Route 2 Direct Connection	Bulkeley Bridge Conversion	I-84/I-91 Interchange Relocation - Northern Alignment	I-84 Hartford - Lowered Highway	Hartford Rail Viaduct Realignment and/or Reconstruction	New Connecticut River Bridge - Charter Oak Avenue & East River Drive	Relocate Whitehead Highway	Cap I-91, Hartford	I-84/Route 2 Interchange Improvements	
<i>Goal</i>											
<i>Highways</i>	Reduce Fatalities	Improved operations and direct path would reduce risk of fatalities	Complete streets design on bridge would have improved safety for all users	Redesign will improve traffic safety	Redesign will improve traffic safety		Provides an additional local traffic crossing option which could relieve congestion and create slightly safer driving conditions. Prioritizing safety and complete streets in the design could support safety	Will improve safety at Pulaski Circle	Potential for crashes to increase in enclosed/dark area. Potential for increase in difficulty for emergency response and increase in hazardous materials incidents.	Improvements in traffic operations will lead to increased safety	
	Update Aging Bridge Infrastructure	New bridge, doesn't involve aging bridges	Upgrades bridge functionality but not structural infrastructure	Updates infrastructure, particularly "I-84 EB EXIT NO. 51" bridge which is in poor condition	Updates infrastructure. Allows for elimination of aging I-84 viaduct through Hartford	Will replace rail bridge over Asylum Ave	Creates a new bridge which provides redundancy in river crossings. There are two fair/poor condition bridges near the west base of this bridge-maybe potential to include upgrades in this project		The portion of I-91 over the Dutch Point Viaduct already has an ongoing project that will repair this section.	Opportunity to make any necessary repairs and remove unneeded infrastructure	
	Reduce Freeway Congestion	Main outcome of this project	Reduces congestion for those traveling between Hartford/East Hartford	Better design and operations will reduce congestion	Better design and operations will reduce congestion	New rail station paired with access to the northern side of I-84 will increase use of passenger rail and move some vehicles off the highway		Local traffic will be able to avoid congested freeways by using this crossing	Will not substantially impact freeway congestion	Will not reduce congestion, continues to support same level of freeway travel	Will create more separation between local and through traffic, providing less congestion for all vehicles
<i>Transit and Rail</i>	Improve Regional Rail Connectivity				Supports the potential rail realignment.	Will allow for higher speeds and double tracking. Moving the station away from Downtown to the other side of the highway will decrease local connection to the station.					
	Enhance Crosstown Bus Service		Direct bus connection between Hartford/East Hartford	Will allow for better transit connections through the old intersection location, but would create a new area unfriendly to transit where the interchange would be moved to. The lowered highway is necessary to see a positive impact on transit through the project area	Will improve north-south connections across the lowered I-84. Supports the expansion of CTfastrak east		Will facilitate a new local bus connection across the river	Limited effect on transit	Capping I-91 opens up space for a north/south waterfront bus line	Opportunity to expand CTfastrak east	
	Need for expanded Service Span, Frequency, and Coverage		Potential for high frequency/service area transit and expansion of CTfastrak east			Will improve rail frequency through Hartford				Limited effect on transit	
	Opportunities for Flexible Service		Easier access across the Connecticut River will support all mobility choices		Easier access across I-84 will support all mobility choices. Mentions creating dedicated space for MaaS options	Will create dedicated space for MaaS options in new station					
	Focused Improvements in Priority Corridors		Supports transit mobility along the Burnside Priority Corridor	If not lowered, the new alignment of I-84 would cut off access along the Albany/Blue Hills and Main/Windsor priority corridors.	Supports transit mobility along the Farmington Ave corridor over I-84	Rail station connects to major transit corridors and is a regional transit priority		Does not connect directly to Transit Priority Corridors		Will improve multimodal access adjacent to priority corridors	Adjacent to Burnside Priority Corridor, investments will support transit infrastructure

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Core Component												
Goal												
Freight	Truck Bottleneck at I-84/I-91	Reduced overall congestion will benefit truck bottlenecks nearby	This project would only be done alongside the I-84/I-91 Interchange Relocation as converting this to a local bridge would otherwise be a	Better design and operations will reduce congestion	Better design and operations will reduce congestion		Local bridge connection, will not serve freight.		Will not affect operations and congestions	Will support the I-91/Route 2 Direct Connection and I-84/I-91 Interchange Relocation.		
	Last Mile Freight Connections											
	Freight Rail Facility Constraints				Will provide opportunity for rail reconstruction with improved facilities	Will provide opportunity for rail reconstruction with improved facilities						
	Increase Truck Parking/Facilities	No truck facilities included in concept designs				No truck facilities included in concept designs.						
	Space and Scheduling at Bradley											
Complete Streets	Signal and Sign Improvements				The bridge will be converted to have facilities for all users. Will make a welcoming connection across the CT River for bicyclists/pedestrians/local vehicles.	Opportunity to redesign intersections at the old location and at new ramps for Complete Streets	Creates easier connections over I-84 for all modes, removes current gap in bike/ped network where roads are narrow under the highway crossings. New road sections above I-84 will be designed for Complete Streets.	New rail station will require new facilities and access which incorporate complete streets design principles	Opportunity to modernize and improve design of the Whitehead Highway	Creates space for a new riverfront boulevard which will be built for complete streets and added recreational walking/cycling infrastructure	Opportunity to redesign intersections at ramps to the freeways for Complete Streets	
	Expansion/Improvements to Sidewalks and Bicycle Facilities	The connection will create additional barriers for bicyclists/pedestrians in East Hartford				Without lowering the highway, it will continue to be a barrier to bike and ped infrastructure				Will include non-motorized facilities. Initial plan shows a multiuse path alongside the bridge.	Opportunity to improve bike/ped facilities through Pulaski Circle	The reclaimed space will provide more opportunity for bicycle/pedestrian infrastructure connections in East Hartford
	Close Gaps in Bicycle and Pedestrian Infrastructure									More direct bike/ped access will support multimobility along Silver Lane and connect to the East Coast Greenway.		The interchange will continue to be a barrier to bicycle/pedestrian mobility.

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Airport Access	Improved Roadway Access	Better connection from Route 2 to the airport	Project doesn't connect to the airport	Ease of movement through I-84 to I-91 could support access to airport, but is not a primary outcome of this project					Project doesn't connect to the airport	Ease of movement through this interchange could support vehicle access to airport, but is not a primary outcome of this project	
	Improved Transit Service										
	Improved Cargo Facilities										
Sustainability/Equity	Reduce GHG Emissions	Continues to support vehicle traffic through the region.	Will provide additional multimodal options and shift emissions away from population centers	Continues to support vehicle traffic through the region. While it may reduce congestion, the longer route may increase VMT.	Improvements will encourage VMT growth even with multimodal improvements	Investment in rail will shift travel away from SOV	Continues to support vehicle traffic through the region. There is limited potential for mode shift	Continues to support vehicle traffic.	Continues to support vehicle traffic through the region	Continues to support vehicle traffic through the region, with a potential minor increase in VMT.	
	Reconnect Communities	Creates an additional barrier in the northern sides of East Hartford and Hartford	Creates a direct connection between East Hartford and Hartford	Without the lowered highway, will worsen connectivity between North Hartford and Downtown Hartford.	Reconnects neighborhoods divided by I-84 and allows for new development in the area to connect the communities	Will require property takings from low income residents. Need to ensure residents needs are met and station remains locally accessible.	Will improve connection between Hartford and East Hartford and supports investment in East Hartford	Will support the improved connections the proposed new bridge would make	Reconnects Hartford to the Connecticut River	Reclaimed space will improve East Hartford's connection to the riverfront and to Hartford	
	Mitigate Environmental Impacts	Creates a new freeway over the Connecticut River, impacting river and riverfront open space	Uses a current bridge, will not have to take additional ROW from natural resources	New interchange will impact the natural resources of the adjacent Riverside Park and the CT River	Area already developed. Does not significantly improve air quality or ongoing environmental impacts. Construction will impact EJ neighborhoods	Area already developed. Does not significantly improve air quality or ongoing environmental impacts. Construction will impact EJ neighborhoods	Construction and new infrastructure will impact the Connecticut River and Great River Park.	Area is already developed. Will not have new environmental impacts	Construction will moderately impact but the surrounding natural resources but is expected to be mitigable	Construction and infrastructure will impact open space areas and riverfront natural resources	