



CRCOG Overview
&
Alignment with MTP Goals

Memo & Project List

CRCOG CAPITAL REGION COUNCIL OF GOVERNMENTS
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To: CRCOG Transportation Committee
From: Rob Aloise, CRCOG Director of Transportation Planning
Date: February 26, 2024
Subject: Greater Hartford Mobility Study Staff Review

The Connecticut Department of Transportation (CTDOT) has released the final documents for the Greater Hartford Mobility Study (GHMS). This Planning and Environmental Linkages (PEL) study assessed an array of alternatives aimed at addressing transportation issues within the Greater Hartford area. The final documents are available at <https://hartfordmobility.com/>. In addition to the Final PEL Report, Appendix L outlines the Implementation Plan for the recommendations, and Appendix J details and analyzes the alternatives that were considered as a part of this effort.

CRCOG staff has reviewed the final documents and has prepared summary documents to assist our member municipalities in understanding not only how recommendations within the study could impact individual communities but also how the recommendations could impact the region as a whole. These documents are as follows:

- GHMS Project List (xlsx):** Table of all projects from the Implementation Plan (Appendix L). Sortable by a variety of attributes including mode, timeline, municipality, and order of magnitude cost. The corresponding page in Appendix J is noted for each project for those interested in viewing project details. NOTE: CRCOG staff has questions about the highlighted cells in this table. These questions can be found in the list of comments linked below.
- Primary Projects Analysis (PDE):** Table of CRCOG staff's assessment of the primary long-term projects address (or do not address) the major modal issues and deficiencies identified in CRCOG's Metropolitan Transportation Plan (MTP) as well as regional priorities related to sustainability and equity.
- CRCOG Staff Comments (PDF):** Questions and comments from CRCOG staff that will be submitted to CTDOT and the GHMS study team for response. NOTE: if any Committee members have questions or comments that they would like shared with CTDOT, please send them to AnaMaier@crcog.org by March 4.

CRCOG staff will prepare a draft resolution of support for the Greater Hartford Mobility Study to be reviewed by the Transportation Committee at its meeting on March 25. This resolution will be modified as needed based on Committee input and will be brought to the Policy Board for action.

Andover | Avon | Berlin | Bloomfield | Bolton | Canton | Columbia | Coventry | East Granby | East Hartford | East Windsor | Ellington | Farmington | Glastonbury | Granby | Hartford | Hebron | Manchester | Mansfield | Marlborough | New Britain | Newington | Plainville | Rocky Hill | Simsbury | South Windsor | Southington | Stafford | Suffield | Somers | Tolland | Vernon | West Hartford | Wethersfield | Willington | Windsor | Windsor Locks

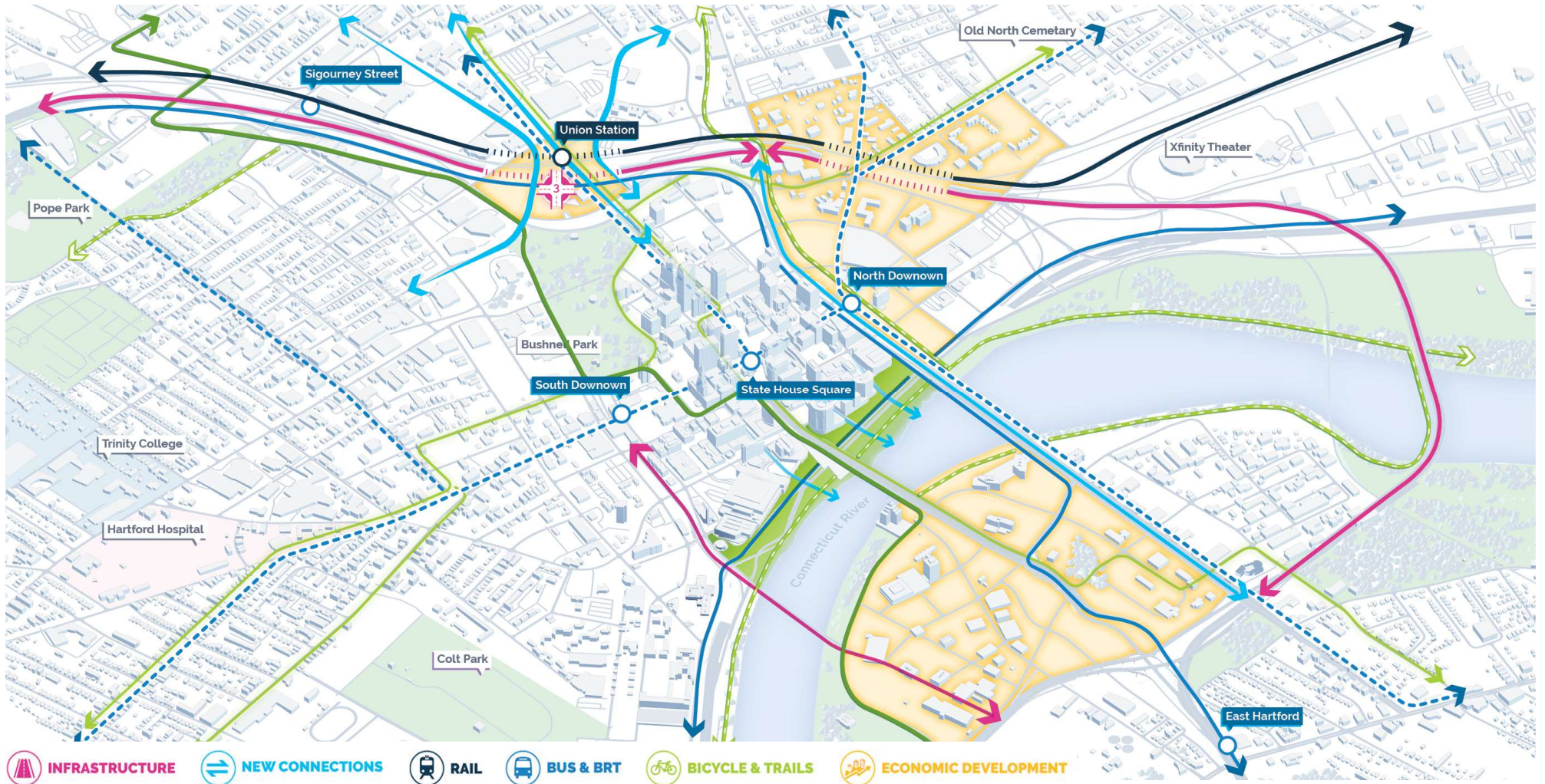
Mode	Project	Implementation Timeframe	Type	Municipality(ies)	Sponsor	Anticipated Class of Action	Order of Magnitude Cost	Appendix J Page #	Appendix I PDF Page #
Bicycle and Pedestrian	Complete and Improve Bicycle Networks in Moderate and High Demand Areas	Early Action	Capital Project	Hartford, West Hartford	City of Hartford, Town of West Hartford	CapEx	\$588	ccccvvi	422
Bicycle and Pedestrian	Complete Pedestrian Facilities along Charter Road, Wethersfield	Early Action	Capital Project	Wethersfield	Town of Wethersfield	CapEx	\$5	ccccvvi	384
Bicycle and Pedestrian	Complete Pedestrian Facilities along International Drive, Windsor	Early Action	Capital Project	Windsor	City of Windsor	CapEx	\$5	ccccvvi	345
Bicycle and Pedestrian	Complete Pedestrian Facilities along Main Street, East Hartford	Early Action	Capital Project	East Hartford	City of East Hartford	CapEx	\$5	ccccvvi	351
Bicycle and Pedestrian	Complete Pedestrian Facilities along Murphy Road, Hartford	Early Action	Capital Project	Hartford	City of Hartford	CapEx	\$5	ccccvvi	348
Bicycle and Pedestrian	Develop and Implement Local Complete Streets Plans	Early Action	Capital Project	Region Wide	Town of Windsor	CapEx	\$5	ccccvvi	342
Bicycle and Pedestrian	East Coast Greenway	Study	Study	Windsor	CTDOT or CRCOG	CapEx	\$88	ccccvvi	378
Bicycle and Pedestrian	Enhance Cross-River Connections	Mid-Term	Capital Project	Bloomfield, East Hartford, Hartford	CTDOT	CapEx	\$55	ccccvvi	418
Bicycle and Pedestrian	Enhance Pedestrian Crossings at Freeways and Ramps	Early Action	Service Improvement	Hartford, East Hartford, Windsor, South Windsor, Wethersfield, Glastonbury	CTDOT	CapEx	\$5	ccccvvi	158
Bicycle and Pedestrian	Goodwin University and East Hartford Improved Connections	Early Action	Capital Project	Windsor, West Hartford, Hartford, East Hartford, Wethersfield	CTDOT	CapEx	\$55	ccccvvi	418
Bicycle and Pedestrian	Main Street Complete Streets, East Hartford	Early Action	Capital Project	East Hartford	Town of East Hartford	CapEx	\$5	ccccvvi	415
Bicycle and Pedestrian	Newington to Wethersfield Greenway	Early Action	Program	Hartford	City of Hartford	CapEx	\$5	ccccvvi	24
Bicycle and Pedestrian	Provide Bicycle Network Serving Hartford Union Station	Early Action	Capital Project	East Hartford	CTDOT	CapEx	\$55	ccccvvi	415
Bicycle and Pedestrian	Provide Bicycle Network Serving Windsor Station	Early Action	Capital Project	Hartford	City of Hartford	CapEx	\$5	ccccvvi	1
Bicycle and Pedestrian	Provide Bicycle Network Serving Elmwood CT/Amtrak Station	Early Action	Capital Project	Hartford	Town of Newington, Town of Wethersfield	CapEx	\$55	ccccvvi	388
Bicycle and Pedestrian	Provide Bicycle Network Serving Flatbush Avenue CT/Amtrak Station	Early Action	Capital Project	Windsor	City of Hartford	CapEx	\$55	ccccvvi	389
Bicycle and Pedestrian	Provide Bicycle Network Serving Kate Street CT/Amtrak Station	Early Action	Capital Project	Hartford	Town of Windsor	CapEx	\$55	ccccvvi	360
Bicycle and Pedestrian	Provide Bicycle Network Serving Signatory Street CT/Amtrak Station	Early Action	Capital Project	Hartford	City of Hartford or CTDOT	CapEx	\$55	ccccvvi	357
Bicycle and Pedestrian	Rev. Moody Overpass Traffic Corridor	Early Action	Capital Project	Hartford	West Hartford	CapEx	\$55	ccccvvi	357
Bicycle and Pedestrian	Riversport Greenway	Early Action	Capital Project	Hartford	City of Hartford	CapEx	\$5	ccccvvi	369
Bicycle and Pedestrian	Riverside Park to Downtown North (DoNot) via Riverlink Connection	Early Action	Capital Project	Hartford	City of Hartford	CapEx	\$5	ccccvvi	362
Bicycle and Pedestrian	Route 175 Corridor Study	Early Action	Capital Project	Hartford	City of Hartford	CapEx	\$5	ccccvvi	375
Bicycle and Pedestrian	South Branch River Greenway	Early Action	Capital Project	Hartford, East Hartford	CTDOT	CapEx	\$5	ccccvvi	366
Bicycle and Pedestrian	284K Fossil Fuel Capacity Upgrades	Early Action	Study	Newington	CTDOT, City of Hartford, City of East Hartford	CapEx	\$55	ccccvvi	325
Rail	Connecticut River Rail Bridge	Early Action	Capital Project	Rocky Hill, Wethersfield	City of Hartford, CTDOT	CapEx	\$55	ccccvvi	93
Rail	Dual-Mode Locomotives and Fleet Upgrades	Long-term	Capital Project	Hartford, Newington	CTDOT or CRCOG	CapEx	\$55	ccccvvi	380
Rail	Griffin Line Rail with Trail (HartLine)	Mid-Term	Service Improvement	Windsor Locks, Suffield, and Enfield	CTDOT, Town of Newington, City of Hartford	CapEx	\$5	ccccvvi	425
Rail	Hartford Line Upgrades (NHFS EA)	Mid-Term	Service Improvement	Region Wide	CTDOT - Office of Rail	CapEx	\$5	ccccvvi	155
Rail	Hartford Line Yard Storage and Maintenance Facilities	Mid-Term	Capital Project	Hartford, Bloomfield	Antrak	CapEx	\$555	ccccvvi	172
Rail	Improve Rail Station Amenities	Early Action	Study	Region Wide	CRCOG/City of Hartford	CapEx	\$555	ccccvvi	217
Rail	Infrastructure Hardening to Address Drainage and Flooding Vulnerabilities	Mid-Term	Capital Project	Region Wide	CTDOT - Office of Rail	CapEx	\$555	ccccvvi	176
Rail	Mobility as a Service (MASS)	Early Action	Study	Hartford	CTDOT - Office of Rail	CapEx	\$5	ccccvvi	183
Rail	Station Parking Redevelopment to Further Support TOD	Early Action	Study	Hartford	CTDOT - Office of Rail	CapEx	\$5	ccccvvi	180
Rail	Strengthen Regional Identity with Branding and Wayfinding	Early Action	Study	Region Wide	CTDOT - Office of Rail	CapEx	\$5	ccccvvi	236
Rail	New Rail Station in North Haven	Early Action	Capital Project	Region Wide	CTDOT - Planning	CapEx	\$5	ccccvvi	240
Rail	Bus Rapid Transit (BRT) Expansion: Northeast Corridor	Mid-Term	Capital Project	New Haven	CTDOT - Office of Rail	CapEx	\$5	ccccvvi	187
Rail	Bus Rapid Transit (BRT) Expansion: South Corridor	Long-term	Service Improvement	Hartford, East Hartford, Manchester	CTDOT - Office of Rail	CapEx	\$5	ccccvvi	244
Rail	Enhance Airport Service along CT/Amtrak Route #30	Long-term	Service Improvement	Hartford, Wethersfield, Rocky Hill	CTDOT - Office of Rail	CapEx	\$55	ccccvvi	229
Rail	Enhance Bus Stop Amenities	Early Action	Service Improvement	Hartford, Windsor, Windsor Locks	CTDOT - Public Trans	CapEx	\$555	ccccvvi	226
Rail	Enhance Service Frequency in Transit Priority Areas	Early Action	Service Improvement	Region Wide	EA	CapEx	\$555	ccccvvi	310
Rail		Mid-Term	Service Improvement	Region Wide	CTDOT and CRCOG	CapEx	\$55	ccccvvi	316
Rail		Mid-Term	Service Improvement	Region Wide	TRB	CapEx	\$5	ccccvvi	331
Rail		Mid-Term	Service Improvement	Region Wide	TRB	CapEx	\$5	ccccvvi	284
Rail		Mid-Term	Service Improvement	Region Wide	TRB	CapEx	\$5	ccccvvi	288

CRCOG Comments & CTDOT Responses

Greater Hartford Mobility Study MPO COG COMMENTS					
Item #	MPO COG	Project/Program/General	Comment	CTDOT lead for response	CTDOT response
1	CRCOG	Main Street Complete Streets, East Hartford	The "Main Street Complete Streets, East Hartford" project (Early Action) appears in the Implementation Plan but is not in Appendix J. It would be helpful to have more details about this project. "Complete Pedestrian Facilities along Main Street, East Hartford" does appear in both the Implementation Plan and Appendix J, but it is unclear if this is a separate project or was combined with the Complete Streets item.		"Main Street Complete Streets, East Hartford" was developed in response to a request from the Town after the publication of Appendix J. The Department's PDU is administering this project and coordinating with the Town. "Complete Ped... Main Street, East Hartford" refers to the segment of Main Street west of Route 5, which becomes Ellington Road. This section on Main Street does not have sidewalks despite reasonable transit ridership. It is about .5 to 1 mile north of the limits for Main Street - Complete Streets.
2	CRCOG	Station Parking Redevelopment to Further Support TOD	Appendix J notes that this Early Action item was "combined with the Bus alternative." It's unclear which project this is referencing. Please clarify.		This refers to Support for TOD (Rail and Bus) listed in the Bus Alternatives.
3	CRCOG	Reconfigure Off-Street Parking	The Implementation Plan notes that CRCOG is the Sponsor for "Reconfigure Off-Street Parking" in Hartford. This appears to be an error and should be corrected to the City of Hartford to align with Appendix J.		Noted.
4	CRCOG	Regional Traffic Calming Framework	This Early Action item is listed in the Implementation Plan but does not appear in Appendix J. It would be helpful to have more details about this project or clarification if it appears as a subset of a different project in Appendix J.		This recommendation was inadvertently omitted from Appendix J.
5	CRCOG	Route 5/15 (Berlin Turnpike) Bike and Pedestrian Facilities	We were surprised that this project from Appendix J was not included in the Implementation Plan. Please confirm if this was an error or supply rationale for its exclusion. CRCOG is pursuing a RAISE Planning Grant for this project with the support of CTDOT.		This recommendation was inadvertently omitted from the Implementation Plan.
6	CRCOG	General	It would be very helpful to have a clearer understanding of the relationship between the projects described in Appendix J and the projects included in the Implementation Plan. Please provide a list of all projects from Appendix J and their outcome (included for implementation, excluded, combined with another project, etc.). It will be important for our municipalities to understand not only what projects are included for them but also which are not being moved forward (and why).		This will be provided.
7	CRCOG	General	The names, the projects included, the interdependencies between projects, and the study areas of the four core components (City Link West, City Link East, River Gateway, Founders Gateway) change between Appendix J and the PEL Report. Clarity and consistency in what is included in the four core components would be helpful.		This will be provided.
8	CRCOG	General	The capital costs of each of the four core projects should be shown, with a breakdown of what portion of costs go to the individual projects.		Programs overlap and costs are most accurately represented in overall figure
9	CRCOG	General	Appendix J should contain a clear listing of numerical performance measures (costs and benefits) of each project such as: Level of Service, VHT, VMT, and ROW acreage. Recommend a table format, similar to the attached document, even if performance measures are qualitative.		The model wasn't run for each project in Appendix J. The GHMS team will work to summarize programmatic KPIs from Appendix K in a more comprehensive manner to provide a more quantitative assessment of the recommendations.
10	CRCOG	Hartford Rail Viaduct Realignment and/or Reconstruction	The potential benefits to regional rail service that could be seen by adding double tracking through Hartford seem to be under-emphasized in the study documents. It would be beneficial to emphasize and expand upon the benefits that this project could have for regional rail. Additionally, it should be labelled clearly as a part of City Link West in Appendix J.		This is consistent with feedback received at the East Hartford public meeting. We can strategically revise the report and Appendix J to strengthen discussion of these.
11	CRCOG	I-84/I-91 Interchange Relocation	In Appendix J the "I-84/I-91 Interchange Relocation Project" is identified on page cxiii with the note that "This alternative has been further divided into City Link, City Link East, and I-84/Route 2 Interchange Improvements, with independent detailed documentation." However there does not seem to be additional detail on the interchange under any of these categories. It would be helpful to have more details about this project and on what configurations are being considered for this interchange.		This will be provided via Appendix J.
12	CRCOG	City Link West	CTfastrak realignment is mentioned and included in mockup illustrations alongside the lowering of I-84 and the realignment of the Hartford Rail Viaduct. However, the alignment is inconsistent between the mockup images on pages 36-37 and 62-63 in the PEL Report and there is no detail on what options were explored for this potential realignment in Appendix J. Alternatives Screening, Alternatives for CTfastrak realignment should be detailed in the documents, particularly in Appendix J.		Clarification on the disposition of CTfastrak will be added in Appendix J, with additional reference in the report and Appendix L.
13	CRCOG	City Link East	Mockup images in the PEL Report for Walnut Street (pg 42-43), and Albany Avenue (pg 44-45) do not include bicycle facilities, and the Bulkeley Bridge (pg 46-47) appears to show an on-street, unprotected bicycle facility. If this represents the actual recommendation, provide details on why as it seems to be contrary to CRCOG's Complete Streets Plan and the study goal to "provide multi-modal choices for safe and reliable transportation" (PEL Report, pg 26).		The renderings will be revised to meet the recommendations of the CRCOG CS plan.
14	CRCOG	Cap I-91, Hartford	Draft images in the PEL Report and Appendix J show the I-91 cap as approximately 1 mile long, starting just south of the Whitehead Highway and extending north to the Riverside Park Overpass. We ask that in the upcoming NEPA phase to not limit the extent of the capping to these boundaries and to explore potential for a longer cap on I-91.		Noted.

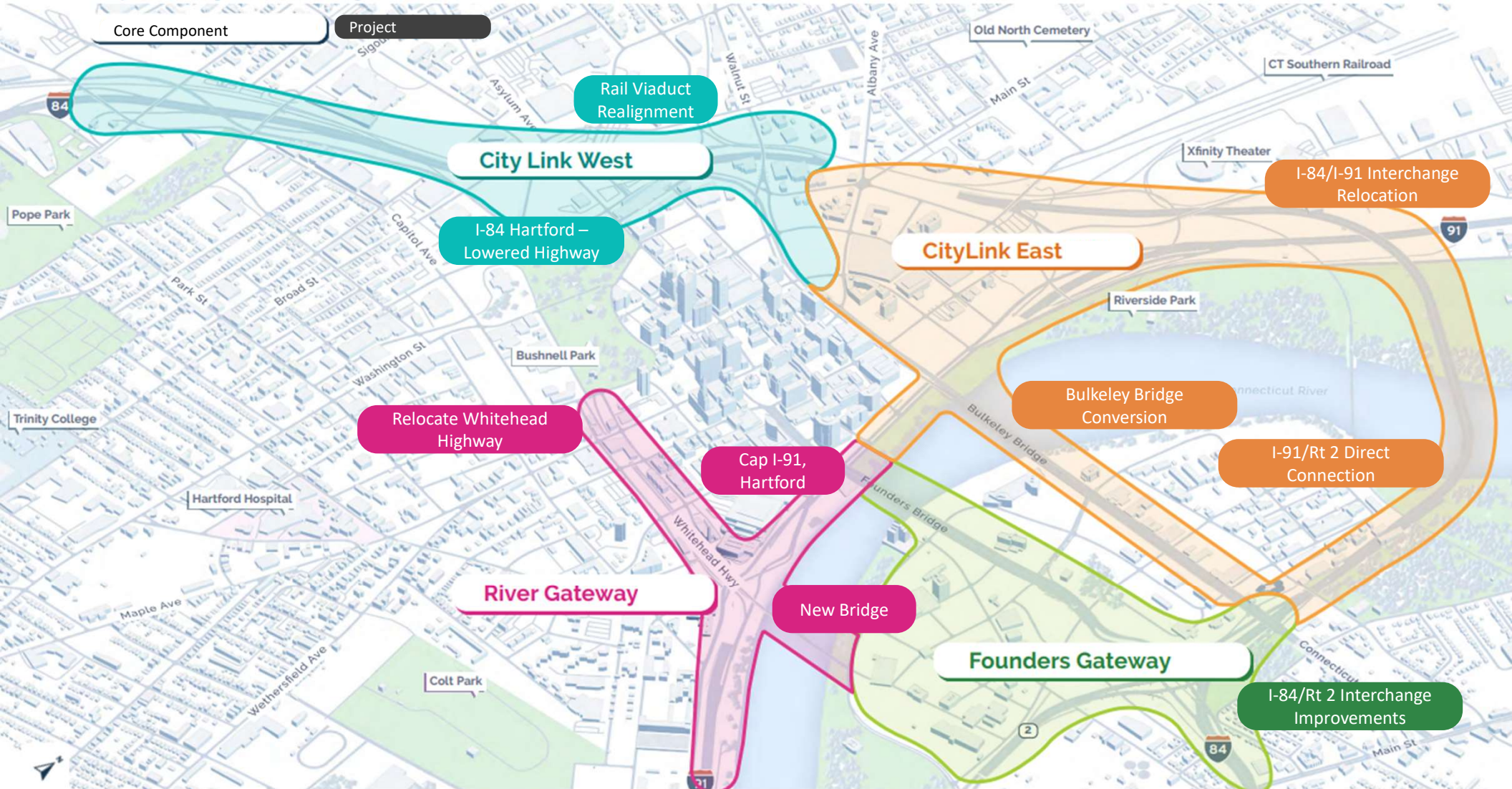
Full Program

Mobility | Equity | Economic Development | Placemaking | Safety

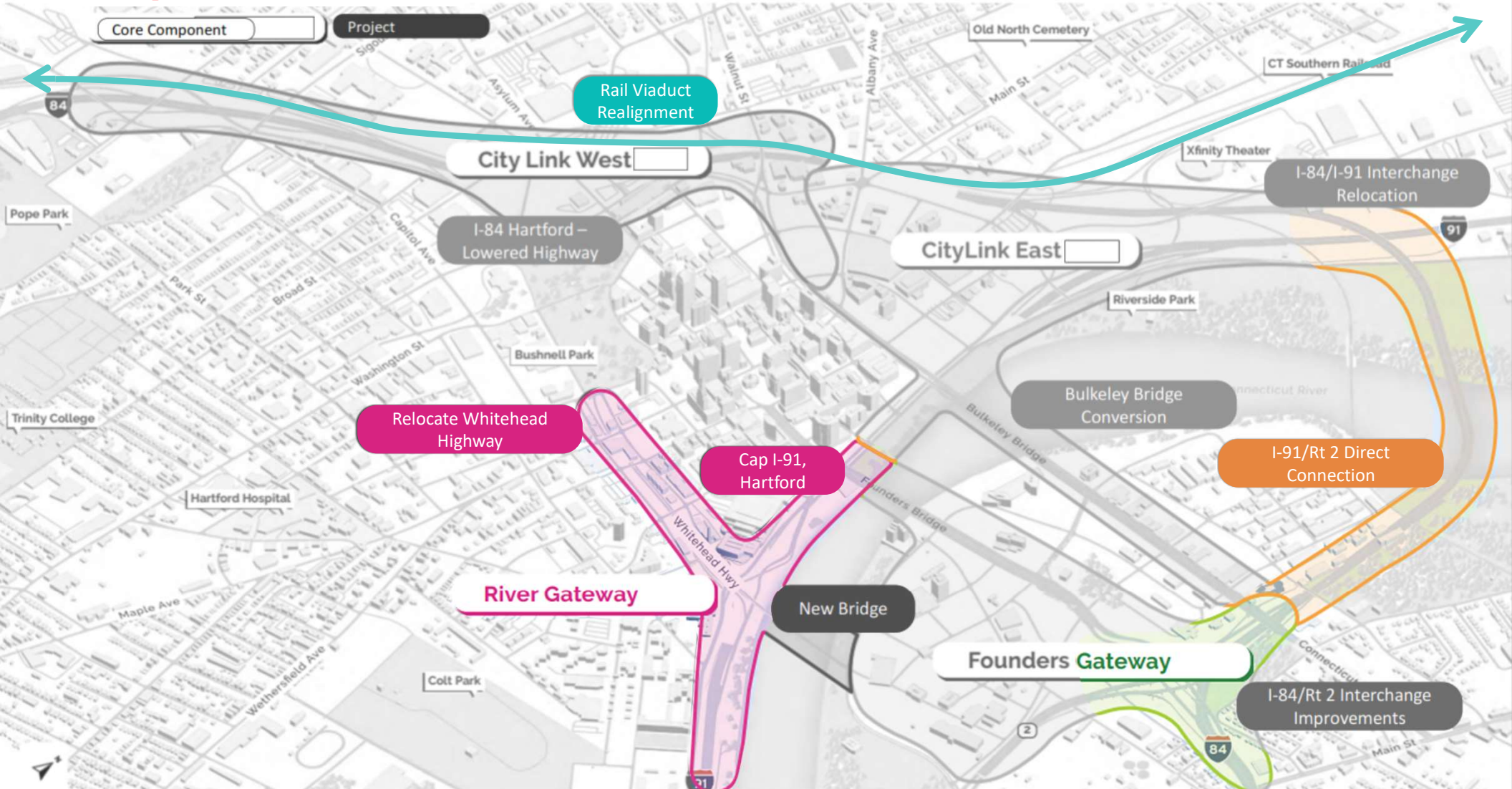


- INFRASTRUCTURE
- NEW CONNECTIONS
- RAIL
- BUS & BRT
- BICYCLE & TRAILS
- ECONOMIC DEVELOPMENT

Major Components Map



Independent Elements



GHMS Alignment with MTP Goals

Color Key: Substantial Benefit Moderate Benefit Neutral Negative Impact Not Applicable

Core Component	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	
Highways										
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 Asylum could support safety.	Will improve safety at Putaski Circle	Potential for crashes to increase in enclosed/dark areas. 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 "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			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	
Transit and Rail										
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/Windor 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	

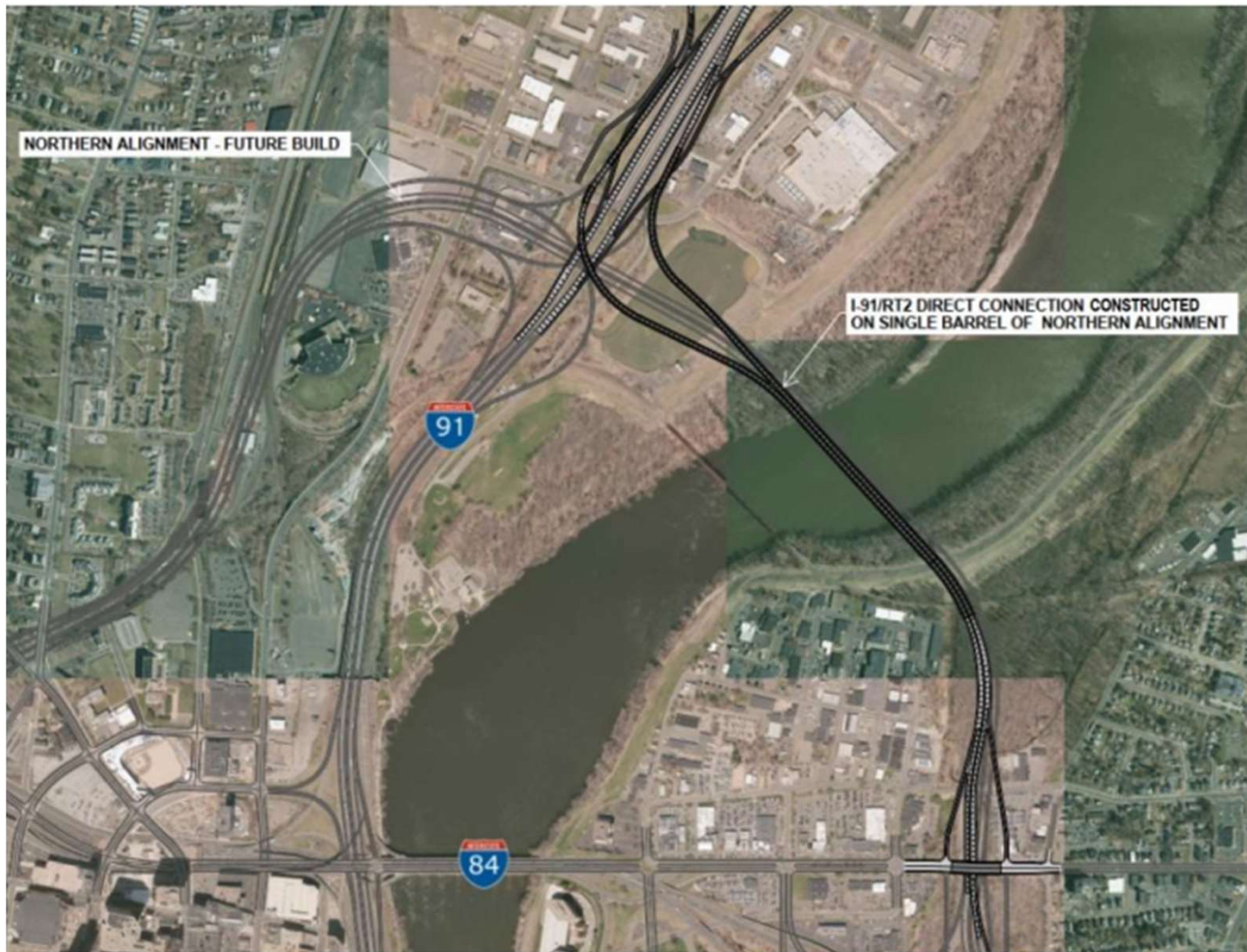
CRRC Staff Comment on Greater Hartford Mobility Study 03/25/2024: Alignment with Major Performance and Goals from Metropolitan Transportation Plan and Regional Sustainability and Equity Priorities

Core Component	City Link East	City Link West	River Gateway	Founders Gateway	Full Build
Highways					
Transit and Rail					
Freight					
Community Services					
Climate Services					
Accessibility/Equity					

City Link East

I-91/Route 2 Direct Connection

~\$900M



City Link East

I-91/Route 2 Direct Connection

~\$900M

Substantial Benefit

- **Reduce Freeway Congestion**
- Truck Bottleneck at I-84/I-91

Moderate Benefit

- Reduce Fatalities
- Improved Airport Roadway Access

Neutral

- Increase Truck Parking/Facilities

Negative Impact

- **Reduce GHG Emissions**
- **Reconnect Communities**
- **Mitigate Environmental Impacts**
- Expansion/Improvements to Sidewalks and Bicycle Facilities
- Close Gaps in Bicycle and Pedestrian Infrastructure

**Greater Hartford Mobility Study
MPO COG COMMENTS**

Item #	Project/Program/General	Comment	CTDOT response
7	General	The names, the projects included, the interdependencies between projects, and the study areas of the four core components (City Link West, City Link East, River Gateway, Founders Gateway) change between Appendix J and the PEL Report. Clarity and consistency in what is included in the four core components would be helpful.	This will be provided.



City Link East

I-84/I-91 Interchange Relocation



City Link East

I-84/I-91 Interchange Relocation

Substantial Benefit

- **Reduce Freeway Congestion**
- Truck Bottleneck at I-84/I-91
- Update Aging Bridge Infrastructure

Moderate Benefit

- Reduce Fatalities
- Signal and Sign Improvements

Neutral

- Enhance Crosstown Bus Service
- Need for Expanded Service Span, Frequency, and Coverage
- Opportunities for Flexible Service
- Increase Truck Parking/Facilities
- Expansion/Improvements to Bike/Ped Facilities
- Close Gaps in Bike/Ped Infrastructure

Negative Impact

- **Reconnect Communities**
- **Reduce GHG Emissions**
- Mitigate Environmental Impacts
- Focused Improvements in Priority Corridors

Greater Hartford Mobility Study MPO COG COMMENTS

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11	I-84/I-91 Interchange Relocation	In Appendix J the "I-84/I-91 Interchange Relocation Project" is identified on page cxiii with the note that "This alternative has been further divided into City Link, City Link East, and I-84/Route 2 Interchange Improvements, with independent detailed documentation." However there does not seem to be additional detail on the interchange under any of these categories. It would be helpful to have more details about this project and on what configurations are being considered for this interchange.	This will be provided via Appendix J.



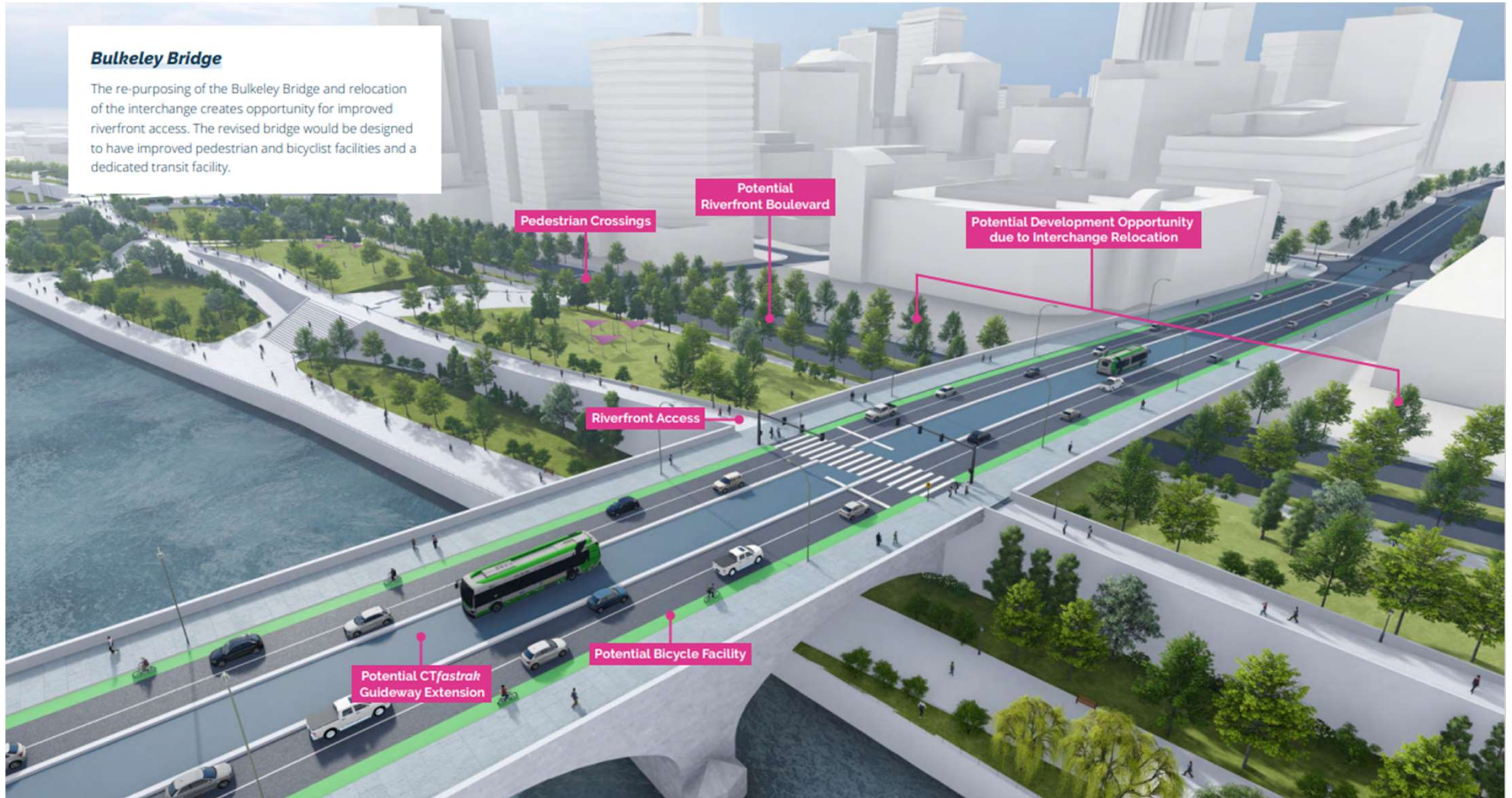
City Link East

Bulkeley Bridge Conversion

~\$2M – 2.5M

Bulkeley Bridge

The re-purposing of the Bulkeley Bridge and relocation of the interchange creates opportunity for improved riverfront access. The revised bridge would be designed to have improved pedestrian and bicyclist facilities and a dedicated transit facility.



City Link East

Bulkeley Bridge Conversion

~\$2M – 2.5M

Substantial Benefit

- Reconnect Communities
- Close Gaps in Bicycle and Pedestrian Infrastructure
- Focused Improvements in Transit Priority Corridors
- Enhance Crosstown Bus Service
- Need for expanded Service Span, Frequency, and Coverage of Transit
- Reduce Fatalities
- Signal and Sign Improvements
- Expansion/Improvements to Sidewalks and Bicycle Facilities

Moderate Benefit

- Update Aging Bridge Infrastructure
- Reduce Freeway Congestion
- Opportunities for Flexible Service
- Reduce GHG Emissions

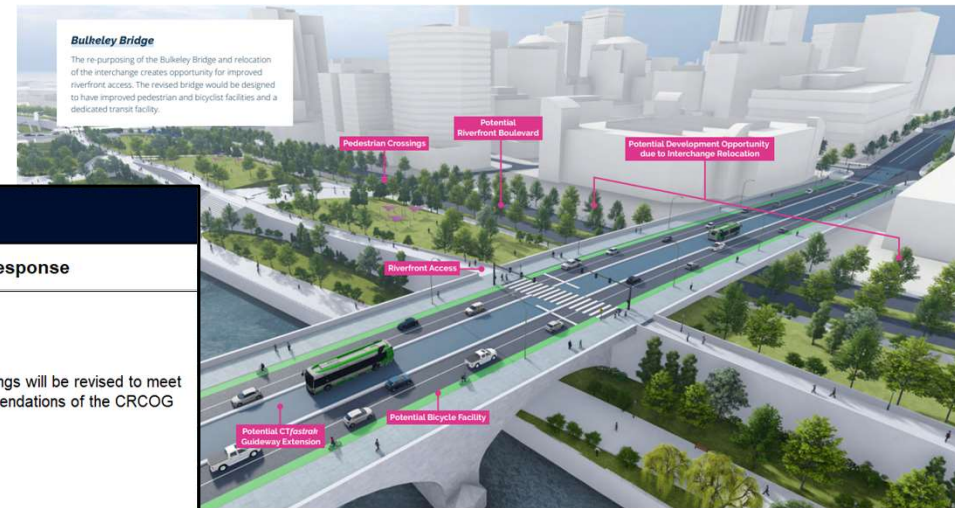
Neutral

- Truck Bottleneck at I-84/I-91
- Mitigate Environmental Impacts

Negative Impact

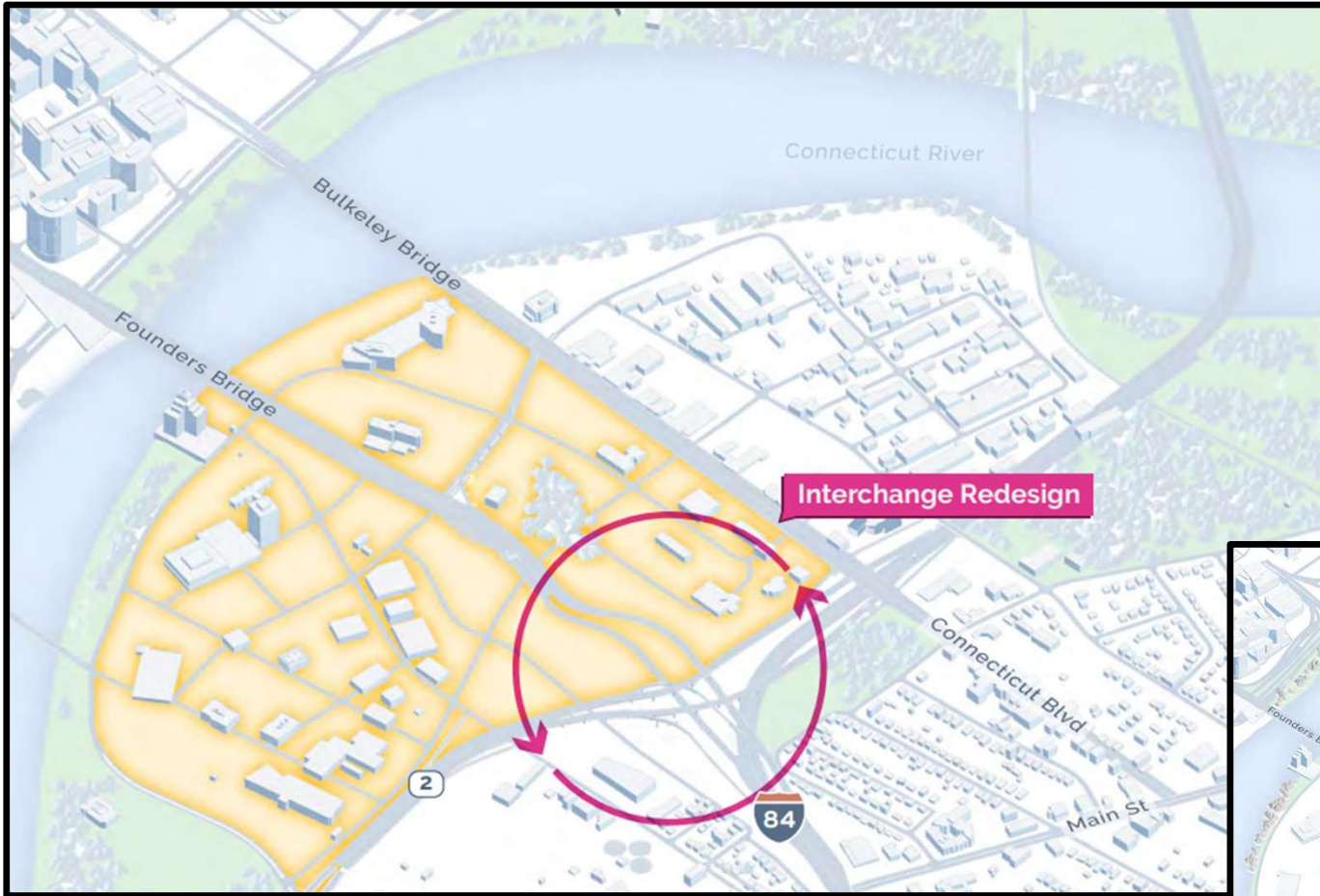
- N/A

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Founders Gateway

I-84/Route 2 Interchange Improvements



Founders Gateway

I-84/Route 2 Interchange Improvements

Substantial Benefit

- **Reconnect Communities**
- Reduce Freeway Congestion
- Enhance Crosstown Bus Service

Moderate Benefit

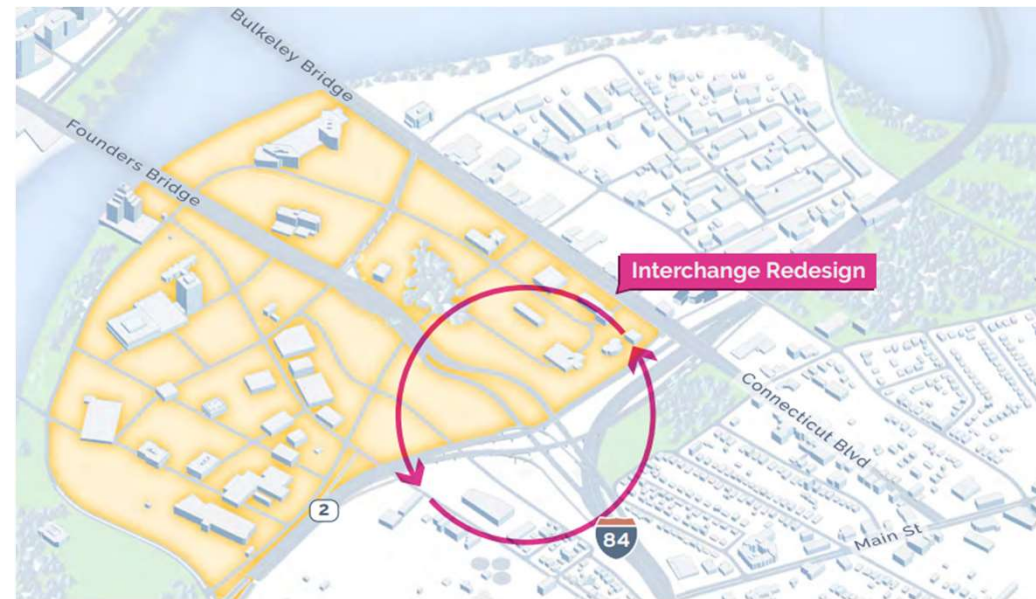
- Reduce Fatalities
- Update Aging Bridge Infrastructure
- Focused Improvements in Transit Priority Corridors
- Truck Bottleneck at I-84/I-91
- Signal and Sign Improvements
- Expansion/Improvements to Sidewalks and Bicycle Facilities

Neutral

- Need for expanded Service Span, Frequency, and Coverage of Transit
- Close Gaps in Bicycle and Pedestrian Infrastructure
- Reduce GHG Emissions

Negative Impact

- Mitigate Environmental Impacts



City Link West

I-84 Hartford – Lowered Highway

~\$4B – 6B (Full City Link West)



City Link West

I-84 Hartford – Lowered Highway

~\$4B – 6B (Full City Link West)

Substantial Benefit

- Update Aging Bridge Infrastructure
- Reconnect Communities
- Close Gaps in Bicycle and Pedestrian Infrastructure
- Reduce Freeway Congestion
- Enhance Crosstown Bus Service
- Need for expanded Service Span, Frequency, and Coverage of Transit
- Focused Improvements in Transit Priority Corridors
- Signal and Sign Improvements
- Expansion/Improvements to Sidewalks and Bicycle Facilities

Moderate Benefit

- Reduce Fatalities
- Improve Regional Rail Connectivity
- Opportunities for Flexible Service
- Truck Bottleneck at I-84/I-91
- Freight Rail Facility Constraints

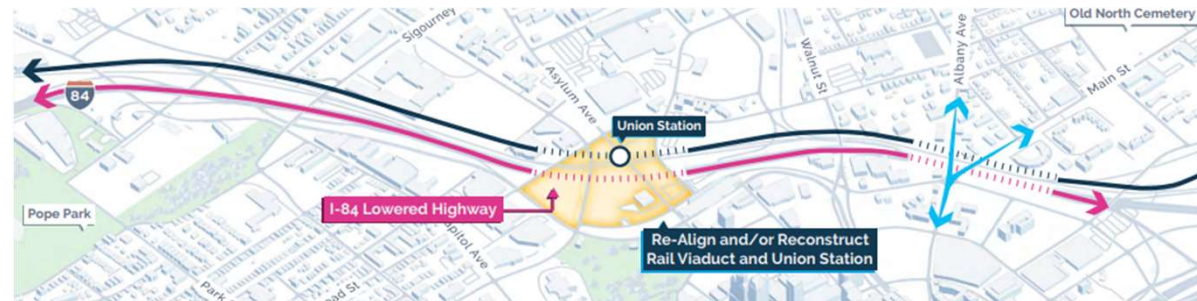
Neutral

- Reduce GHG Emissions
- Mitigate Environmental Impacts

Negative Impact

- N/A

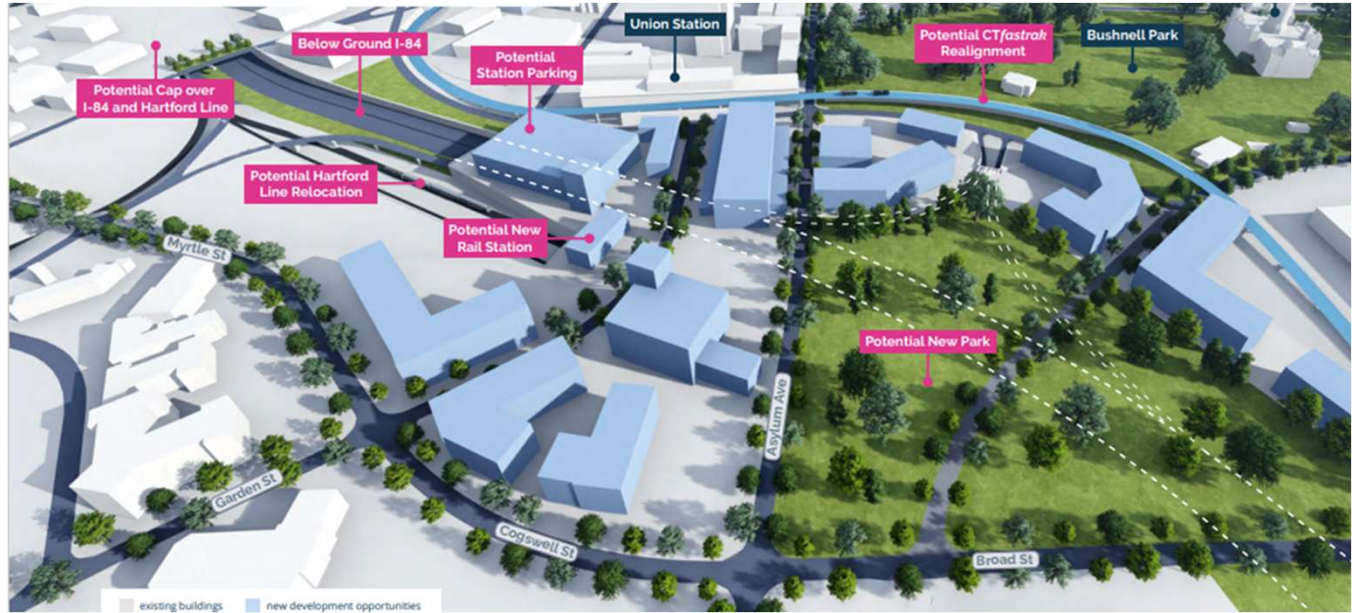
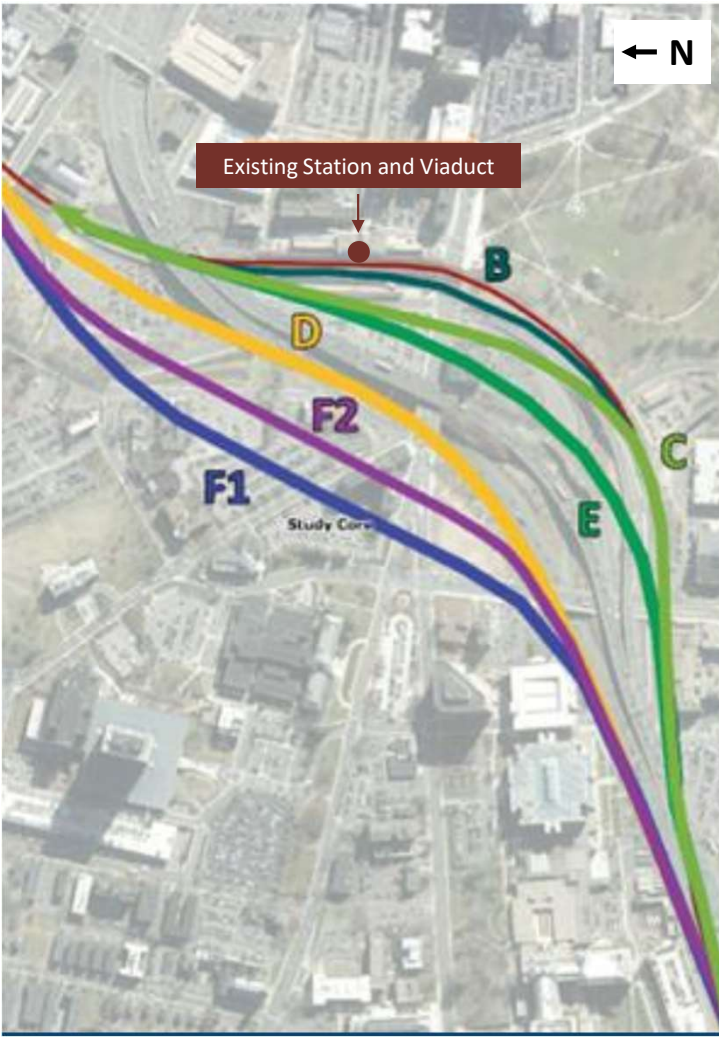
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City Link West

Hartford Rail Viaduct Realignment/Reconstruction

~\$4B – 6B (Full City Link West)



City Link West

Hartford Rail Viaduct Realignment/Reconstruction

~\$4B – 6B (Full City Link West)

Substantial Benefit

- **Improve Regional Rail Connectivity**
- **Freight Rail Facility Constraints**
- Need for expanded Service Span, Frequency, and Coverage of Transit
- Focused Improvements in Transit Priority Corridors
- Reduce GHG Emissions

Moderate Benefit

- Update Aging Bridge Infrastructure
- Reduce Freeway Congestion
- Opportunities for Flexible Service
- Signal and Sign Improvements
- Expansion/Improvements to Sidewalks and Bicycle Facilities
- Close Gaps in Bicycle and Pedestrian Infrastructure

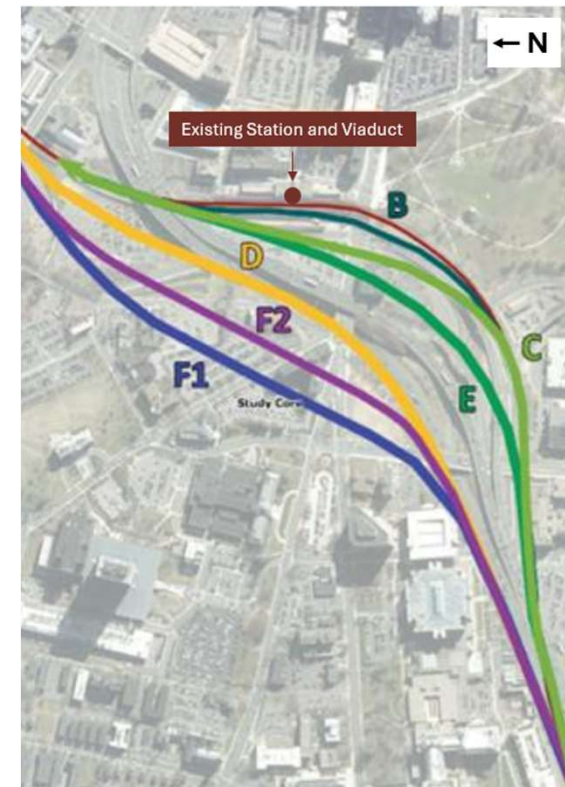
Neutral

- Mitigate Environmental Impacts

Negative Impact

- Reconnect Communities

Greater Hartford Mobility Study MPO COG COMMENTS			
Item #	Project/Program/General	Comment	CTDOT response
10	Hartford Rail Viaduct Realignment and/or Reconstruction	The potential benefits to regional rail service that could be seen by adding double tracking through Hartford seem to be under-emphasized in the study documents. It would be beneficial to emphasize and expand upon the benefits that this project could have for regional rail. Additionally, it should be labelled clearly as a part of City Link West in Appendix J.	This is consistent with feedback received at the East Hartford public meeting. We can strategically revise the report and Appendix J to strengthen discussion of these.



River Gateway

Cap I-91, Hartford

~\$2B – 2.5B



River Gateway

Cap I-91, Hartford

~\$2B – 2.5B

Substantial Benefit

• Reconnect Communities

Moderate Benefit

- Enhance Crosstown Bus Service
- Need for expanded Service Span, Frequency, and Coverage of Transit
- Opportunities for Flexible Service
- Focused Improvements in Transit Priority Corridors
- Signal and Sign Improvements
- Expansion/Improvements to Sidewalks and Bicycle Facilities
- Close Gaps in Bicycle and Pedestrian Infrastructure

Neutral

- Reduce Fatalities
- Update Aging Bridge Infrastructure
- Reduce Freeway Congestion
- Truck Bottleneck at I-84/I-91
- Reduce GHG Emissions

Negative Impact

- Mitigate Environmental Impacts

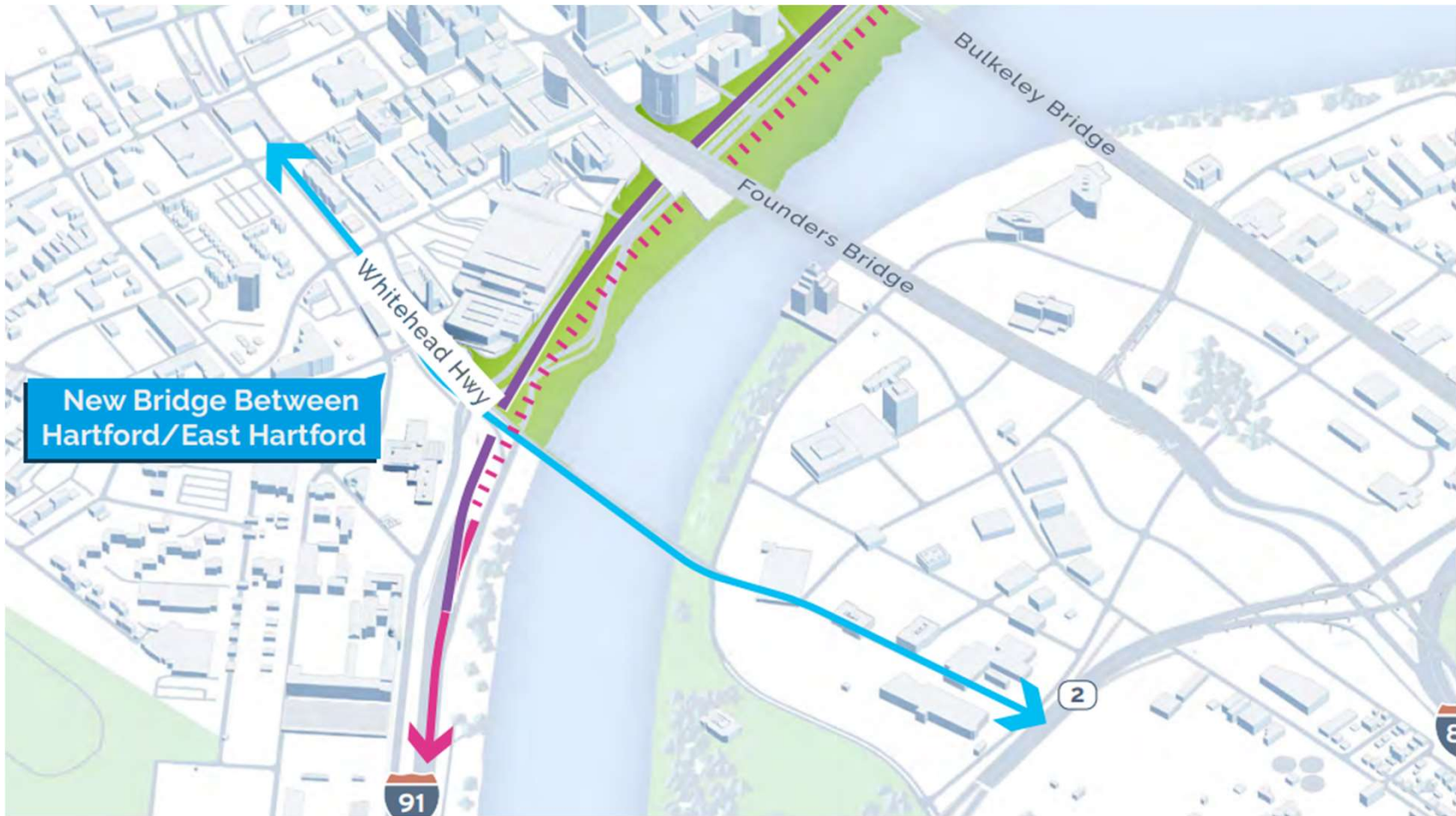
Greater Hartford Mobility Study MPO COG COMMENTS			
Item #	Project/Program/General	Comment	CTDOT response
14	Cap I-91, Hartford	Draft images in the PEL Report and Appendix J show the I-91 cap as approximately 1 mile long, starting just south of the Whitehead Highway and extending north to the Riverside Park Overpass. We ask that in the upcoming NEPA phase to not limit the extent of the capping to these boundaries and to explore potential for a longer cap on I-91.	Noted.



River Gateway

New Connecticut River Bridge

~\$250M – 1B



River Gateway

New Connecticut River Bridge

~\$250M – 1B

Substantial Benefit

- **Reconnect Communities**
- **Close Gaps in Bicycle and Pedestrian Infrastructure**
- Update Aging Bridge Infrastructure
- Expansion/Improvements to Sidewalks and Bicycle Facilities

Moderate Benefit

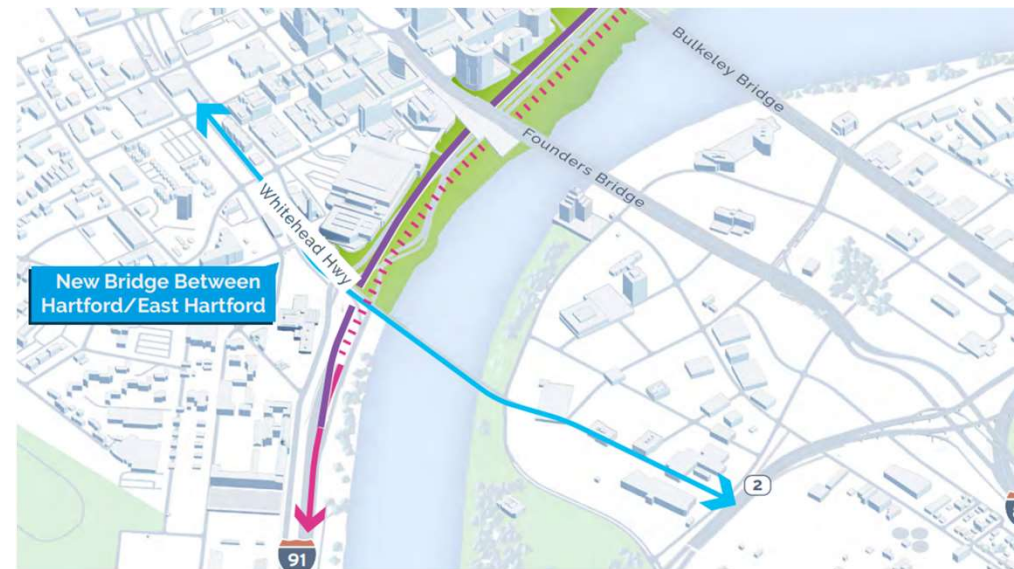
- Reduce Fatalities
- Reduce Freeway Congestion
- Enhance Crosstown Bus Service
- Need for expanded Service Span, Frequency, and Coverage of Transit
- Opportunities for Flexible Service
- Signal and Sign Improvements

Neutral

- Focused Improvements in Transit Priority Corridors
- Truck Bottleneck at I-84/I-91
- Last Mile Freight Connections
- Reduce GHG Emissions

Negative Impact

- Mitigate Environmental Impacts



River Gateway

Relocate Whitehead Highway

~\$50M – 100M



River Gateway

Relocate Whitehead Highway

~\$50M – 100M

Substantial Benefit

- N/A

Moderate Benefit

- **Reduce Fatalities**
- Signal and Sign Improvements
- Expansion/Improvements to Sidewalks and Bicycle Facilities
- Close Gaps in Bicycle and Pedestrian Infrastructure
- Reconnect Communities

Neutral

- Update Aging Bridge Infrastructure
- Reduce Freeway Congestion
- Enhance Crosstown Bus Service
- Need for expanded Service Span, Frequency, and Coverage of Transit
- Opportunities for Flexible Service
- Focused Improvements in Transit Priority Corridors
- Reduce GHG Emissions
- Mitigate Environmental Impacts

Negative Impact

- N/A



Next Steps for Major Components

- CRCOG Coordination with Hartford and East Hartford
- CRCOG April TC Meeting: Draft Resolution of Support
- CRCOG May Policy Board Meeting: Resolution of Support
- Pace of project advancements will depend on discretionary funding awards. Discretionary funding already sought for the three Independent Elements
- River Gateway: CTDOT awarded \$2M from Reconnecting Communities Grant for preliminary engineering, environmental documentation, and public outreach
- Route 2/I-91 Direct Connection: Is currently envisioned to be the element advanced first of those that do not receive discretionary funding