

**Greater Hartford Mobility Study
Universe of Alternatives
Technical Memorandum**

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1. Purpose:

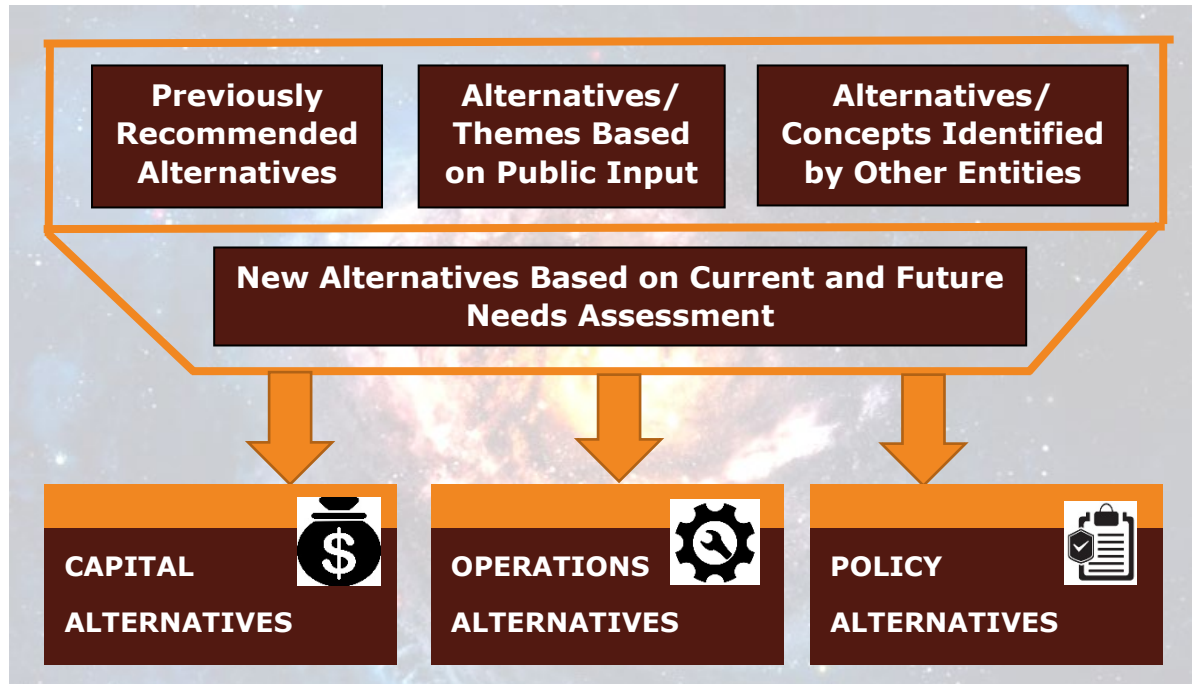
The Universe of Alternatives Tech Memo provides a summary of all the alternatives, ideas, and improvement concepts either developed by the GHMS study team or received from stakeholders/general public or advanced from the relevant previous studies in the region to be considered in the GHMS, to help address the identified transportation system needs and eliminate transportation system deficiencies to enhance regional mobility. These alternatives were grouped into three categories for each travel mode: capital alternatives, operations alternatives, and policy alternatives. High-level fatal flaw screening criteria were established to determine which of these alternatives warrant a detailed analysis in the subsequent steps of the study.

2. Alternatives Identification Process

Similar to the needs' identification process, the preliminary Universe of Alternatives (see **Appendix I-1** for detailed description of each identified alternative) has been established using the following process:

1. **Recommendations from previous or other currently ongoing studies relevant to the GHMS study area:** The study team selected alternative recommendations from these studies that are aligned with the multimodal mobility enhancement and will help fulfill the identified Network, Quality and Equity related study area needs. Inclusion of these alternatives ensures continuation of the previously completed and/or ongoing efforts and provide an opportunity to collectively review these alternatives and their benefits as a comprehensive system.
2. **Alternatives based on public and stakeholder input:** The study team assessed all the ideas provided by public and stakeholders via various forums in reference to the GHMS vision, goals and identified needs and grouped the ideas aligning with these study aspects into multimodal alternatives and/or themes. Some of the ideas received from members of public were not directly aligned with the study goals, objectives and needs (see **Appendix I-2** for a summary). While these ideas are not included in the Universe of Alternatives, the study team's approach is to relay these ideas to other relevant entities and organizations who can review and react to them.
3. **Alternatives identified by other entities and agencies:** For conducting a comprehensive assessment of all ideas, options and alternatives to maximize multimodal mobility and other benefits for the region, the study team included alternatives identified by other entities and/or agencies in the Universe of Alternatives.

4. **Alternatives identified by the study team:** The study team developed alternatives based on the identified needs emerged from the existing conditions analysis conducted by the team. The team also recommended alternatives based on a futuristic outlook aligned with anticipated advancements in transportation technologies, behavioral and generational changes likely impacting travel patterns and potential policy changes that can alter travel behavior and associated mobility considerations.



3. Classification of Alternatives

The differentiation between a project and an alternative is outlined below:

- **Project:** a unique product, service and/or improvement undertaken to address location-specific transportation need(s).
- **Alternative:** a range of high-level concepts that will be evaluated for feasibility and ability to address identified deficiencies and needs to determine the best option to meet location-specific transportation needs. A project is typically defined through the selection of a preferred alternative based on comparative assessment of multiple alternatives.

The identified alternatives in the Universe of Alternatives have been categorized by the following transportation modes:

1. Auto (includes truck freight)
2. Rail (includes both transit and freight rail)
3. Bus (includes fixed route, rapid, paratransit and micro transit options)
4. Bicycle and pedestrian

Under each mode, the alternatives are further classified as follows:



1. **Capital Alternatives** – while these alternatives may address all three types of the need themes identified in the GHMS Needs Statement, they predominantly align with the “Network” theme and focus on addressing network accessibility, connectivity issues and transportation infrastructure enhancement. As such these alternatives support the GHMS goal of “improving the movement of people and goods”.



2. **Service and Operations Alternatives** - while these alternatives may address all three types of need themes identified in the GHMS Needs Statement, they predominantly align with the “Quality” theme and focus on addressing quality of service, and user experience. As such these alternatives support the GHMS goals of “improving the movement of people and goods” and “accommodating future needs and emerging technologies.



3. **Policy Alternatives** - while these alternatives may address all three types of need themes identified in the GHMS Needs Statement, they are geared towards the “Equity” theme and focus on addressing social equity considerations and achieving resilient and sustainable transportation options. As such these alternatives support the GHMS goals of “prioritizing social equity” and “minimizing environmental impacts”.

The alternatives that pass the high-level fatal flaw screening criteria described in the next section are then categorized by the following two criteria:

1. **Potential Implementation Timeframe:**

**1-4
YEARS**

a. **Short implementation timeframe:** project implementation is likely within 1-4 years based on anticipated planning, design and construction timeframes. Project is likely to require minimal environmental/NEPA process involvement (mostly Categorical Exclusion)

**5-10
YEARS**

b. **Medium implementation timeframe:** project implementation is likely within 5-10 years based on anticipated planning, design and construction timeframes. Project is likely to require moderate environmental/NEPA process involvement (such as Environmental Assessment)

**>10
YEARS**


c. **Long implementation timeframe:** project implementation is likely to extend beyond 10 years based on anticipated planning, design and construction timeframes. Project is likely to require extensive environmental/NEPA process involvement (such as Environmental Impact Statement)


2. **Order of Magnitude Cost:** This is primarily the planning level order of magnitude capital cost to implement an alternative. Operation and maintenance costs, if applicable, are not included in this criterion.
 - a. Low cost (\$\$): Less than \$1 Million
 - b. Moderate cost (\$\$\$): Between \$1 to \$10 Million
 - c. Moderately high cost (\$\$\$\$): Between \$10 Million and \$100 Million
 - d. High cost (\$\$\$\$\$): Over \$100 Million

Figure 1 provides a location summary of the alternatives that can be defined with geospatial details. Alternatives are color-coded by mode in this figure.

Table 1 through **Table 4** provide listing of identified alternatives for auto, rail, bus and bicycle/pedestrian modes respectively. In each table, alternatives are divided by type (capital, service/operations and policy) and then sorted by implementation timeframe (quick, medium and long). Details of each alternative have been included in the **Appendix I-1**.

Table 1: Automobile (Highway) Alternatives

Alternative	Corridor of Significance	Implementation Timeframe	Advance to Detailed Analysis
 Capital Alternatives			
Goodwin University and East Hartford Improved Connections	Study Core	Short	Yes
I-91 Coltsville Curve Realignment	Study Core	Short	Yes
Truck Parking at Park and Rides	N, NE, S, SW	Short	Yes
I-91 Northbound Auxiliary Lane – Interchange 21 to 22	S	Short	Yes
Widen Route 2 over Griswold Street	SE	Short	Yes
City Link East (I-91 to Route 2 Direct Connection)	Study Core	Medium	Yes
Reconfigure Albany Avenue and Main Street	Study Core	Medium	Yes
New South Meadows Local Road(s)	Study Core	Medium	Yes
Retreat Avenue Realignment	Study Core	Medium	Yes
Trident Mobility Improvements	Study Core	Medium	Yes
Align White Street with Brown Street	Study Core	Medium	Yes
Tunnel I-84 in Parkville	Study Core	Medium	Yes
New North-South Connection in East Hartford	Study Core, NE	Medium	Yes
Albany Avenue/ Route 44 Reconfiguration Study	Study Core, NW	Medium	Yes
Interchange Completions	Study Core, SW, S, SE	Medium	Yes
I-91 Southbound Capacity Improvements – Interchange 29 to 25	Study Core, S	Medium	Yes
Route 2 Safety and Operational Improvements – Route 15 to Route 3	Study Core, SE	Medium	Yes
I-84 Route 4 Connector	NW, SW	Medium	Yes
Route 2 / Route 3 / Route 17 / Route 94 Improvements	S	Medium	Yes
New East-West Connection in Newington	S, SW	Medium	Yes
Operational Improvements on Route 175 (Route 175 Corridor Study)	S, SW	Medium	Yes

Alternative	Corridor of Significance	Implementation Timeframe	Advance to Detailed Analysis
I-84 / U.S. Route 6 / Route 4 / Route 9 Improvements	SW	Medium	Yes
Route 3 Northbound Weave Mitigation	SE	Medium	Yes
Added Capacity – I-84	Study Core	Long	Yes
Cap I-91 in Hartford	Study Core	Long	Yes
Northern Relocation with Southern Tunnel	Study Core	Long	Yes
I-84 / I-91 Interchange – Northern Alignment	Study Core	Long	Yes
I-84 Hartford – Lowered Highway	Study Core	Long	Yes
I-84 Southern Tunnel	Study Core	Long	Yes
New Connecticut River Bridge – Airport Road & Brewer Street	Study Core	Long	Yes
New Connecticut River Bridge – Charter Oak Avenue & East River Drive	Study Core	Long	Yes
Relocate Whitehead Highway	Study Core	Long	Yes
Tunnel I-84 / I-91 through Hartford	Study Core	Long	Yes
I-84 / I-91 Interchange – Existing Location	Study Core	Long	Yes
Lower Route 2 in East Hartford	Study Core	Long	Yes
Hartford Northwest Bypass	N, NW	Long	Yes
Metacomet Ridge Crossing	NW	Long	Yes
Putnam Bridge Replacement	S, SE	Long	Yes
New Connecticut River Bridge - Cromwell	S, SE	Long	Yes
Extend Whitehead Highway to I-84	Study Core	N/A	No
I-84 Forbes Street Interchange	Study Core	N/A	No
Roundabouts at the Trident	Study Core	N/A	No
Service and Operations Alternatives			
 Calm Fast Traffic	All	Short	Yes
Pulaski Circle Improvements	Study Core	Short	Yes
Hartford North End Congestion Reduction	Study Core	Short	Yes
Update Guide Signage on I-84	Study Core	Short	Yes
Route 4 Farmington Improvements	NW, SW	Medium	Yes
Bulkeley Bridge Conversion	Study Core	Long	Yes
Albany-Homestead One-Way Couplet	Study Core	N/A	No






Alternative	Corridor of Significance	Implementation Timeframe	Advance to Detailed Analysis
 Policy Alternatives			
Commuter Parking Policies Assessment	All	Medium	Yes
Off-Street Parking Reconfiguration	Study Core	Medium	Yes

Table 2: Rail Alternatives

Alternative	Corridor of Significance	Implementation Timeframe	Advance to Detailed Analysis
 Capital Alternatives			
Hartford Line Upgrades (NHHS EA)	Study Core, N, SW	Short	Yes
286K Freight Rail Capacity Upgrades	All	Medium	Yes
New Rail Station in Newington	SW	Medium	Yes
New Rail Station in North Haven	S	Medium	Yes
New Rail Station in West Hartford	Study Core	Medium	Yes
New Rail Station in Windsor Locks	N	Medium	Yes
New Rail Station in Enfield	N	Medium	Yes
Dual-Mode Locomotives and Fleet Upgrades	Study Core, N, SW	Medium	Yes
Expand Yard Storage and Maintenance Facilities	Study Core, N, SW	Medium	Yes
Griffin Line Rail with Trail (Hartline)	Study Core, NW	Medium	Yes
Infrastructure Hardening to Address Drainage and Flooding Vulnerabilities	Study Core, N, SW	Medium	Yes
Hartford Line Electrification	Study Core, N, SW	Long	Yes
Griffin Line – BRT/Streetcar Connection to Bradley and Day Hill Road	Study Core, N, NW	Long	Yes


Alternative	Corridor of Significance	Implementation Timeframe	Advance to Detailed Analysis
Griffin Line – Passenger & Freight Rail	Study Core, N, NW	Long	Yes
Hartford Land Reclamation	Study Core	Long	Yes
Hartford Line: Downtown to Bradley	Study Core, N	Long	Yes
Light Rail from Colchester to Hartford	Study Core, SE	Long	Yes
Middletown to Hartford Passenger Rail Service	Study Core, S	Long	Yes
Providence Rail Access through Hartford	Study Core, NE	Long	Yes
Re-align and/or Reconstruct the Hartford Rail Viaduct and Hartford Union Station	Study Core	Long	Yes
South and East Windsor Passenger Rail Assessment	Study Core, NE	N/A	No
Governor William A. O'Neill State Armory New Station Assessment	Study Core	N/A	No
NEC Alternative 3 (Danbury to Hartford)	Study Core, SW	N/A	No
Waterbury Rail Connection	SW	N/A	No
Connecticut River Rail Bridge	N	Medium	Yes
Service and Operations Alternatives			
Mobility as a Service MaaS	All	Short	Yes
Rail Service Improvements (high frequency regional rail)	All	Short	Yes
Unified Fare Collection	All	Short	Yes
Policy Alternatives			
Station Parking Redevelopment to Further Support TOD	Study Core, N, SW	Short	Yes
Strengthen Regional Identity with Branding and Wayfinding	All	Short	Yes
Improve Service Options to the Knowledge Corridor	Study Core, N	Medium	Yes
Implement Solar Canopies at Rail Stations	Study Core, N, SW	Medium	Yes
Improve Rail Station Amenities	Study Core, N, SW	Short	Yes



Table 3: Bus Alternatives

Alternative	Corridor of Significance	Implementation Timeframe	Advance to Detailed Analysis
 Capital Alternatives			
Mobility hubs	All	Medium	Yes
Enhance Bus Stop Amenities	All	Medium	Yes
Provide Transit Priority Infrastructure	Study Core, N, NE	Medium	Yes
Bus Rapid Transit (BRT) Expansion – Griffin Corridor	Study Core, NW	Long	Yes
Bus Rapid Transit (BRT) Expansion – North Corridor	Study Core, N	Long	Yes
Bus Rapid Transit (BRT) Expansion – Northeast Corridor	Study Core, NE	Long	Yes
Bus Rapid Transit (BRT) Expansion – South Corridor	Study Core, S	Long	Yes
Bus Rapid Transit (BRT) Over the Connecticut River	Study Core	Long	Yes
 Service and Operations Alternatives			
Improve Evening Service in Transit Priority Area	All	Short	Yes
Enhance Service Frequency in Transit Priority Area	All	Short	Yes
Serve Major Employment Centers	All	Short	Yes
New Crosstown Routes to Provide Circulation around Hartford	Study Core	Medium	Yes
Enhance airport service along CTtransit Route #30	Study Core, N	Medium	Yes
 Policy Alternatives			
Support micro-transit initiatives	All	Short	Yes
Support for MaaS in the Hartford Regional Transit System	All	Medium	Yes
Support for TOD	All	Long	Yes

Alternative	Corridor of Significance	Implementation Timeframe	Advance to Detailed Analysis
Fare-Free Transit	All	Short	Yes

Table 4: Bicycle and Pedestrian Alternatives

Alternative	Corridor of Significance	Implementation Timeframe	Advance to Detailed Analysis
 Capital Alternatives			
Complete Pedestrian Facilities along Day Hill Road, Windsor	N	Short	Yes
Complete Pedestrian Facilities along International Drive, Windsor	N	Short	Yes
Complete Pedestrian Facilities along Murphy Road, Hartford	Study Core	Short	Yes
Complete Pedestrian Facilities along Main Street, East Hartford	Study Core	Short	Yes
Complete Pedestrian Facilities along Charter Road, Wethersfield	S	Short	Yes
Provide Bicycle Network Serving Windsor Station	N	Short	Yes
Provide Bicycle Network Serving Hartford Union Station	Study Core	Short	Yes
Provide Bicycle Network Serving Sigourney Street CTfastrak Station	Study Core	Short	Yes
Provide Bicycle Network Serving Kane Street CTfastrak Station	Study Core	Short	Yes
Provide Bicycle Network Serving Flatbush Avenue CTfastrak Station	SW	Short	Yes
Provide Bicycle Network Serving Elmwood CTfastrak Station	SW	Short	Yes
Provide Bicycle Network Serving Parkville CTfastrak Station	SW	Short	Yes

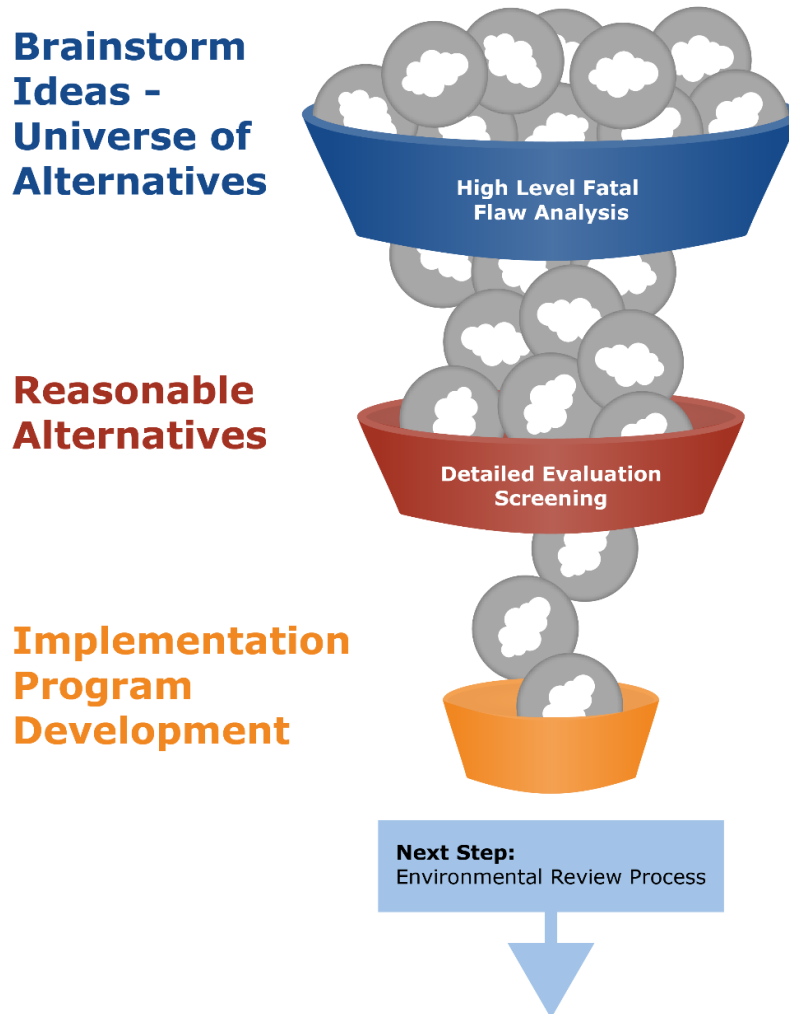
Alternative	Corridor of Significance	Implementation Timeframe	Advance to Detailed Analysis
Route 99 Bike Facilities	S	Short	Yes
Complete and Improve Bicycle Networks in Moderate and High Demand Areas	Study Core, SW	Short	Yes
Enhance Pedestrian Crossings at Interstate highways and Ramps	All	Short	Yes
Enhance Cross-River Connections	Study Core, N, S	Medium	Yes
East Coast Greenway	Study Core	Medium	Yes
Riverfront Greenway	Study Core, N	Medium	Yes
South Branch Park River Greenway	Study Core, SW	Medium	Yes
Newington to Wethersfield Greenway	S, SW	Medium	Yes
Trout Brook Greenway	Study Core, NW	Medium	Yes
Bloomfield to Windsor Greenway	N	Medium	Yes
Reservoir Greenway	NW, SW	Medium	Yes
Hartford Parks Greenway	Study Core	Medium	Yes
Riverside Park to Downtown North (DoNo) via Riverlink	Study Core	Medium	Yes
 Service and Operations Alternatives			
None			
 Policy Alternatives			
Complete Local Street Plans	All	Short	Yes
Enhance Snow Clearing of Sidewalks Across the Region	All	Short	Yes

4. High-Level Fatal Flaw Screening

The alternatives identified in the Universe of Alternatives went through two levels of screening. A high-level fatal flaw screening was completed on all the identified alternatives to determine which alternatives should proceed to the detailed alternatives analysis.

In this high-level fatal-flaw screening, each alternative is screened against set criteria described below. However, alternatives were not compared against each other for relative benefits. Interdependencies among alternatives were also not assessed in this high-level fatal flaw screening. **Figure 2** provides an overview of the two-level screening process.

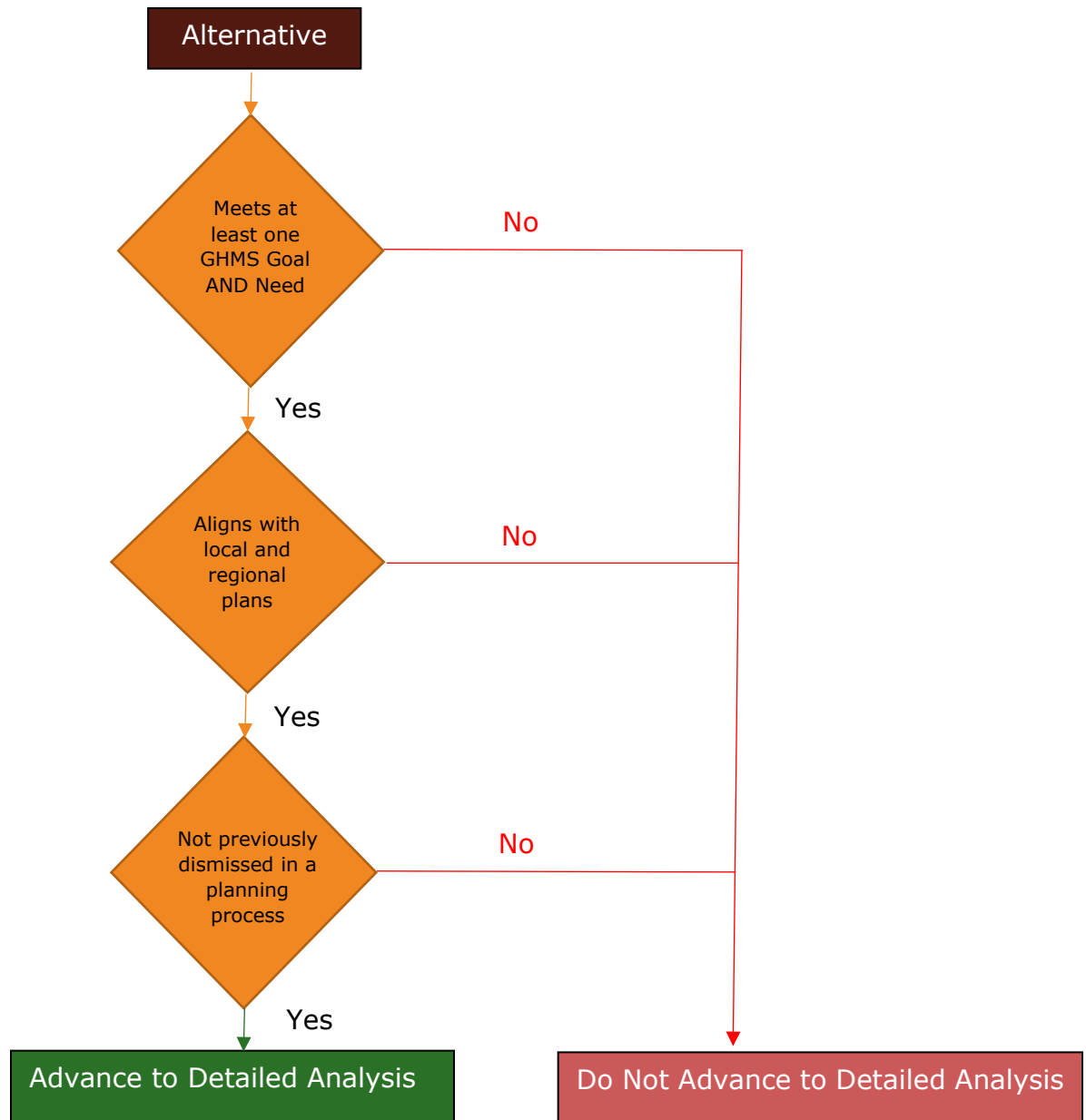
Figure 2: GHMS Alternatives Screening Process Overview



The following high-level screening criteria were used for the fatal flaw screening (**Figure 3** shows the fatal-flaw screening flowchart):

1. Ability to meet at least one or more GHMS study goals
2. Ability to fulfill at least one or more identified needs
3. Alignment with local and regional plans
4. Alternative not previously dismissed through planning and/or design process

Figure 3: Fatal-Flaw Screening Flowchart



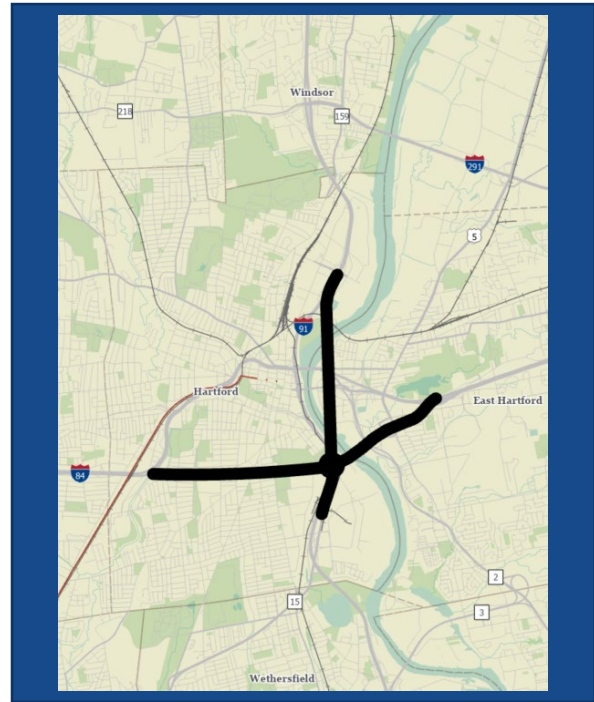
The outcomes of the high-level fatal flaw screening have been included in the individual alternative fact sheets in **Appendix I-1**.

Appendix I-1 – Alternatives Descriptions



Tunnel I-84 / I-91 through Hartford

- Description – Construct tunnels for I-84 and I-91 to convey through traffic past Hartford. Entering and exiting traffic would continue to use surface or elevated roads.
- Purpose – To reduce the impact of traffic on Hartford and East Hartford and facilitate through traffic by separating it from local traffic.
- Status – A preliminary feasibility analysis was completed as part of the I-84 / I-91 Interchange Study.
- Location - Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
		✓

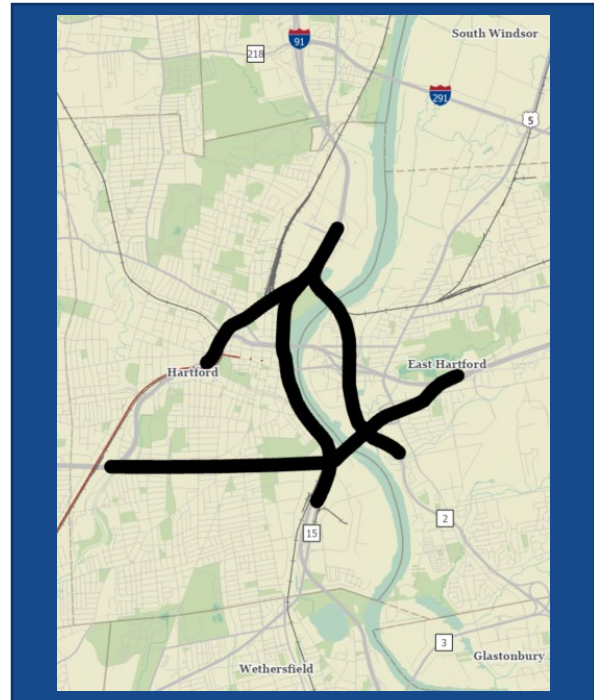
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
			✓



Northern Relocation with Southern Tunnel

- Description – Relocate I-84 to the south in a tunnel, lower I-91 in Hartford. Bulkeley Bridge would serve local traffic. Construct new bridge in the North Meadows.
- Purpose – To separate through and local traffic, improve access and mobility, and provide new parcels for development.
- Status – The Hartford 400 coalition has done some conceptual planning for this alternative.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
		✓

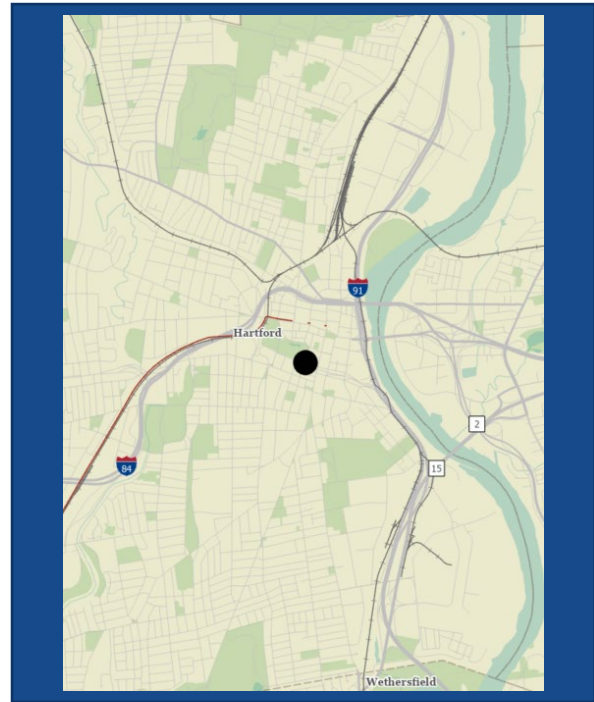
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
			✓



Pulaski Circle Improvements

- Description – Revise intersection control and add pavement markings at Pulaski Circle to bring it into compliance with modern standards.
- Purpose – To improve safety for all modes and provide a better transition from freeway to city driving.
- Status – No **planning** work has been published for this alternative.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

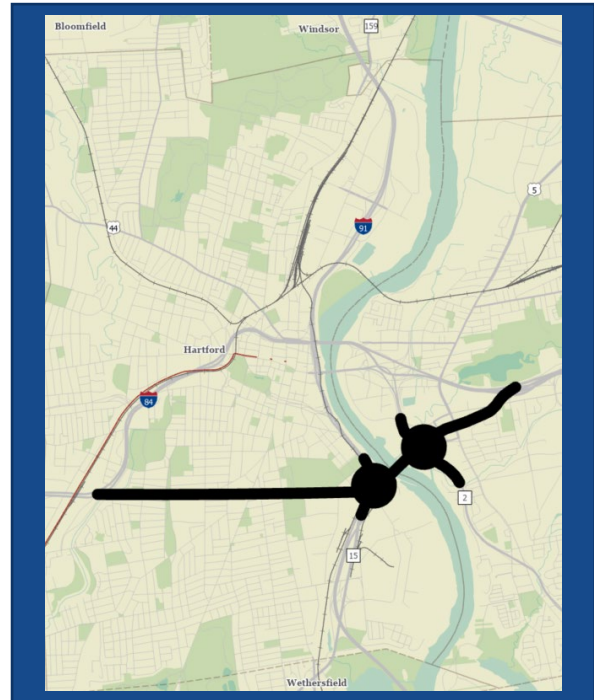
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



I-84 Southern Tunnel Alignment

- Description – Relocate I-84 to the south via a tunnel and the Charter Oak Bridge. Entering or exiting traffic would continue to use surface or elevated roads.
- Purpose – To expedite through traffic on I-84 and reduce the impact of traffic on Hartford and East Hartford.
- Status – A preliminary feasibility analysis was completed as part of the I-84 / I-91 Interchange Study.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
		✓

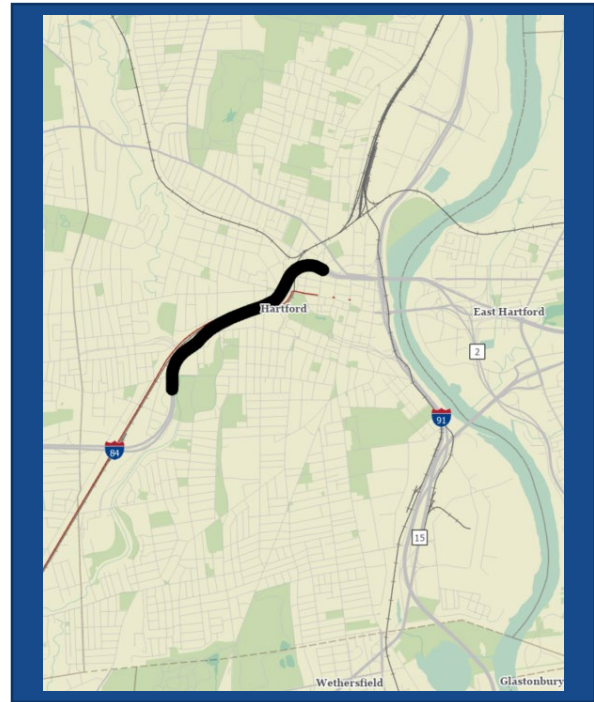
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
			✓



I-84 Hartford – Lowered Highway

- Description – Reconfigure I-84 between Park Street and High Street. Relocate train tracks to permit freeway to be lowered. Reconnect local street network.
- Purpose – To improve safety and mobility for all modes, reduce the impact of traffic on Hartford, and maintain a state of good repair.
- Status – Planning was completed and the NEPA process was initiated as part of the I-84 Hartford Project. This alternative was identified as the best-performing preferred alternative.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
		✓

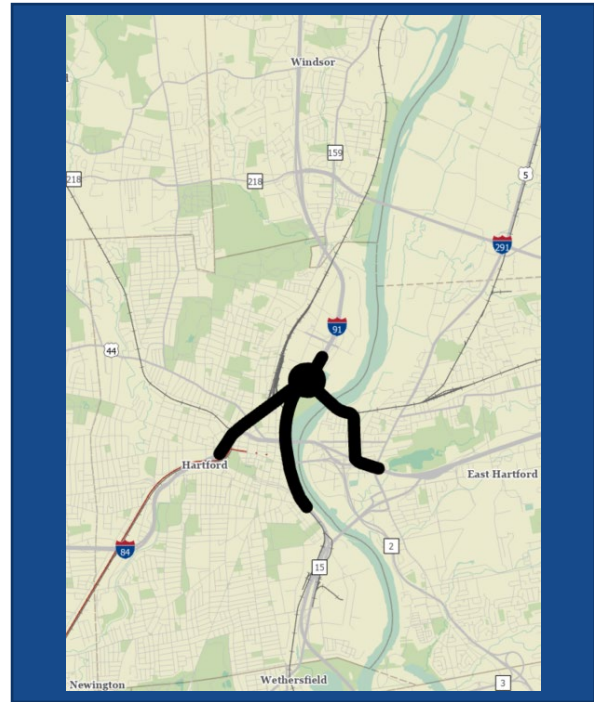
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



I-84 / I-91 Interchange – Northern Alignment

- Description – Relocate a portion of I-84 to the North Meadows, including a new bridge across the Connecticut River. Revise the bypassed portion of I-84 to carry local traffic. Lower I-91 so that it can be capped over and improve riverfront access.
- Purpose – To improve safety and mobility and better connect communities.
- Status – A preliminary feasibility analysis was completed as part of the I-84 / I-91 Interchange Study.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
		✓

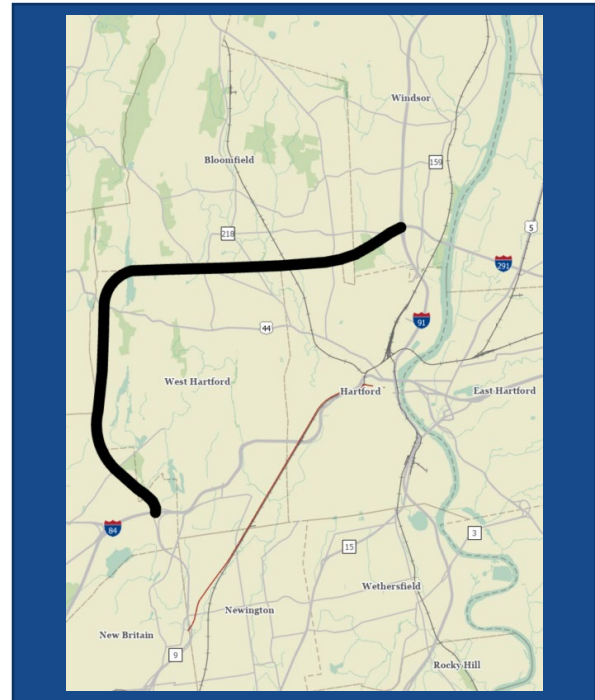
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



Hartford Northwest Bypass

- Description – Construct a new freeway connection between I-84 west of Hartford and I-91 north of Hartford. Would likely pass through Farmington, West Hartford, Bloomfield, and Windsor. May require tunneling to avoid West Hartford reservoirs.
- Purpose – To provide an alternate route around Hartford and minimize the impact of traffic on Hartford.
- Status – Planned and canceled in 1970s due to environmental issues and public opposition.
- Location – Northwestern Corridor, Northern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
		✓

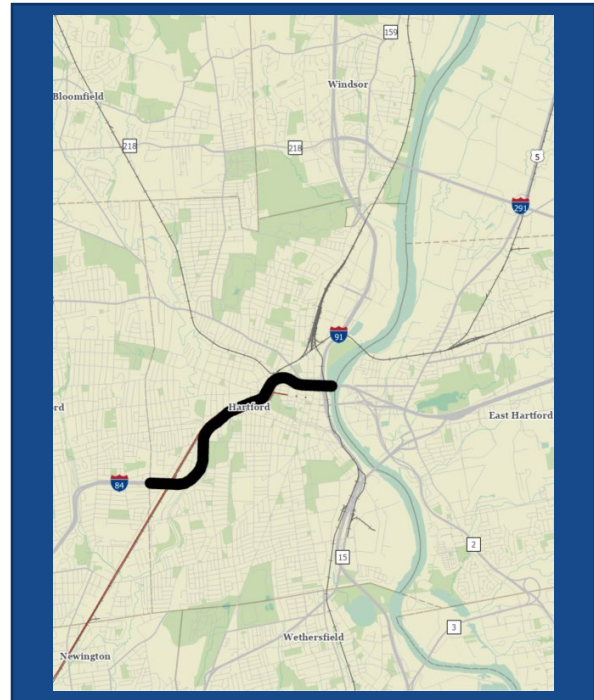
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
			✓



I-84 Capacity Improvements

- Description – Add capacity in both directions on I-84 in Hartford. Revise interchanges to provide lane balance.
- Purpose – To improve safety and reduce congestion on I-84.
- Status – Portions of this alternative were analyzed in the I-84 Hartford Project and brought to the NEPA phase, but others have not yet been studied.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
		✓

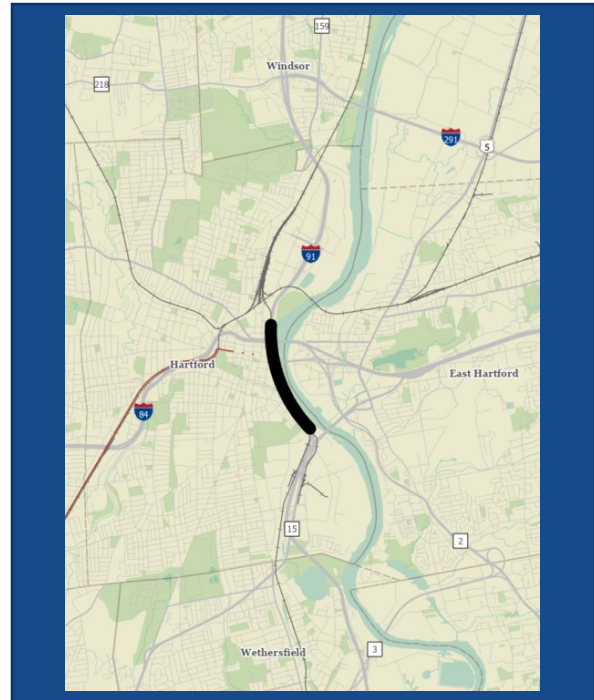
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



Cap I-91 in Hartford

- Description – Lower I-91 along the Connecticut River in Hartford and provide a traversable cap. This would require reconfiguring interchanges, the freight rail track, and potentially the flood control system.
- Purpose – To better connect Hartford and the Connecticut River and to lessen the impact of I-91 on the city.
- Status – An initial analysis identified which areas are best suited to being capped.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
		✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
		✓

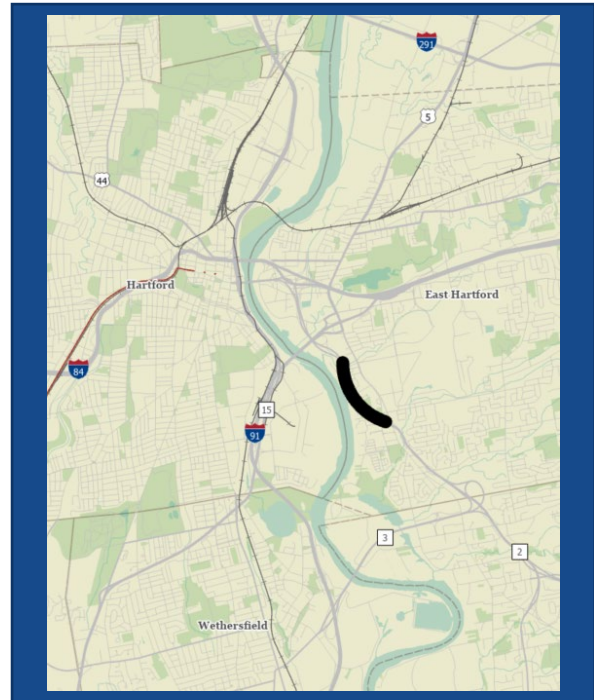
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Lower Route 2 in East Hartford

- Description – Lower Route 2 in East Hartford between Willow Street and High Street. Enhance connections between East Hartford and the Connecticut River.
- Purpose – To improve access to and from Goodwin College and the Connecticut River.
- Status – No prior planning was identified for this alternative.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

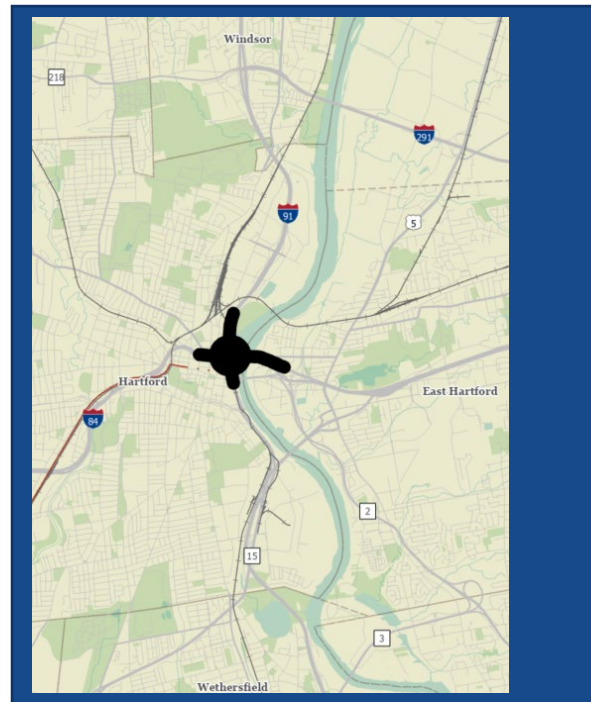
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



I-84 / I-91 Interchange Improvements– Existing Location

- Description – Modernize I-84 / I-91 interchange in its current location. Widen the Bulkeley Bridge or add parallel spans.
- Purpose – To add capacity to I-84 and I-91, improve safety, meet current design standards, and minimize property impacts.
- Status – A preliminary feasibility analysis was completed as part of the I-84 / I-91 Interchange Study.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
		✓

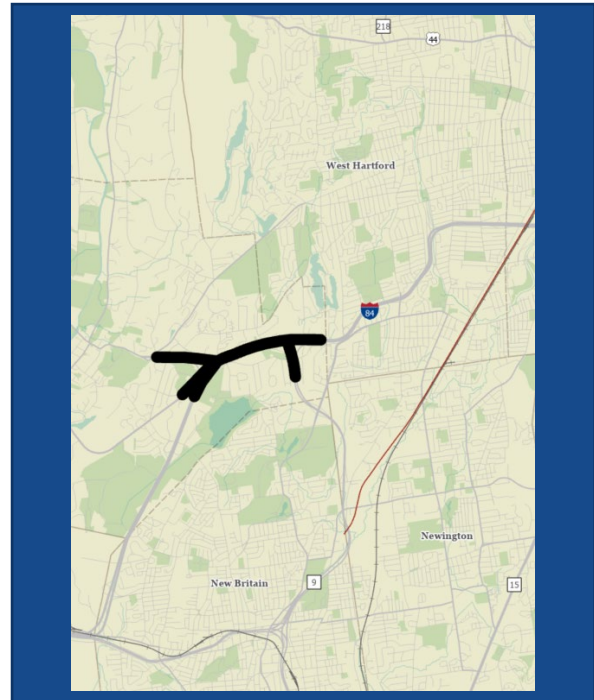
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



I-84 / U.S. Route 6 / Route 4 / Route 9 Improvements

- Description – Reconfigure the I-84 interchanges in Farmington.
- Purpose – To improve Parkville safety and mobility by eliminating left-hand ramps, improving lane balance, and providing movements between Route 4 and Route 9.
- Status – CTDOT has developed concepts to address deficiencies at these interchanges.
- Location – Southwestern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

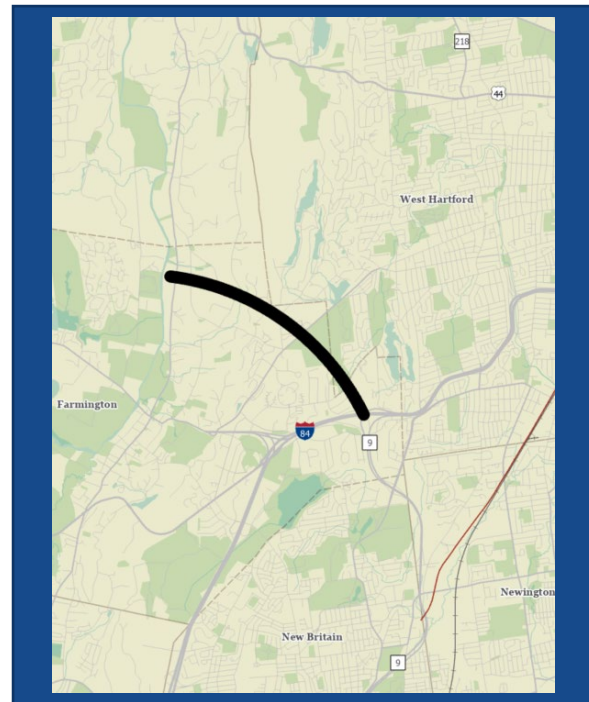
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Metacomet Ridge Crossing

- Description – Construct a new road across or tunneled beneath the Metacomet Ridge in Farmington, West Hartford, and/or Avon.
- Purpose – To improve access to communities west of the ridge and reduce congestion at current crossings.
- Status – No prior planning was identified for this alternative.
- Location – Northwestern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
		✓

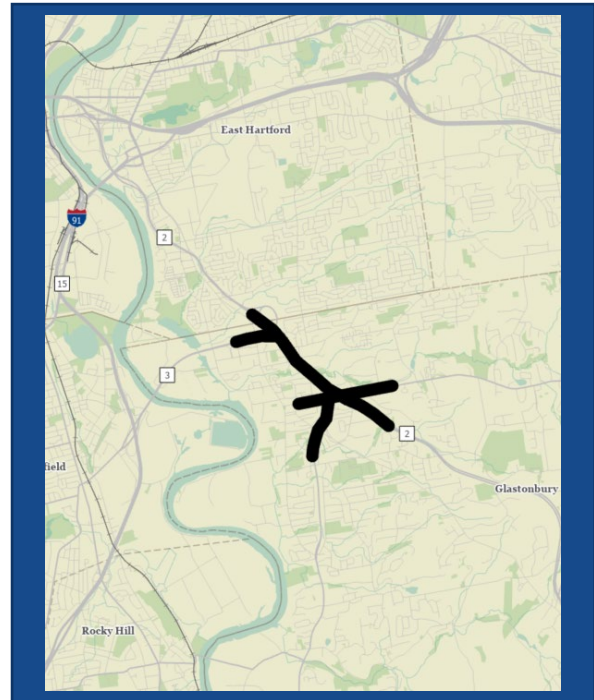
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



Route 2 / Route 3 / Route 17 / Route 94 Improvements

- Description – Reconfigure Route 2 interchanges in Glastonbury to reduce lane changes and remove left-hand ramps.
- Purpose – To improve safety on Route 2.
- Status – CTDOT has performed an initial analysis of this part of Route 2.
- Location – Southeastern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

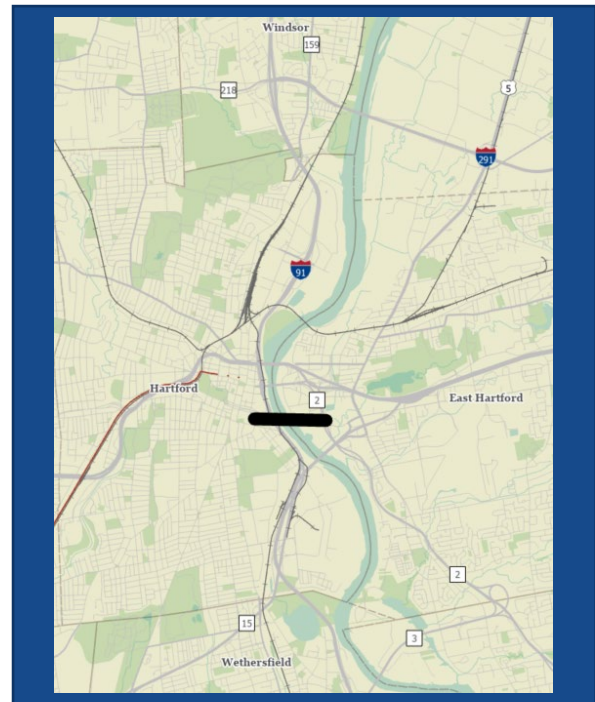
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



New Connecticut River Bridge – Charter Oak Avenue & East River Drive

- Description – Construct a new local road bridge between Charter Oak Ave in Hartford and East River Dr in East Hartford.
- Purpose – To add a multimodal connection between Hartford and East Hartford and reduce the need for short-distance trips to use the freeways.
- Status – No prior planning was identified for this alternative.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
		✓

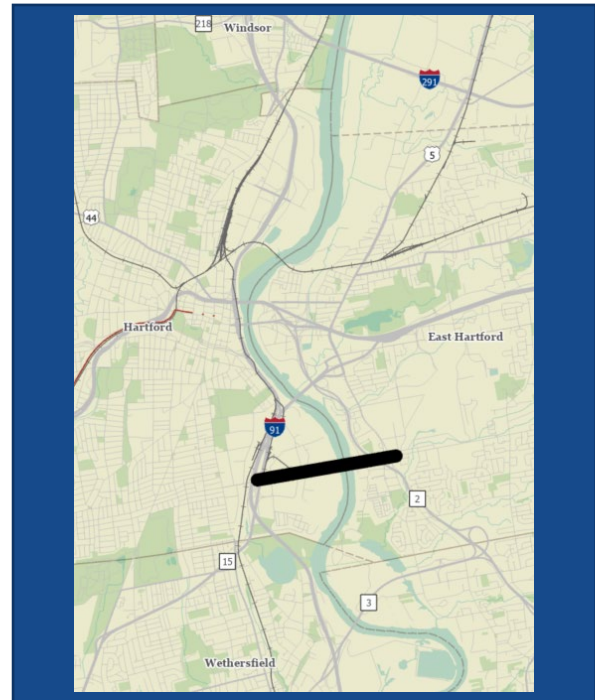
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



New Connecticut River Bridge – Airport Road & Brewer Street

- Description – Construct a new local road bridge between Airport Rd in Hartford and Brewer St in East Hartford. Would likely require closing Brainard Airport.
- Purpose – To add a multimodal connection between Hartford and East Hartford, reduce the need for short-distance trips to use the freeways, and improve access to the South Meadows.
- Status – No prior planning was identified for this alternative.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

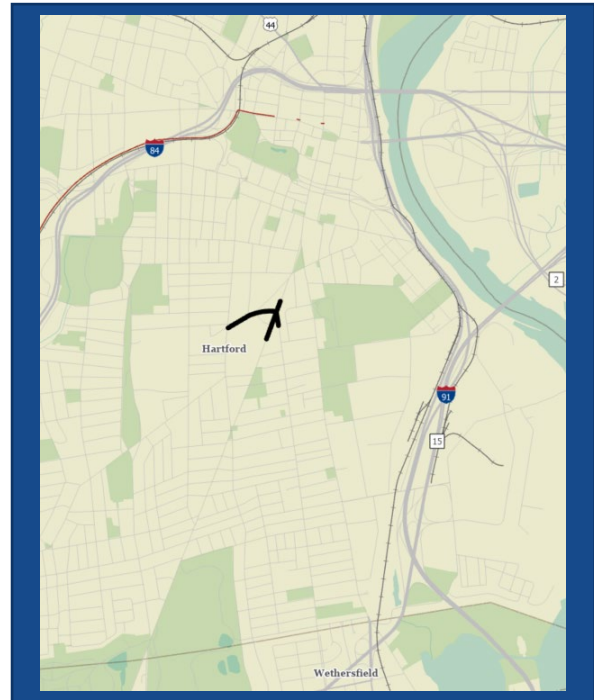
Short	Medium	Long
		✓

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		

Retreat Avenue Realignment

- Description – Realign Retreat Avenue in Hartford so it intersects Maple Avenue near Franklin Avenue.
- Purpose – To improve safety and traffic operations and provide more opportunities for development.
- Status – No prior planning was identified for this alternative.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

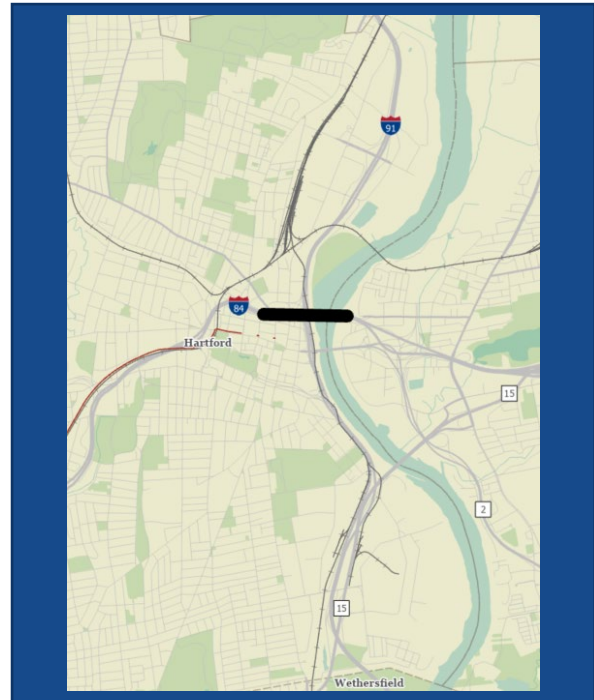
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Bulkeley Bridge Conversion

- Description – Relocate I-84 to a different bridge and reconfigure the Bulkeley Bridge to carry local traffic and potentially a dedicated transit corridor.
- Purpose – To improve multimodal connections between Hartford and East Hartford.
- Status – A preliminary feasibility analysis was completed as part of the I-84 / I-91 Interchange Study.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
		✓

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Truck Parking at Park and Rides

- Description – Construct or designate secure, convenient parking areas for long-haul truck traffic.
- Purpose – To accommodate the needs of freight traffic and improve safety.
- Status – This alternative was identified in the Statewide Freight Plan.
- Locations – Northern Corridor, Eastern Corridor, Southern Corridor, Southwestern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

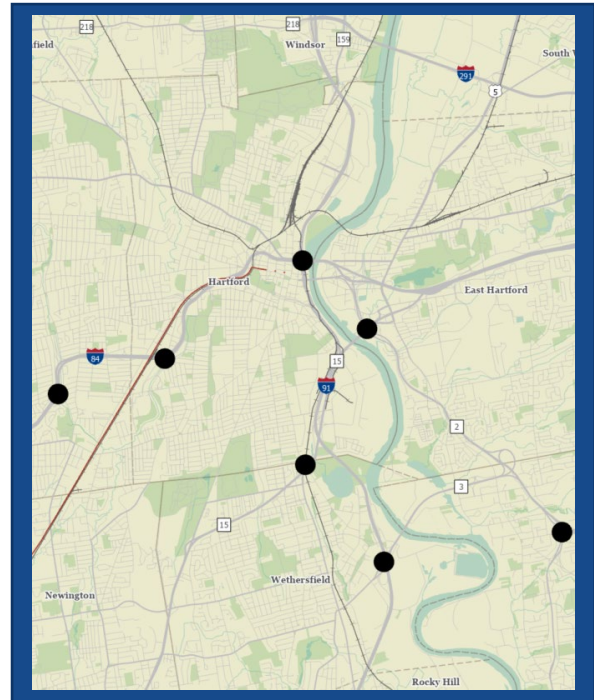
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Interchange Completions

- Description – Update interchanges to provide full access between major roads.
- Purpose – To improve access and wayfinding, and to reduce trip length and circuitry.
- Status – Some interchanges have been analyzed in the past, but not in a comprehensive fashion.
- Locations – Study Core, Southwestern Corridor, Southern Corridor, Southeastern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓			

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

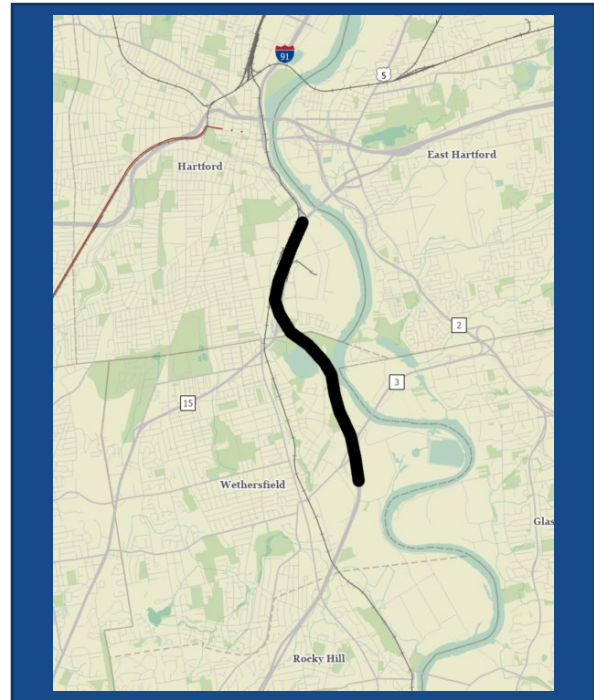
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



I-91 Southbound Capacity Improvements – Interchange 29 to 25

- Description – Add capacity on I-91 Southbound between the Charter Oak Bridge in Hartford and the Putnam Bridge in Wethersfield.
- Purpose – To reduce congestion and improve safety on I-91.
- Status – This was considered for inclusion in the I-91 Interchange 29 project but was ultimately scaled down.
- Location – Study Core, Southern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

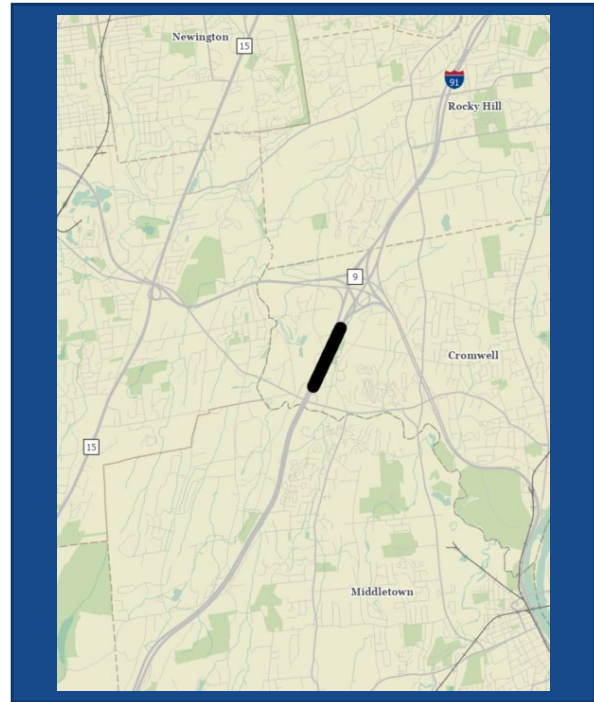
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



I-91 Northbound Auxiliary Lane – Interchange 21 to 22

- Description – Add an auxiliary lane between the Route 372 on-ramp and the Route 9 off-ramp.
- Purpose – To reduce crash rates and improve traffic operations on I-91.
- Status – No prior planning was identified for this alternative.
- Location – Southern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

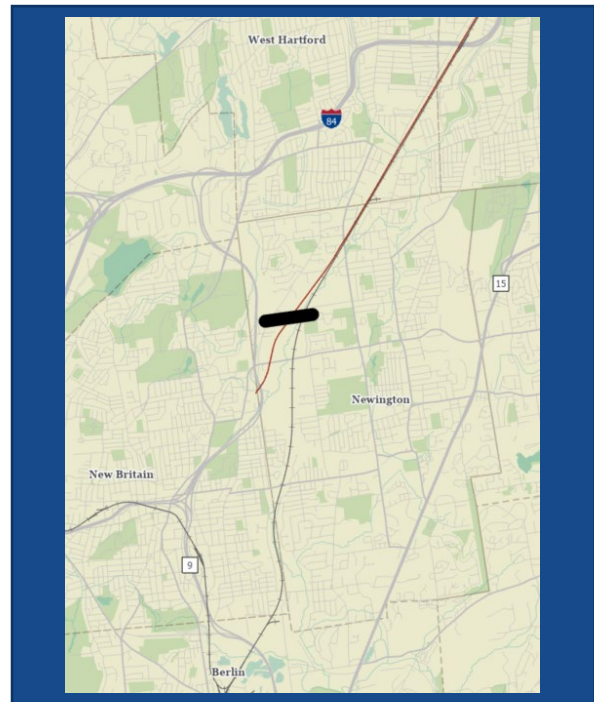
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



New East-West Connection in Newington

- Description – Construct a new connection between Fenn Road and Alumni Road north of Route 175.
- Purpose – To improve multimodal mobility and reduce congestion on Route 175 and Fenn Road.
- Status – This alternative has been considered in the past, but is not currently in the STIP.
- Location – Southwestern Corridor, Southern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

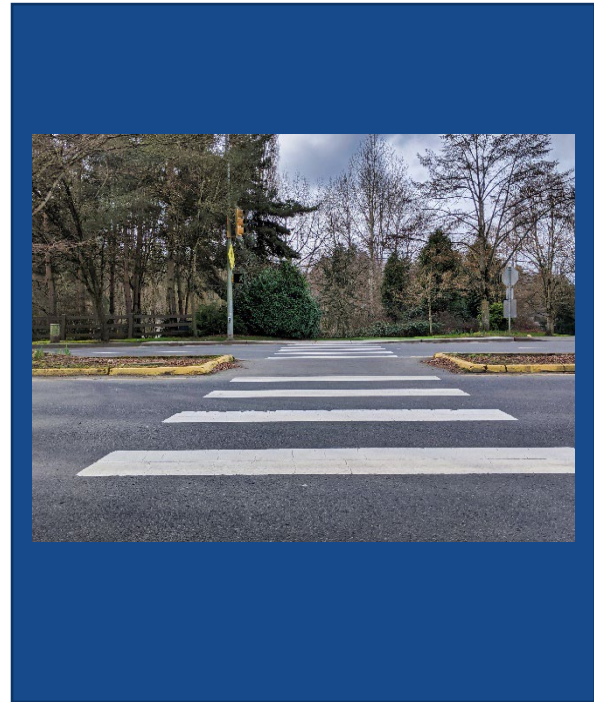
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Regional Traffic Calming Framework

- Description – Add geometric or functional countermeasures to low-volume roadways to reduce speed and speed differential.
- Purpose – To improve safety, especially for active transportation, and to discourage cut-through traffic on neighborhood streets.
- Status – Being implemented at the municipal level statewide.
- Location - All



Goals Addressed

#1	#2	#3	#4	#5
	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

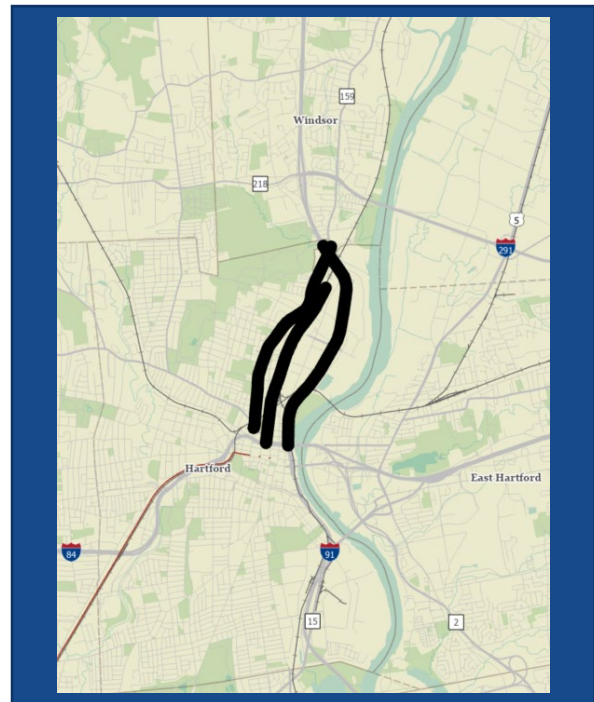
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Hartford North End Congestion Reduction

- Description – Reduce peak travel times between Downtown Hartford and the neighborhoods to the north. May involve transportation demand management, signal re-timing, or capacity increases.
- Purpose – To improve travel time reliability and enhance mobility on north-south arterials in Hartford.
- Status – No prior planning was identified for this alternative.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

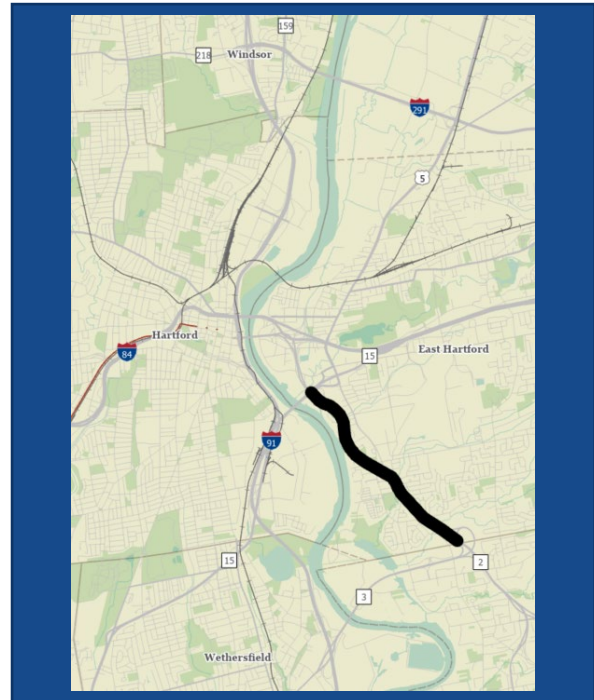
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Route 2 Safety and Operational Improvements – Route 15 to Route 3

- Description – Modernize the portion of Route 2 between Route 15 and Route 3 in East Hartford. Eliminate left-hand ramps, add full shoulders, and ensure speed change lanes at ramps are sufficiently long.
- Purpose – To improve safety and travel time reliability on Route 2.
- Status – CTDOT has a project currently in construction to improve some areas and close two ramps.
- Location – Study Core, Southeastern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

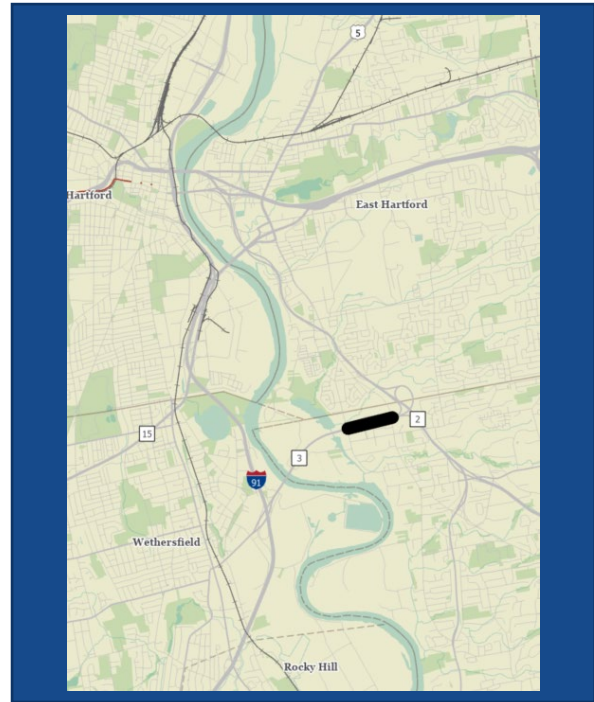
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Route 3 Northbound Weave Mitigation

- Description – Address the two-sided weave between the Glastonbury Blvd on-ramp and the Route 2 split in Glastonbury.
- Purpose – To improve safety and mobility on Route 3.
- Status – No prior planning was identified for this alternative.
- Location – Southeastern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

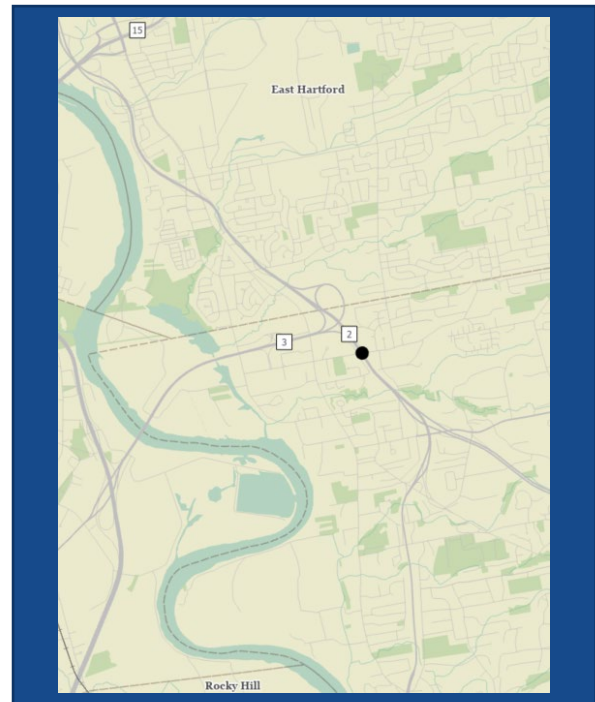
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Widen Route 2 over Griswold Street

- Description – Widen the Route 2 bridge over Griswold Street in Glastonbury to provide full shoulders and remove the lane shift on Route 2 Eastbound.
- Purpose – To improve safety on Route 2 Eastbound.
- Status – CTDOT has performed an initial analysis of this part of Route 2.
- Location – Southeastern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓			✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

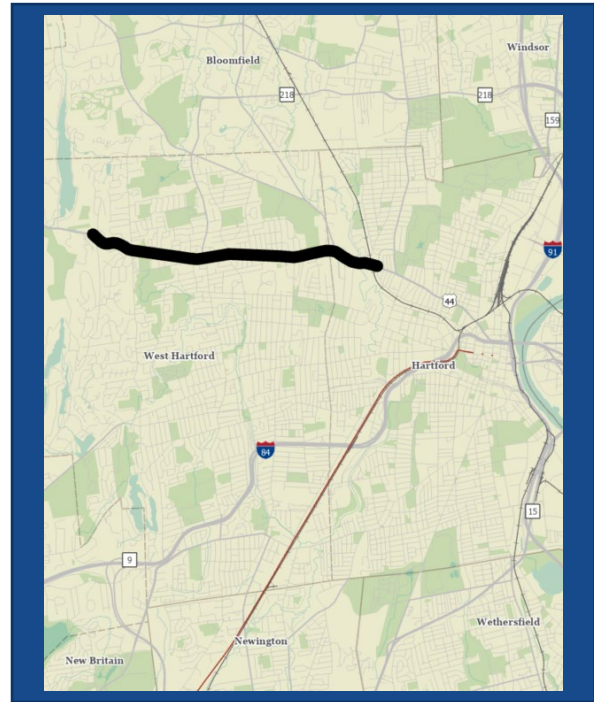
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Albany Avenue/ Route 44 Reconfiguration Study

- Description – Reduce the number of intersections along Route 44 between Mountain Rd and Homestead Ave. Consolidate access and add high-quality bicycle facilities in both directions. Re-time traffic signals to encourage throughput.
- Purpose – To enhance multimodal safety and efficiency, as well as reducing intermodal conflicts at driveways and minor streets.
- Status – Route 44 has been the subject of several studies, including projects within this area.
- Location – Northwestern Corridor and Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

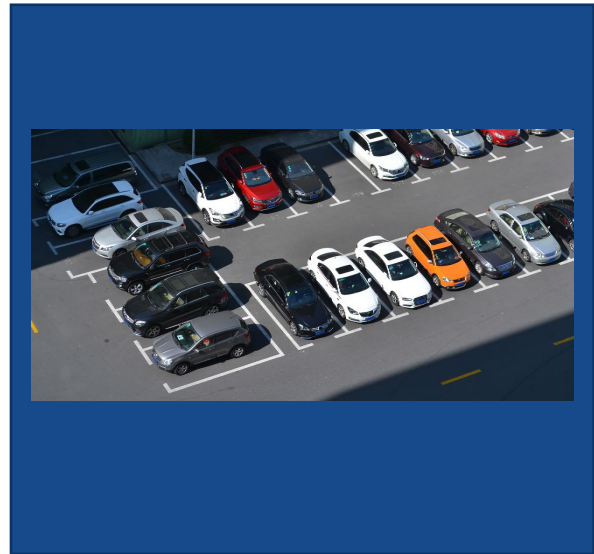
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Off-Street Parking Reconfiguration

- Description – Revise parking policies in Hartford to discourage off-street parking between buildings and the street.
- Purpose – To improve neighborhood cohesion by reducing offset between building and street.
- Status – The City of Hartford’s Planning and Zoning Division produces regular revisions to its zoning policies, most recently in mid-2020.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
			✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

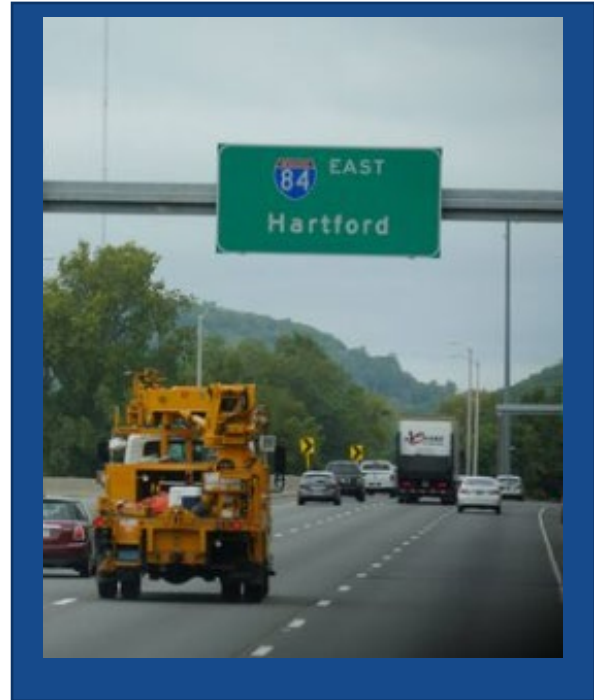
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



I-84 Guide Signage Update

- Description – Revise guide signage on I-84 to improve wayfinding to Hartford neighborhoods.
- Purpose – To improve mobility and place-making in Hartford.
- Status – CTDOT has an ongoing statewide initiative to update guide signs to improve wayfinding.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓				

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			

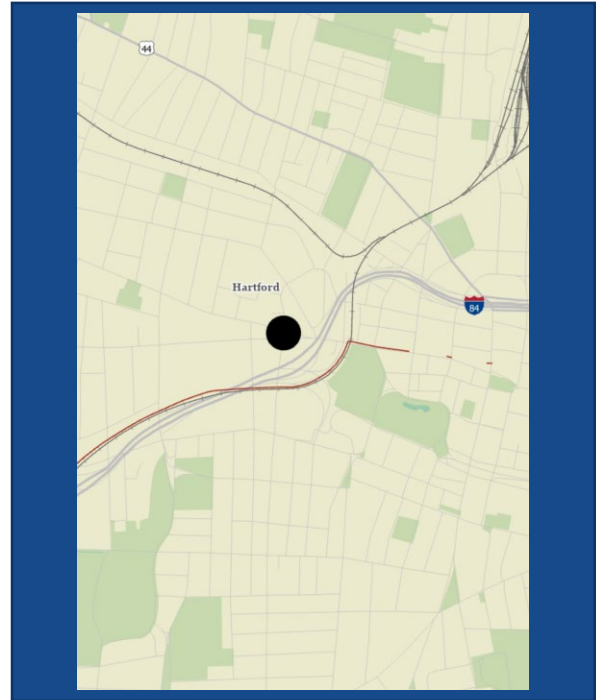


Trident Roundabouts Construction

- Description – Replace the traffic signals on Broad Street at Asylum Avenue and Farmington Avenue with modern roundabouts.
- Purpose – To improve traffic flow at these congested intersections.
- Status – Roundabouts at the Trident were analyzed and dismissed under the I-84 Hartford Project.

Fatal Flaw – Alternative dismissed previously in a study. Traffic volumes and vertical geometry at the Trident are not conducive to the installation of roundabouts.

- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	X	Don't Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long

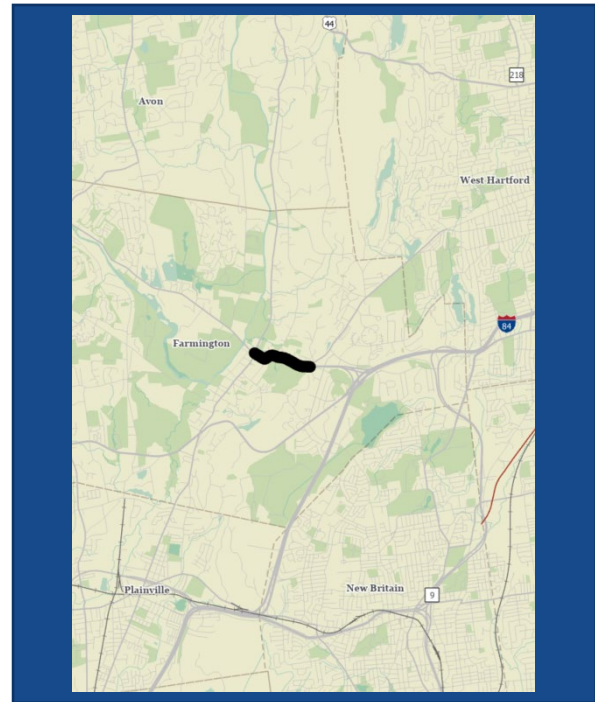
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$



Route 4 Farmington Improvements

- Description – Improve traffic flow on Route 4 between Route 10 and I-84. May require widening and intersection improvements.
- Purpose – To improve traffic flow between Farmington and Hartford.
- Status – Adjacent sections of Route 4 are in active or recent studies, and the Route 4 / Route 10 intersection was recently restriped to improve capacity.
- Location – Northwestern Corridor and Southwestern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

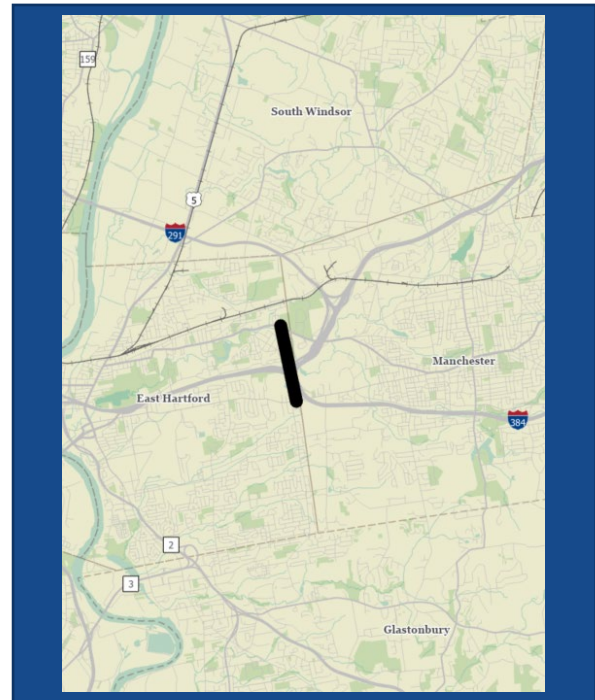
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



New North-South Connection in East Hartford

- Description – Construct a new connection between Silver Lane and Burnside Avenue in East Hartford near Manchester.
 - Purpose – To improve connectivity between neighborhoods in East Hartford and Manchester.
- Status – No prior planning was identified for this alternative.
- Fatal Flaw – This alternative does not address identified needs.**
- Location – Study Core and Northeastern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓			

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	X	✓	✓	Don't Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long

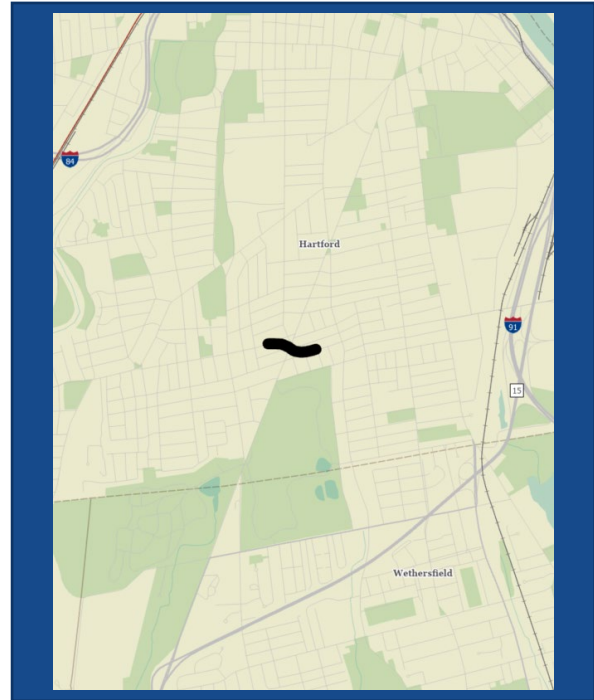
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$



Align White Street with Brown Street

- Description – Realign White Street and Brown Street in Hartford so they meet at Maple Avenue.
- Purpose – To improve east-west connectivity in Hartford and reduce neighborhood cut-through traffic.
- Status – No prior planning was identified for this alternative.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓			

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

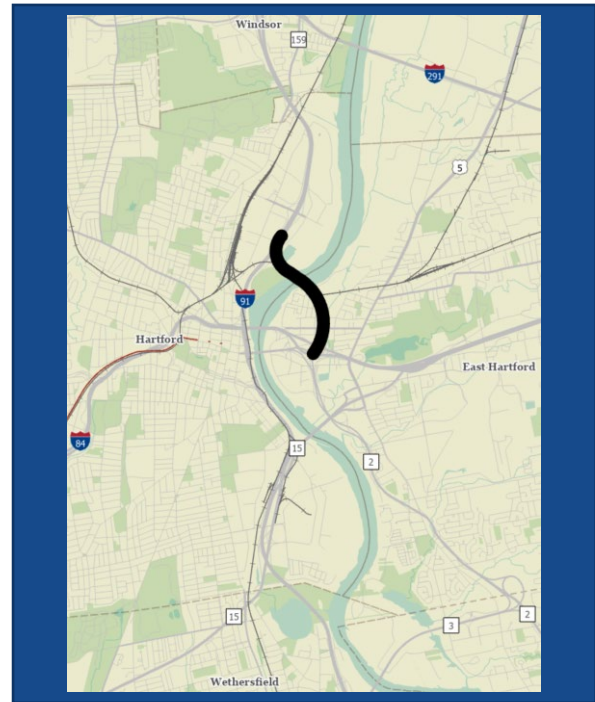
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



City Link East (I-91 to Route 2 Direct Connection)

- Description – Provide a way for the high-volume traffic movement between I-91 to the north and Route 2 to the southeast to avoid the short overlap on I-84 over the Bulkeley Bridge.
- Purpose – To improve traffic safety and operations on Route 2, I-84, and I-91.
- Status – A preliminary feasibility analysis was completed as part of the I-84 / I-91 Interchange Study.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

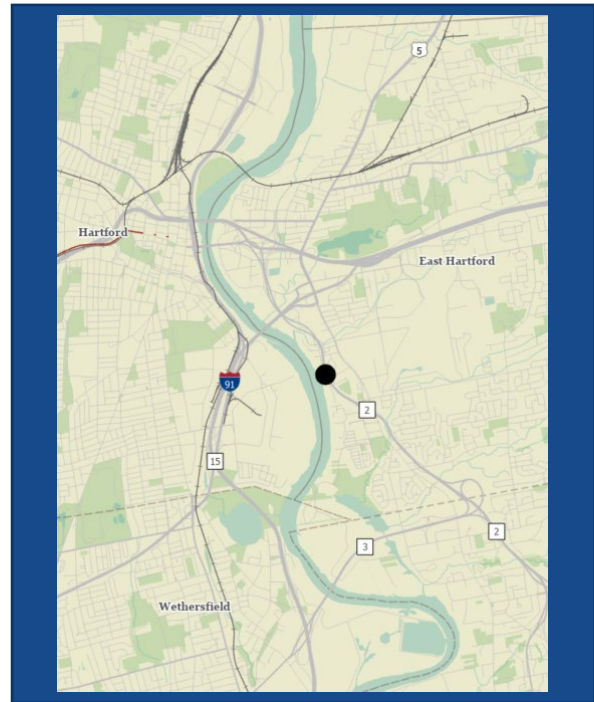
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



Goodwin University and East Hartford Improved Connections

- Description – Improve the Ensign Street underpass by expanding to provide better lighting, wider sidewalks on both sides of the roadway, and bicycle lanes on both sides of the road. Purpose – To better connect Goodwin University to East Hartford to better support bicycle and pedestrian trips between areas of East Hartford east of Route 2 and the university.
- Status – No prior planning was identified for this alternative.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

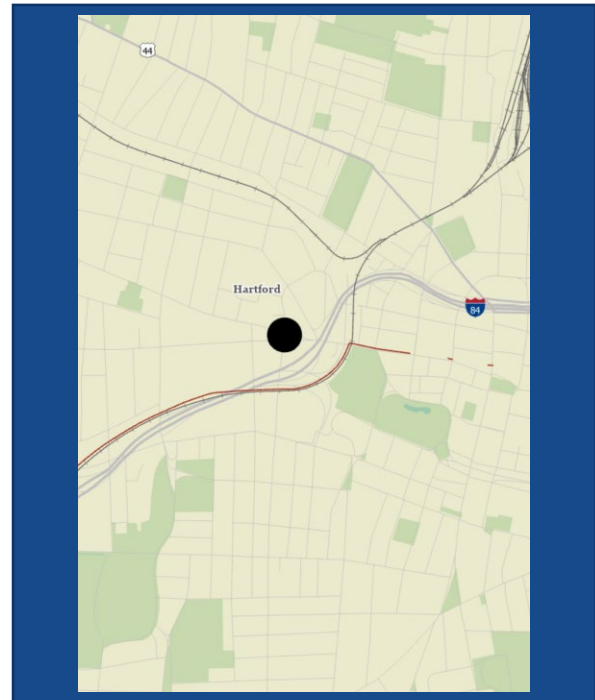
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Trident Mobility Improvements

- Description – Reconfigure Broad Street at Asylum Avenue and Farmington Avenue in Hartford.
- Purpose – To improve multimodal mobility and safety through this heavily congested trio of intersections.
- Status – Detailed traffic analyses were completed as part of the I-84 Hartford Project.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

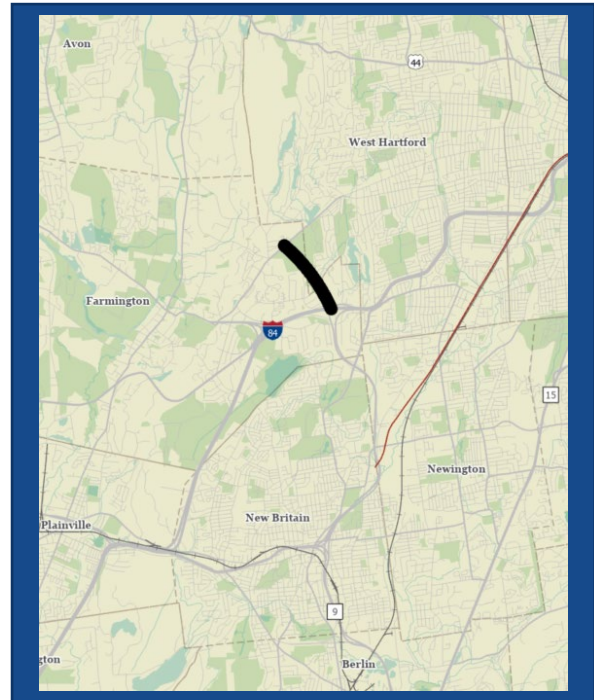
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



I-84 Interchange 39A Completion

- Description – Complete I-84 Interchange 39A and provide access to UConn Health Center and/or Route 4 (Farmington Ave).
- Purpose – To improve mobility west of Hartford, reduce congestion on Route 4, and improve access to UConn Health Center.
- Status – This concept has been proposed by CTDOT and CRCOG in the past, but there are no current projects.
- Location – Northwestern Corridor, Southwestern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

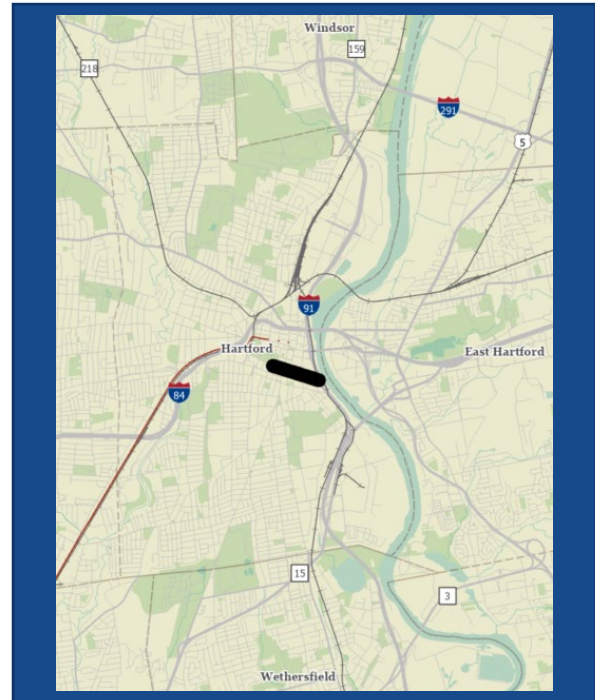
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Whitehead Highway Relocation

- Description – Relocate a portion or the entirety of the Whitehead Highway. Provide additional access between I-91 and Hartford.
- Purpose – To address geometric and safety deficiencies, and to improve access and mobility into and within Hartford.
- Status – No prior planning was identified for this alternative.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
		✓

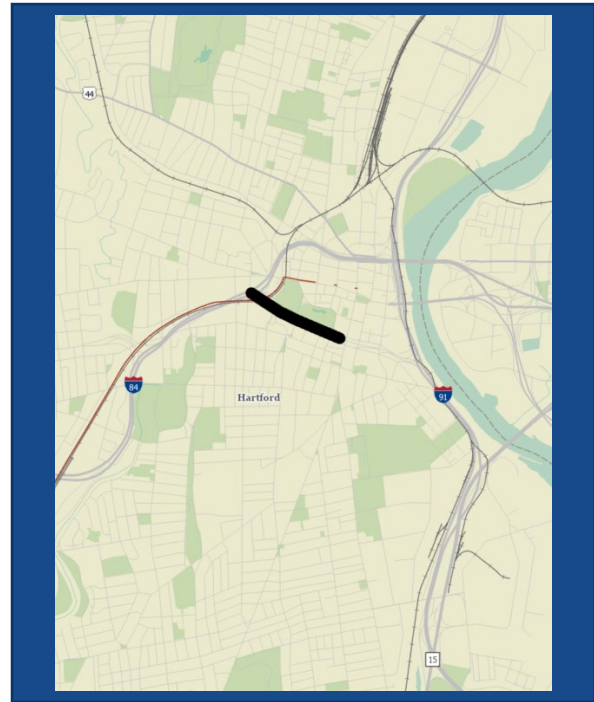
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



Whitehead Highway Extension to I-84

- Description – Extend the Whitehead Highway beneath Bushnell Park to connect I-84 and I-91.
- Purpose – To reduce congestion at the I-84 / I-91 interchange and provide an alternate route around Downtown Hartford.
- Status – This alignment was canceled in the 1970s.
Fatal Flaw – Alternative dismissed previously in a study. This would entail severe environmental and historic impacts for the Park River, Bushnell Park, and the State Capitol, which is not aligned with the regional Long Range Transportation Plan.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓			

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	X	X	Don't Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long

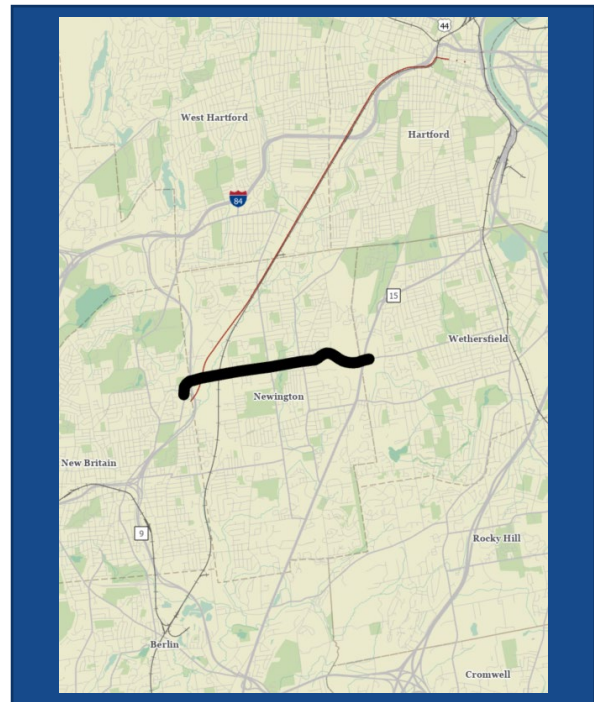
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$



Operational Improvements on Route 175

- Description – Reconstruct Route 175 in Newington to provide operational and safety improvements, as well as robust multimodal facilities.
- Purpose – To improve east-west transportation safety and efficiency and improve multimodal capacity.
- Status – No prior planning was identified for this alternative.
- Location – Southwestern Corridor, Southern Corridor
- **Note: Subsequent alternative development determined that a corridor study is required.**



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

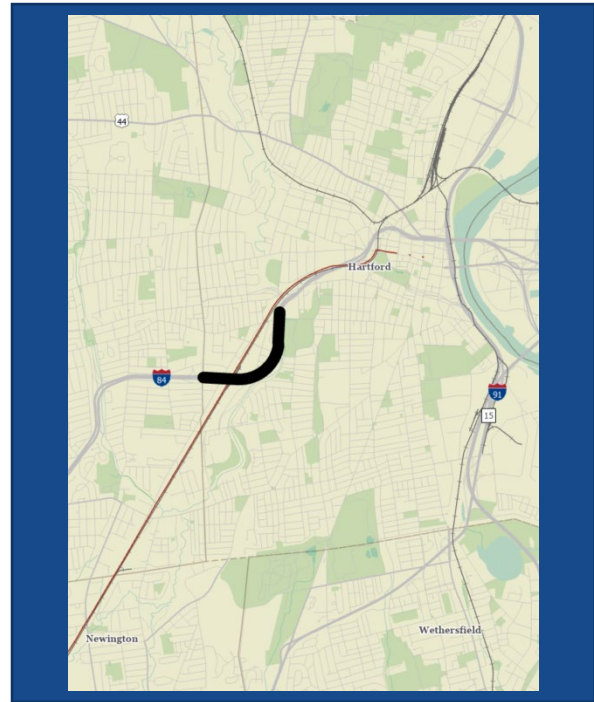
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Tunnel I-84 in Parkville

- Description – Lower and cap I-84 between Prospect Avenue and Park Street in Hartford.
- Purpose – To reduce the impact of traffic on the Frog Hollow neighborhood.
- Status – Capping in this area was investigated as part of the I-84 Hartford Project and not pursued.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
			✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

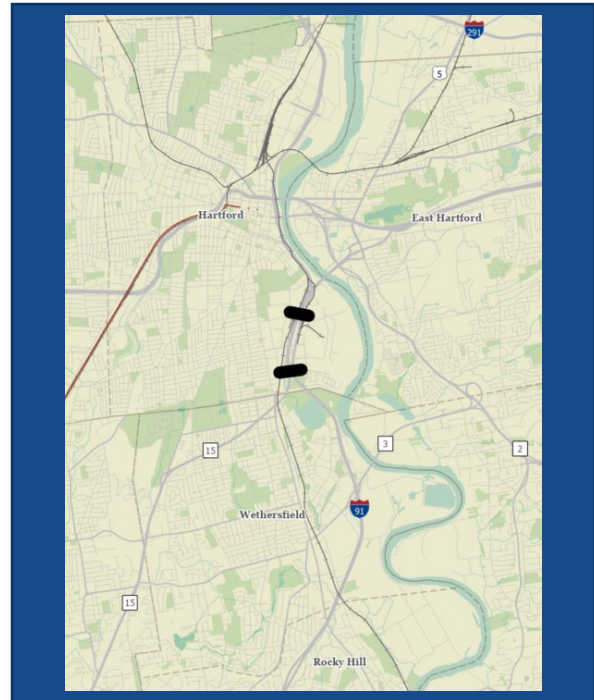
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



New South Meadows Local Road(s)

- Description – Construct a new local road connection across I-91 and Route 15 in the Hartford South Meadows.
- Purpose – To improve east-west connectivity between residential and industrial areas in this area and reduce traffic demand on Airport Road.
- Status – No prior planning was identified for this alternative.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		

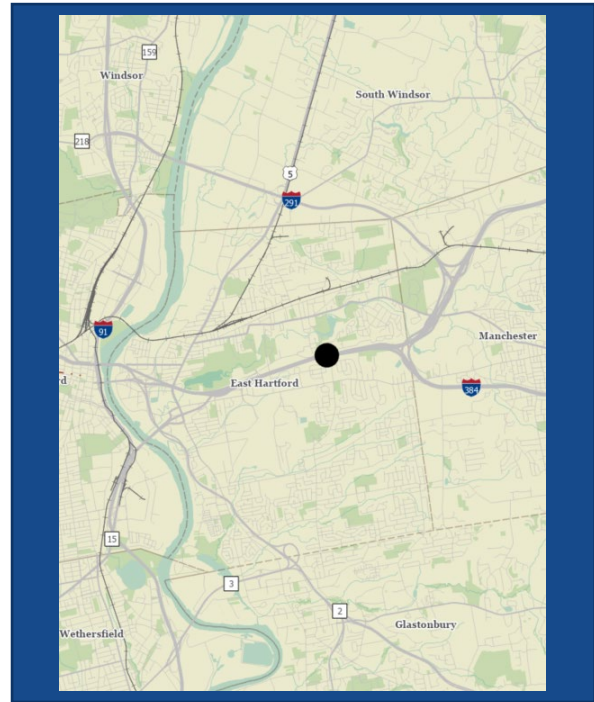


I-84 Forbes Street Interchange

- Description – Add at least one ramp between I-84 and Forbes Street in East Hartford.
- Purpose – To improve mobility in East Hartford and reduce through trips on Silver Lane and Roberts Street.
- Status – CTDOT performed a preliminary analysis of this concept.

Fatal Flaw – Introducing ramps in the weave area between Route 15 and I-384, which already contains the Roberts Street interchange, would be detrimental to traffic flow on I-84.

- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
X	X	X	X	Don't Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long

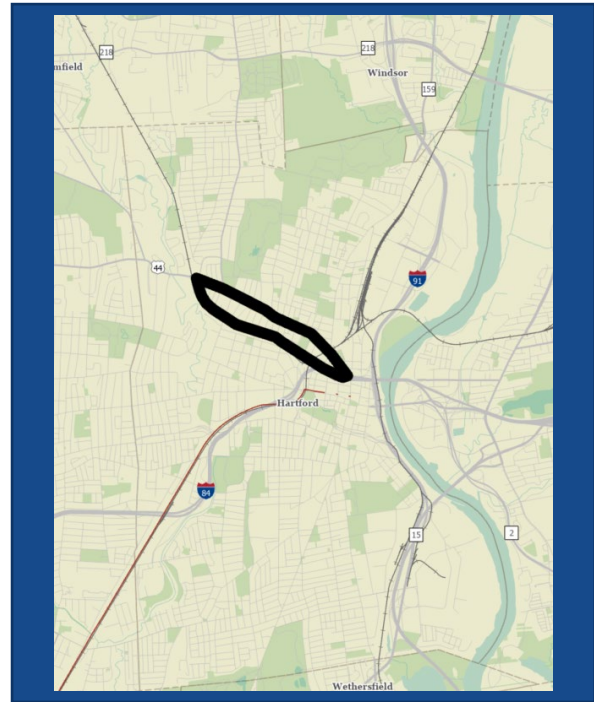
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$



Albany-Homestead One-Way Couplet

- Description – In Hartford’s Upper Albany and DoNo neighborhoods, make Homestead Avenue one-way eastbound and Albany Avenue one-way westbound.
- Purpose – To improve traffic flow on Albany Avenue and Homestead Avenue.
- Status – No prior planning was identified for this alternative.
Fatal Flaw – This alternative does not address identified needs.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓				

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	X	✓	✓	Don't Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long

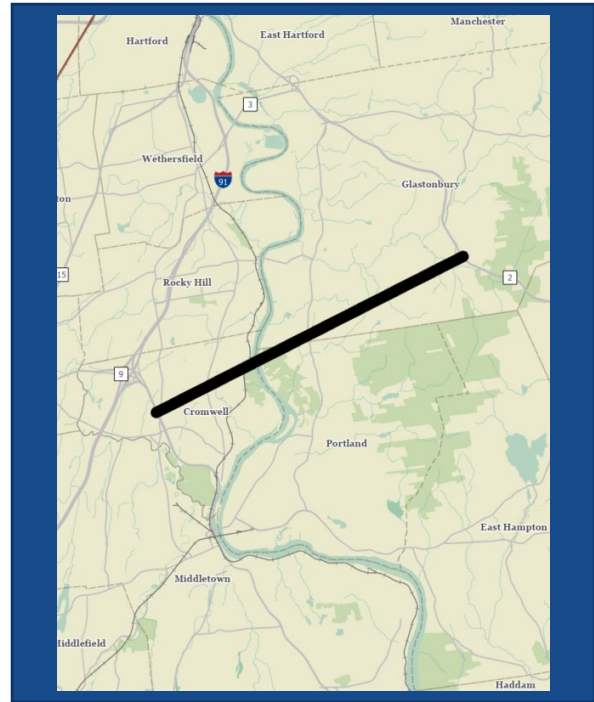
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$



New Connecticut River Bridge - Cromwell

- Description – Construct a new freeway connecting I-91 and Route 9 in Cromwell with Route 2 in Glastonbury.
- Purpose – To improve east-west mobility and reduce traffic on the Putnam and Arrigoni Bridges.
- Status – No prior planning was identified for this alternative.
- Location – Southern Corridor, Southeastern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
		✓

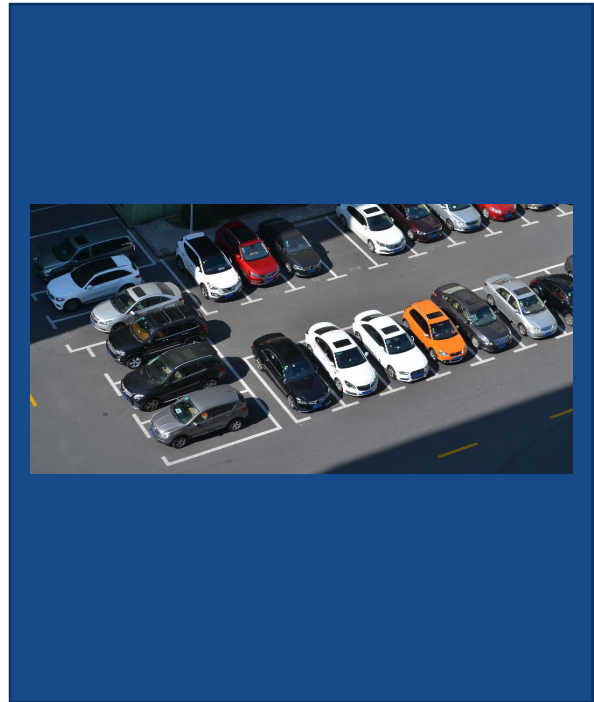
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



Commuter Parking Policies Assessment

- Description – Review employee parking policies for major employers with large proportions of drive-alone commuters.
- Purpose – To reduce the proportion of single occupant vehicles in urban areas.
- Status – No prior planning was identified for this alternative.
- Location - All



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

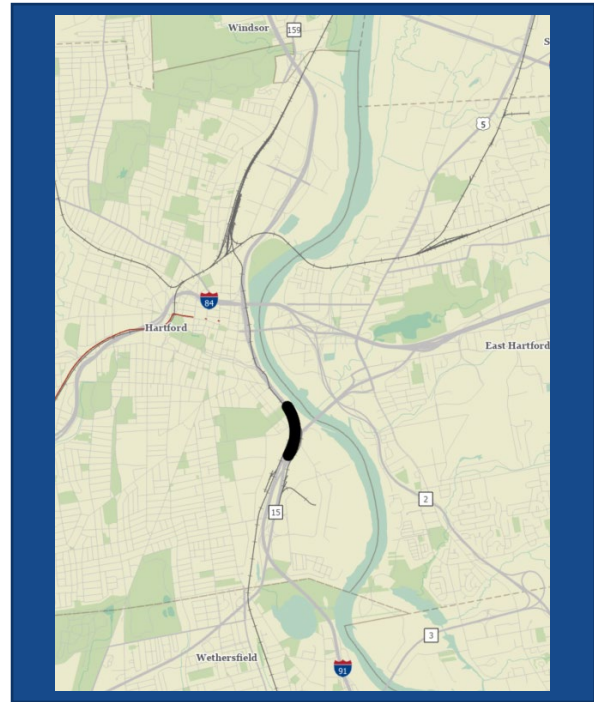
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



I-91 Coltsville Curve Realignment

- Description – Realign the curve on I-91 southbound in Coltsville with a larger radius.
- Purpose – To reduce the crash frequency on a curve with multiple fatalities.
- Status – No prior planning was identified for this alternative.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓			

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

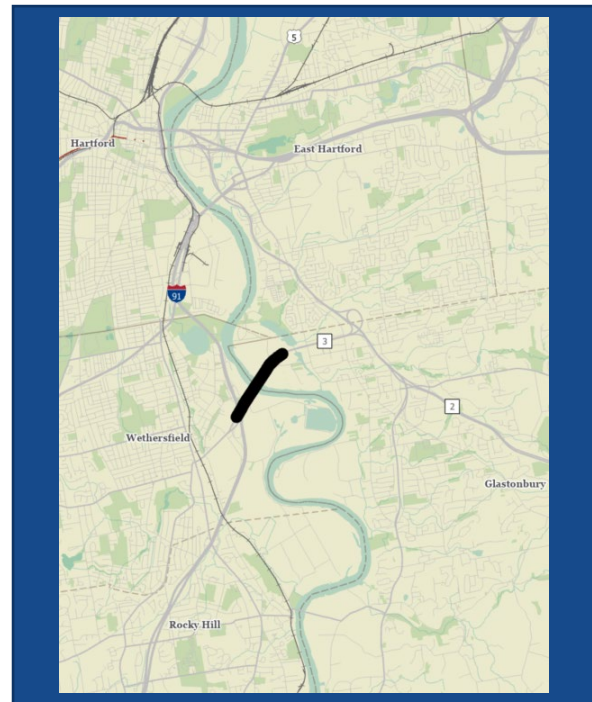
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Putnam Bridge Replacement

- Description – Replace the aging Putnam Bridge, potentially with improvements to the I-91 – Route 3 interchange.
- Purpose – To maintain infrastructure in a state of good repair and upgrade the Putnam Bridge to modern design standards.
- Status – This bridge replacement was recommended in the Statewide Freight Plan.
- Location – Southern Corridor, Southeastern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
		✓

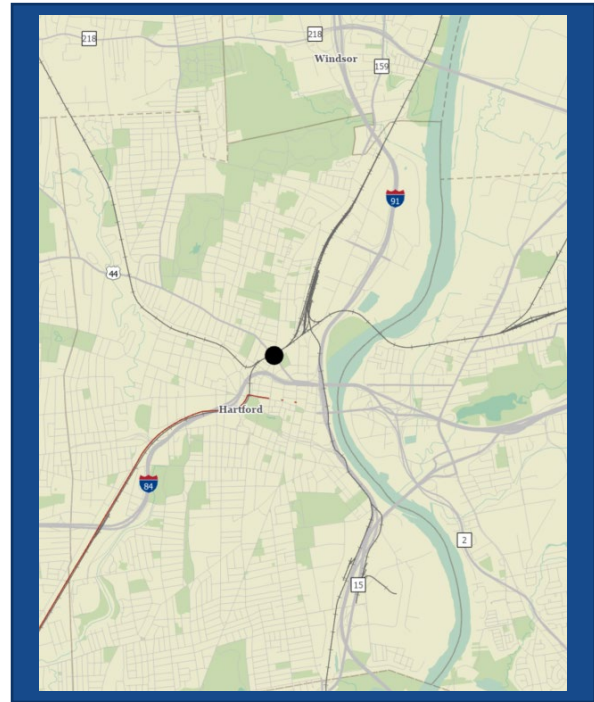
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



Reconfigure Intersection of Albany Ave and Main St

- Description – Reconfigure the intersection of Albany Ave, Main St, Ely St, and High St in Hartford.
- Purpose – To improve multimodal mobility at this nonstandard intersection.
- Status – CTDOT is currently evaluating potential modifications to the intersection. The City of Hartford is also preparing a master plan for this area.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

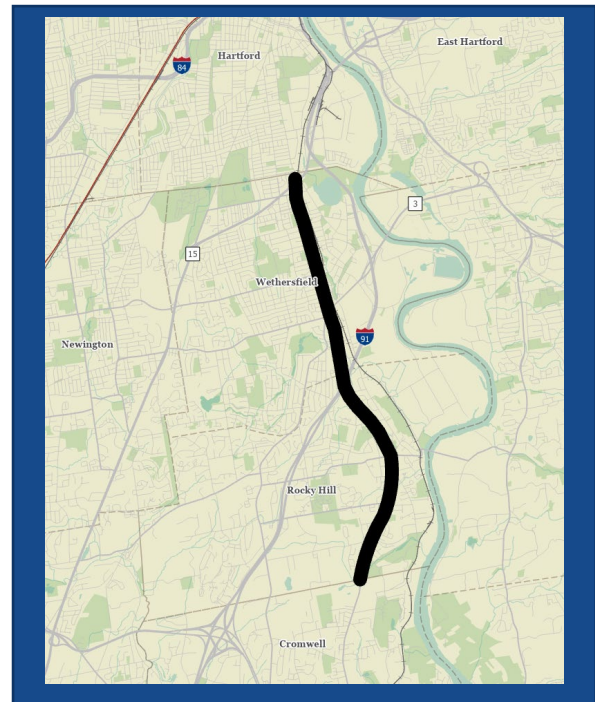
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Silas Deane Highway Reconfiguration

- Description – Add multimodal improvements along Route 99 in Rocky Hill and Wethersfield, potentially including bus rapid transit.
The Silas Deane Highway throughout Wethersfield and Rocky Hill consists of a five-lane cross-section with two through lanes in each direction and a center lane alternating / offset left turn lane. Analysis would consider whether the existing cross-section can be repurposed to incorporate enhanced bus operations and/or dedicated bicycle facilities
- Purpose – To enhance multimodal safety and efficiency and provide transportation alternatives.
- Status – No prior planning was identified for this alternative.
- Location – Southern Corridor



- **Note: Further alternative development s determined a corridor study was needed.**

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)		Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓		✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Improve Rail Station Amenities

Description – Ease of access to Hartford Line stations is critical for the continued success of the line, particularly as the state works to further decarbonize transportation systems and move towards broader integration of alternative modes. Key leverage points of this alternative include:

1. Provide covered and secured bike parking at stations.
2. Increase the deployment of bikeshare in high demand locations to create a regional network.
3. Ensure that stations are connected to regional bike facilities and pedestrian networks.
4. Ensure that all walkways are fully accessible.

Purpose – Improving station accessibility across modes is a fundamental action item to increase mode-share for the Hartford Line. When there are multiple options to access the rail system potential users are more likely to select rail for their trip as oppose to another mode. This alternative is all about making it as easy as possible to get to and from rail stations along the Hartford Line.

Status – Multi-modal accessibility has gained increased focus at both state and local levels.

Location – Northern Corridor, Study Core, Southwestern Corridor



Sample Bike Facilities

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		

Hartford Rail Line Upgrades (NHHS EA)

Description – The New Haven Hartford Springfield (NHHS) Rail Program was developed to facilitate the deployment of the Hartford Line rail service and included substantial upgrades to track and station infrastructure. Despite the immense amount of work completed to date, outstanding items remain. This alternative emphasizes the need to complete all the work planned for the line, including additional double tracking and station upgrades.

Purpose – The completion of all planned work within the NHHS Rail Program will improve operational efficiency and capacity of the rail line, improve the user experience, and expand rail access to new customers. It will further set the stage for future service expansion, improved freight opportunities and enhancing a critical link for an inland rail connection to Boston.

Status - The NHHS Rail Program is ongoing, with planning and environmental review already completed.

Location - Northern Corridor, Study Core, Southwestern Corridor



Construction Vehicle

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓		

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

High-Level Fatal Flaw Screening

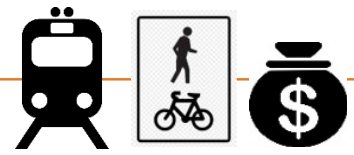
Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
			✓



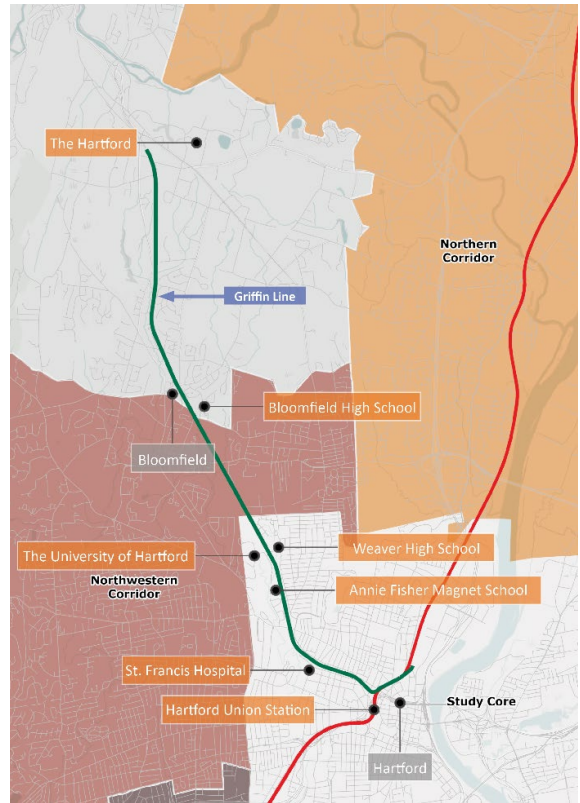
Griffin Line Rail with Trail (Hartline)

Description – A multi-use trail within the alignment of the Griffin Line would connect downtown Hartford to Bloomfield and the existing Bloomfield Greenway, which begins at the northern terminus of the existing Griffin Line. This could be completed either as a ‘rail to trail’, requiring closure of the active rail line, or as a ‘rail with trail’.

Purpose – A trail along this alignment would substantially increase access to dedicated bike/pedestrian infrastructure for people who live and work in the corridor. The alternative would provide specific access to/from the University of Hartford, Union Station and other key destinations.

Status – Various planning efforts have investigated options for the Griffin Line over the past three decades. A renewed assessment of proposed alternatives is required.

Location – Study Core, Northwestern Corridor



Griffin Line Multi-Use Path Alignment Map

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

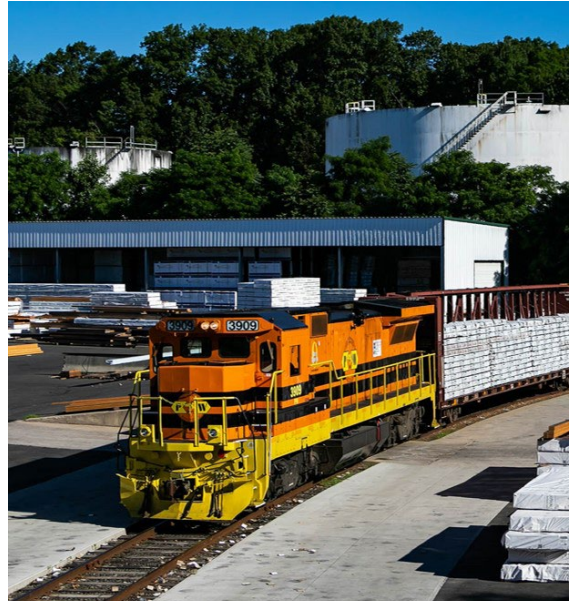
Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		

286K Freight Rail Capacity Upgrades

Description – The movement of freight throughout the state is critical. In Connecticut most freight is moved by truck, with a substantially smaller portion being moved by rail freight. Rail freight in the state is in part limited by the lack of continuity with the national freight system due to weight restrictions on tracks within the GHMS study area. Under the NHHS Rail Program the track infrastructure (ties, ballast and track) was upgraded to meet the 286K standards. However, certain bridges and culvert structures were not included as part of the NHHS rail program, meaning the line is not 286K compliant. This alternative focuses on the replacement or retrofit of fixed infrastructure to meet the 286K standard, including the Warehouse Point bridge over the Connecticut River.



Freight Train [Genesee & Wyoming]

Purpose – Truck freight on the state’s roadways is a major contributor to congestion, highway wear and tear, and emissions. Improving the opportunities for rail freight in the state will work to mitigate the costs associated with truck freight, while making the state’s rail freight industry more competitive nationally.

Status – Upgrades to freight rail infrastructure have highlighted been previous long-range plans.

Location - All

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

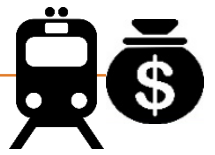
Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
			✓



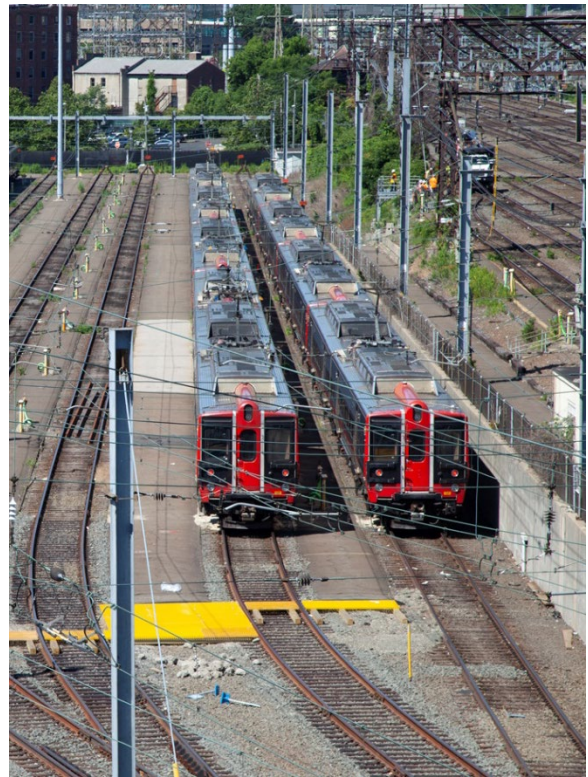
Expand Yard Storage and Maintenance Facilities

Description – As Connecticut looks to continue investments into its rail fleet, upgraded storage and maintenance facilities are critical to handle additional rolling stock. This alternative recommends providing, identifying and developing new fleet storage yards for Hartford Line Equipment.

Purpose – This improvement will provide CTDOT an opportunity to expand its overall fleet, allowing for expanded services and increased frequency.

Status – The need has been identified by previous planning efforts but will require follow on efforts through the GHMS process.

Location – Northern Corridor, Study Core, Southwestern Corridor



Yard in Stamford, CT

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

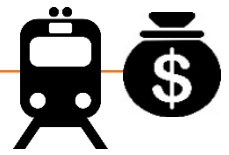
Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



Dual-Mode Locomotives and Fleet Upgrades

Description – CTrail trips along the Hartford line are operated using an aging diesel hauled fleet and a leased set of coaches. This alternative investigates the purchase of dual-mode locomotives and new coaches. Dual-mode locomotives offer both diesel operation and electric operation which creates the possibility for a new one seat ride service into New York’s Grand Central Terminal (GCT), since they can operate in electrified territory as well as non-electrified, like the Hartford Line. It should be noted that diesel locomotives are not permitted in the tunnels going into GCT. Additionally, new coaches would offer an improved user experience and the possibility for additional onboard amenities.



Purpose – The procurement of new dual-mode locomotives and coaches would allow the state to modernize its rail services by improving the amenities offered to users. The density/type of services would also be improved. Additionally, a modern rail fleet will likely realize operations and maintenance benefits of lower annual costs and reduced downtime.

Status – CTDOT is actively engaged with new rolling stock procurement.

Location – Northern Corridor, Study Core, Southwestern Corridor

Goals Addressed

#1	#2	#3	#4	#5
✓	✓			

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
			✓

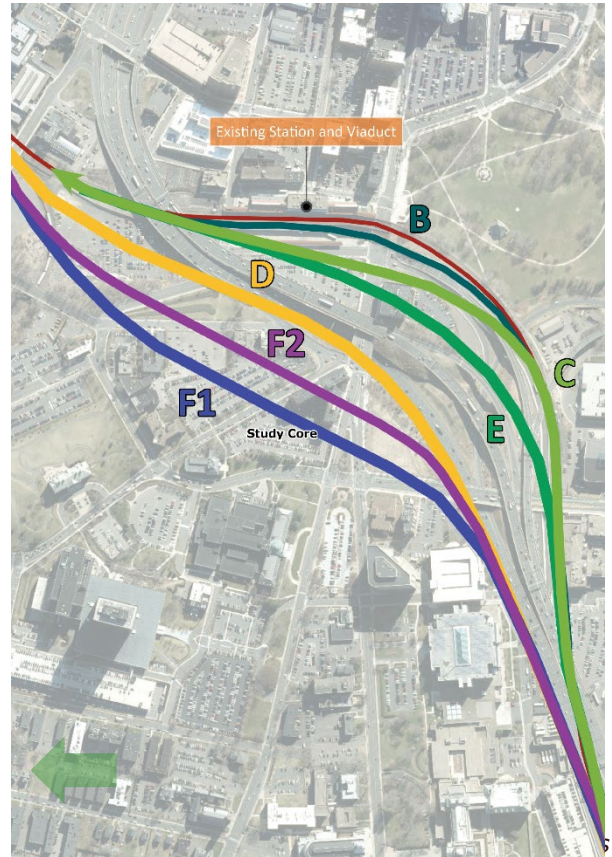
Re-align and/or Reconstruct the Hartford Rail Viaduct and Hartford Union Station

Description – The segment of track running through downtown Hartford/Union Station is elevated (known as ‘the Viaduct’). The Viaduct is reaching the end of its useful life and will need to be either replaced or substantially retrofitted soon. There are two different approaches to address its deficiencies: replace/retrofit the station or move/realign to the west to achieve operational improvements from the straightening of the rail alignment.

Purpose – Both options under this alternative work to address significant state of good repair concerns of the viaduct and would expand the capacity of the station by adding a second track which doesn’t currently exist.

Status – Studied in depth as part of the Hartford Rail Alternatives Analysis, with seven alternatives discussed. The map to the right depicts the alignments of the alternatives. Additional alternatives may be discussed as needed. Relocation and station concepts were advanced as part of preliminary engineering and NEPA for the I-84 Hartford Project.

Location – Study Core



Planning (NHHS Rail Program)

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
		✓

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	✓

Hartford Line Electrification

Description – The Hartford Line currently operates diesel-hauled push/pull equipment. This alternative explores a longer-term goal of electrifying the line which would allow the operation of M8 electric multiple units (EMUs) and allow Amtrak to electrify their service on the line. The benefits and costs of electrification between New Haven and Union Station in Springfield, MA will be assessed. This alternative could be bolstered in the future by additional electrification investments from Connecticut’s regional partners, including MassDOT and Amtrak.

Purpose – Electrification would serve to benefit system reliability and efficiency as well as help meet state sustainability and climate change goals. Electrification would additionally improve system continuity with MNR and Amtrak that could create new service opportunities.

Status – There are no official plans to electrify the Hartford Line, however evaluation of the feasibility of electrification across the entire state rail network is under consideration.

Location – Northern Corridor, Study Core, Southwestern Corridor



Electric Infrastructure in Stamford, CT

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
		✓

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
			✓

Infrastructure Hardening to Address Drainage and Flooding Vulnerabilities

Description – Drainage is key to the safe operation of a rail line. The ponding or flow of water over tracks may damage switches, lead to erosion, or generate premature wear to ties and tracks. This alternative emphasizes the need to address identified ‘problem’ locations throughout the GHMS study area and look towards the future and mitigate against climate vulnerability.

Purpose – This alternative would address existing and future vulnerabilities to ensure continued and safe operation of the rail line. Efforts to harden rail infrastructure will lead to lower maintenance costs and reduce the likelihood of future outages.

Status – A significant amount of work has been completed on the Hartford Line however vulnerabilities remain.

Location – Northern Corridor, Study Core, Southwestern Corridor



(top) Flood control gate near North Meadows Pumping Station [City of Hartford]; (bottom) View of Bushnell Park during the Flood of 1936 [CT Historical Society]

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	

Hartford Land Reclamation

Description – This alternative investigates Hartford’s access to its waterfront and access between neighborhoods, and what benefits might arise from burying I-91/I-84 and the rail lines. This alternative specifically proposes tunneling the highway and rail infrastructure highlighted by the red and blue areas in the map to the right. Depending on the final extent, this alternative could reclaim more than 80 acres, reconnecting Hartford to its waterfront and reconnecting neighborhoods historically bisected by I-84.

Purpose – Improving green spaces and increasing pedestrian friendliness are key economic development drivers and create a space where people want to live and work. The benefits of this alternative would be broad and could include reduced noise pollution into downtown, expanded waterfront greenspace, and creation of new developable land available for TOD, among others.

Status – This concept has been addressed to various degrees by past studies. Further study on specific locations is needed.

Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

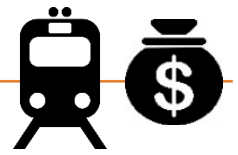
Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
		✓

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
			✓



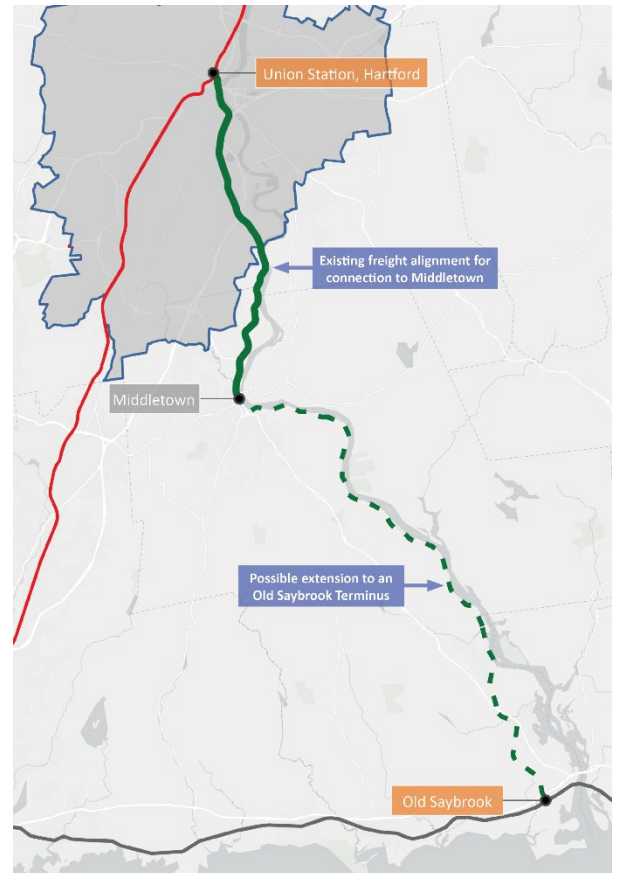
Middletown to Hartford Passenger Rail Service

Description – This alternative would develop a new north-south rail passenger rail service between Middletown and Hartford using the existing freight corridor north of Middletown, with the potential for a southern terminus at Old Saybrook. This line would provide a connection between the state’s capital and a regional midsized city. This alternative would likely require significant track work to bring the alignment to a state of good repair and to establish a connection to the Hartford Line. The procurement of rolling stock to be operated on the line will also be needed.

Purpose – This alternative would create an additional rail connection that could relieve traffic along Route 9 and create a sustained mode shift in the corridor. The sustained mode shift would lead to reduced GHG emissions and reduction of other externalities associated with travel on Route 9.

Status – This is a new alternative and will require additional study.

Location – Study Core, Southern Corridor



Conceptual Alignment for Middletown to Hartford Passenger Rail

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

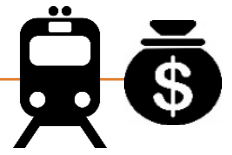
Meets Study Vision and Goals	Addresses Identified Need(s)	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
		✓

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
			✓



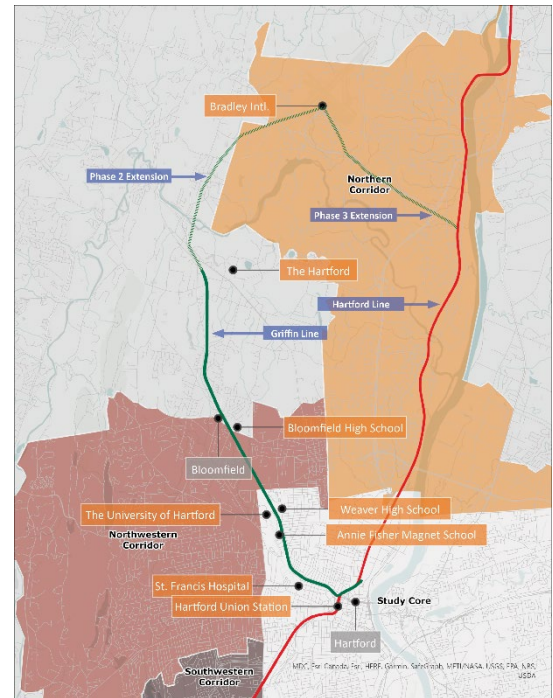
Griffin Line – Passenger & Freight Rail

Description – This alternative would investigate developing passenger rail along the Griffin Line in three ways: (1) rail along the existing alignment, (2) an extension of rail operations to Bradley International Airport, and (3) a connection back to the Hartford Line. Once complete, service could be operated bidirectionally to offer rail connections to the airport from the north and south. At this stage, the alternative does not include defined intermediate stations. Under this alternative, freight operations on the line would be maintained and additional passenger service would be facilitated through the use of passing sidings.

Purpose – The existing Griffin Line alignment could provide direct and significant access to residential, educational and employment resources from downtown Hartford, and an extension of the alignment could afford improved transit connections to Bradley International Airport and the corporate parks along Day Hill Road.

Status – Various planning efforts have investigated options for the Griffin Line over the past three decades. A renewed assessment of proposed alternatives is required.

Location – Study Core, Northern Corridor, Northwestern Corridor



Griffin Line Map

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
		✓

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



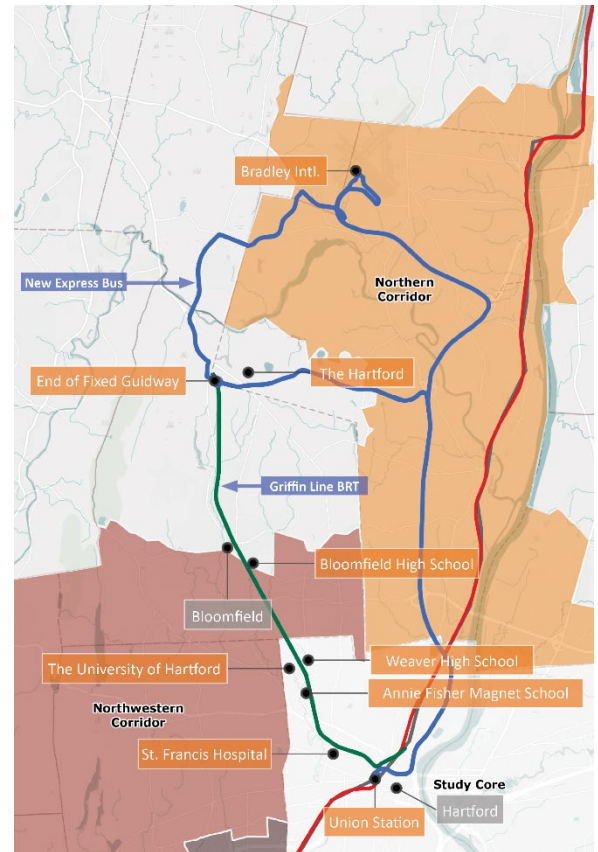
Griffin Line – BRT/Streetcar Connection to Bradley and Day Hill Road

Description – Under this alternative the existing track would be removed and replaced with a fixed guideway to operate a bus rapid transit (BRT) service which would originate at Hartford Union Station and would provide service north along the alignment. At Day Hill Road the fixed guideway would end, and the route would provide access to the Day Hill Road corporate parks and Bradley International Airport. From Bradley International Airport and Day Hill Road the routing would connect back to Hartford Union Station via I-91.

Purpose – This transit service could reduce the volume of single-occupant vehicles traveling to and from major regional origin/destinations, including Bradley International Airport and St. Francis Hospital.

Status – Various planning efforts have investigated options for the Griffin Line over the past three decades. A renewed assessment of proposed alternatives is required.

Location – Study Core, Northern Corridor, Northwestern Corridor



Griffin Line BRT/Streetcar Preliminary Alignment

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

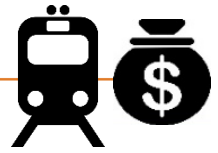
Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
		✓

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
			✓



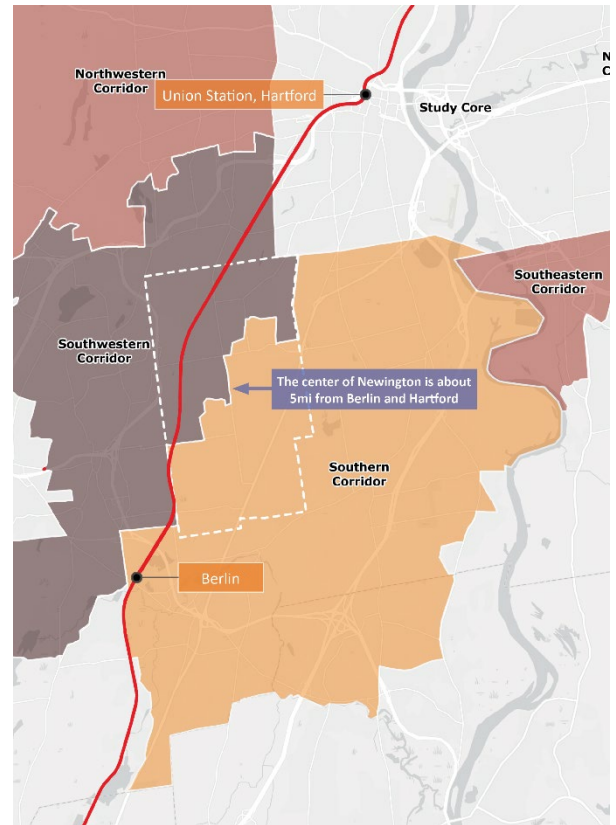
New Rail Station in Newington

Description – This alternative would investigate a station stop in Newington. This will include a high-level understanding of new ridership generation as well as possible locations for the station. The most proximal Hartford Line stations to Newington are the Berlin Station and Union Station in Hartford. The center of Newington is about five miles from each of these stops.

Purpose – This alternative would increase access to the Hartford Line for those whose trip originates or terminates in Newington.

Status – A station in Newington was recommended in the New Haven-Hartford-Springfield (NHHS) Environmental Assessment (EA).

Location – Southwestern Corridor



Regional Context for a Newington Station

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



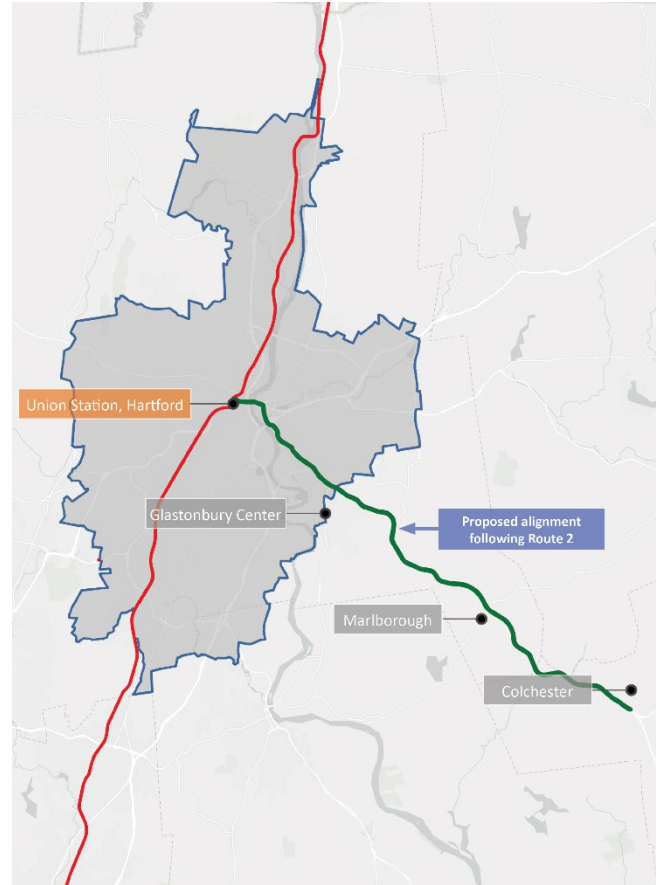
Light Rail from Colchester to Hartford

Description – This alternative would investigate the development of a light rail system that would generally follow the Route 2 corridor between Colchester and downtown Hartford. Intermediate stops and final routing are not yet defined. The goal of the alternative is to determine whether need for this service is supported by projected ridership and congestion along Route 2.

Purpose – This alternative would work to improve transit connections between Colchester and Hartford as well as reduce congestion along Route 2.

Status – This is a new idea and would require additional study.

Location – Study Core and Southeastern Corridor



Light Rail Connection between Hartford and Colchester

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓		✓

High-Level Fatal Flaw Screening

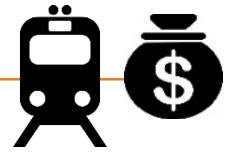
Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
		✓

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
			✓



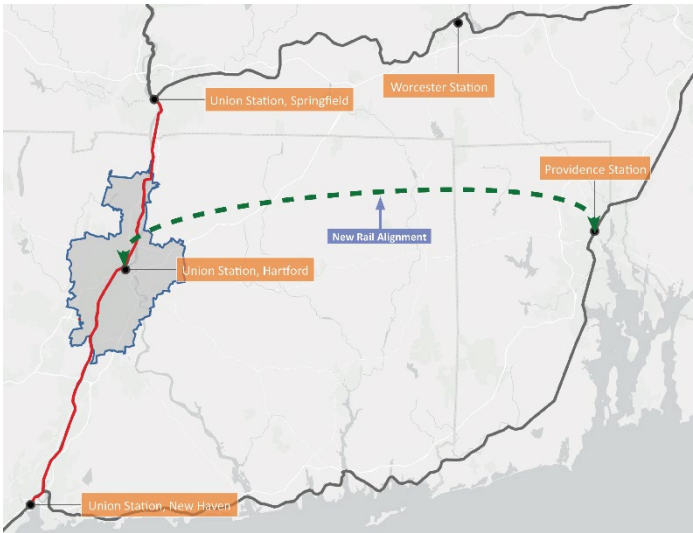
Providence Rail Access through Hartford

Description – This alternative investigates developing a new rail connection between Hartford and Providence, RI. This alternative does not include a preliminary routing concept and is more intended to address the idea and potential benefits of a new rail connection. This has been highlighted as a long-term goal for new high-speed rail along the Atlantic coast, to provide a new and dedicated rail corridor with significantly higher operating speeds than is possible along existing alignments.

Purpose – The intent of this alternative is to establish true regional high-speed rail and build redundancy for the NEC through Connecticut, better positioning the state to answer the challenges posed by climate change.

Status – This alternative has renewed interest within the state and is presented as a part of the NEC Future Alternative 3 and in the North Atlantic Rail Initiative.

Location – Study Core, Northeastern Corridor



Hartford-Providence Rail Connection Overview

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

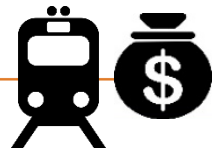
Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
		✓

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
			✓



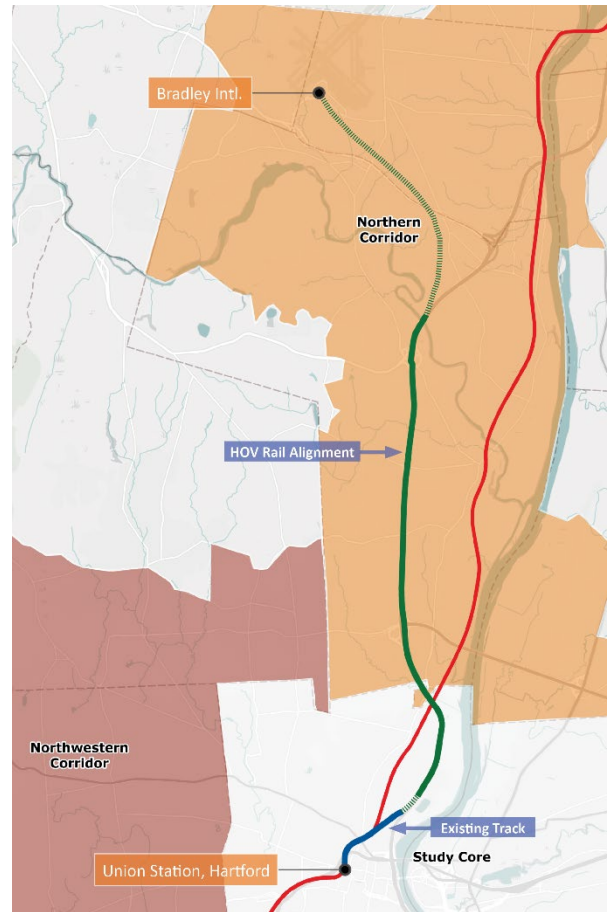
Hartford Line: Downtown to Bradley

Description – This alternative investigates establishing a direct rail connection between downtown Hartford and Bradley International Airport by repurposing the existing I-91 HOV lanes. The routing for this alternative between downtown Hartford and the HOV lane, and the HOV lane and Bradley has not yet been determined. The alternative investigates the potential benefits associated with this as an improved and direct transit connection to Bradley.

Purpose – The intent of this alternative is to expand transit opportunities to the Airport, hopefully increasing transit’s mode share. Additionally, the alternative would look to capitalize on the improved connection to foster economic development in Hartford and proximal communities.

Status – This alternative was developed internally and detailed study on the feasibility is required.

Location – Study Core and Northern Corridor



New Rail Alignment for Connection to Bradley Intl.

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓		✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
		✓

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
			✓



Rail Service Improvements (high frequency regional rail)

Description – The COVID-19 Pandemic will likely have a long reaching effect on the way people interact with the state’s transportation services, particularly rail. This alternative will identify and evaluate new or modified service models to respond to the changing needs and operational environment, including longer average trips, increased service frequency, and new onboard amenities.

Purpose – Rail user demographics suggest that there will likely be longer and more significant impacts to rail ridership than ridership on the state’s bus system. While many who ride bus transit in the state aren’t choice riders (i.e. they have no or limited access to a private car), rail users tend to be choice riders. This alternative will better assist the state in adapting to commuting/work patterns which will likely see a larger portion of the population either permanently working from home or working several days from home.

Status – This alternative is the result of, and a response to the COVID-19 Pandemic.

Location - All



Masked Individuals in New Haven, CT

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

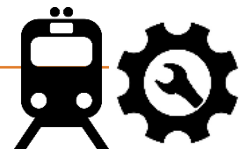
Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



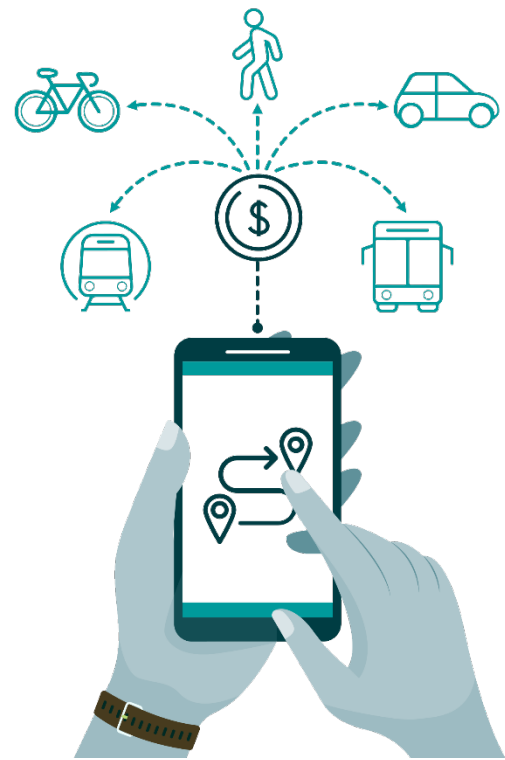
Mobility as a Service (MaaS)

Description – Mobility as a Service (MaaS) is an emerging framework for the delivery of transit services which combines multiple modes (bus, bikeshare, rail, etc.) into a single app where users can plan, book and pay for trips. This alternative explores the benefits to users and modes that could result from MaaS in the GHMS study area (and more broadly Connecticut).

Purpose – The primary benefit of a MaaS system is ease of use by customers. By placing trip planning and payment across modes into a single system the barriers to transit use are reduced, which could potentially lead to increased ridership and sustained mode shift.

Status – MaaS is a relatively new concept which makes the list of alternatives in many plans but has not yet emerged in practical applications within the state.

Location - All



MaaS Graphic Indicating a Multi-Modal Trip

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

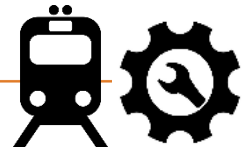
Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Unified Fare Collection

Description – The rail system in Connecticut is split into four ticketing systems: MNR services (NHL, NCL, DBL and WBL), Amtrak Services, Shore Line East and the Hartford Line. While there is currently reciprocity on the Hartford Line between CTrail tickets and Amtrak, a separate ticket is still required for a transfer to the New Haven line. Under this alternative an individual would be able to purchase a single ticket for their entire trip (i.e. Hartford to Stamford) without the need for purchasing a separate ticket at the transfer point.

Purpose – The alternative works to improve the ease of use of the rail system by making it simpler for users to purchase a trip. This type of system moves more towards a ‘Mobility as a Service’ framework which treats a multi-stage transit trip as a single and seamless event.

Status – The public has been largely unaware of this alternative and what it offers. More research on its applicability is needed before it can be implemented effectively in the greater Hartford Region.

Location - All



Ticket Kiosk at Hartford Union Station

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Strengthen Regional Identity with Branding and Wayfinding

Description – This alternative focuses on improving ease of use and awareness of the services available. It also acknowledges an opportunity to better establish a regional identity, which includes sustainable transportation for the greater Hartford region.

- System branding to better position the Hartford line and its complimentary services as safe, convenient, and affordable;
- And wayfinding to better facilitate access to stations and complimentary modes.

Purpose – This alternative works to make the system easier to use and reduces uncertainties for new or infrequent users, which will help attract stronger and more consistent ridership.

Status – This alternative is an expansion of existing branding and wayfinding.

Location – All



Wayfinding Signage at Hartford Union Station

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



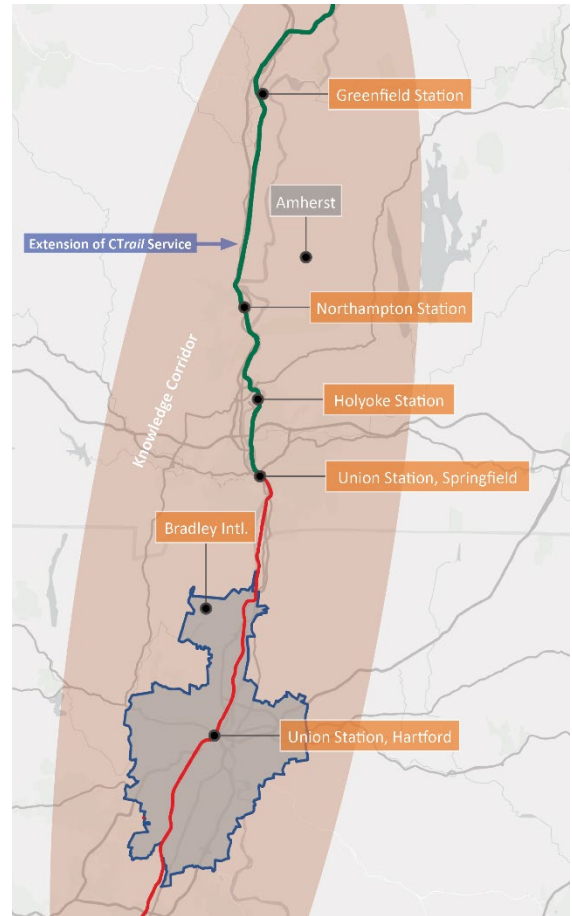
Improve Service Options to the Knowledge Corridor

Description – Hartford Line operations increased service to the lower half of the Knowledge Corridor (New Haven to Springfield, MA). However, rail service to the northern half is limited to regional Amtrak operations in the Valley Flyer and Vermonter. This alternative investigates the northern expansion of CTrail Hartford Line service from its current terminus in Springfield, MA to Greenfield, MA through collaboration with MassDOT.

Purpose – This alternative would expand rail options to the northern portion of a connected regional economy which includes a high density of residential, employment and educational institutions. This alternative would additionally expand reasonable commuting distances to better align with a hybrid work model where people may ultimately reside further away from their place of employment.

Status – This alternative has been discussed throughout the NHHS rail program as a possible extension of service but would require collaboration and investment from MassDOT.

Location – Study Core and Northern Corridor



Hartford Line Expansion to Greenfield, Massachusetts

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Implement Solar Canopies at Rail Stations

Description – Surface parking is often a requirement at rail stations to accommodate commuters. This alternative proposes the installation of solar canopies at rail station surface parking lots, both as retrofits and at new stations within the study area. This alternative will include cost estimation, ROI timeframes, and different ownership models (I.e. state owned/funded, a P3 model or private ownership).



Ground-Level Solar Canopy at UMass Amherst

Purpose – Establishing solar canopies at rail stations can have a broad array of benefits, including:

- Production of clean energy that can be used to power station infrastructure, power onsite vehicle charging infrastructure, sold back to the grid, or some combination of these three.
- Asphalt parking lots are a major contributor to urban heat island, solar canopies decrease this by creating shade and stopping the absorption of solar radiation by the asphalt. This serves to lower ambient air temperatures in and around the parking lot as well as in the vehicles.

Status – This is a new idea and would require further study.

Location – Northern Corridor, Study Core, Southwestern Corridor

Goals Addressed

#1	#2	#3	#4	#5
		✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Station Parking Redevelopment to Further Support TOD

Description – Transit Oriented Development (TOD) is a style of development which works to establish higher-density and mixed-used spaces with strong connections to transit and a high level of internal walkability. The areas surrounding the stations of the Hartford Line all represent strong cases for expanding TOD. This alternative addresses the role of surface parking at and around stations in either hindering or enhancing a site’s TOD potential and explores ways to leverage it to further TOD goals.

Purpose – TOD is a powerful way to increase a community’s housing stock, encourage mode shift away from the private automobile, and improve economic development opportunities.

Status – TOD surrounding rail stations has been a focus of the State and municipalities throughout the Hartford Line’s development.

Location – Northern Corridor, Study Core, Southwestern Corridor



(top) Windsor Station Apartments; (bottom) Meriden Commons from Station

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

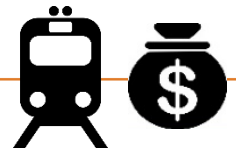
Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Waterbury Rail Connection

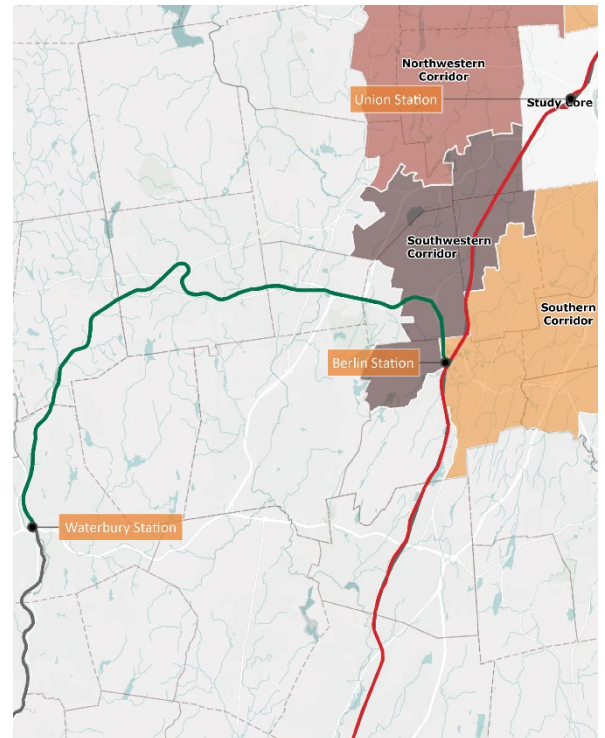
Description – This alternative would investigate further expansion of Connecticut’s passenger rail network by directly linking the GHMS study area to Waterbury by rail. A current rail trip from the Hartford Line to Waterbury would require a transfer to the New Haven Line and a subsequent transfer to the Waterbury Line. Because of this service pattern very few rail trips are likely to be made between the two cities. This alternative would propose a direct passenger rail connection along the Pan Am freight alignment.

Purpose – Improved connections along this corridor would lead to increased mobility for more transit dependent populations as well as the potential for mode-shift by non-transit dependent users who are not well served by the existing north-south rail routes.

Status – Previous studies indicated passenger rail was not viable at that time due to high costs and the need to first bring the line to a state of good repair for freight service, potentially low ridership and need for difficult upgrades. It was suggested that express bus would be a better near-term solution.

Fatal Flaw – Dismissed in a previous planning process

Location – Southwestern Corridor



Hartford to Waterbury Rail Connection Along Pan Am Alignment

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

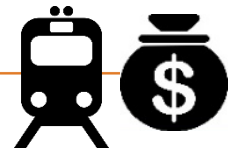
Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✗	✗	Do Not Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$



Connecticut River Rail Bridge

Description – The rail bridge across the Connecticut River between Windsor Locks and Enfield is beyond its useful life and needs significant rehabilitation or replacement. The bridge is a bottleneck for freight traffic and for the line’s highspeed regional rail vision. This alternative addresses the benefits resulting from the rehabilitation or replacement of the bridge.

Purpose – This alternative works to improve operating conditions for both freight and passenger rail systems and return the asset to a state of good repair. The bridge is currently a barrier to rail mobility.

Status – This alternative is included as part of the ongoing Hartford Line work but is being considered independently to better understand its utility across freight and passenger rail needs.



Connecticut River Bridge in Windsor Locks and East Windsor

Location – Northern Corridor

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

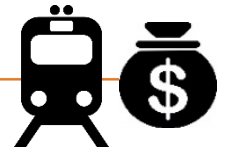
Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
			✓



NEC Alternative 3 (Danbury to Hartford)

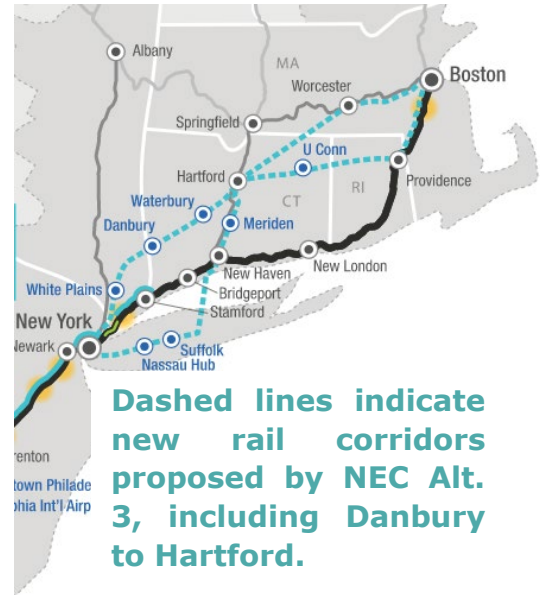
Description – This alternative would expand upon the connection outlined in the ‘Waterbury Rail Connection’ alternative by carrying the new rail corridor further to the west as outlined by the NEC Future Alternative 3. This would create the opportunity for an inland alternative to the Northeast Corridor that would travel north into the Hudson Valley and then east through Connecticut.

Purpose – The current northeast route operates along the coastline, which will be increasingly vulnerable to the impacts of climate change. This non-coastal alternative would expand transportation within the state as well increase the resiliency of the rail system by creating an inland east-west route (which currently does not exist) and add redundancy to the existing Northeast Corridor.

Status – This alternative was developed as part of the NEC FUTURE planning process and is presented in their Tier 1 EIS.

Fatal Flaw – Dismissed in a previous planning process

Location – Outside Study Area



NEC FUTURE Tier 1 EIS Alternatives, Alternative 3 Excerpt

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓		✓

High-Level Fatal Flaw Screening

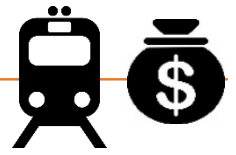
Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✗	✗	Do Not Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$



South and East Windsor Passenger Rail Assessment

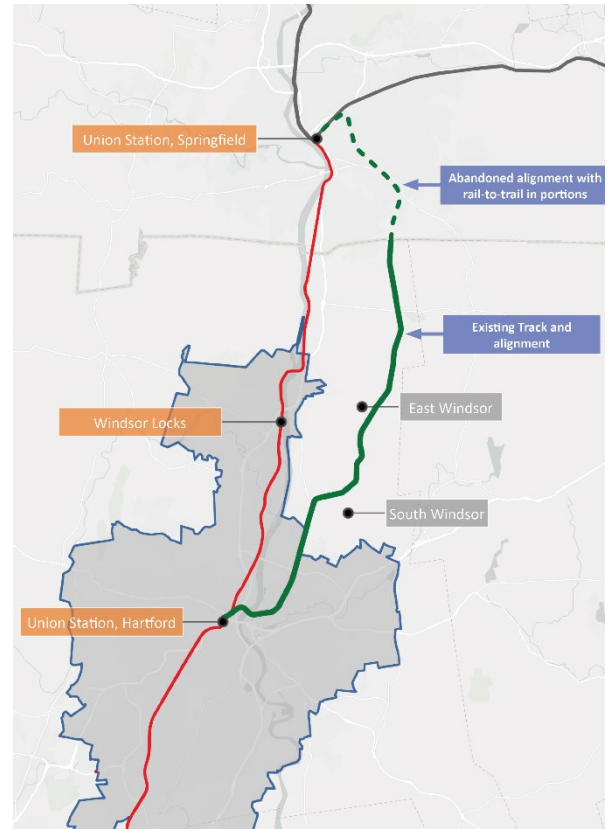
Description – This alternative would investigate the development of passenger rail on the east side of the Connecticut River following the existing freight alignment to the Connecticut border. North of the border the tracks have been removed and a multi-use path has been constructed over portions.

Purpose – This alternative would increase transit access on the east side of the Connecticut river where rail doesn't currently exist. It would provide a connection south to Hartford and North to Springfield, Massachusetts.

Status – This is a new idea and would require additional study. However, the alternative is not supported by the identified needs of the Northern Corridor of the Study Area. Additionally, the alignment operates near the Hartford Line, does not connect to intermediate high density residential or employment centers, and is abandoned north of the Connecticut / Massachusetts state line. These combinations of factors limit the viability of a new passenger service at this stage.

Fatal Flaw – Does not address Study Needs

Location – Northeastern Corridor and Study Core



South Windsor Rail Connection to Hartford and Springfield

Goals Addressed

#1	#2	#3	#4	#5
✓	✓			

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✗	✗	✓	Do Not Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$

Governor William A. O'Neill State Armory New Station Assessment

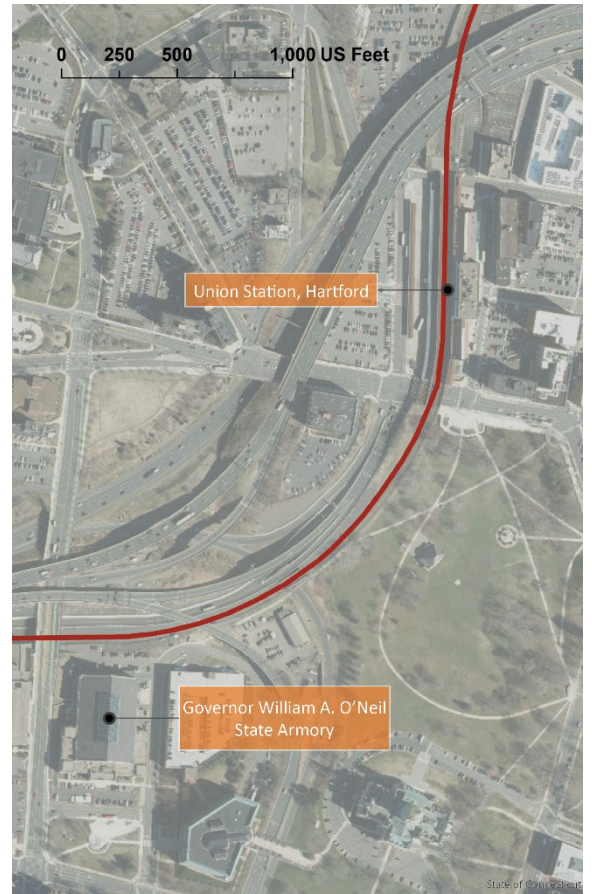
Description – This alternative would investigate the development of a new rail station in the vicinity of the Governor William A. O'Neill State Armory. The Armory's proximity to trip generators like the State Capital, and nearby residential neighborhoods creates a case for a station at this location. However, the Armory is less than half a mile from the existing Hartford Union Station, making it redundant and a potential obstacle for improving travel times along the line.

Purpose – This alternative would increase access to residences and job centers via transit.

Status – This is a new idea and would require additional study.

Fatal Flaw – Does not address a Study Need.

Location – Study Core



Map of the Governor William A. O'Neil Armory in Proximity to Hartford Union Station

Goals Addressed

#1	#2	#3	#4	#5
	✓			

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity

High-Level Fatal Flaw Screening

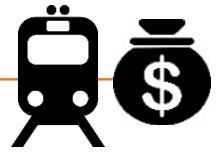
Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✗	✗	✓	Do Not Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$



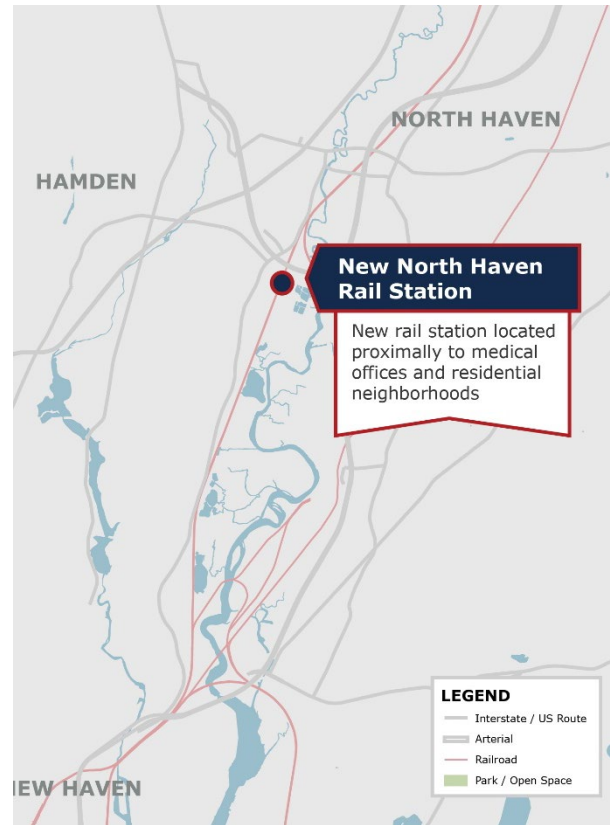
New Rail Station in North Haven

Description – This alternative would investigate a station stop in North Haven in the vicinity of Rt 40 and Rt 5. This will include a high-level understanding of new ridership generation and market demand for the station. The most proximal Hartford Line stations to North Haven are Union Station in New Haven and Berlin Station.

Purpose – This alternative would increase access to the Hartford Line for those whose trip originates or terminates in Newington.

Status – A station in North Haven was recommended in the New Haven-Hartford-Springfield (NHHS) Environmental Assessment (EA) and is included as part of ‘Overprogramming’ in the current Five-Year Capital Plan.

Location – Southern Corridor



Regional Context for a North Haven Station

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

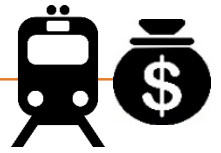
Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



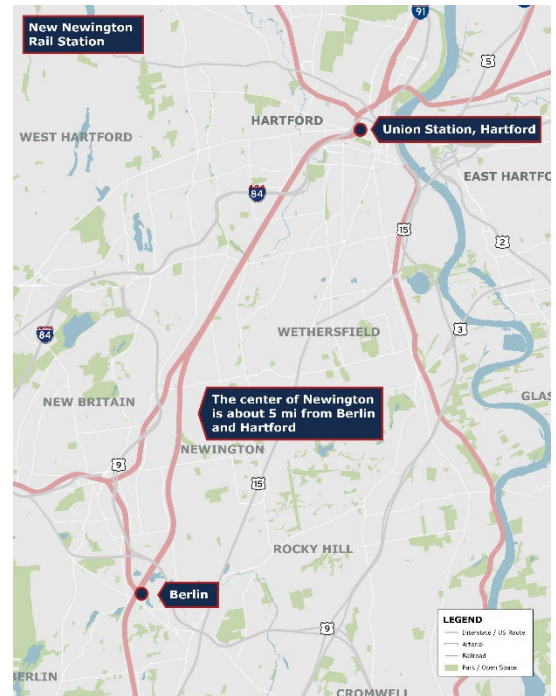
New Rail Station in Newington

Description – This alternative would investigate a station stop in Newington opposing the Newington Junction CTfastrak station. This will include a high-level understanding of new ridership generation and market demand for the station. The most proximal Hartford Line stations to Newington are the Berlin Station and Union Station in Hartford.

Purpose – This alternative would increase access to the Hartford Line for those whose trip originates or terminates in Newington.

Status – A station in Newington was recommended in the New Haven-Hartford-Springfield (NHHS) Environmental Assessment (EA) and is included as part of 'Overprogramming' in the current Five-Year Capital Plan.

Location – Southwestern Corridor



Regional Context for a Newington Station

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

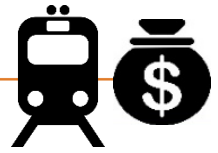
Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



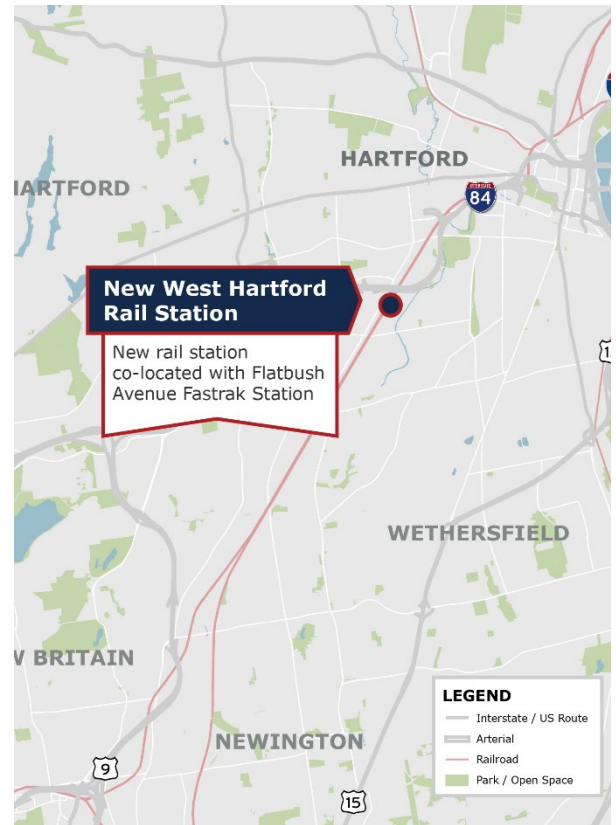
New Rail Station in West Hartford

Description – This alternative would investigate a station stop in West Hartford at the corner of Flatbush and Newfield Ave. This station would mirror a CTfastrak station on the opposing side of the tracks. The investigation would include a high-level understanding of new ridership generation and market demand for the station. The most proximal Hartford Line stations to West Hartford are the Berlin Station and Union Station in Hartford. The proposed West Hartford Station location is located approximately three miles south of Hartford Union Station.

Purpose – This alternative would increase access to the Hartford Line for those whose trip originates or terminates in West Hartford.

Status – A station in West Hartford was recommended in the New Haven-Hartford-Springfield (NHHS) Environmental Assessment (EA) and is included as part of 'Overprogramming' in the current Five-Year Capital Plan.

Location – Central Corridor



Regional Context for a West Hartford Station

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



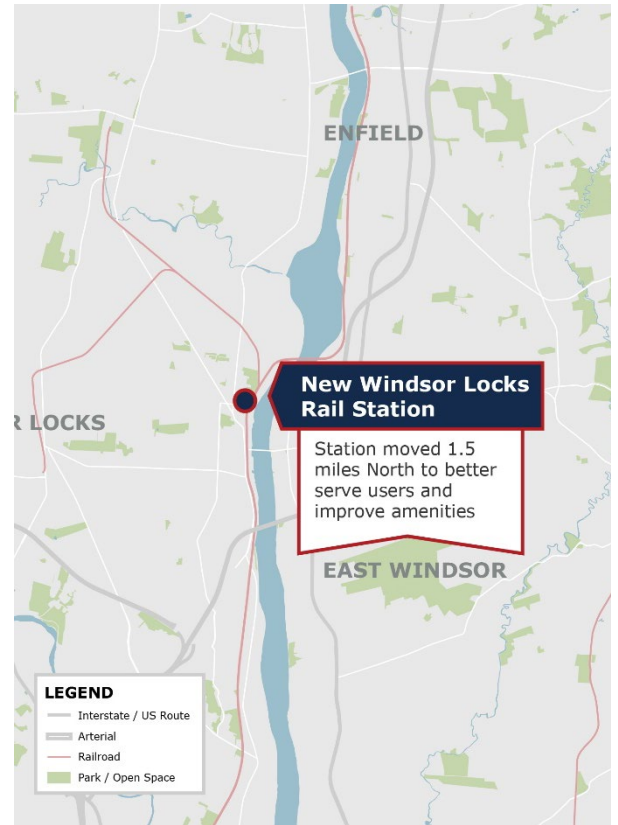
New Rail Station in Windsor Locks

Description – This alternative would investigate the benefits of a full-buildout of the relocated Windsor Locks rail station. A New Windsor Locks rail station will be constructed approximately 1.3 miles north of its current location and more proximal to the communities downtown. The upcoming construction will only include a single high-level platform and direct bus transfer. This alternative would investigate the benefits from a full buildout including an up-and-over and a second high-level platform.

Purpose – This alternative could remove operational barriers associated with a single sided platform and further expand the benefits of Windsor Locks rail access.

Status – The construction of relocated Windsor Locks station will be underway in the near term. The focus of this alternative is on the additional benefits of a full buildout.

Location – Northern Corridor



Regional Context for a Windsor Locks Station

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

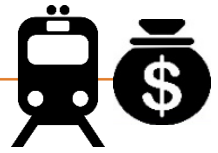
Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



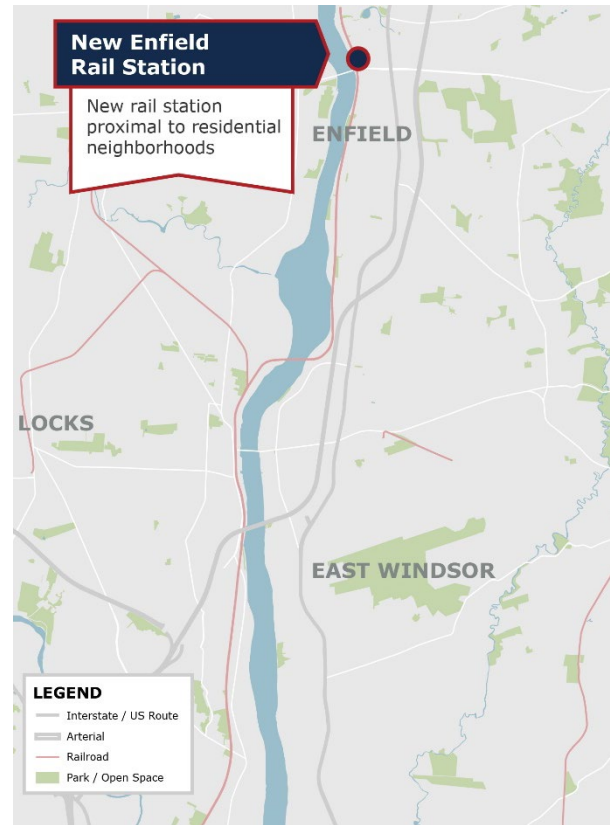
New Rail Station in Enfield

Description – This alternative would investigate a station stop in the vicinity of Main St and N River St. This will include a high-level understanding of new ridership generation and market demand for the station. The most proximal Hartford Line stations to Enfield are the Windsor Locks Station and Union Station in Springfield to the north.

Purpose – This alternative would increase access to the Hartford Line for those whose trip originates or terminates in Enfield.

Status – A station in Enfield was recommended in the New Haven-Hartford-Springfield (NHHS) Environmental Assessment (EA) and is included as part of ‘Overprogramming’ in the current Five-Year Capital Plan.

Location – Northern Corridor



Regional Context for an Enfield Station

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	

Mobility Hubs

- Description - Mobility hubs are locations that provide seamless connections between bus routes and other mobility services such as microtransit, bike share or car share, providing comprehensive service for all throughout the region.
- Purpose - These hubs will allow for bus riders to complete the first or last mile portion of their journey in a convenient, equitable, and accessible manner and will extend the reach of bus service beyond walking distance.
- Status - The Hartford region is in the preliminary stages of exploring this concept.
- Location - All



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

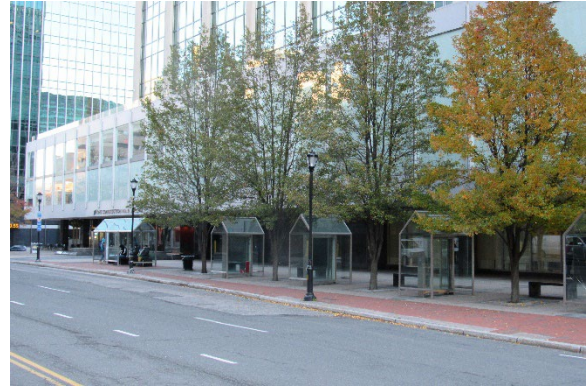
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Enhance Bus Stop Amenities

- Description - Upgraded bus stops include elements such as shelters, seating, lighting, real-time bus information, and trash cans.
- Purpose - Improved bus stop amenities will help customers feel safer and more comfortable while waiting for the bus. These features are especially important for riders who are differently abled. Greater comfort and safety may also draw riders who otherwise were uncomfortable using existing bus stops.
- Status - CTDOT is expanding their bus shelter program aimed at major destinations and transfer points. The CRCOG CSA also supports improved amenities.
- Location - All



http://design.omnitrans.org/wp-content/uploads/2014/02/20181005_110521.jpg

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

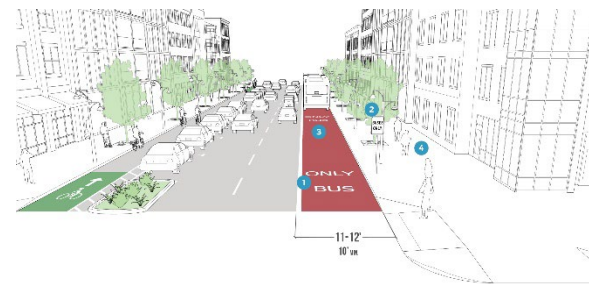
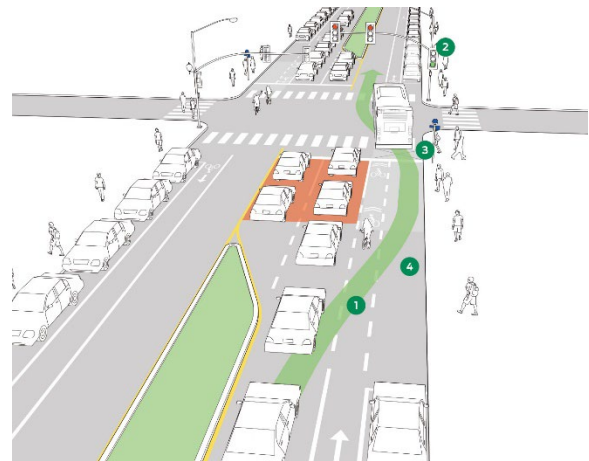
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Provide Transit Priority Infrastructure

- Description - Transit priority infrastructure includes items such as dedicated bus lanes, queue jumps, and transit signal priority.
- Purpose - Transit priority infrastructure helps buses avoid traffic congestion along roadways and at intersections, thereby providing faster and more reliable service. This will provide a more equitable distribution of roadway space between motorists and transit riders.
- Status - Transit priority is the subject of an ongoing CRCOG planning process.
- Location - Study Core, Northern Corridor, Northeastern Corridor



<https://nacto.org/publication/transit-street-design-guide>

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

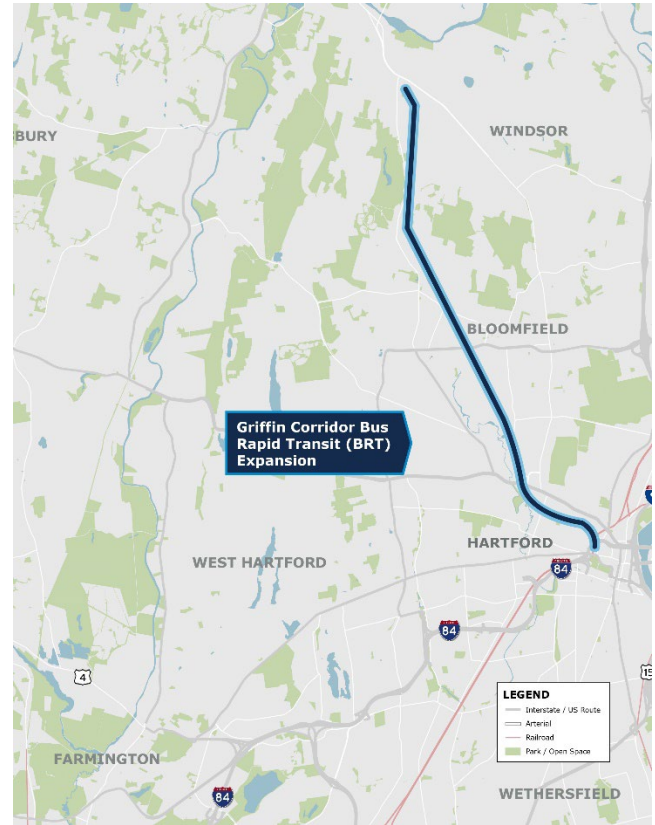
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Bus Rapid Transit (BRT) Expansion – Griffin Corridor

- Description - This concept would add a new route to CTtransit's successful New Britain to Hartford corridor CTfastrak BRT system. This proposal would create a busway parallel to the existing Griffin freight rail line.
- Purpose - BRT is the premium bus service in the Hartford regional network, providing fast, frequent, and reliable service to all transit riders, giving them better access to jobs, housing, medical appointments, shopping, and other activities.
- Status – The Griffin Corridor has been studied for BRT in the past but progress on the project was postponed pending the implementation of the New Britain corridor.
- Location – Study Core, Northwestern Corridor



CTfastrak BRT Griffin Line alignment

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
		✓

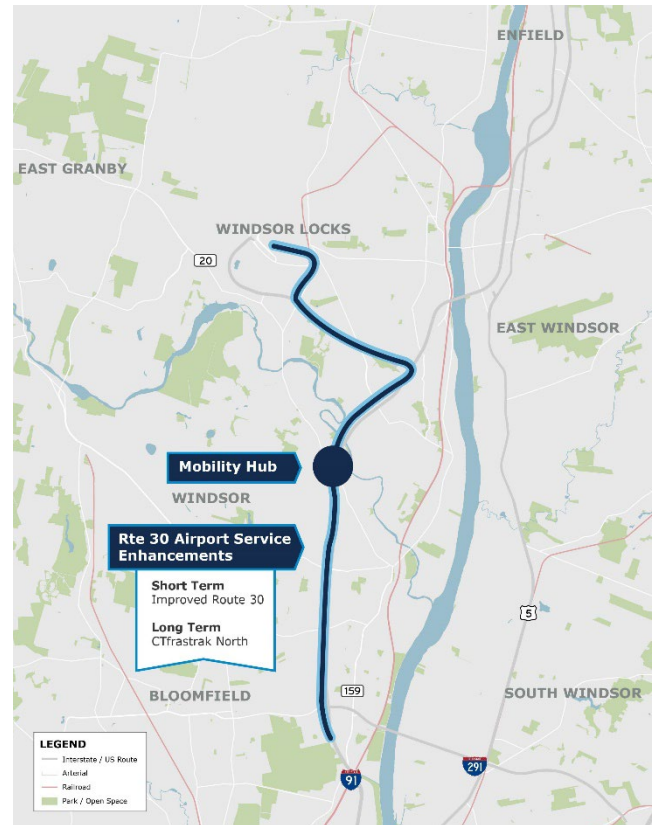
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



Bus Rapid Transit (BRT) Expansion – North Corridor

- Description - This concept would add a new route to CTtransit's successful New Britain to Hartford corridor CTfastrak BRT system. BRT routes utilize bus-only roadways for some or all the route. This corridor would utilize the existing I-91 HOV lanes.
- Purpose - BRT is the premium bus service in the Hartford regional network, providing fast, frequent, and reliable service to all transit riders, giving them better access to jobs, housing, medical appointments, shopping, and other activities.
- Status - BRT in the Northern Corridor has not been documented in recent planning efforts.
- Location - Study Core and Northern Corridor



CTfastrak BRT north corridor alignment

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
		✓

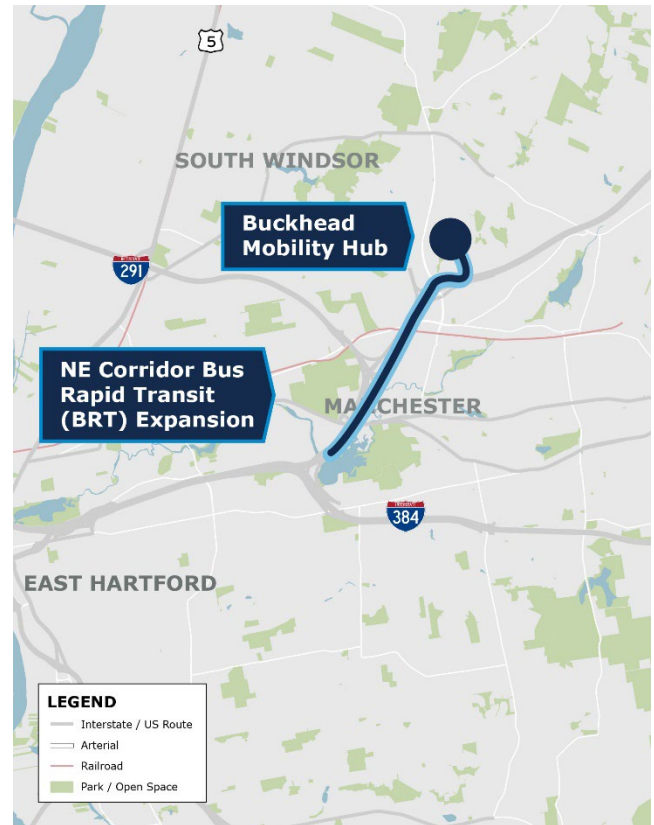
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



Bus Rapid Transit (BRT) Expansion – Northeast Corridor

- Description - This proposal would add a new route to CTtransit's successful New Britain to Hartford corridor CTfastrak BRT system. BRT in the Northeastern Corridor would use the HOV lanes on I-84.
- Purpose - BRT is the premium bus service in the Hartford regional network, providing fast, frequent, and reliable service to all transit riders, giving them better access to jobs, housing, medical appointments, shopping, and other activities.
- Status - Several studies of BRT along I-84 have been completed and the project is actively being pursued by CTDOT.
- Location - Study Core and Northeastern Corridor



CTfastrak BRT northeast corridor alignment

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
		✓

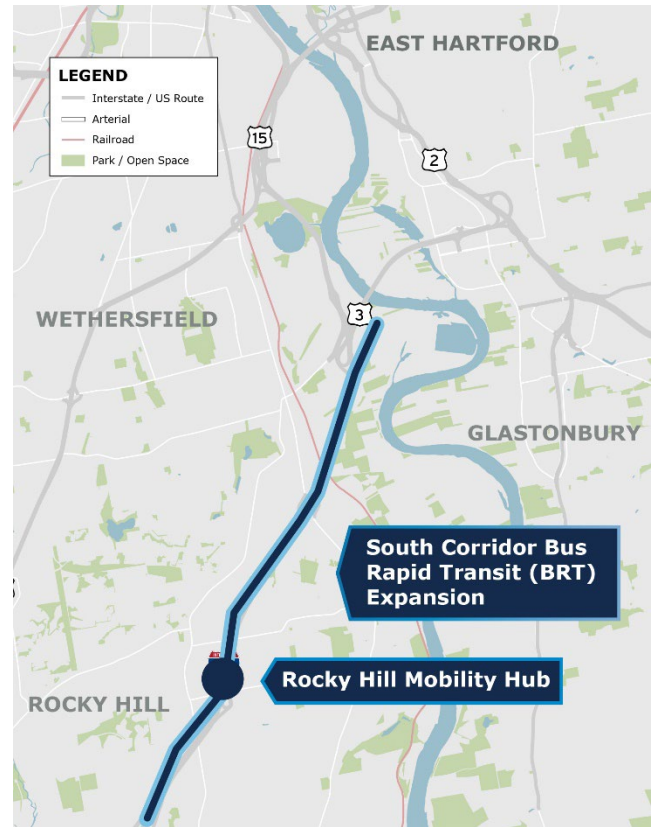
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



Bus Rapid Transit (BRT) Expansion – South Corridor

- Description - This alternative would add a new route to CTtransit's successful New Britain to Hartford corridor CTfastrak BRT system. This concept would follow I-91 south of downtown Hartford to the Rocky Hill area.
- Purpose - BRT is the premium bus service in the Hartford regional network, providing fast, frequent, and reliable service to all transit riders, giving them better access to jobs, housing, medical appointments, shopping, and other activities.
- Status - This project has not been considered in any detail at this point.
- Location - Study Core and Southern Corridor



CTfastrak BRT south corridor alignment

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
		✓

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



Bus Rapid Transit (BRT) Over Connecticut River

- Description - A transit, bike, and pedestrian-only, or highway with dedicated transit lanes, bridge across the Connecticut River.
- Purpose - Provides an additional and faster connection across a major barrier in the region, speeding up service and improving reliability for all users of the transportation system.
- Status - This concept is relatively new and has not been studied in detail.
- Location - Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
		✓

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
			✓



Improve Evening Service in Transit Priority Areas

- Description - Added frequency of service after the PM peak and longer service hours later at night.
- Purpose - Improved evening service will help transit be an option for workers outside of traditional commuting hours and position transit as a viable mode for non-work evening trips, such as social outings.
- Status - The CRCOG CSA recommends improved service frequencies during off peak hours.
- Location - All



Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
✓		

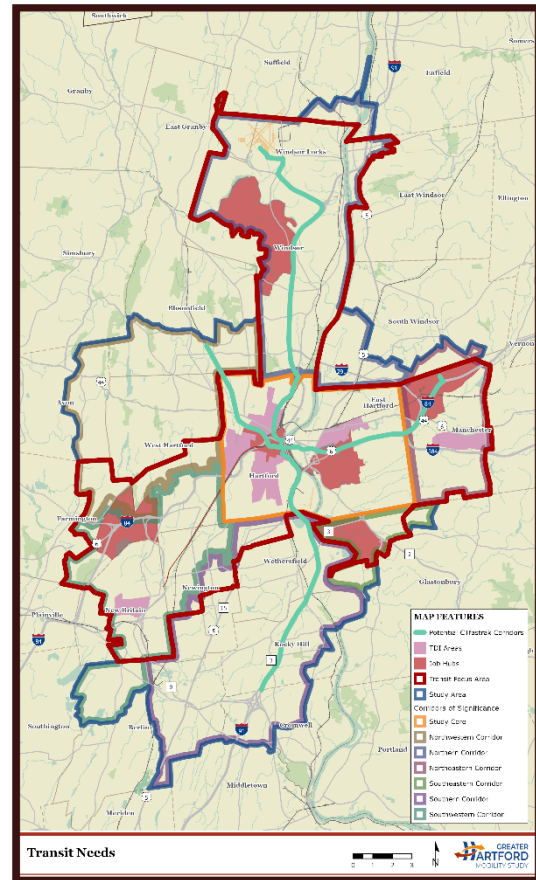
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Enhance Service Frequency in Transit Priority Areas

- Description - Provide more frequent transit service throughout the day within the transit focus area where fixed route service is most suited to rider's needs.
- Purpose - More frequent service helps to reduce wait times, improves travel flexibility, and makes transit a more viable alternative travel mode for all riders. Improved frequency is one of the best ways to encourage transit ridership.
- Status - The CRCOG CSA has proposed increases in service hours including improved frequency.
- Location - All



Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



New Crosstown Routes to Provide Circulation around Hartford

- Description - Crosstown routes that bypass downtown would more directly serve key regional destinations for riders without losing time to downtown traffic congestion.
- Purpose - Provides a quicker and more direct route for current and potential transit riders whose travel needs do not include downtown destinations. Many of these riders are lower income residents who need access to service jobs and other activities that are not located downtown.
- Status - CRCOG's Comprehensive Transit Service Analysis includes recommendations for several crosstown routes.
- Location - Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

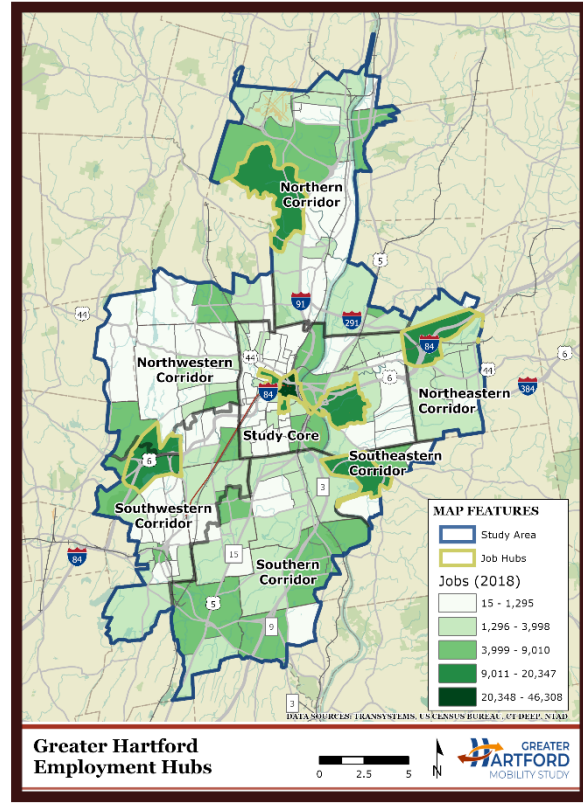
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Serve Major Employment Centers

- Description - Improve bus service to the major employment centers located outside of downtown Hartford.
- Purpose - Enables increased access to a greater number of jobs for Greater Hartford residents, providing new opportunities for low income residents and those who are differently abled.
- Status - CTtransit currently serves all major employment centers but expanded fixed route and innovative transit services would improve access to jobs.
- Location - All



Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
✓		

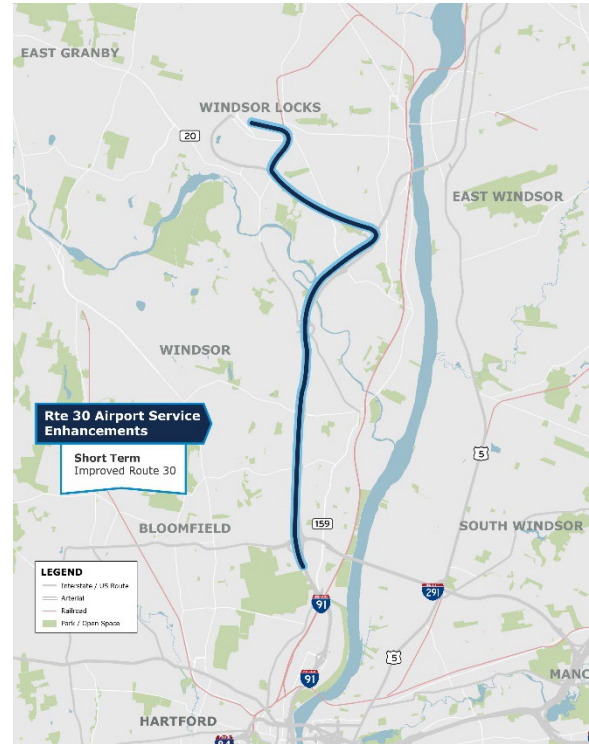
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Enhance Airport Service along CTtransit Route #30

- Description - Improve the Bradley Flyer with more regular service and clear and appealing branding.
- Purpose - Distinguish the express service to the airport as an attractive option that is quick, frequent, and reliable.
- Status - CTDOT is considering improvements to Bradley Airport bus service aimed at airline passengers. The CRCOG Comprehensive Service Analysis recommended a variety of similar improvements.
- Location - Study Core and Northern Corridor



Bradley Flyer service enhancements

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		

Support Microtransit Initiatives

- Description - Microtransit includes small-scale travel modes focused on shorter trips.
- Purpose - Integrating microtransit with bus transit helps increase the reach of transit service and helps to solve first/last mile travel challenges. It would open more jobs and housing to those who rely on transit including those who are differently abled or have low incomes. It would also provide a more practical way than fixed route transit service to serve low density suburban and rural areas.
- Status - CTDOT is considering microtransit but no demonstrations are planned at this time. The CRCOG CSA suggests first/last mile improvements.
- Location - All



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
✓		

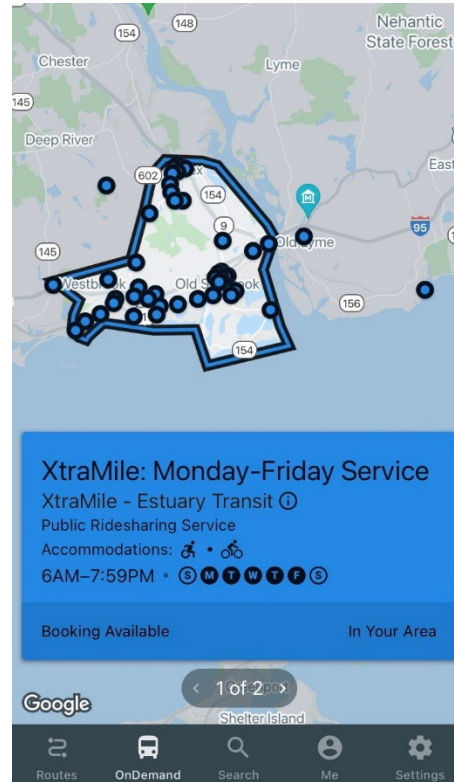
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Support for MaaS in the Hartford Regional Transit System

- Description - Mobility as a Service (MaaS) can make various mobility services such as public transportation and shared mobility services (e.g. bike share) accessible via a single platform such as a smartphone application.
- Purpose - MaaS can simplify travel options by combining multiple modes into one simple interface, helping reduce the use of single occupant vehicles. MaaS apps provide detailed travel information on multiple transportation options and allow riders to pay for all of them in one simple transaction.
- Status - CTDOT is considering MaaS but no demonstrations are planned at this time.
- Location - All



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		

Support for TOD

- Description - TOD (transit-oriented development) is mid- to high-density mixed-use development concentrated around high-quality transit service.
- Purpose - TOD makes transit more accessible for the people who live, work, attend school, shop, or socialize at destinations located within and between TOD sites. Providing more affordable housing near public transit helps people by lowering both their housing and transportation costs, as compared to driving.
- Status - CTDOT, CRCOG and other agencies actively support TOD development in the Hartford region.
- Location - All



<https://portal.ct.gov/DOT/Transit-Oriented-Development/Transit-Oriented-Development-Home-Page>

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
		✓

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	

Fare-Free Transit

- Description – All CTtransit Hartford Division local bus services would be free. No fares would be charged.
- Purpose – Eliminating fares encourages more people to use public transportation, reducing congestion, speeding up service, decreasing environmental impacts, and reducing inequality in our transportation system.
- Status – Free transit has not been introduced in Connecticut but has been implemented in over 100 cities around world including Kansas City, Missouri and Olympia, Washington. Since fare collection is actually a significant cost for transit agencies the impact on operating costs is often not as great as might be expected. The city of Boston has recently (March 1, 2022) extended a fare-free single route pilot program to a two-year pilot program for three critical bus routes (<https://www.boston.gov/news/two-year-fare-free-program-mbta-bus-routes-23-28-and-29-launches-march-1-2022>). The city of Worcester (WRTA) has suspended fare collection on all fixed-route and paratransit services since March, 2020, and has elected to continue its fare-free program through the end of 2022. Both programs may be useful as New England-region benchmarks for CTtransit to explore.

- Location - Statewide



See following page for screening and evaluation

Potential Implementation Timeframe

Short	Medium	Long
✓		

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓		✓	Advance to Detailed Analysis

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
	✓	✓

*(If goals and Needs are checked, only then complete next two levels)
(If screening outcome is "advance" then only complete the below level)*

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	

Complete Pedestrian Facilities along Day Hill Road, Windsor

- Description – Provide complete and continuous sidewalks along this corridor that is serviced by transit (CT Transit buses). Includes protected roadway crossings and bus stop facilities.
- Purpose – Improve access to and from bus stops and improve safety. May support a modal shift to transit use.
- Status – Identified in CRCOG Regional Complete Streets Plan.
- Location – Northern Corridor



Day Hill Road (Source – Google StreetView)

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			

Complete Pedestrian Facilities along International Drive, Windsor

- Description – Provide complete and continuous sidewalks along this corridor that is serviced by transit (CT Transit buses). Includes protected roadway crossings and bus stop facilities.
- Purpose – Improve access to and from bus stops and improve safety. May support a modal shift to transit use.
- Status - Identified in CRCOG Regional Complete Streets Plan.
- Location – Northern Corridor



International Drive (Source: Google StreetView)

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Complete Pedestrian Facilities along Murphy Road, Hartford

- Description – Provide complete and continuous sidewalks along this corridor that is serviced by transit (CT Transit buses). Includes protected roadway crossings and bus stop facilities.
- Purpose – Improve access to and from bus stops and improve safety. May support a modal shift to transit use.
- Status – No known plans.
- Location – Study Core



Murphy Road (Source: Google StreetView)

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Complete Pedestrian Facilities along Main Street, East Hartford

- Description – Provide complete and continuous sidewalks along this corridor that is serviced by transit (CT Transit buses). Includes protected roadway crossings and bus stop facilities.
- Purpose – Improve access to and from bus stops and improve safety. May support a modal shift to transit use.
- Status – Identified in CRCOG Regional Complete Streets Plan.
- Location – Study Core



Main Street (Source: Google StreetView)

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			

Complete Pedestrian Facilities along Charter Road, Wethersfield

- Description – Provide complete and continuous sidewalks along this corridor that is serviced by transit (CT Transit buses). Includes protected roadway crossings and bus stop facilities.
- Purpose – Improve access to and from bus stops and improve safety. May support a modal shift to transit use.
- Status - Identified in CRCOG Regional Complete Streets Plan.
- Location – Southern Corridor



Charter Road (Source: Google StreetView)

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Provide Bicycle Network Serving Windsor Station

- Description – Provide dedicated bicycle facilities (bike lanes and pathways) approaching and in proximity of the Windsor Station.
- Purpose – Support bicycle trips, encourage transit use, reduce station car parking demand.
- Status – Concept noted in Town’s Plan of Conservation and Development, local network included in CRCOG’s Regional Complete Streets Plan and Route 159 included on State Active Transportation Plan network.
- Location – Northern Corridor



Approach to Windsor Station (Source: Google StreetView)

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Provide Bicycle Network Serving Hartford Union Station

- Description – Provide dedicated bicycle facilities (bike lanes and pathways) approaching and in proximity of Hartford Union Station.
- Purpose – Support bicycle trips to transit stations, encourage transit use, reduce station car parking demand.
- Status – Improvements identified in I-84 Hartford Project, Asylum Avenue and Spruce Street included in CRCOG’s Regional Complete Streets Plan and Asylum Avenue included on State Active Transportation Plan network.
- Location – Study Core



Approach to Hartford Union Station (Source: Google StreetView)

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

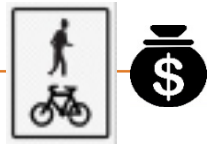
(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Provide Bicycle Network Serving Sigourney Street CTfastrak Station

- Description – Provide dedicated bicycle facilities (bike lanes and pathways) approaching and in proximity of Sigourney Street CTfastrak station.
- Purpose – Support bicycle trips to transit stations, encourage transit use, reduce station car parking demand.
- Status – Improvements identified in I-84 Hartford Project, Broad Street included in CRCOG’s Regional Complete Streets Plan.
- Location – Study Core



Approach to Sigourney Street CTfastrak Station

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Provide Bicycle Network Serving Kane Street CTfastrak Station

- Description – Provide dedicated bicycle facilities (bike lanes and pathways) approaching and in proximity of Kane Street CTfastrak station.
- Purpose – Support bicycle trips to transit stations, encourage transit use, reduce station car parking demand.
- Status - New Park Avenue included in CRCOG’s Regional Complete Streets Plan.
- Location – Study Core



Approach to Kane Street CTfastrak Station
(Source: Google StreetView)

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

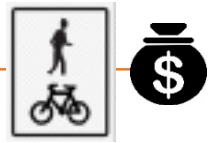
(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Provide Bicycle Network Serving Flatbush Avenue CTfastrak Station

- Description – Provide dedicated bicycle facilities (bike lanes and pathways) approaching and in proximity of Flatbush Avenue CTfastrak station.
- Purpose – Support bicycle trips to transit stations, encourage transit use, reduce station car parking demand.
- Status - New Park Avenue included in CRCOG’s Regional Complete Streets Plan.
- Location – Southwestern Corridor



Approach to Flatbush Avenue CTfastrak Station
(Source: Google StreetView)

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Provide Bicycle Network Serving Elmwood CTfastrak Station

- Description – Provide dedicated bicycle facilities (bike lanes and pathways) approaching and in proximity of Elmwood CTfastrak station.
- Purpose – Support bicycle trips to transit stations, encourage transit use, reduce station car parking demand.
- Status - New Park Avenue and New Britain Avenue included in CRCOG’s Regional Complete Streets Plan.
- Location – Southwestern Corridor



Approach to Elmwood CTfastrak Station
(Source: Google Maps)

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			

Provide Bicycle Network Serving Parkville CTfastrak Station

- Description – Provide dedicated bicycle facilities (bike lanes and pathways) approaching and in proximity of Parkville CTfastrak station.
- Purpose – Support bicycle trips to transit stations, encourage transit use, reduce station car parking demand.
- Status - New Park Avenue and New Britain Avenue included in CRCOG’s Regional Complete Streets Plan.
- Location – Southwestern Corridor



Approach to Parkville CTfastrak Station
(Source: Google Maps)

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

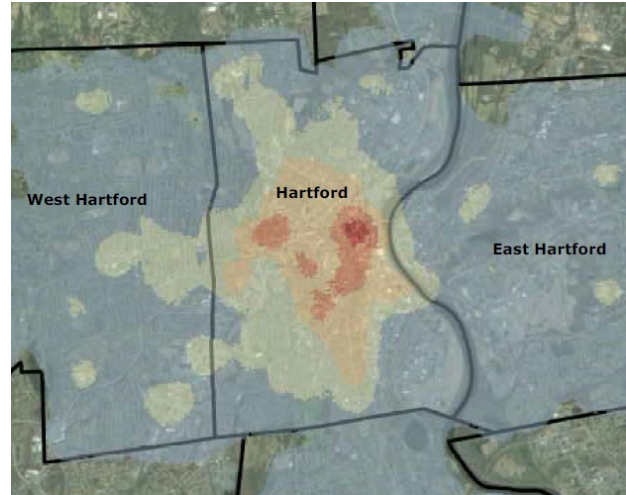
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Complete and Improve Bicycle Networks in Moderate and High Demand Areas

- Description – Bicycle networks should be built out and improved in high and moderate demand areas such as Downtown Hartford, surrounding neighborhoods, and parts of West Hartford and East Hartford.
- Purpose – Provide facilities to accommodate bicycle trips in areas that have the highest potential demand for trips.
- Status – West Hartford and Hartford have municipal plans that include recommendations for these areas; recommendations are included in the CROG Regional Complete Streets Plan and in the State Active Transportation Plan.
- Locations – Study Core and Southwestern Corridor



Yellow, orange and red fill indicate moderate and high demand areas

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓	✓		

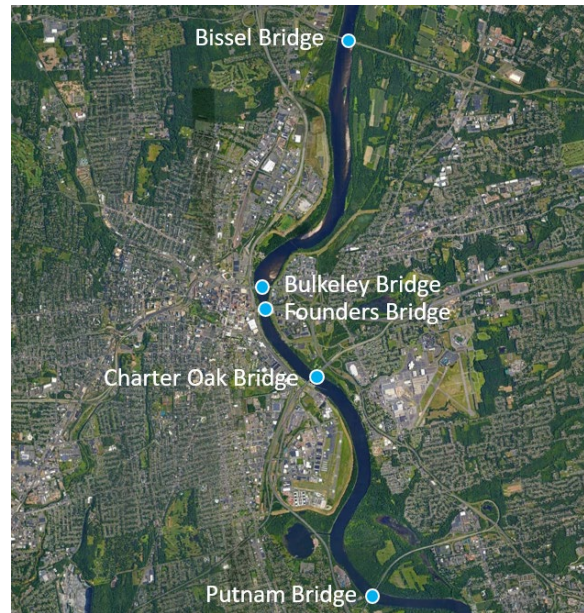


Enhance Cross-River Connections

- Description – Improve quality of bicycle and pedestrian facilities on bridges that cross the Connecticut River:
 - Bissel Bridge
 - Bulkeley Bridge
 - Charter Oak Bridge
 - Putnam Bridge
 - (the Founders Bridge has high quality facilities)

Also, work in tandem with Traffic / Highway alternatives to review potential for new crossings.

- Purpose – Support regional bicycle and pedestrian mobility, provide access between residential areas and job centers.
- Status – No known improvement plans.
- Locations – Northern Corridor, Study Core and Southern Corridor



Existing Connecticut River Crossings

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential

Short	Medium	Long
	✓	

Estimated Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



East Coast Greenway

- Description – Provide a dedicated route for the East Coast Greenway that maximizes the use of off-street facilities and provides direct connections to key destinations.
- Purpose – Link existing trails and greenway routes and provide separated (removed from traffic) facilities that can accommodate local bicycle and pedestrian trips and longer-range bicycle trips.
- Status: The route currently exists but is located primarily on-road through the study area; CRCOG has solicited for a planning study to advance a routing study.
- Locations: Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Riverfront Greenway

- Description – Provide a continuous greenway along the Connecticut River that will provide a north/south bicycle and pedestrian route that is separated from traffic.
- Purpose – Link existing trails and greenway routes and provide separated (removed from traffic) facilities that can accommodate local bicycle and pedestrian trips and longer-range bicycle trips.
- Status: Multiple segments of this corridor have paved pathways, but significant gaps remain in the North Meadows and South Meadows areas of Hartford.
- Locations: Study Core, Northern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



South Branch River Greenway

- Description – Provide a continuous greenway along the South Branch of the Park River that would connect the Trout Brook Trail to the East Coast Greenway.
- Purpose – Link existing trails and greenway routes and provide separated (removed from traffic) facilities that can accommodate local bicycle and pedestrian trips and longer-range bicycle trips.
- Status: Limited segments of greenway currently existing along the South Branch and additional segments are planned.
- Locations: Study Core, Southwestern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Newington to Wethersfield Greenway

- Description – Provide a greenway from Newington Junction to Wethersfield Cove that would connect the CTFastrak pathway, Newington Center, and a potential riverfront greenway at Wethersfield Cove. Alignment would potentially follow the Route 5/15 corridor.
- Purpose – Link existing trails and greenway routes and provide separated (removed from traffic) facilities that can accommodate local bicycle and pedestrian trips and longer-range bicycle trips.
- Status: No existing pathways segments along the potential route.
- Locations: Southwestern and Southern Corridors



Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Trout Brook Greenway

- Description – The Trout Brook Greenway expands upon the existing Trout Brook Trail in West Hartford. The Greenway would complete segments of the trail and extend the trail north to Route 44 and to the existing East Coast Greenway route and south to the potential South Branch Park River Greenway.
- Purpose – Link existing trails and greenway routes and provide separated (removed from traffic) facilities that can accommodate local bicycle and pedestrian trips and longer-range bicycle trips.
- Status: Limited segments of the trail exist in West Hartford with local plans for completing segments within the town.
- Locations: Study Core and Northwestern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		

Bloomfield to Windsor Greenway

- Description – The Bloomfield to Windsor Greenway would connect the existing East Coast Greenway route to the potential Riverfront Greenway route via Route 218 and Keney Park.
- Purpose – Link existing trails and greenway routes and provide separated (removed from traffic) facilities that can accommodate local bicycle and pedestrian trips and longer-range bicycle trips.
- Status: No existing pathways segments along the potential route.
- Locations: Northern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Reservoir Greenway

- Description – The potential Reservoir Greenway route would connect existing trails and pathways located on MDC reservoir properties to the Trout Brook trail via the I-84 corridor.
- Purpose – Link existing trails and greenway routes and provide separated (removed from traffic) facilities that can accommodate local bicycle and pedestrian trips and longer-range bicycle trips.
- Status: Several miles of pathway existing within MDC reservoir properties, no facilities exist south of the Farmington Avenue reservoir in West Hartford.
- Locations: West Harford and Farmington with connections to Bloomfield.



Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		

Hartford Parks Greenway

- Description – The potential Hartford Parks Greenway route would connect several of the City’s parks to the East Coast Greenway and would be comprised of on- and off-street facilities.
- Purpose – Link the City’s parks to existing trails and greenway routes and provide separated (removed from traffic) facilities that can accommodate local bicycle and pedestrian trips and longer-range bicycle trips. Provides a north/south bicycle and pedestrian connection on the west side of the City.
- Status - Identified in the City’s Parks Plan and Bicycle Plan.
- Location – Study Core



Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

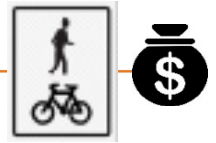
Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		



Enhance Pedestrian Crossings at Freeways and Ramps

- Description – Improve pedestrian connections across freeways ramps throughout the Study Area.
- Purpose – Improve the quality and number of pedestrian connections to maximize pedestrian connectivity in the study area, improve safety at pedestrian crossings, and enhance the comfort and security of pedestrians crossing highways and ramps.
- Status – Several relevant roadways are identified as part of the CROG Complete Streets Plan and the State Active Transportation Plan.
- Locations: All



Sample Facilities in the Vicinity of I-84 in downtown Hartford (Source: Google StreetView)

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Complete Local Complete Streets Plans

- Description – Complete streets plans guide the development of bicycle and pedestrian facilities and prioritize the development of those facilities.
- Purpose – Improve and expand bicycle and pedestrian networks throughout the study area and ensure a local commitment to accommodating bicyclists and pedestrians.
- Status – Several communities within the study area lack Complete Streets plans. Local examples of completed plans include City of Hartford’s and Town of West Hartford’s.

City of Hartford
Complete Streets Plan
October 2020



City of Hartford’s 2020 Complete Streets Plan
(Source: City of Hartford)

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is “advance” then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

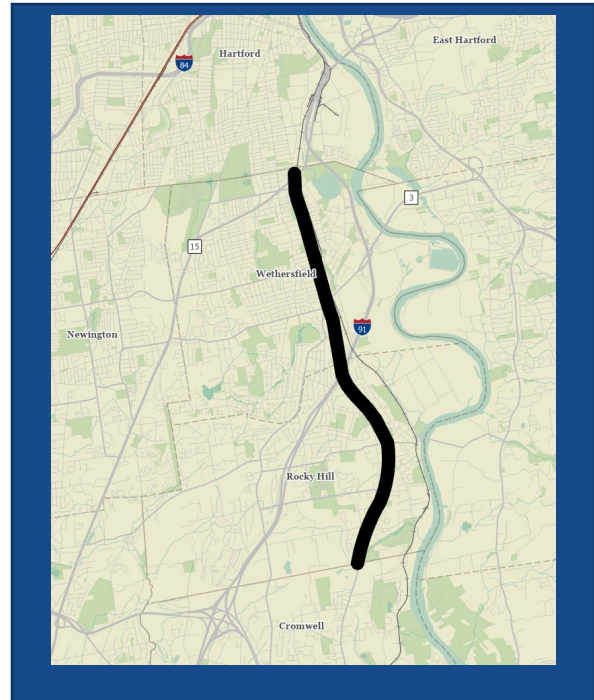
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Route 99 Bike Facilities

- Description – Add bike facilities on Route 99 in Wethersfield and Rocky Hill, likely a buffered bike lane or sidepath.
- Purpose – To improve bicycle mobility in Wethersfield and Rocky Hill.
- Status – No prior planning was identified for this alternative.
- Location – Southern Corridor
- **Note: Additional alternative development determined the need for a corridor study.**



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
✓		

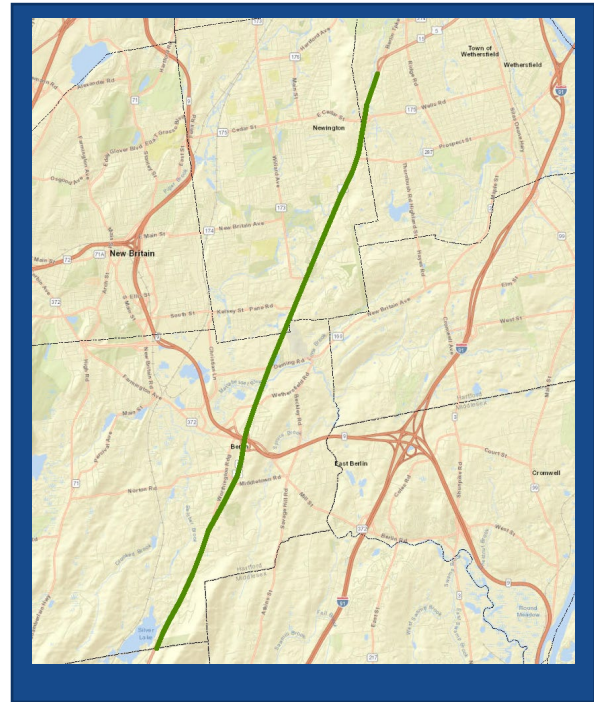
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			



Route 5/15 (Berlin Turnpike) Bike and Pedestrian Facilities

- Description – Add bike and pedestrian facilities along the Berlin Turnpike in Wethersfield, Newington, and Berlin in the form of a shared use pathway.
- Purpose – To improve bicycle and pedestrian mobility in Wethersfield, Newington, and Berlin.
- Status – No prior planning was identified for this alternative.
- Location – Southern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

(If goals and Needs are checked, only then complete next two levels)

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

(If screening outcome is "advance" then only complete the below level)

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		

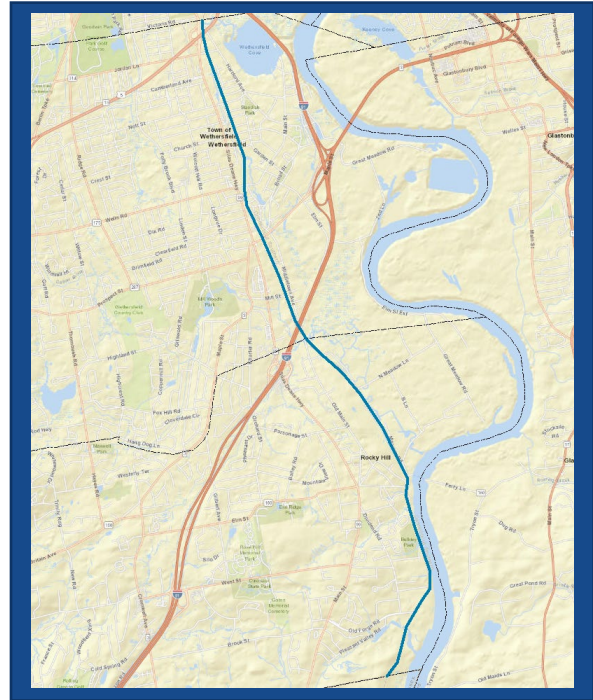


Wethersfield/Rocky Hill Rail Trail

- Description – A 10’ wide shared-use pathway on the east side of the Genesee and Wyoming Railroad Company with a total length of approximately 7 miles extending from the Hartford/Wethersfield city line to the Rocky Hill/Middletown line. The adjacent G & W rail line has returned to active freight use.
- Purpose – To improve north/south bicycle and pedestrian mobility on the east side of Wethersfield and Rocky Hill. The corridor provides an alternative route to the Silas Deane Highway/ Route 99. A separate multi-use path would complement proposed Complete Streets improvements on the Silas Deane Highway / Route 99.
- Status – Conceptual plan developed by the Town of Wethersfield for the

Wethersfield segment and request to CT DOT for assistance in advancing the concept. The plan should be reviewed within the context of broader regionwide trail connectivity.

- Location – Southern Corridor



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
	✓		

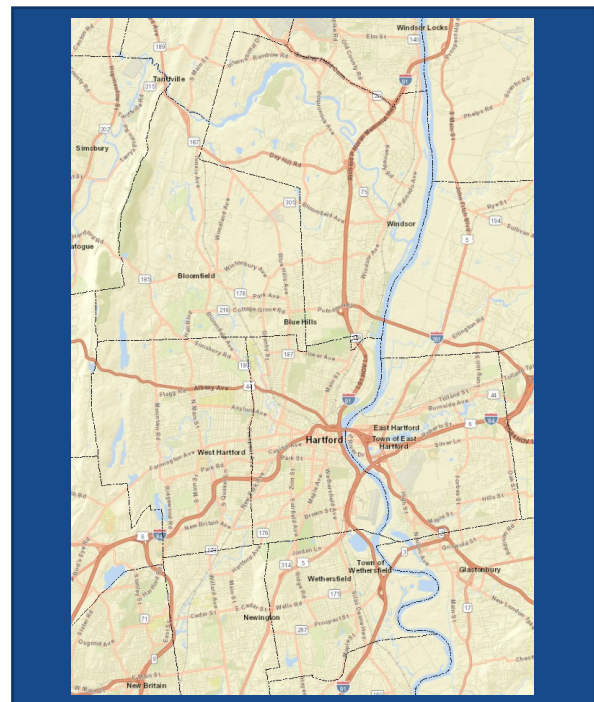


Enhance Snow Clearing of Sidewalks Across the Region

- Description – Develop regional policy for snow clearing that assures more consistent and responsive clearing of snow from sidewalks and multi-use paths abutting both public and private parcels. Develop a best practice guide in conjunction with the policy that provides guidance on snow removal techniques and property owner communication and enforcement measures. A sampling of existing policies from study area communities indicates that most, if not all, communities have transferred responsibility for sidewalk snow removal to adjacent property owners through municipal code or ordinance. An eight-to-twelve-hour daylight duration is typically granted for compliance, after which property owners may face daily fines ranging from \$15 (Windsor) to \$99 (Hartford). Proposed policies or pilot programs developed under this alternative should acknowledge that current practice prioritizes and emphasizes the vehicle-only component of the public right-of-way, and that other travel modes that utilize sidewalks and paths deserve equal consideration as part of a holistic, Complete Streets approach. Baseline costs and cost-per-mile calculations should be developed to

determine realistic opportunities to return these responsibilities back to municipalities.

- Purpose – To improve pedestrian mobility and safety in the region.
- Status – No prior planning was identified for this policy alternative.
- Location – Across study area
-



See following for evaluation criteria

Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	Aligned with State and Regional Plans	Not Previously Dismissed in a Planning Process	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
✓			

Potential Implementation Timeframe

Short	Medium	Long
✓		



Main Street Complete Streets, Hartford

- Description – Implement Complete Streets elements including separated bike lanes, road diets, traffic calming, transit stop enhancements, and streetscape improvements along Main Street in Hartford.
- Purpose – Improve pedestrian / bicycle safety, experience, and access to destinations in a consistent fashion on a major transit corridor. May support a modal shift to walking, biking, and transit use.
- Status – City of Hartford completed a study, *Reimagining Main Street*, (2021) that identified a preferred alternative to be advanced to design. The study addresses the segment of Main Street between Wyllys Street and Asylum Street. The proposed configuration would include a roundabout at Main Street and Park Street, along with other specific Complete Streets elements. The City has also undertaken the Main Street North

Streetscape Design, which incorporates Complete Streets elements from Earle Street to the Windsor town line. A 1.8-mile segment of Main Street exists between the two projects segments

- Location – Study Core



City of Hartford *Reimagining Main Street* (2021)

Goals Addressed

#1	#2	#3	#4	#5
✓	✓		✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium	Long
	✓	

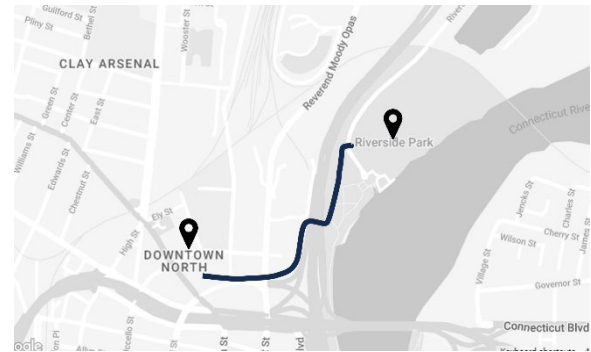
Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	



Riverside Park to Downtown North (DoNo) via Riverlink Connection

- Description – Improve bicycle facilities in Downtown Hartford to Downtown North, in addition to improving access to the Connecticut Riverfront.
- Purpose – Improve bicycle safety, experience, and access to destinations in a consistent fashion May support a modal shift to biking, while also including recreational benefits.
- Status – The City of Hartford, along with Riverfront Recapture have been investigating methods for improving connections over I-91.
- Location – Study Core
-



Goals Addressed

#1	#2	#3	#4	#5
✓	✓	✓	✓	✓

Needs Addressed

Improve Multimodal Network	Enhance User Experience	Ensure Equity
✓	✓	✓

High-Level Fatal Flaw Screening

Meets Study Vision and Goals	Addresses Identified Need(s)	No Significant Adverse Impacts on EJ Population	No Potential Environmental Permitting Fatal Flaws	Screening Outcome
✓	✓	✓	✓	Advance to Detailed Analysis

Potential Implementation Timeframe

Short	Medium		Long
	✓		

Potential Order of Magnitude Cost

\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
		✓	

Appendix I-2 – Summary of Public Input Ideas/Alternatives Not Meeting the GHMS Vision, Goals and/or Identified Needs

Public Comment	Corridor of Significance	Mode	Justification for Non-Use
Consider separated bike trail from New Britain to Newington.	Core	bike	Separated bike lane currently exists along CTfastrak between New Britain and Newington. Recommendations for regional greenways will seek to connect to existing facilities such as the CTfastrak pathway.
Consider a multi-use trail along I 84 in Vernon to Brimfield Mass.	NE	bike	Outside of GHMS bicycle analysis focus area, but regional greenway connections will be considered.
Add a bus stop in Downtown Middletown	S	bus	Outside of GHMS study area.
Reevaluate CTfastrak to/from UCONN (and possibly other destinations). Buses are empty	NE	bus	Outside of GHMS study area.
Need a direct bus route from West Hartford Center to the Capitol/Bushnell Park	NW	bus	There is extensive bus service between West Hartford and Bushnell Park today.
Increase the frequency of buses along Farmington Avenue to Hartford	NW	bus	The 60-66 Farmington route has one of the more frequent headways in the system.
Fix the CTGo Card. It's a great idea (as is CTfastrak) but the card is temperamental	Core	bus	Not within the scope of this study.
Improve last mile connections from bus routes on Farmington Ave	Core	bus	Within the region's core first and last mile access to the Farmington Ave. route is good.
Provide dedicated bus lane for Uconn to Hartford service	NE	bus	HOV lane is already provided for most congested route segments.
Increase transit options near Rt. 44.	NW	bus	Route 44 is well served by CTtransit.
Increase bus service from Willimantic to Hartford, including on weekends.	NE	bus	CTtransit recently reduced service to Willimantic due to COVID related ridership reduction.
Increase reliable service in Downtown Hartford.	S	bus	All major streets in downtown Hartford are well served by

Public Comment	Corridor of Significance	Mode	Justification for Non-Use
			transit including the downtown shuttle.
Add additional routes on CTfastrak.	S	bus	No major gaps in the CTfastrak route network were identified.
CTfastrak from Downtown Hartford past U of H to Bishops Corner.	NW	bus	This corridor has been studied several times in the past.
Have dedicated bus lanes for all Express buses.	Core	bus	Most express buses in the Hartford region run infrequently and during peak hours only, which does not justify fully dedicated lanes.
Combine 506 & 512 bus routes.	SW	bus	These routes are outside of the study area.
Add a CTfastrak route to Main St. and split into three separate lines Main/Hebron/New London Tpk.	SE	bus	This corridor likely has too little population and job density to warrant CTfastrak.
Add another busway along train tracks stopping at Cedar St, NB Ave, South St, and Berlin Station.	SW	bus	This corridor likely has too little population and job density to warrant CTfastrak.
Eliminate school bus stops near Hartford Hospital.	Core	bus	No evidence that stops at Hartford hospital are not needed.
Address safety of merging traffic from Jackson Road on-ramp into high-speed I-84 traffic	Core	highway	Location unclear; there is no Jackson Road interchange. However, any alternative that addresses I-84 would also be tasked with ensuring proper acceleration distance for on-ramps.
Connect I-691, through Middletown, with Route 2 in Colchester	S	highway	This location is outside of the study area. See "New Connecticut River Bridge - Cromwell" for a similar option within the study area.
Provide a direct connection to Brandley Airport from I-84	N	highway	I-91 and Route 20 already provide a relatively direct connection between I-84 and BIA. However, this would be partially addressed with the

Public Comment	Corridor of Significance	Mode	Justification for Non-Use
			"Hartford Northwest Bypass" alternative.
Make Hamilton Road the main entrance to Bradley Airport	N	highway	This portion of Hamilton Road is a secured area serving UTC. The airport gateway is currently under reconstruction to provide improved safety and mobility.
Remove highway from Hartford	Core	highway	While the freeway network could be shifted or buried, the amount of traffic going to and from, Hartford and East Hartford is too much for surface streets to handle, even with a large reduction in volumes.
Change I95 from GW Bridge to Boston to I-80. Run I-84 from Waterbury to Providence via rt 691, Rt2 (Colchester), and I95 (west Greenwich RI). Change Rt 15/I84 (east of Hartford) to I-95.	S	highway	Re-designating freeways in four states and constructing new interstates in Central and Eastern Connecticut is outside of the scope of this Hartford-focused study.
Reconstruct the I-84/I-291 Interchange and the I-84/I-384 Interchange!	NE	highway	This interchange has no significant deficiencies requiring addressing.
Reconstruct the I-91/I-291 Interchange!	N	highway	Existing deficiencies at this interchange are relatively minor but may be addressed under a wider-scale project on I-91.
Complete Route 11 in Colchester.	SE	highway	Route 11 is outside of the study area.
Complete Rt.584 near Bolton.	NE	highway	Bolton is outside of the study area.
Extend 384 to Bolton Notch.	NE	highway	Bolton is outside of the study area.
Use tunnels to bring environmental justice.	S	highway	Suggestion is noted. Tunneling is a method that may be incorporated in planned

Public Comment	Corridor of Significance	Mode	Justification for Non-Use
			projects, but not a need on its own.
Consider new transportation to get from Farmington to Capital Avenue.	Core	highway	Suggestion is noted; several alternatives would improve north-south transportation in Hartford.
Take a look at the old I 484 plans with tunnel under Bushnell.	Core	highway	Included as "Extend Whitehead Highway to I-84"
Consider making I-84 from Prospect Ave to Park St in a tunnel	Core	highway	Included as "Tunnel I-84 in Parkville"
Consider making Albany Ave outbound one way and Homestead Ave inbound one way.	Core	highway	Included as "Albany-Homestead One-Way Couplet"
Connect I 91 and Rt 2 through Cromwell & South Glastonbury.	SE	highway	Included as "New Connecticut River Bridge - Cromwell"
Lower Route 2 near Goodwin U to connect land on either side of the highway	Core	highway	Included as "Lower Route 2 in East Hartford" and "Better Connect Goodwin College to East Hartford"
Fix pedestrian accommodations along Main Street in East Hartford	Core	ped	There are continuous sidewalks on Main St, issues surrounding pedestrian conditions uncovered during the study process will be communicated to the Town.
North side of Constitution plaza needs a walkway	Core	ped	There is a walkway on Talcott St. Given the proximity of Constitution Plaza to the I-84/91 interchange, it is likely that there will be recommendations for pedestrian enhancements in this area.
Consider making the Armory a train station	Core	rail	The state Armory is within line of site of the existing Hartford Station making it an unlikely station option

Public Comment	Corridor of Significance	Mode	Justification for Non-Use
Calm truck traffic at Route 9/I-91 interchange	S	truck	I-91 and Route 9 are both heavily used freight routes serving mobility hubs in the area.
To gain better use of HOV lanes replace them with tunneled truck access points.	Core	truck	Tunneling truck access points would limit overall mobility and hazmat freight mobility.