



TOWN OF NEWINGTON

Office of the Town Planner

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MEMORANDUM

TO: Newington Town Plan & Zoning Commission
FROM: Michael D'Amato, AICP, CZEO, *Michael D'Amato*
DATE: August 3, 2022
SUBJECT: Greater Hartford Mobility Study

As has been previously reviewed and discussed by the Commission, the CT DOT is currently conducting a Mobility Study for the greater Hartford Region. As part of that study, a list of alternative recommendations has been prepared of which they are seeking comment from various entities including the TPZ.

The complete list of alternatives can be [found here, via their website](#), but those which are pertinent to Newington have been compiled and included in the attached table for review.

Greater Hartford Mobility Study Newington Recommendations

Alternative Title	Alternative Type	Alternative Description	Staff Comment	TPZ Comment
Rte 175 Operational Improvements	Improvement to Existing Infrastructure	Reconstruct Route 175 in Newington to provide operational and safety improvements, as well as robust multimodal facilities.	While this work would provide increased safety to bicycles and pedestrians, it is unclear if this would increase or decrease traffic	
Newington East-West Connection	New Infrastructure	Construct a new connection between Fenn Road and Alumni Road north of Route 175.	These improvements once completed could have a significant impact to traffic on Cedar St	
Newington to Wethersfield Greenway	New Infrastructure	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.		
New Newington Rail Station	New Infrastructure	Investigate a Hartford Line 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.		
Evening Transit Service Improvements	Improvement to Existing Services	Add additional service frequency after the PM peak and extend service into later into the nighttime hours.	Providing extended service hours could increase the number of users per day which could result in decreased vehicle traffic.	
Bus Stop Enhancements	Improvement to Existing Infrastructure	Upgrade bus stops with elements such as shelters, seating, lighting, real-time bus information, and trash cans.	These improvements would make transit stops more appealing and useful, which could increase ridership and ultimately decrease vehicle traffic	
Local Complete Streets Plans	Improvement to Existing Infrastructure	Review and implement components of Complete Streets Plans to guide and prioritize the development of bicycle and pedestrian facilities.		
Microtransit Initiatives Support	Improvement to Existing Services	Integrate microtransit with bus transit to help increase the reach of transit service and helps to solve first/last mile travel challenges. Microtransit includes small-scale travel modes focused on shorter trips.		

Major Employment Centers Bus Service Improvements	Improvement to Existing Services	Improve bus service to the major employment centers located outside of downtown Hartford.	These services would benefit Newington residents who currently do not have transit options available to them if they work outside of Hartford	
Transit-Oriented Development Support	Improvement to Existing Infrastructure	Provide support for Transit Oriented Development (TOD), mid- to high-density mixed-use development concentrated around high-quality transit service		
Transit Service Frequency Enhancements in Transit Priority Areas	Improvement to Existing Services	Provide more frequent transit service throughout the day within the transit focus area where fixed route service is most suited to rider's needs.		
Transit Priority Infrastructure Improvements	Improvement to Existing Infrastructure	Implement transit priority infrastructure includes items such as dedicated bus lanes, queue jumps, and transit signal priority.		
Traffic Calming	Improvement to Existing Infrastructure	Add geometric or functional countermeasures to low-volume roadways to reduce speed and speed differential.	These improvements would increase pedestrian safety and would not contribute to increased traffic	
Commuter Parking Policies Assessment	Policy	Review employee parking policies for major employers with large proportions of drive-alone commuters.		
Truck Parking Designation / Construction	Improvement to Existing Infrastructure	Construct or designate secure, convenient parking areas for long-haul truck traffic.		

286K Freight Rail Capacity Upgrades	Improvement to Existing Infrastructre	Replace or retrofit fixed infrastructure to meet the 286K standard, including the Warehouse Point Bridge over the Connecticut River. 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 New Haven-Hartford Springfield 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.	Increased rail/freight capacity could further support existing industrial businesses	
Hartford Line Electrification	Policy	Explore longer-term goal of electrifying the Hartford 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. The Hartford Line currently operates diesel-hauled push/pull equipment.		
Hartford Rail Line Upgrades	Improvement to Existing Infrastructre	Complete all the work orginally planned for the New Haven Hartford Springfield (NHHS) Rail Program line, including additional double tracking and station upgrades. The 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.		
I-84/Route 9 to Route 4 Connector	New Infrastructure	Complete I-84 Interchange 39A and provide access to UConn Health Center and/or Route 4 (Farmington Aveue).	These improvements once completed could have a significant impact to traffic on Cedar St	
I-84 Capacity Improvements	Improvement to Existing Infrastructre	Add capacity in both directions on I-84 in Hartford. Revise interchanges to provide lane balance.	Improvmnts to capacity on I-84 could help to alleviate traffic on Cedar Street	
Freeways and Ramps Pedestrian Crossing Enhancements	Improvement to Existing Infrastructre	Improve pedestrian connections across freeways ramps throughout the Study Area.	These upgrades could improve pedestrian saftey at Fenn Rd/Cedar St Intersection	