

APPENDIX A LOCAL PRIORITIES FOR TRANSPORTATION PROJECTS

Through narrative reports provided by chief elected officials, municipal planning and zoning staff, and municipal engineers, a list of local priorities for transportation projects was developed. State and local road, bridge, bus (i.e. local bus, paratransit services for the disabled, elderly minibus, Job Access and Reverse Commute services, and intercity bus), rail, and enhancement projects are included.

COGCNV cannot guarantee that local priorities will match regional or state priorities, although inclusion of these projects in the plan was vital to the public comment process. COGCNV will assist municipalities with their priorities whenever possible. Each of these projects will be prioritized, evaluated, and, if deemed to be a regional and/or state priority, it will be moved into the “Recommended Plan” (section V of the Long-Range Regional Transportation Plan). Funding has been included for road projects that are moved into the “Recommended Plan” in the cost estimates, under item “Future road improvements in member towns”.

Beacon Falls

1. Improve Beacon Falls train station and the Depot Street Bridge.
2. Conduct a corridor study along Route 42 in Beacon Falls and Oxford.
3. The intersection of Lopus Road and Pines Bridge Road (Route 42) should be straightened and widened. This intersection will see increased activity with the development of Pines Bridge Industrial Park.
4. Develop a riverfront greenway along the Naugatuck River as part of a regional and interregional proposal. Make connections to schools, industrial parks (Pines Bridge and Murtha), commuter lots, residential areas, recreational areas (Matthies Park and Pent Field), and train stations.

Bethlehem

1. Improve sight lines and grading along Route 132 including intersections with Hard Hill Road; Nonnewaug Road and Magnolia Hill Road; Carmel Hill Road; and Judge Lane.
2. Improve sight lines at Route 61 intersection with Flanders Road.

3. Implement traffic calming and access management along Main Street (Route 61) or evaluate traffic congestion for other alternatives.
4. Improve sight lines at Double Hill and Munger Lane intersection.

Cheshire

1. Continue development of the Farmington Canal Trail.
2. Implement traffic calming techniques along Peck Lane and Cheshire Street.
3. Secure a shuttle to transport visitors to the prison.

Middlebury

1. Evaluate traffic congestion and safety concerns at Abbotts Pond where the existing bridge crosses a pond. Preliminary designs have been completed. Environmental issues should be addressed with the U.S. Army Corp of Engineers.
2. Tucker Hill and Regan Road are being used as bypass roads. Implement access management strategies to deter non-local traffic.

Naugatuck

1. Widen Cross Street, reconstruct retaining walls where necessary, and improve the intersection with Cotton Hollow Road.
2. The intersection of Jones Road, Field Street, and Neumann Street should be improved. This intersection is dangerous; mirrors are currently being used to create site lines.
3. Rubber Avenue Bridge, Maple Street Bridge, and Parson's Bridge (on Rubber Avenue) are listed as being in "poor" condition by the Connecticut Department of Transportation. These bridges must be repaired.
4. Conduct a corridor study of Route 63, Route 68, and Rubber Avenue.
5. A regional greenway is proposed along the Naugatuck River, and part of the conceptual plan is to link downtown Naugatuck with the train station, commuter parking facilities, schools, recreation and open space areas, and the commercial and industrial zone.
6. Encourage economic development along Route 63, Rubber Avenue, and downtown Naugatuck by implementing transportation strategies.

7. Incorporate sidewalk repairs into road projects.
8. Widen Gunntown Road to provide safe access to recreational areas.
9. Straighten the curves on Mulberry Street between Simsberry and Hopkins Hill.
10. Install sidewalk on City Hill Street from John Street to City Brook Road.
11. Make intersection improvement to the intersection of Bridge Street (Rte. 68) and Spring Street.
12. Install intersection improvements to the intersection of Andrew Mt. Road and Andrew Avenue.
13. Improve the s-curve and grade on Hunters' Mountain Road between Old Highway Road and Perock Lane.

Oxford

1. Traffic patterns on Routes 42, 188, and 34 should be evaluated for improvement.
2. Construction of a rear access road for Waterbury-Oxford Airport, connecting Christian Street with Prokop Road is a high priority project for Oxford. The access road would link Oxford's corporate industrial park off Hurley Road and Waterbury-Oxford Airport with the Towantic Energy Plant located off Towantic Hill Road.
3. Secure a shuttle for elderly residents.
4. Drainage along Quaker Farms Road (Route 188) should be improved just north of Edmunds Road.
5. There are eight skewed intersections along Route 67, remaining from where the old highway was located approximately seventy years ago. Site lines should be improved on spurs along Route 67, from Chestnut Tree Hill Road to Hawley Road. Spurs demanding attention include Old State Road 67, Old State Road #3, Old State Road #2, and Old State Road #1.
6. The intersection of Chestnut Tree Hill Road (Route 42), Oxford Road (Route 67), and Riggs Street should be improved.

7. Chestnut Tree Hill Road (Route 42) should be straightened at its intersection with Oxford Road. The spur (Old State Route #3) should be eliminated, and the intersection should be at a 90 degree angle.
8. Christian Street should be widened to accommodate additional traffic to the airport and due to the siting of a new school along this roadway. Curves along Christian Street, from Jacks Hill Road to Oxford Road, should be straightened and sight lines improved.
9. In conjunction with Oxford Greens, an elderly residential and golf course complex, a greenway is planned to connect Naugatuck State Forest with Larkin State Bridle Trail in Oxford.
10. A major curve in Pines Bridge Road at the intersection with Old Litchfield Turnpike (now a gravel road) should be softened. This roadway is a heavily used route into and out of Beacon Falls.
11. The impact on Oxford of construction on the Stevenson Dam and widening of Route 34 in Monroe and Shelton should be considered.

Prospect

1. Conduct a corridor study of Route 68 through Prospect and Naugatuck, focusing on the intersection of Routes 69 and 68. Routes 68 and 69 are being used as an I-84 bypass, a situation that will worsen with construction commencement on I-84 east of Waterbury.
2. Consider construction of an I-84 improvement, such as an Austin Road extension to create a connection between I-84 and Scott Road.
3. Prepare for commercial development along Route 69 by implementing access management methods.
4. Plan for possible future development of water company land for open space.
5. Determine the feasibility of JobLinks shuttle and fixed route bus stops in Prospect (at industrial parks, downtown, and along the Route 69 corridor).
6. Determine and analyze commuting patterns through Prospect. Examine and deter use of bypass roads such as Clark Hill Road from Naugatuck to Waterbury.
7. Reactivate signal timing along Route 69 in Prospect and Waterbury, and Route 68 (at the intersections with Straitsville Rd and Old Schoolhouse Road).

Southbury

1. Secure funding for Pomperaug River Bridge repairs.
2. Improve the Route 188 and Waterbury Road intersection through the addition of a right-dedicated lane.
3. Implement recommendations of the Interstate 84 West of Waterbury Needs and Deficiencies Transportation Study when completed including adding an exit in Middlebury and the reconfiguration of exit 13.
4. Implement the recommendations of the Route 67 Traffic Operations Study.
5. Conduct a corridor study of Route 6 from Interstate 84 to Woodbury.
6. Tuttle Road realignment to reduce horizontal curvature.
7. Traffic signal interconnection on Main Street South.
8. River Road reconstruction.
9. Old Field reconstruction with walks from Main St to Heritage Road.
10. Intersection improvement at Burma Rd. and Rte 67.

Thomaston

1. Participate in a Route 6 corridor study.
2. Monitor the five high volume-capacity (2001) major routes discussed elsewhere in the plan.
3. Monitor existing bus, including JobLinks, services.
4. Participate in planning a regional greenway along the Naugatuck River.

Waterbury

1. Determine the location of a multimodal transportation center in downtown Waterbury.
2. Implement recommendations of Route 73 corridor study including improving intersection with Falls Avenue.

3. Consider improving sight distances and grading along Pearl Lake Road.
4. Implement recommendations of Interstate 84 West of Waterbury Needs and Deficiencies Transportation Study upon completion. Special consideration should be given to transportation services along Austin Road where economic development is planned.
5. Develop a linear park in the Freight Street area with assistance from local community organizations. Develop bike paths and greenways connecting Brass Mill Center and Commons with downtown Waterbury. Revitalize South Main Street Rails-to-Trails project. Connect urban streetscapes and bike paths to regional Naugatuck River greenway, south to Naugatuck and north to Thomaston and Watertown.
6. The following roads in Waterbury are reported to be functioning at or above capacity: Huntingdon Avenue, Lakewood Road, Chase Avenue, Homer Avenue, Boyden Street, West Main Street, and Austin Road.
7. Install intelligent transportation systems, such as video technology, at appropriate intersections.
8. Consider an I-84 bypass in the vicinity of Chase Parkway.
9. Implement recommendations of the Route 69 Traffic Operations Study.

Watertown

1. Evaluate traffic congestion on Straits Turnpike (Route 63) in the vicinity of the Stop and Shop plaza for traffic flow improvements.
2. Alleviate congestion along Main Street (Route 63) with a bypass along the former railroad track, or create a new road adjacent to Steele Brook.
3. Construct sidewalks along Main Street connecting the public library and town hall; connecting elderly housing and a school on Buckingham Street with downtown Watertown and Main Street (Route 63); connecting residential housing on Davis Street with Straits Turnpike (Route 63). Link sidewalk projects with the regional Naugatuck River greenway (proposed).
4. Improve existing bus shelters, and install new shelters (without advertising).
5. Add access management techniques to zoning regulations, such as a provision for sharing driveways along primary arterials.

6. Request an easement for the Naugatuck River greenway at the site of the new North East Transportation bus garage.
7. Continue efforts to make town sidewalks handicapped accessible.
8. Develop Steele Brook Greenway.
9. Bunker Hill Road between Straits Turnpike and Quassapaug Road should be improved to address safety concerns.
10. Alleviate congestion on Main Street, Oakville (Rte 73) between Pin Shop Road and Route 73.
11. Construct improvements to Sunnyside Avenue, Guernseytown Road, and Sylvan Lake Road projects.

Wolcott

1. Traffic flow on the bridge at the intersection of Wolcott Road (Route 69) and Center Street (Route 322) should analyzed for improvement.
2. Redesign the sight lines at the intersection of Woodtick Road, Todd Road and Scovill Road.
3. Sight lines at the intersection of Wolcott Road (Route 69) and Charles Drive should be improved.
4. Sight lines at the intersection of Wolcott Road (Route 69) and MacCormack Drive should be improved.
5. At the intersection of Todd Road and Meriden Road (State Road 844), improvements such as tree trimming and minor widening should be made.
6. Consider a greenway along Route 69 in the town center as highlighted in the draft Village Center Study done by the University of Connecticut, Program of Landscape Architecture.
7. Monitor the intersection of Woodtick Road and Lindsley Drive.

Woodbury

1. Conduct a corridor study along Route 6 through Thomaston, Woodbury, and Southbury to examine the following intersections: Main Street (Route 6) and Sherman Hill Road (Route 64); Main Street (Route 6), Judson Avenue, and Old Middle Road Turnpike; Main Street

(Route 6) and Sycamore Avenue (State Road 317). The study should include the impact of traffic from Bethlehem along Flanders Road.

2. Implement traffic calming mechanisms, rather than impose traffic lights or street widening, along Main Street. Create a pedestrian friendly Main Street.
3. Secure a shuttle for weekend use along Main Street to transport tourists and shoppers and alleviate congestion.
4. Evaluate safety improvements at: Old Town Farm Rd.; Rte. 6 intersection with Quonopaug Trail, Flanders Rd., Middle Road Turnpike, and South Pomperaug Ave. & Old Sherman Hill Rd.; Rte. 64 intersection with Old Sherman Hill Rd. & Middle Quarter Rd., and Heritage Dr.; Rte. 317 intersection with Hollow Rd; Old Sherman Hill Rd intersection with Judd Hill Rd; White Deer Rocks Rd intersection with Old Middle Road Turnpike; and the single lane bridge on Middle Quarter Rd.