

## 5. RECOMMENDED PLAN

The highway and transit recommendations presented in this plan are intended as guidelines for programming federal and state funds for regional transportation improvements, and identifying locations for further study. The recommendations are based on the severity of the deficiencies, the Transportation Plan's goals and objectives, the previous work and scheduling of projects by the State and COGCNV, and discussions with local officials (see Appendix A for local transportation priorities). The Plan emphasizes maintaining and improving the existing transportation system rather than constructing new facilities. Also, while the region's highways will remain the focal point of its transportation system, the plan seeks to enhance the role of public transportation services and ride-sharing. Appendix D contains the estimated costs and funding years related to these recommendations.

### HIGHWAYS

The primary objective of this section is to maintain and improve the region's highway system with an emphasis on making better use of existing transportation facilities, while seeking to improve safety and reduce traffic congestion, energy consumption, and motor vehicle emissions. For both expressways and other highways, the maintenance of roads and bridges is the highest priority.

Highway recommendations are divided into the following categories: *Expressways, Major State Highways, Urban Highway Projects, Bridges, and Commuter Services.*

### EXPRESSWAYS

*Interstate 84 in Eastern Waterbury* — Widen I-84 to three lanes in each direction and modify interchanges between Hamilton Avenue (Route 69) and Pierpont Road in Waterbury (the final phase of the I-84 upgrade). *Projects 151-273 & 151-285.*



I-84/Rte 8 Interchange, Waterbury, COGCNV Aerial Flight April 2007

*Interstate 84 West of Waterbury* — Complete early implementation projects at deficient interchanges as recommended in the CTDOT report, *I-84 West of Waterbury Needs and Deficiencies Study* (November 2001). Project 130-173

*Interstate 84/Route 8 Interchange* — Complete early implementation projects as recommended in the *I-84/Route 8 Waterbury Interchange Needs Study* (June 2010), including downtown circulation improvements and a new bridge across the Naugatuck River. Initiate design for the preferred long-term alternative for the interchange

*Interstate 84/Route 8 Interchange* — Upgrade the interchange as recommended in the CTDOT interchange study.

*Interstate 84 West of Waterbury* — Widen I-84 to three lanes in each direction from Route 8 in Waterbury to the New York state line, as recommended in the CTDOT report, *I-84 West of Waterbury Needs and Deficiencies Study* (November 2001) and a comparable study for the Housatonic Valley Region.

## MAJOR STATE HIGHWAYS

A high priority is given to state highway corridors with current or anticipated traffic congestion and high hazard accident locations. The findings and recommendations of previously studied corridors are also considered.

*Route 69 in Waterbury* — Recommendations for Route 69 from the COGCNV Study, *Route 69 Traffic Operations Study: Final Report* (2000).

- Route 69 at Southmayd Road — Realign the Southmayd Road approach to Route 69 (Meriden Road).
- Route 69 from East Main Street to Manor Avenue — Widen and improve lane configuration at Route 69 and East Main Street intersection. Minor widening at Manor Avenue intersection.
- Route 69 and Wolcott Street from Long Hill Road to Lakewood Road — Major upgrade including street widening for additional lanes, double turn lanes, and raised median dividers.
- Route 69 near Orchard Drive — Minor widening to allow motorists to bypass left-turning vehicles.

*Route 64 at Route 63 in Middlebury*

- Reconfigure the Route 64/Route 63 intersection as recommended in the *I-84 West of Waterbury Needs and Deficiencies Study* including a new connector road between the Route 64 and Route 63 interchanges. Project 174-309.

*E. Main Street (SR 801) in Waterbury*

- Implement improvements at Scott Road and E. Main Street (SR 801) as planned for the I-84 Waterbury to Southington upgrade project.

*Route 73 in Watertown*

- Realign Route 73 in the vicinity of old railroad bridge abutment (near Rockdale Avenue) as recommended in the COGCNV *Route 73 Corridor Study Waterbury to Watertown* (1997). Project 153-118

*Other Locations to be considered for further evaluation:*

*Route 69 in Waterbury*

- Evaluate traffic operations at Washington Avenue/ Union Street

- Evaluate safety improvements between Frost Road and Richard Terrace, including the marking of additional travel lanes as recommended in the Route 69 Traffic Operations Study.
- Improve traffic operations on Route 69 from Harpers Ferry Road to I-84.

*Route 63 in Naugatuck*

- Widen Route 63 near the intersection of interchange 26, Route 63, and S. Main Street (SR709) and perform geometric improvements as recommended in the *Route 8 Deficiencies/Needs Study (Interchanges 22-30)*.
- Study traffic at major intersections between S. Main Street (SR 709) and Route 68 (Bridge Street) in Naugatuck.

*Route 10 in Cheshire*

- In southern Cheshire, investigate improvements at Route 42 and sections north to the Route 70/68 junctions. Also evaluate operations between Cook Hill Road and Route 42.
- In northern Cheshire, investigate improvements in the vicinity of I-691 as well as between Maple Avenue and Sandbank Road.

*West Main Street (SR 846/847) in Waterbury*

- Evaluate safety and congestion on W. Main from Route 8 to railroad bridge over W. Main (SR 847) east of Thomaston Ave.
- Coordinate signals to improve traffic flow on Grand Street and Meadow Street
- Evaluate safety issues on Grand Street between Cottage Place and Leavenworth Street.

*Route 63 in Watertown*

- Evaluate area between Davis Street and French Street in Watertown.
- Evaluate traffic operations from Middlebury town line to Bunker Hill Road in Watertown.
- Evaluate downtown area between French Street and Echo Lake Road in Watertown.

*Route 70 in Cheshire*

- Evaluate traffic operations between Winslow Street and Route 10.

*Route 73 in Watertown*

- Improve signal timing at Buckingham Street, Hillside Avenue, and Riverside Street/Davis Street.

*Route 6 in Thomaston*

- Evaluate traffic and safety at E. Main Street and the Route 8 NB onramp.

*Route 42 in Prospect and Cheshire*

- Evaluate safety issues between Candee Road and Inverness Court.

*Meriden Road (SR 844) in Waterbury*

- Evaluate safety and congestion on Meriden Road at Frost Road.

*Chase Parkway (SR 845) in Waterbury*

- Evaluate safety issues on Chase Parkway at the I-84 overpass and at the intersection with Highland Avenue.

*Route 68 in Naugatuck*

- Evaluate traffic operations between Route 8 and Union City Road.

**URBAN HIGHWAY PROJECTS**

Urban highway projects consist of high priority highway improvements for major roads in the urbanized portion of the CNVR. Projects were proposed by local officials for the Federal Highway Administration’s Surface Transportation Program for urban areas (STP-Urban). COGCNV ranked the projects based on the importance of the road, its condition, its safety, the amount of use it received, and the proposed project’s impact on surrounding land uses. COGCNV’s prioritized list of projects also reflects a funding balance between Waterbury and the rest of the urban area, each town’s proportional share of the region’s STP-U allocation, and the amount of STP-U funding a town has already received.

The following set of priorities, grouped by urbanized area, are COGCNV’s approved project rankings. Projects that have been completed, moved to another funding program, or cancelled are excluded from the list. Figure 5.1 shows the location of the urban highway projects.

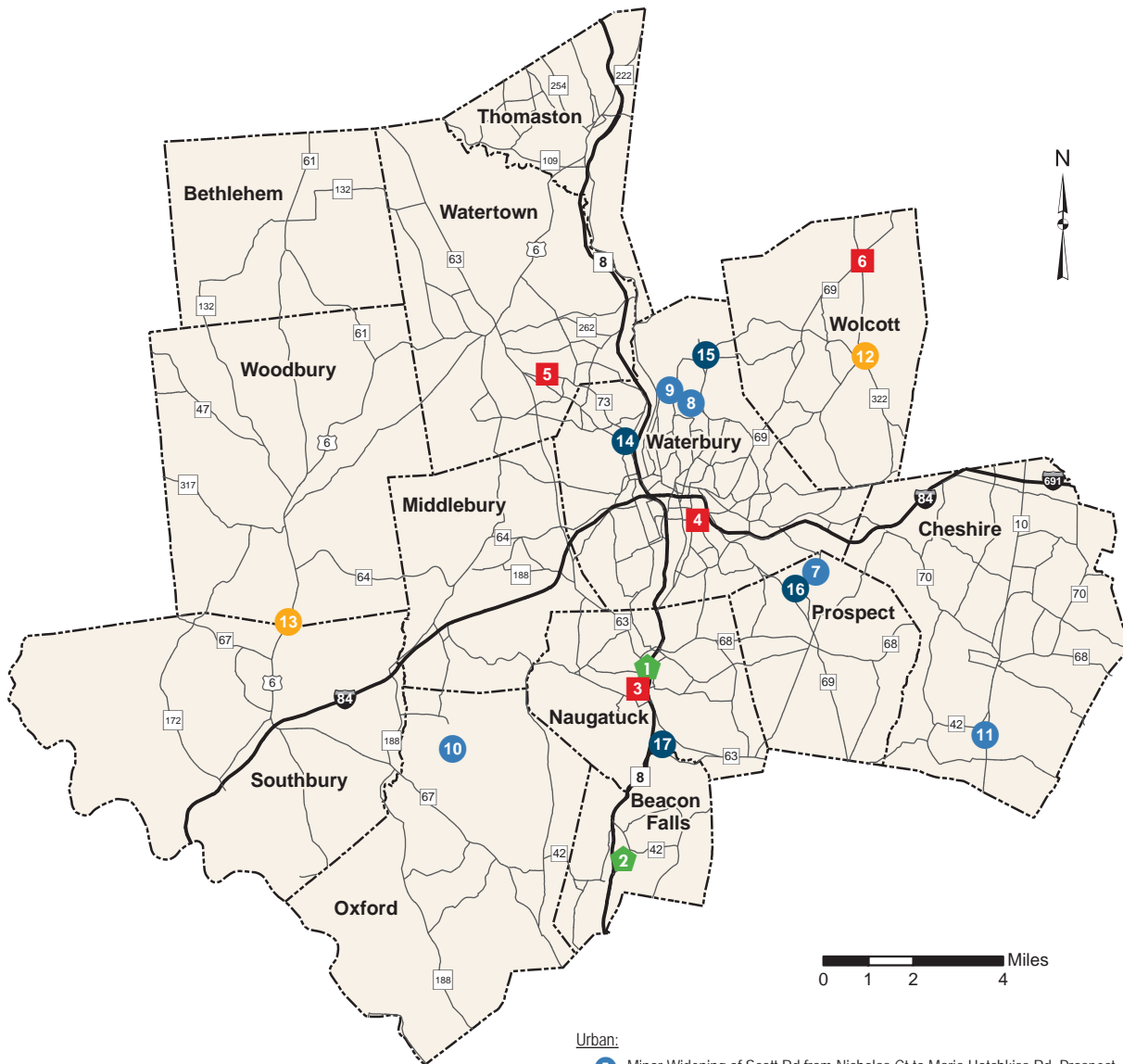
*Waterbury Urbanized Area* (Beacon Falls, Middlebury, Naugatuck, Prospect, Waterbury, Watertown, Wolcott, Woodbury)

1. Waterbury, Homer Street/Chase Avenue – Reconstruct and widen from Waterville Street to North Main Street
2. Waterbury, Aurora Street – Widen from Bunker Hill Road to Watertown Avenue.
3. Prospect, Scott Road II – Reconstruct and widen from Nicholas Court to Maria Hotchkiss Road.
4. Naugatuck, Cross Street – Reconstruct and widen from Route 8 to Route 63.
5. Waterbury, Boyden Street Extension – Construct new road east to Bucks Hill Road.
6. Prospect, Scott Road III – Reconstruct and widen Maria Hotchkiss Road to Route 69.



Scott Road Construction, Prospect

Figure 5.1 Surface Transportation Program Projects in the Central Naugatuck Valley Region: 2011



**Surface Transportation Program**

Enhancement:

- 1 Naugatuck River Pedestrian & Bicycle Greenway, Naugatuck
- 2 Naugatuck River Pedestrian & Bicycle Greenway, Beacon Falls

FHWA Safety Programs

- 3 Intersection Improvements, Maple/Firehouse Rd, Naugatuck
- 4 Install Signal, Washington St @ Sylvan Ave, Waterbury
- 5 Realignment of Main St, Watertown
- 6 Improvements and Traffic Signal, Woodtick Rd, Wolcott

Urban:

- 7 Minor Widening of Scott Rd from Nicholas Ct to Maria Hotchkiss Rd, Prospect
- 8 Major Widening of Chase Ave, Nottingham Terr. to N. Main St, Waterbury
- 9 Widening of Homer St, Waterville St to Nottingham Terrace
- 10 Reconstruction of Christian St, Oxford
- 11 Realignment/Drainage Improvements CT 42 at King Rd, Cheshire

Urban - Anywhere:

- 12 Rehab bridge over Lindley Brook, Wolcott
- 13 Route 6 Pavement Preservation, Southbury-Woodbury

Urban - Proposed:

- 14 Widening of Aurora St from Bunker Hill Rd to Watertown Ave, Waterbury
- 15 Construct new road from Boyden St Ext. to Bucks Hill Rd, Waterbury
- 16 Reconstruct and Widen Maria Hotchkiss Rd to Route 69, Prospect
- 17 Reconstruct and widen Cross St from Route 8 to Route 63, Naugatuck

Source: Transportation Improvement Program 2010-2013, Council of Governments of the Central Naugatuck Valley, and Statewide Transportation Improvement Program 2010-2013, Connecticut Department of Transportation, 2011

*Bridgeport-Stamford Urbanized Area* (Beacon Falls, Oxford, Southbury, Woodbury)

1. Oxford, Christian Street – Reconstruct and widen from Towner Lane to Robinson Lane.

*New Haven UA* (Cheshire)

1. Cheshire, Route 42 – Reconstruct and realign from Rosemary Lane to Broadview Road.

*Hartford Urbanized Area* (Thomaston)

There are currently no submitted or programmed CNVR projects.

**BRIDGES**

Four bridges in the CNVR that carry over 10,000 vehicles per day had sufficiency ratings below 50 as of 2009. All will require rehabilitation or replacement in the near-term.

1. Naugatuck — Maple Street over the Naugatuck River
2. Waterbury — I-84 EB over I-84WB, Route 8, and the Naugatuck River
3. Waterbury — East Main Street over the Mad River
4. Oxford-Monroe — Route 34 over the Housatonic River

**COMMUTER SERVICES**

1. Install “Park and Ride” signs along Interstate 84 and Route 8, and at other lot sites in the region, to increase driver awareness of the region’s commuter lot facilities.
2. Install directional signs from expressway exits to the region’s commuter railroad stations.
3. Expand the commuter parking lot located at Route 63 and Interstate 84 in Middlebury to accommodate demand.
4. Continue monitoring the region’s commuter parking lots to determine lots warranting expansion or closing.
5. Support construction of the New Britain - Hartford Busway and the extension of commuter express bus service from the busway to Waterbury.

**LOCAL BUS SERVICE**

1. Ensure continued and stable funding to cover operating expenses for the local bus service.
2. Modify bus routes and schedules based on the recommendations of CTDOT and COGCNV bus route studies.
3. Encourage replacement of damaged bus shelters and installation of additional shelters at heavily used boarding points.
4. Promote the CTTransit-Waterbury bus service, including up-to-date route schedules and maps and other marketing materials at key bus stops, on buses, and on the internet (CTTransit.com)
5. Construct a new bus maintenance facility for CT-Transit-Waterbury.
6. Replace the local bus fleet in 2023, and 2035.
7. Work with North East Transportation, City of Waterbury, CTDOT, and major stakeholders on initiating evening bus service.
8. Initiate a circulator bus that would directly connect destinations in downtown Waterbury including the train station, hospitals, mall, and the Green.



Commuter parking lot, Route 70 at I-84

## **SPECIALIZED TRANSPORTATION MINIBUS SERVICES**

1. Provide stable funding for the regional minibus service for the disabled, including non-ADA transportation services and dial-a-ride.
2. Continue to provide human services transportation information through United Way of Connecticut's 2-1-1 hotline.
3. Encourage and facilitate coordination among local transportation service providers to increase efficiency and service capacities.
4. Provide technical assistance to the Greater Waterbury minibus service for the disabled.

## **RAIL**

1. Implement recommendations of the Waterbury Branch Line Study, including new passing sidings, signalization, and supplemental express buses.
2. Promote use of the Waterbury Branch line through marketing.
3. Improve maintenance, pedestrian and automobile circulation, security, and attractiveness of the Waterbury Train Station.
  - a. Demolish the abandoned SNET building and parking garage to improve visibility of the station parking lot and platform from Meadow Street
  - b. Construct a new surface parking lot.
  - c. Investigate the reopening of the old train station baggage office for use as a passenger waiting area and public restrooms.



Middlebury Greenway

4. Support efforts for transit-oriented development in the region such as the Renaissance Place development in Naugatuck.

## **JOB ACCESS AND REVERSE COMMUTE PROGRAM**

1. Provide stable funding for JobLinks, the access-to-jobs transportation service for the four planning regions in Northwestern Connecticut.

## **AIRPORT FACILITIES**

1. Continue the Waterbury-Oxford Airport expansion plan and associated infrastructure improvements.
  - a. Construction of a new hangar to increase capacity and improve aircraft operations.
  - b. Construction of airport service roads.
  - c. Obstruction removal and approach lighting system for Runway 36.
2. Expedite the process of acquiring properties in the Runway Protection Zone (RPZ) under the voluntary property acquisition program.

## **WALKWAYS, BIKEWAYS, AND GREENWAYS**

1. Extend the multi-use Farmington Canal Trail from Cheshire to Southington.
2. Construct the proposed multi-use Naugatuck River Greenway Trail along the Naugatuck River, as recommended in the NRG routing study
3. Establish streetscapes, walkways, bike paths, and greenways in the region, especially connecting downtown areas with train stations, commuter parking facilities, bus stops, schools, residential areas, open spaces, and recreation areas.
4. Implement the recommendations of the *Pedestrian and Bicycle Safety in the CNVR: 2010* and the *2009 State Bicycle and Pedestrian Plan*.
  - a. Perform safety audits and implement low-cost improvements at high-hazard corridors and “hot spots” in the region as recommended in the Pedestrian and Bicycle Safety study.
  - b. Develop bike paths and shared use facilities along state routes as shown on the 2009 Connecticut Bicycle Map.

- c. Direct funds from STP–Enhancement and the state Complete Streets set aside law to major bicycle routes and pedestrian facilities in the region including the Farmington Canal Trail, Naugatuck River Greenway, and on-road state bicycle routes.
- 5. Upgrade sidewalks, curbs, and crosswalks to comply with the Americans with Disabilities Act.
- 6. Support the planning of the Housatonic Riverbelt Greenway Trail in Oxford and Southbury.

## OTHER RECOMMENDATIONS

### ACCESS MANAGEMENT

- 1. Work to implement the recommendations of the *Route 69 Traffic Operations Study: Access Management* (2002) for Waterbury, Prospect and Wolcott.
- 2. Encourage amendments to plans of conservation and development to reference the Route 69 Traffic Operations Study and other access management resources.
- 3. Encourage revisions to zoning and subdivision regulations and a strengthening of town road ordinances to reflect the need for access management and to give specific guidance on its implementation based on the Route 69 Traffic Operations Study. Such amendments would include sections pertaining to the purpose of the regulation, definitions, site plan approval process, required traffic impact report with developments of a certain size, and other relevant requirements for a complete integration of access management requirements.

### INTELLIGENT TRANSPORTATION SYSTEMS

- 1. Complete the installation of traffic cameras and permanent variable message signs along I-84 and Rte. 8.
- 2. Optimize traffic signals in Waterbury to better facilitate traffic flow.
- 3. Initiate a 5-1-1 transportation information hotline.
- 4. Provide transit status and trip planning through the internet and mobile applications.

## TRANSPORTATION SECURITY

- 1. In cooperation with the state police, DEMHS and its successor agency, and local municipalities, continue participating in traffic diversion planning and exercises related to the approved Traffic Diversion Plans for I-84 and Routes 7 and 8 and as well as other emergency management activities.
- 2. Include transportation security, as appropriate, in the activities of COGCNV’s Central Naugatuck Valley Emergency Planning Committee.
- 3. Assist in the development of municipal plans for preparedness, mitigation, response and recovery as it relates to transportation emergencies.<sup>1</sup>
- 4. Participate on the Statewide Incident Management Task Force with other regional planning organizations, state agencies, and local emergency responders to develop and promote incident management projects.

## COMMUNITY CIRCULATION AND ROAD CONNECTIVITY

Connecting roads within communities is an important means of enhancing future traffic circulation. While cul-de-sac streets are often favored by developers and residents, numerous unconnected roads concentrate traffic on a few main roads in a municipality. Local street connections, in addition to pedestrian paths between neighborhoods, help bind communities together, increase social opportunities for children, and reduce parental “chauffeuring” of children. Moreover, a lack of alternate traffic circulation routes can create problems for emergency services. Each community should develop an overall traffic circulation plan to meet future needs and establish policies that emphasize connectivity and minimize cul-de-sacs.

- 1. Emphasize connectivity in developing local roads.

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<sup>1</sup> Pre-disaster mitigation plans have been completed for the entire region and approved by the Federal Emergency Management Agency. These plans will be updated over the next three years if funding is approved.