

ROUTE 10 CORRIDOR STUDY

SUMMARY OF RECOMMENDATIONS

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Study conducted by: Capitol Region Council of Governments

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SUMMARY OF RECOMMENDATIONS FOR ROUTE 10 CORRIDOR STUDY

TRANSIT AND TRANSPORTATION DEMAND MANAGEMENT

TRANSIT SERVICE

The study recommended establishment of limited midday transit service between Bishop's Corner and the Towns of Simsbury and Granby. CROCOG, the Towns, and CT Transit agreed that even though there may be sufficient demand for additional transit service throughout the Farmington Valley, there was not enough empirical evidence to support implementation of new transit service along the entire 23-mile corridor. Providing this midday service would allow CT Transit to monitor the local usage between Simsbury and Granby as well as the connections to Hartford. The project team worked closely with CT Transit to assess the system of bus stop locations and amenities along the entire corridor. The effort resulted in gaining support for the modification of some bus stop locations and the need for additional amenities at others.

- ❑ **PROVIDE MIDDAY SERVICE BETWEEN BISHOP'S CORNER AND THE TOWNS OF SIMSBURY AND GRANBY**

BUS SHELTERS

The study recommended several changes to improve overall bus operations and make it easier for people to use the available bus service. Bus operations will be improved by modifying some bus stop locations and passenger comfort will be improved by installing bus shelters at major bus stops.

- ❑ **BETTER BUS STOP LOCATIONS**
- ❑ **ADDITIONAL BUS SHELTERS**
- ❑ **IMPROVE BUS STOP AMENITIES AS POSSIBLE**

PARK AND RIDE FACILITIES

Along with transit services, carpools, and vanpools, park and ride facilities support and encourage the use of commuter transit and other forms of ridesharing. The recommendations included providing enhanced amenities and services at the existing park and ride facilities as well as adding a new site and reconfiguring another to increase the number of parking spaces available.

- ❑ **IMPROVE PARK AND RIDE SIGNAGE AND AMENITIES**
- ❑ **RECONFIGURE AND UPGRADE THE WINSLOW PLACE PARK AND RIDE SITE**
- ❑ **ESTABLISH NEW PARK AND RIDE SITE AT GRANBY CENTER**

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The recommendations focus on four specific TDM strategies, telecommuting, enhanced support of ridesharing, alternative work scheduling, and guaranteed ride home programs. The study recommended

supporting, encouraging, and enhancing the TDM services provided through the Greater Hartford Rideshare Company efforts.

- ❑ **SUPPORT, ENCOURAGE, AND ENHANCE THE TDM PROGRAM OPERATED THROUGH GHRC.**

PEDESTRIAN AND BICYCLE FACILITIES

The study found that pedestrian and bicycle facilities varied in completeness and quality throughout the corridor. Recommendations focus on improving and enhancing the current system. Specifically, the recommendations include the use of wider roadway shoulders according to the rural or urban character of the location. Under current plans the Farmington Valley Greenway will eventually connect most of the towns and this study recommends a continuation of effort to improve the access and roadway crossings along the facility.

- ❑ **ESTABLISH MINIMUM ROADWAY SHOULDERS BASED ON THE RURAL OR URBAN CHARACTER OF THE ROADWAY**
- ❑ **IMPROVE ACCESS AND ROAD CROSSINGS ALONG THE FARMINGTON VALLEY GREENWAY**
- ❑ **CONSTRUCT UNDERPASS CROSSING OF FARMINGTON VALLEY GREENWAY AT ROUTE 10/AGWAY INTERSECTION**
- ❑ **REALIGN CROSSING OF FARMINGTON VALLEY GREENWAY AT ROUTE 10/ROUTE 315**

SIGNALIZED INTERSECTION SPACING PLAN

The project considered the current signal locations along the 23-mile corridor and made recommendations as to feasible locations for future signalized intersections with a focus on spacing. Adding traffic signals along this corridor is not a specific goal of the study, however a corridor-wide plan can avoid the misplacement of traffic signals that may begin to hinder safe and efficient traffic operations. This recommendation does not establish a timeframe for implementation but assumes consideration when standard signal warrants for the specific site have been satisfied.

- ❑ **IDENTIFIED 14 LOCATIONS FOR FUTURE SIGNALIZATION WHEN SIGNAL WARRANTS ARE SATISFIED**

STREET LIGHTING ASSESSMENT

The project team conducted a comprehensive windshield survey under night conditions to make an assessment of the roadway lighting along the entire 23-mile corridor. The findings of the assessment resulted in establishing four categories of the corridor including, in need of additional lighting along one side of the roadway, in need of additional lighting on both sides of the roadway, intersections in need of additional lighting, and presence of special or decorative lighting. A map was produced which highlighted the areas under the four categories.

ROADWAY IMPROVEMENTS

The recommended roadway improvement listed below are organized by town including Farmington, Avon, Simsbury, and Granby. At many of the locations many possible alternative solutions were investigated, but based on the comprehensive analysis these improvements resolved the issues with the least overall impacts. Most of the improvements were developed with significant input from the staff of affected town as well as from the community. This summary includes the related plan sheets in 11"x17" format for easy reference. The *Route 10 Corridor Improvement and Management Plan* includes specific discussion of this information in more detail.

FARMINGTON

- ❑ *GEOMETRIC IMPROVEMENTS AT THE INTERSECTION OF ROUTE 10 AND COOKE STREET.*
- ❑ *IMPROVEMENT OF VERTICAL CLEARANCE OF OVERPASS STRUCTURE OF ROUTE 6 AND ROUTE 10. This improvement was made as a suggestion for any future bridge reconstruction project.*
- ❑ *IMPROVEMENTS AT INTERSECTION OF ROUTE 10 AND POST OFFICE SQUARE.*
- ❑ *MODIFICATION OF TRAFFIC SIGNAL PHASING AT ROUTE 10 AND MOUNTAIN ROAD INTERSECTION*
- ❑ *IMPROVEMENTS AT ROUTE 10 AND ROUTE 4 INTERSECTION ARE INCLUDED IN THE ROUTE 4 CORRIDOR STUDY.*

AVON

- ❑ *REMOVAL OF "S" CURVE ALONG ROUTE 10 FROM FARMINGTON TOWN LINE TO TALCOTT NOTCH ROAD.*
- ❑ *GEOMETRIC IMPROVEMENTS AND ADDITION OF DEDICATED LEFT-TURN LANE ON ROUTE 10 AT THE INTERSECTION WITH TALCOTT NOTCH ROAD*
- ❑ *REALIGNMENT OF THE ROUTE 10 AND OLD TOWN FARM ROAD INTERSECTION. This project was generated by the Town of Avon prior to the Route 10 Corridor Study and is not included in the costing element of the document.*
- ❑ *GEOMETRIC IMPROVEMENTS AND ADDITION OF DEDICATED LEFT TURN LANE AT ROUTE 10 AND AVONWOOD ROAD INTERSECTION.*
- ❑ *INTERSECTION OF ROUTE 10 AND ROUTE 44 ARE INCLUDED IN THE ROUTE 44 CORRIDOR STUDY REPORT*
- ❑ *INSTALLATION OF TRAFFIC SIGNAL AT THE INTERSECTION OF ROUTE 10 AND FISHER ROAD. A critical element of this town-generated project is accommodating the safe access of pedestrians and bicyclists to and from the Farmington Valley Greenway at that location.*

SIMSBURY

- ❑ *INSTALLATION OF DEDICATED LEFT TURN LANES AT THE INTERSECTION OF ROUTE 10 AND OLD MEADOW PLAIN ROAD. This project also involves the future realignment of the entrance to Tower Business Park.*
- ❑ *ROADWAY WIDENING AND PROVISION OF DEDICATED LEFT TURN LANES TO ROUTE 10 ALONG ROUTE 10 FROM ROUTE 185 THROUGH CANAL STREET/STRATTON BROOK AREA. This project also includes a recommended modification of the existing park and ride facility at Winslow Place.*
- ❑ *REALIGNMENT OF ROUTE 185 AT NOD ROAD INCLUDING AN ADDITIONAL DEDICATED RIGHT TURN LANE FROM ROUTE 185 TO NOD ROAD.*
- ❑ *GEOMETRIC IMPROVEMENTS AT THE INTERSECTION OF ROUTE 10 AND WEST STREET (ROUTE 167) AND DRAKE HILL ROAD. This project eliminates a confusing and problematic weaving move for southbound drivers and will lead to improved traffic flow and safety. This project also includes a recommendation for special pavement treatment and gateway signage to provide traffic calming through the Town Center.*
- ❑ *GEOMETRIC IMPROVEMENTS AND PAVEMENT TREATMENT AT THE INTERSECTIONS OF ROUTE 10 WITH ELY LANE AND HOSKINS ROAD. This project also includes pavement treatment and gateway signage to address the need for traffic calming strategies. The traffic calming effort should continue through the Hoskins Business District.*
- ❑ *STRATEGIC WIDENING OF ROUTE 10 BETWEEN HOSKINS ROAD AND WOLCOTT ROAD. Landscaping and pavement treatments are included as traffic calming strategies from Hoskins Road to the entrance to International Skate Center*

GRANBY

- ❑ *GEOMETRIC IMPROVEMENTS AT THE INTERSECTION OF ROUTE 10, ROUTE 20, AND ROUTE 185 IN GRANBY'S TOWN CENTER. This project is focused on improving safety and traffic flow at a difficult and confusing junction of three routes. It was presented with two alternative alignments due to the long-term nature of the project. This will provide an opportunity for the Town to address the alignment issue according to the situation at the time of implementation*
- ❑ *REALIGNMENT OF THE INTERSECTION OF ROUTE 10 AND MEADOW BROOK ROAD. This project corrects a substandard intersection alignment and improves sight distance for drivers.*
- ❑ *GEOMETRIC IMPROVEMENTS AT THE INTERSECTION OF ROUTE 10 AND EAST STREET/ QUARRY ROAD/NOTCH ROAD. This project will realign the intersection of Notch Road and Quarry Road slightly to the east and will eliminate a five-leg intersection. This project was presented in two time frames, short-term and long-term. This dual presentation was in response to local issues, but will be resolved during the preliminary design phase of the future project.*