

Route 305 Corridor Study Newsletter



*Bloomfield Avenue / Old Windsor Road
Windsor and Bloomfield, Connecticut*

Volume 1, Issue 2

January 2009

Second Public Meetings to be Held. We'd Like Your Input....

On behalf of the towns of Bloomfield and Windsor and the Capitol Region Council of Governments (CRCOG), we'd like to invite you to attend one of our two **public informational meetings** scheduled for **Thursday, January 29 at 6:00 p.m.** at the Windsor Town Hall and **Thursday, February 5 at 6:00 p.m.** at the Bloomfield Senior Center. Additional details are provided on the back page of this newsletter.

The purpose of these meetings will be to discuss the future of the Bloomfield Avenue/Old Windsor Road (Route 305) corridor and get your ideas on improvement opportunities as they relate to traffic, safety, pedestrian and bicycle facilities, and transit services. The project team, which consists of Advisory Committees in each community, CRCOG, the consulting firm of CHA, Inc., and the Connecticut Department of Transportation has been aggressively working since meeting with the public in April 2008. A few of the items we've been evaluating include: future development and traffic impacts; short-term improvement options that aim to improve safety and mobility; and long-term improvement concepts that address anticipated traffic in the year 2030.

Your input continues to be critical to the development of a corridor plan that can be advanced toward implementation. We look forward to seeing you soon. If you are unable to attend one of the meetings, please visit us on-line or contact us by mail, phone or email. Contact information is listed on the back page of this newsletter.

Sincerely,

A handwritten signature in black ink, appearing to read "Lyle D. Wray".

Lyle D. Wray
Executive Director
CRCOG



Inside this Issue

- Surveys Prove Successful!
- Public Meeting Summary
- Other Study Area Initiatives
- Windsor Preliminary Alternatives
- Bloomfield Preliminary Alternatives
- Invitation to Public Meeting

Route 305 Corridor Study Surveys Prove Successful!

In the fall of 2007, CRCOG launched a survey process reaching out to over 750 residents and 800 commuters who use the Route 305 corridor. Results from the survey assisted the project team in gaining a better understanding of issues along the corridor relative to safety, access, livability and the future of the roadway from the perspective of three subsets of the public – residents, commuters, business owners, and employees in and along the corridor. Both mail-back and web-based surveys were made available and we heard back from 8% of residents and 17% of commuters.

Thank you for taking the time to participate in our survey!



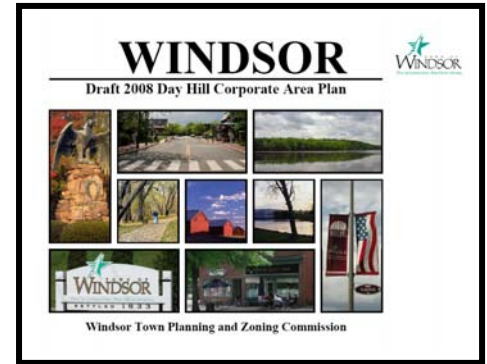
Public Meeting Summary

Public meetings were held in the towns of Windsor and Bloomfield in April 2008 to meet the corridor stakeholders – residents, business owners, and commuters – and to discuss existing transportation conditions. Key concerns raised by the approximately 30 attendees at the Windsor meeting included traffic volumes and speeds on Route 305; preservation of the residential character of the corridor; and pedestrian safety issues. Bloomfield meeting attendees, totaling approximately 30 individuals, were interested in improving corridor safety and evaluating the benefits and drawbacks of a possible westerly extension of Route 305.

Other Study Area Initiatives

In our last newsletter, we reported two other initiatives that were underway within the study area: the Town of Windsor's update of their *Plan of Conservation and Development* as it relates to the Day Hill Corporate Area (DHCA), and CRCOG's Northwest Corridor Transit Study. To bring you up to speed, Windsor has completed their update of the Plan and more information is available on their website: <http://www.townofwindsorct.com/planning/>

The *Northwest Corridor Transit Study* is on-going and has three distinct elements: evaluation of Union Station in Downtown Hartford and future development potential; examination of Downtown Hartford transit circulation patterns; and development of a plan for improving transit to employment locations within the Day Hill Road area. Currently, the project is focusing on developing a transit service proposal to better serve the Day Hill Road corridor. The initial proposal is to create a mini transit hub at the Poquonnock park-and-ride lot with frequent shuttle service to employment sites. For further information on this study, please visit our website at www.crcog.org and click on 'Northwest Corridor Transit Study.'



Windsor Preliminary Alternatives – What do you think?

Safety, mobility, and residential preservation are key components of the alternative concepts considered by the Windsor Advisory Committee. Potential improvements take the form of localized safety and operational improvements, corridor-wide improvements, and roadway network modification alternatives.

Localized Safety and Operational Improvements: The following summarizes a few of the localized improvement alternatives the Windsor Advisory Committee has been reviewing:



I-91 to Brookview Road
Turning movements, curb cuts, pedestrian activity, and the lack of *gateway* treatments are concerns within this area of Route 305. Potential solutions could include providing a westbound left turn lane onto Mountain Road; extending the existing raised medians; and providing enhancements to pedestrian crosswalks.



Brewster Rd & Sheffield Dr
Motorists entering the offset sidestreets feel unsafe making left turns to these streets and can inhibit through traffic on Route 305. One potential solution could include provisions for left turn pockets on Route 305 to more safely shelter turning traffic and allow through traffic to pass uninterrupted.



Addison Road
Eastbound traffic on Route 305 making a left turn onto Addison Road regularly block through traffic, creating long delays. In an effort to address this situation, one short-term improvement could include the construction of an exclusive eastbound left turn lane at this location.



Marshall Phelps Road
This intersection experiences many westbound and southbound right turns. In an effort to create a gateway at this intersection and address the right turn movements, one potential solution could be to create channelized right turn islands and install colored pavement to create a visual gateway effect.

Corridor-Wide and Roadway Network Modification Alternatives:

Improvement alternatives that could address future traffic volumes consist of Route 305 infrastructure improvements that aim to preserve residential character while accommodating future traffic; larger-scale, higher-cost roadway network modifications involving the interstate system; or a do-nothing alternative that would not address overall safety and long-term mobility issues in the corridor.

Join us at the next public informational meeting to learn about the work done to date and offer your ideas and comments!

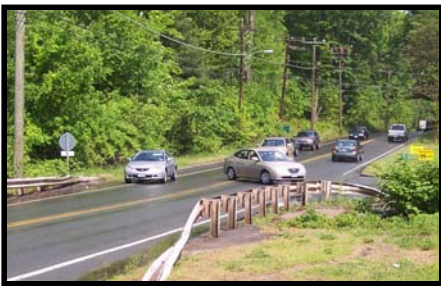


A center median, like the one above on Route 159, could be provided along sections of Route 305 in conjunction with other improvements to help preserve residential character while benefiting overall corridor safety.

Bloomfield Preliminary Alternatives – What do you think?

A review of existing corridor conditions and future traffic analyses reveal opportunities to provide both localized safety and geometric improvements and longer-term roadway infrastructure investment. Over the past few months, the Bloomfield Advisory Committee has been working to understand what form these improvement alternatives could take and whether these alternatives would be feasible and beneficial to the community.

Localized Safety and Geometric Improvements: The following summarizes a few of the localized improvement alternatives the Bloomfield Advisory Committee has been reviewing:



Narrow Roadway at Mill Brook

Old Windsor Road narrows in the vicinity of Mill Brook and vehicles turning into adjacent development sometimes hamper thru traffic. One potential solution is to replace the existing Mill Brook culvert and widen Old Windsor Road to provide a wider shoulder and traffic bypass area or an exclusive westbound left-turn lane into the development.



Curve near East Newberry Road

The curve on Old Windsor Road near East Newberry Road is non-standard and can create driver confusion at the existing unsignalized intersection. Potential solutions at this intersection could include relocating Route 305 slightly to the north and improving the East Newberry Road intersection or relocating East Newberry Road so it is aligned opposite Belden Road.

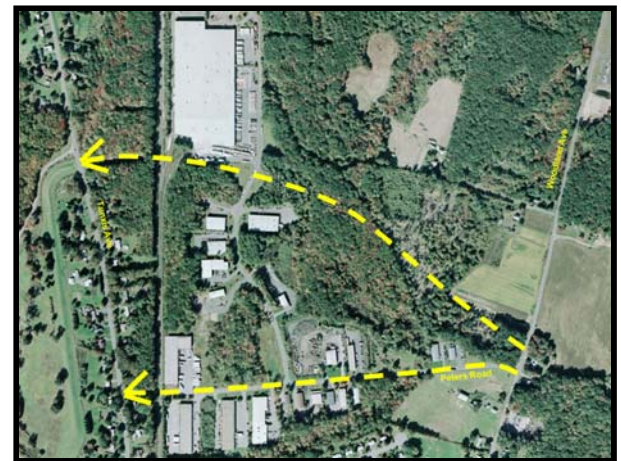


Intersection of Old Iron Ore Road

The existing offset intersection at Old Iron Ore Road and the private driveway complicates turning movements and adds to driver delay and confusion. One potential solution includes realigning Old Iron Ore Road and the private driveway so they are opposite each other and monitoring the intersection for possible signalization in the future.

Old Windsor Road Extension: Another task of the project team has been to evaluate the feasibility of an extension of Route 305 westerly, between Route 187 (Blue Hills Avenue) and Route 189 (Tunxis Avenue). The Bloomfield Advisory Committee feels an extension would help redistribute traffic to existing arterial roadways, improve emergency response, provide for economic development opportunities, and relieve traffic on Woodland Avenue and Wintonbury Avenue. An extension could utilize existing roadway segments such as Old Windsor Road and West Dudley Town Road, however new segments connecting to Woodland Avenue and Tunxis Avenue would need to be constructed.

The Committee reviewed several alternative concepts for an extension and is currently evaluating two concepts in more detail. The two alternatives vary by how they cross the existing Griffin Line, a railroad track just east of Tunxis Avenue. One alternative would provide a grade-separated crossing by spanning the rail line with a bridge structure. Another alternative would provide an at-grade railroad crossing with improvements to the existing rail operations to ensure little to no interruption of rail service for existing users. Come to the public informational meeting to learn about the benefits and drawbacks of these options and offer your ideas and comments!





*The Towns of Bloomfield and Windsor and the
Capitol Region Council of Governments Invite You to Attend a*

PUBLIC INFORMATIONAL MEETING

for the

BLOOMFIELD AVENUE / OLD WINDSOR ROAD (ROUTE 305) CORRIDOR STUDY

Thursday, January 29, 2009

***Windsor Town Hall (Ludlow Room) – 275 Broad Street, Windsor
OR***

Thursday, February 5, 2009

Bloomfield Senior Center – 330 Park Avenue, Bloomfield

Time: 6:00 to 7:30 p.m. – Open House followed by a Presentation at 6:30 p.m.

The towns of Bloomfield and Windsor have partnered with the Capitol Region Council of Governments to undertake a study of the Route 305 corridor. This multimodal study is aimed at enhancing mobility, improving safety, and supporting orderly growth and development along Route 305 in Bloomfield and Windsor.

Please join us to discuss the future of the Route 305 corridor!

For more information, please contact Jennifer Carrier, CRCOG, at (860) 522-2217 x212, or visit www.crcog.org.

Prepared in cooperation with the Town of Windsor, the Town of Bloomfield, the Capitol Region Council of Governments, and the Connecticut Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the respective Municipal Advisory Committees that served on the project and do not necessarily reflect the official views or policies of the Connecticut Department of Transportation and/or the U.S. Department of Transportation. For more information, contact CRCOG at (860) 522-2217 x212 or go to CRCOG's website at www.crcog.org.

Suggested Citation: Capitol Region Council of Governments (CRCOG), 2009. Route 305 Corridor Study Newsletter 2, Bloomfield / Windsor. CRCOG 241 Main Street, Hartford, CT 06106. www.crcog.org



CRCOG
241 Main Street
Hartford, CT 06106

Visit us on-line at
www.crcog.org and
click on 'Route 305'

