



The Greater Hartford Mobility Study is a community-driven vision for creating a vibrant, equitable, and sustainable multi-modal mobility network. It outlines the Connecticut Department of Transportation's (CTDOT) overall strategy to improve the experience of moving throughout the region, support efforts to create more livable places, and address inequitable outcomes produced by previous transportation investments. The vision is for a more economically vibrant and environmentally sustainable region, a more resilient transportation network, and a more attractive place to live, work, and visit.

STUDY OUTCOMES

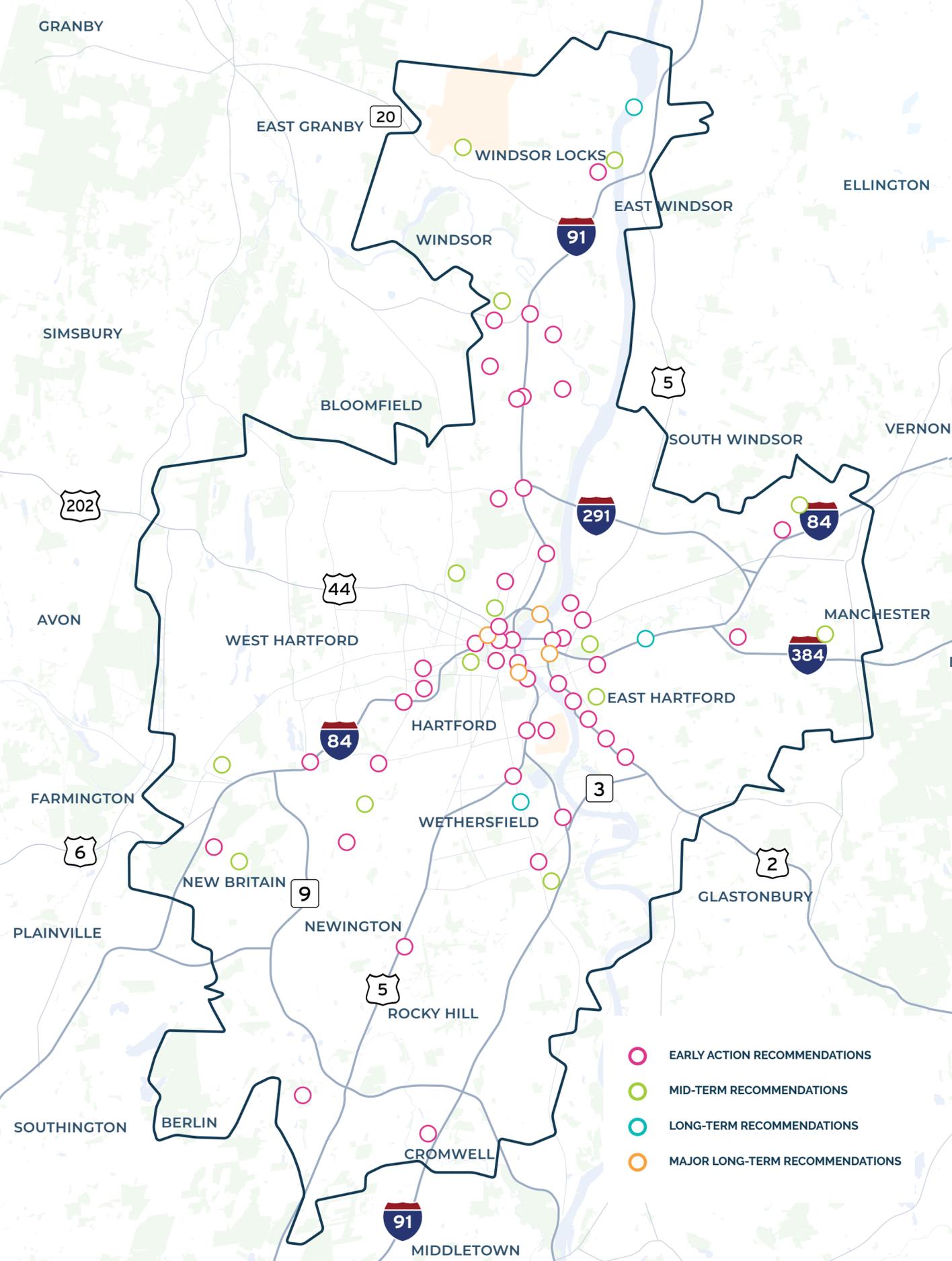
The study includes an implementation plan for the following:

- Capital projects
- Policy recommendations
- Operations improvements

In addition to the four primary long-term components, approximately 30 early-action, 20 mid-term, 10 long-term recommendations, and 4 major long-term components. These will include robust public involvement and agency coordination measures through implementation.

Each strategy with the programmatic vision includes specific project components that have undergone significant technical analysis to evaluate how they fit into the overall framework of infrastructure improvements to maximize social, economic, and environmental benefits for the region. The analysis also identified early improvement actions that have the potential to bring immediate benefits to the region and can support further development of identified mid- and long-term improvements.

The recommendations will be evaluated, as required, through the National and Connecticut Environmental Policy Act (NEPA and CEPA) process for implementation. Following this environmental documentation, other steps will include financing, design, and construction.



PLANNING COMPONENTS

The following describes the vision identified on the map on the study component page.

CITY LINK WEST

This component would address safety, reduce the number of ramps in the Study Core, and improve connectivity between neighborhoods and green spaces/parks. Lowering the highway would link neighborhoods currently severed by the highway and create additional developable land while improving rail and bus services that share the corridor.

CITY LINK EAST

This component proposes to mitigate highway congestion in downtown Hartford by relocating the I-84/I-91 interchange and creating a new bridge connecting I-84 and Route 2 in East Hartford. This redesign would separate local and highway through traffic and reclaim the historic Bulkeley Bridge for local traffic, including opportunities for dedicated high-capacity transit facilities, separated bike lanes, and improved sidewalks.

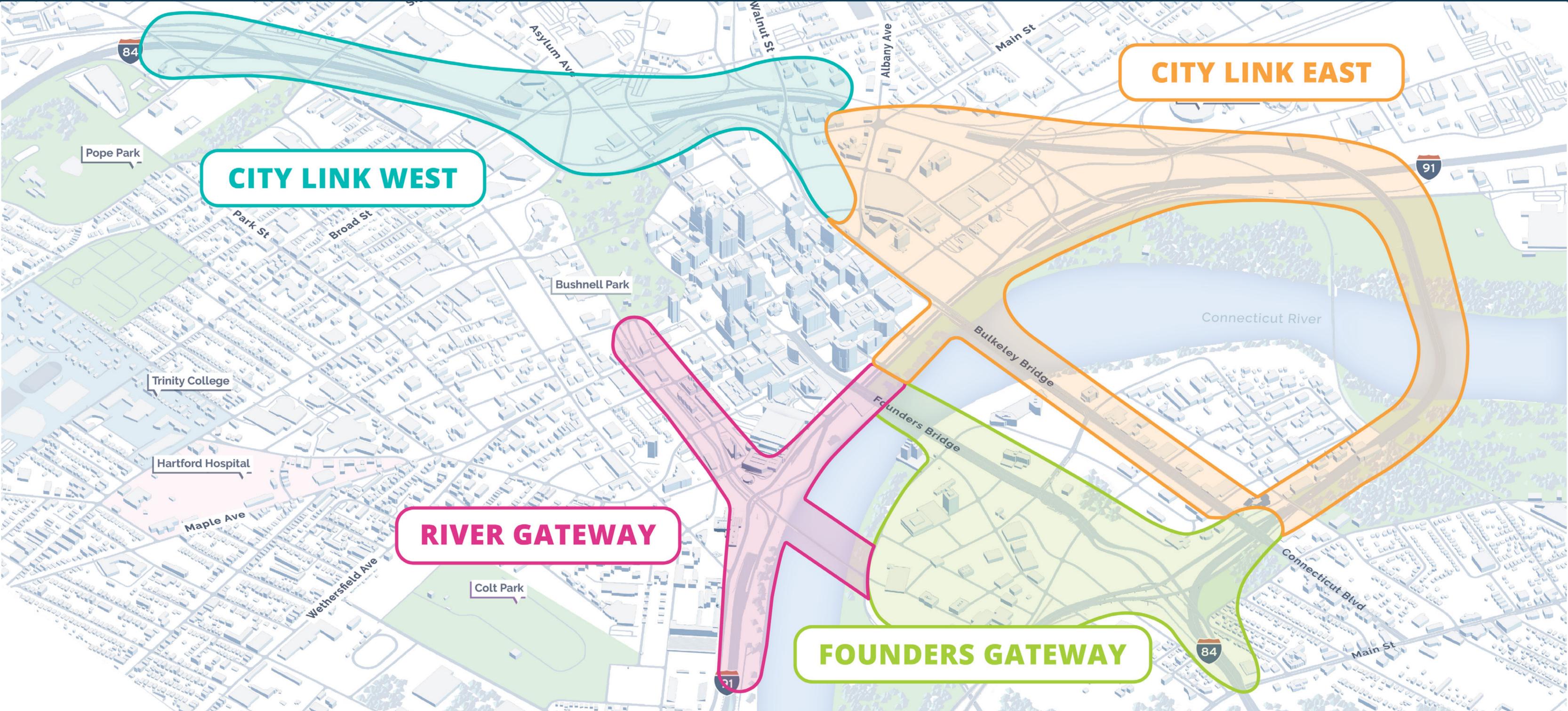
RIVER GATEWAY

This component connects Hartford's central business district with the Connecticut River. It allows for equitable access to green space, would mitigate some of the visual and noise impacts of I-91, and create an urban boulevard to strengthen local travel options. In addition, a new bridge would connect the Sheldon/Charter Oak neighborhood with a new, river-oriented, mid-rise neighborhood in East Hartford. The bridge would prioritize bus, bicycle, and pedestrian travel while accommodating automobile traffic.

FOUNDERS GATEWAY

This component proposes to consolidate the I-84/Route 2 interchange ramps in East Hartford. It would open significant acres of land to potential development and provide opportunities to strengthen the local street grid.

STUDY COMPONENTS



CITY LINK WEST

CITY LINK EAST

RIVER GATEWAY

FOUNDERS GATEWAY

STAY INVOLVED

The Greater Hartford Mobility Study has established a roadmap that identifies a vision and a range of alternatives composed of several components. Additional steps must be taken before a project can be implemented from the Study.

Input from numerous stakeholders, including the local communities and the traveling public, led to the development of potential solutions to address the region's mobility needs. As we move into the subsequent phases of the program, there will be many more opportunities for community input and participation. We hope that those who have participated so far will continue to do so.

