

Appendix L: Implementation Plan

Purpose

The GHMS Implementation Plan is a planning-level summary of the identified multimodal transportation improvement recommendations that are being advanced to the next steps of project development. They were categorized as follows:

- Capital Projects
- Policy Recommendations
- Operations Improvement Recommendations

City Link East, City Link West, River Gateway, and Founders Gateway have been identified as the four (4) primary long-term components of the Implementation Plan. In addition, approximately forty-four (44) early action, fifteen (15) mid-term and three (3) long-term recommendations have been incorporated in the Implementation Plan. The following factors influence actions related to the implementation plan: Environmental Review Requirements, Anticipated Implementation Timeframe, Funding Availability, Project Priority, and Fluctuation in Socioeconomic Considerations.

TABLE OF CONTENTS

Background	1
Influencing factors	2
Recommendations	4
Appendix L-1: Modal Implementation Tables	i

LIST OF FIGURES

Figure 1: Study Area and Recommendations	1
Figure 2: Core Components Overview	5
Figure 3: I-91 to Route 2 Direct Connection Map	8

LIST OF TABLES

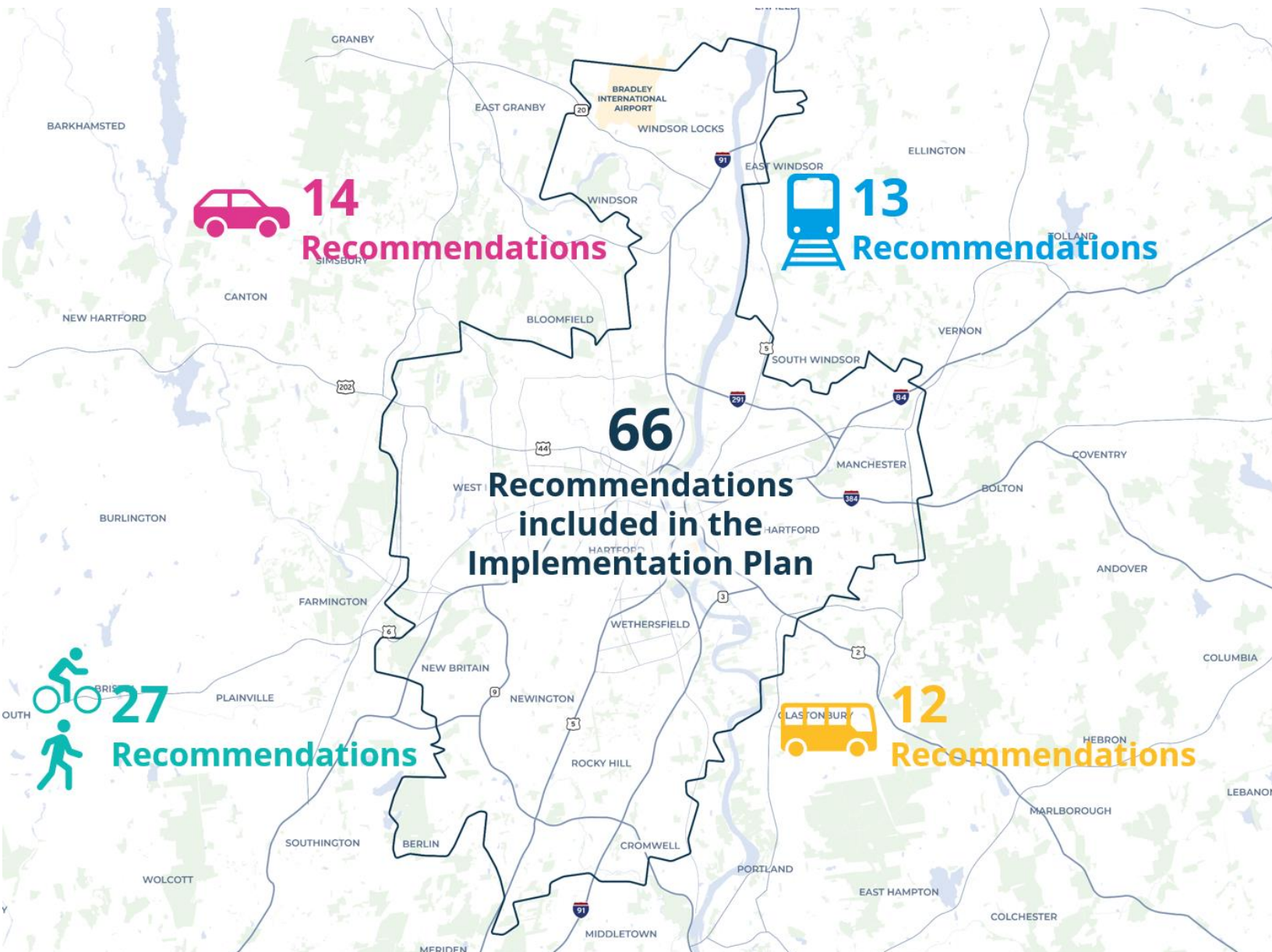
Table 1: Early Action Recommendations	7
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Background

The GHMS Implementation Plan is the culmination of the PEL process for this study. The process focused on a comprehensive approach as outlined below:

- Understand mobility-related recommendations from multiple ongoing or recently completed multimodal transportation studies in the region;
- Establish study vision and goals to identify needs and improvement opportunities as an overarching and interdependent regional system;
- Identify the existing performance of multimodal transportation facilities;
- Develop improvement concepts to address identified existing and future needs;
- Assess the effectiveness of identified improvement concepts based on appropriate screening criteria;
- Eliminate concepts with critical flaws from further consideration;
- Establish a long-term vision framework desired transportation outcomes;

Figure 1: Study Area and Recommendations



- Compile identified elements into an implementation plan for advancement through proper environmental documentation processes (National Environmental Policy Act [NEPA]/Connecticut Environmental Policy Act [CEPA]);
- Develop projects based on preferred alternatives which will achieve the desired transportation system outcomes;
- Actively and continuously involve the public, stakeholders, and agencies to seek input, inform progress, and secure community support to achieve equitable place-making objectives that will benefit the region and create economic opportunity; and
- Ensure that the implementation plan comprises well-balanced opportunities across all modes of travel in the region that will help enhance mobility and access, create travel options, and promote equity.

Influencing factors

The GHMS implementation plan is a planning-level summary of the transportation improvement projects selected to advance through further steps of project development in an effort to realize the long-term transportation vision for the region. The following factors influence actions related to the implementation plan:

Environmental Review Requirements

The National Environmental Policy Act (NEPA) requires that project sponsors and federal agencies must evaluate, document, and report on the potential social, economic, and environmental impacts a project may create. The NEPA process has three different class of action based on the extent of anticipated impacts (greatest to least):

- **Environmental Impact Statement (EIS):** NEPA requires Federal agencies to prepare an environmental impact statement (EIS) for major Federal actions that significantly affect the environment. An EIS is a full disclosure document that details the process through which a transportation project was developed, including consideration of a range of reasonable alternatives, analysis of the potential impacts resulting from the alternatives, and demonstration of compliance with other applicable environmental laws and executive orders. The EIS process is completed in the following ordered steps:
 - Notice of Intent (NOI);
 - Draft and Final EIS; and
 - Record of decision (ROD).
- **Environmental Assessment (EA):** An environmental assessment is a concise public document in which a Federal agency provides sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact (40 CFR 1508.9). This document serves to:
 - Aid an agency's compliance with NEPA when no environmental impact statement is necessary;
 - Facilitate preparation of an EIS when one is necessary; and
 - Includes brief discussions of the need for the proposal, of alternatives as required by section 102(2)(E), of the environmental impacts of the proposed action and alternatives, and a listing of agencies and persons consulted.
- **Categorical Exclusion (CE):** Categorical exclusion means a category of actions which do not individually or cumulatively have a significant effect on the human environment...and...for which, therefore, neither an environmental assessment nor an environmental impact statement is required (40 CFR 1508.4).
 - CEs are actions which meet the definition contained in 40 CFR 1508.4, and based on past experience with similar actions, do not involve significant environmental impacts. They are actions which: do not induce

significant impacts to planned growth or land use for the area, do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic, or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; and do not otherwise, either individually or cumulatively, have any significant environmental impacts (23 CFR 771.117(a)).

The anticipated NEPA Class of Action has been considered in the screening of alternatives that are included in the implementation plan.

Connected Actions

The implementation plan is for the entire GHMS region and thus needs to consider if the implementation of one project from the plan can adversely impact the functionality, design, and constructability of any other project included in the plan.

As the outcome of a regional study, the implementation plan contains several recommendations that are comprised of connected actions. Connected actions are defined as follows (40 CFR 1508.25):

- Connected actions are actions that are closely related and should be discussed in the same NEPA analysis/impact statement. Actions are connected if they:
 - Automatically trigger other actions which may require an environmental impact statement;
 - Cannot or will not proceed unless other actions are taken previously or simultaneously; and
 - Are interdependent parts of a larger action and depend on the larger action for their justification.

If connected actions proceed on a separate timeline for funding or other reasons, NEPA documentation for the initial component must demonstrate that the impacts of all connected actions have been considered (as cumulative impacts or otherwise) and must describe the connected action's relationship to the initial component and how future decision-making might prevent or modify the connected action and its effects.

Independent Utility

The implementation plan must ensure that each project can bring stand-alone benefits to the region even if any or all remaining projects from the implementation plan are not implemented for some reason. Also, project construction should not necessitate a follow-on action and/or project to realize the full benefits anticipated from the project.

Logical Termini

Logical termini for project development are defined as (1) rational end points for a transportation improvement, and (2) rational end points for a review of the environmental impacts. The environmental impact review frequently covers a broader geographic area than the strict limits of the transportation improvements.

In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated in each NEPA action shall:

- Connect logical termini and be of sufficient length to address environmental matters on a broad scope;
- Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and
- Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Projects included in the implementation plan are considered to have logical termini and have undergone initial screening that incorporates the expectation of both independent utility and sufficiently broad environmental scope.

Anticipated Implementation Timeframe

Depending on the above-listed factors and the scope and complexity of projects, the implementation timeframe can vary significantly. As such, the implementation plan categorizes projects into near-term (or Early Action) projects—those that can be implemented in the next four (4) years, mid-term—those that can be implemented in the 5-to 10-year timeframe, and long-term—those that would be implemented 10-plus years in the future.

Funding Availability

The planning, design, and construction phases of a project depend on funding availability to realize a project from an initial idea to reality. As such, potential sources of funding are required to be considered in the implementation plan to determine if a project can be completed in the anticipated timeframe.

Project Priority

While multiple projects may have a similar implementation timeframe, the priority for implementing these projects depends on multiple factors. These include the extent of benefits each project is likely to bring to address the identified needs, overall public and stakeholder support a project may have, engineering complexity, and constructability considerations. Identifying levels of project priority are essential to an implementation plan, especially if there are funding constraints to advance all the identified elements of the plan.

Fluctuation in Socioeconomic Considerations

Projects included in the implementation plan have been identified based on existing conditions, as well as anticipated overall regional growth, in terms of both population and employment opportunities, and how that growth is likely to put pressure on the region's transportation systems. Other factors, such as anticipated technological advancements, generational and behavioral changes, and policy changes, can also affect the nature and extent of travel within and through the region.

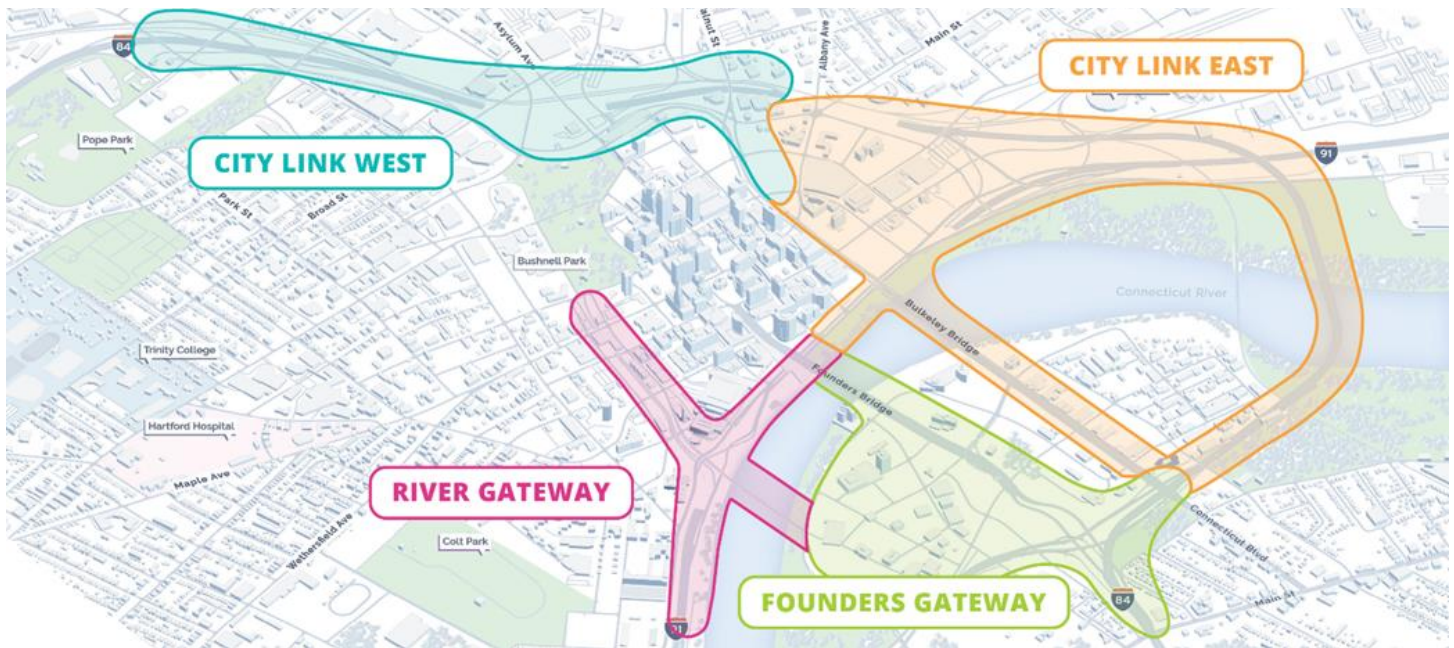
Recommendations

The implementation plan includes 66 recommendations to provide mobility benefits to the Greater Hartford region: four (4) core components, 44 early actions, 15 mid-term actions and 3 long-term actions. Recommendations will be progressed in line with their proposed time horizons with anticipated construction start dates within four-years for early actions, 10-years for mid-term and core-component alternatives, and long-term recommendations beginning construction in 10 or more years. Each recommendation within the Implementation Plan has undergone significant analysis to evaluate how it fits into the overall framework of infrastructure, service/operational, and policy improvements envisioned by the GHMS to maximize social, economic, and environmental benefits for the region.

Actions for Core Components

Four primary core components have been identified as having the potential to provide transformative benefits to the Greater Hartford region (each of the four core components represent a set of interconnected alternatives that have each demonstrated significant benefits). Given their impact and complexity, the core components are prioritized separately from the remaining early-, mid-, and long-term recommendations. Each of the core components or a combination of components will require NEPA reviews as an EA or an EIS, necessitating a multi-year effort to conduct public outreach, permitting, and design as part of the project development process. A summary of the actions for each component follows below.

Figure 2: Core Components Overview



City Link East

This component has the potential to mitigate highway congestion in downtown Hartford by relocating the I-84/I-91 interchange and creating a new bridge to connect I-84 and Route 2 in East Hartford.

This component would reconstruct the existing I-84 corridor, beginning at High Street, as an urban boulevard to restore the Bulkeley Bridge to its original local linkage between Hartford and East Hartford, including opportunities for dedicated high-capacity transit (HCT) facilities, separated bike lanes, and improved sidewalks.

Due to interrelated construction phasing and other project relationships, this component of City Link East will be combined with City Link West for its NEPA evaluation under an EIS.

City Link West

The program would reconstruct I-84 as a lowered, at- or below-grade freeway between Park Street and the new interchange. It would continue across the Connecticut River before meeting its current alignment in East Hartford. The railroad and CTfastrak would be reconstructed from approximately Sigourney Street to Albany/Main Street. New platforms would be provided to access the rail service approximately 800 feet west of the existing Union Station with the possibility for a new or improved Union Station. The program would reconstruct I-91 to facilitate the new interchange and to improve connections between the North End, Downtown, and the Connecticut River.

Due to interrelated construction phasing and other project relationships, City Link West will be combined with the long-term segment of City Link East for its NEPA evaluation under an EIS. Further analysis and refinement for City Link (East and West) will be included as part of a PEL to NEPA transition to facilitate and streamline the environmental review process.

River Gateway

This component connects Hartford's central business district and the Sheldon/Charter Oak neighborhood with the Connecticut River and the anticipated development along East Hartford's waterfront. It allows for equitable access to green space, proposes to mitigate some of the visual and noise impacts of I-91. The project includes connections across I-91 via lowering the segment from the Founders Bridge to Dillon Stadium and capping it to accommodate an urban boulevard. Additionally, a new Connecticut River crossing, extending the Whitehead Highway or Charter Oak Avenue to East River Drive is intended to expand local connections between Hartford and East Hartford. In either of the new bridge connection scenarios, the Whitehead Highway would be reconstructed as an urban boulevard to eliminate limited-access ramps.

This core component is the subject of a recent (September 2023) USDOT Reconnecting Communities grant application submitted by CTDOT. The NEPA Class of Action is expected to be an EIS, although the initiation of the NEPA process is dependent upon a successful grant award or identification of other funding sources.

Further analysis and refinement for the River Gateway component will be included as part of a PEL to NEPA transition to facilitate and streamline the environmental review process.

Founders Gateway

This component proposes consolidating the I-84/Route 2 interchange ramps in East Hartford and reconfiguring the Founder's Bridge to be a local complete street. It has the additional potential to add considerable space for development in East Hartford and provide opportunities to strengthen the local street grid. Multiple alternatives for the interchange consolidation were evaluated and approximately eight alternatives will move forward as part of the NEPA evaluation.

Given the interrelated construction phasing, Founders Gateway is expected to be the last of the core components to be initiated.

Early Action Recommendations

In addition to moving forward with core components, there are 44 early action recommendations in various stages of development which may be implemented in the next several years. The early action recommendations are derived from alternatives which can be advanced independent of mid- and long-term actions and in a shorter time frame to start realizing benefits as soon as possible. Early action recommendations address each of the four primary modes and provide geographic parity of benefits. The early implementation of these projects is possible due to one or more of the following factors:

- Already being considered by project sponsors and further along with technical assessment;
- Determined to qualify for a Categorical Exclusion (NEPA) based on the concept scope of work;
- Limited or no need for right-of-way acquisition;
- Ease of implementation and strong public support; and
- Availability of funding and grant opportunities.

Actual implementation timeline for early action recommendations may vary based on changes in available funding sources and sponsor direction.

The following is list of the alternatives currently being recommended for implementation within the next four years:

Table 1: Early Action Recommendations

Recommendations	Mode
Complete and Improve Bicycle Networks in Moderate and High Demand Areas	Bike / Pedestrian
Complete Pedestrian Facilities along Charter Road, Wethersfield	Bike / Pedestrian
Complete Pedestrian Facilities along International Drive, Windsor	Bike / Pedestrian
Complete Pedestrian Facilities along Main Street, East Hartford	Bike / Pedestrian
Complete Pedestrian Facilities along Murphy Road, Hartford	Bike / Pedestrian
Complete Pedestrian Facilities along Day Hill Road, Windsor	Bike / Pedestrian
Develop and Implement Local Complete Streets Plans	Bike / Pedestrian
Enhance Cross-River Connections	Bike / Pedestrian
Enhance Pedestrian Crossings at Freeways and Ramps	Bike / Pedestrian
Goodwin University and East Hartford Improved Connections	Bike / Pedestrian
Hartford Parks Greenway	Bike / Pedestrian
Main Street Complete Streets, East Hartford	Bike / Pedestrian
Newington to Wethersfield Greenway	Bike / Pedestrian
Provide Bicycle Network Serving Hartford Union Station	Bike / Pedestrian
Provide Bicycle Network Serving Windsor Station	Bike / Pedestrian
Provide Bicycle Network Serving Elmwood CTfastrak Station	Bike / Pedestrian
Provide Bicycle Network Serving Flatbush Avenue CTfastrak Station	Bike / Pedestrian
Provide Bicycle Network Serving Kane Street CTfastrak Station	Bike / Pedestrian
Provide Bicycle Network Serving Sigourney Street CTfastrak Station	Bike / Pedestrian
Provide Bicycle Network Serving the Parkville CTfastrak Station	Bike / Pedestrian
Rev Moody Overpass Traffic Corridor	Bike / Pedestrian
Riverfront Greenway	Bike / Pedestrian
Riverside Park to Downtown North (DoNo) via Riverlink Connection	Bike / Pedestrian
Route 175 Corridor Study	Bike / Pedestrian
Silas Deane Highway (Route 99) Study, Rocky Hill/ Wethersfield	Bike / Pedestrian
South Branch River Greenway	Bike / Pedestrian
Commuter Parking Policies Assessment	Highway / Traffic
I-84 Ramp Closure(s) at High/Trumbull Streets	Highway / Traffic
Reconfigure Intersection at Albany Avenue and Main Street	Highway / Traffic
Pulaski Circle Improvements	Highway / Traffic
Reconfigure Off-Street Parking	Highway / Traffic
Regional Traffic Calming Framework	Highway / Traffic
Albany Avenue/Route 44 Reconfiguration Study	Highway / Traffic
Trident Mobility Improvements - Early Action	Highway / Traffic
286K Freight Rail Capacity Upgrades	Rail
Hartford Line Yard Storage and Maintenance Facilities	Rail
Improve Rail Station Amenities	Rail
Mobility as a Service (MaaS)	Rail
Station Parking Redevelopment to Further Support TOD	Rail
Strengthen Regional Identity with Branding and Wayfinding	Rail

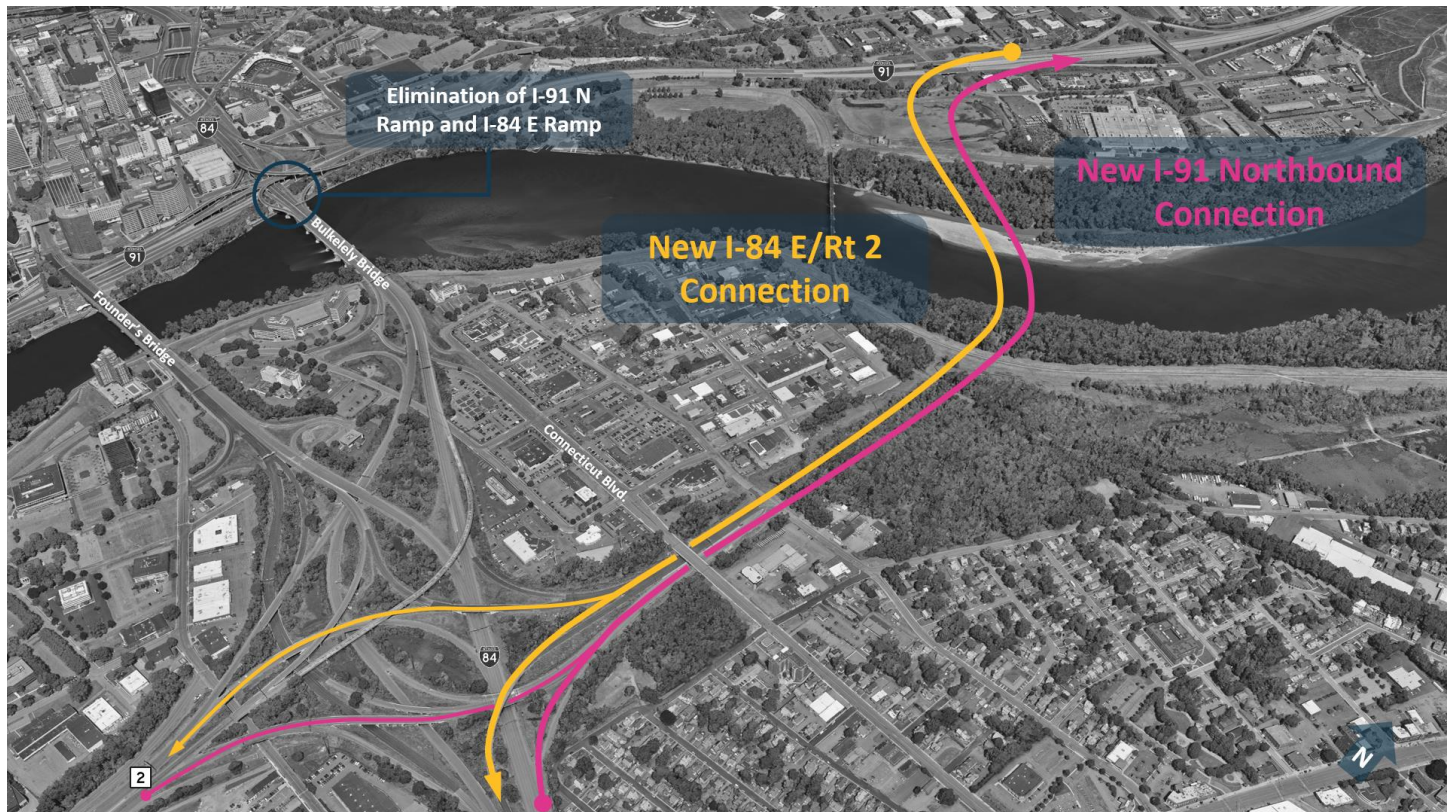
Recommendations	Mode
Enhance Airport Service along CTtransit Route #30	Bus
Enhance Bus Stop Amenities	Bus
Transit Priority Infrastructure – Main Street/Windsor Avenue, Hartford	Bus
Support Micro-Transit Initiatives	Bus

Mid-Term Recommendations

I-91 to Route 2 Direct Connection and Bridge over the Connecticut River

To facilitate the need to implement benefits to the core area to address congestion, mobility and safety, the Study evaluated and identified a mid-term project within the City Link East component (I-91/Route 2 Direct Connection) that provides independent utility. This improvement would alleviate congestion, reduce crashes at the existing interchange by removing deficient ramps (I-91 southbound to 84 eastbound and I-84 westbound to I-91 northbound), and reduce traffic demand at the I-84/I-91 interchange. Route 2 in East Hartford would be extended to the north and cross over the CT River with a new structure. Ramp connections at the northerly limit include Jennings Road, facilitated with a 'basket weave' to ensure acceptable traffic operations on I-91. New ramp connections would also be constructed at its southern limit in East Hartford for I-84 westbound to Route 2 westbound (I-91 northbound) and Route 2 eastbound (I-91 southbound) to I-84 eastbound. This mid-term project has been deemed a priority and will move forward with a PEL to NEPA transition to validate termini, purpose and need, operational feasibility and to identify funding sources. The Department has applied for a MPDG grant to fund the NEPA and PE activities for this mid-term project.

Figure 3: I-91 to Route 2 Direct Connection Map



Additional mid-term projects are identified in Appendix L-1.

Appendix L-1: Modal Implementation Tables

Bicycle and Pedestrian Recommendations

Name	Implementation Timeframe	Type	Location	Sponsor	Anticipated Class of Action	Order of Magnitude Cost
Complete and Improve Bicycle Networks in Moderate and High Demand Areas	Early Action	Capital Project	Hartford, West Hartford	City of Hartford, Town of West Hartford	CatEx	\$\$\$\$
Complete Pedestrian Facilities along Charter Road, Wethersfield	Early Action	Capital Project	Wethersfield	Town of Wethersfield	CatEx	\$\$
Complete Pedestrian Facilities along International Drive, Windsor	Early Action	Capital Project	Windsor	Town of Windsor	CatEx	\$\$
Complete Pedestrian Facilities along Main Street, East Hartford	Early Action	Capital Project	East Hartford	City of East Hartford	CatEx	\$\$
Complete Pedestrian Facilities along Murphy Road, Hartford	Early Action	Capital Project	Hartford	City of Hartford	CatEx	\$\$
Complete Pedestrian Facilities along Day Hill Road, Windsor	Early Action	Capital Project	Windsor	Town of Windsor	CatEx	\$\$
Develop and Implement Local Complete Streets Plans	Early Action	Study	Region-Wide	CTDOT	CatEx	\$\$
Enhance Cross-River Connections	Early Action	Service Improvement	Hartford, East Hartford, Windsor, South Windsor, Wethersfield, Glastonbury	CTDOT	CatEx	\$\$\$
Enhance Pedestrian Crossings at Freeways and Ramps	Early Action	Capital Project	Windsor, West Hartford, Hartford, East Hartford, Wethersfield	CTDOT	CatEx	\$\$\$
Goodwin University and East Hartford Improved Connections	Early Action	Capital Project	East Hartford	Town of East Hartford	CatEx	\$\$
Hartford Parks Greenway	Early Action	Program	Hartford	City of Hartford	CatEx	\$\$\$
Main Street Complete Streets, East Hartford	Early Action	Capital Project	East Hartford	CTDOT	CatEx	\$\$\$\$
Newington to Wethersfield Greenway	Early Action	Capital Project	Newington, Wethersfield	Town of Newington, Town of Wethersfield	CatEx	\$\$\$
Provide Bicycle Network Serving Hartford Union Station	Early Action	Capital Project	Hartford	City of Hartford	CatEx	\$\$\$

Name	Implementation Timeframe	Type	Location	Sponsor	Anticipated Class of Action	Order of Magnitude Cost
Provide Bicycle Network Serving Windsor Station	Early Action	Capital Project	Windsor	Town of Windsor	CatEx	\$\$\$
Provide Bicycle Network Serving Elmwood CTfastrak Station	Early Action	Capital Project	Hartford	City of Hartford or CTDOT	CatEx	\$\$\$
Provide Bicycle Network Serving Flatbush Avenue CTfastrak Station	Early Action	Capital Project	West Hartford	West Hartford	CatEx	\$\$
Provide Bicycle Network Serving Kane Street CTfastrak Station	Early Action	Capital Project	Hartford	City of Hartford	CatEx	\$\$
Provide Bicycle Network Serving Sigourney Street CTfastrak Station	Early Action	Capital Project	Hartford	City of Hartford	CatEx	\$\$
Provide Bicycle Network Serving Parkville CTfastrak Station	Early Action	Capital Project	Hartford	City of Hartford	CatEx	\$\$
Rev Moody Overpass Traffic Corridor	Early Action	Capital Project	Hartford	CTDOT	TBD	\$\$\$
Riverfront Greenway	Early Action	Capital Project	Hartford, East Hartford	CTDOT, City of Hartford, City of East Hartford	CatEx	\$\$\$
Riverside Park to Downtown North (DoNo) via Riverlink Connection	Early Action	Capital Project	Hartford	City of Hartford, CTDOT	CatEx	\$\$\$\$
Route 175 Corridor Study	Early Action	Study	Newington	CTDOT or CRCOG	NA	\$\$
Silas Deane Highway (Route 99) Study, Rocky Hill/ Wethersfield	Early Action	Study	Rocky Hill, Wethersfield	CTDOT or CRCOG	NA	\$\$
South Branch River Greenway	Early Action	Capital Project	Hartford, Newington	CTDOT, Town of Newington, City of Hartford	CatEx	\$\$\$
East Coast Greenway	Mid-Term	Capital Project	Bloomfield, East Hartford, Hartford	CTDOT or CRCOG	CatEx	\$\$\$

Rail Recommendations

Name	Implementation Timeframe	Type	Location	Sponsor	Anticipated Class of Action	Order of Magnitude Cost
286K Freight Rail Capacity Upgrades	Early Action	Study	Region-Wide	CTDOT - Office of Rail	NA	\$\$
Hartford Line Yard Storage and Maintenance Facilities	Early Action	Study	TBD	CTDOT - Office of Rail	NA	\$\$
Improve Rail Station Amenities	Early Action	Capital Project	Region-Wide	CTDOT - Office of Rail	CatEx	\$\$
Mobility as a Service (MaaS)	Early Action	Study	Region-Wide	CTDOT	NA	\$\$\$
Station Parking Redevelopment to Further Support TOD	Early Action	Study	Region-Wide	CTDOT - Planning	NA	\$\$
Strengthen Regional Identity with Branding and Wayfinding	Early Action	Capital Project	Region-Wide	CTDOT - Office of Rail	TBD	\$\$\$
Dual-Mode Locomotives and Fleet Upgrades	Mid-Term	Service Improvement	Region-Wide	CTDOT - Office of Rail	NA	\$\$\$\$
Griffin Line Rail with Trail (HartLine)	Mid-Term	Capital Project	Hartford, Bloomfield	CRCOG/City of Hartford	CatEx	\$\$\$\$
Hartford Line Upgrades (NHHS EA)	Mid-Term	Capital Project	Region-Wide	CTDOT - Office of Rail	TBD	\$\$\$\$\$
Implement Solar Canopies at Rail Stations	Mid-Term	Capital Project	Region-Wide	CTDOT - Office of Rail	CatEx	\$\$
Infrastructure Hardening to Address Drainage and Flooding Vulnerabilities	Mid-Term	Study	Hartford	CTDOT - Office of Rail	NA	\$\$
New Rail Station in North Haven	Mid-Term	Capital Project	New Haven	CTDOT - Office of Rail	CatEx	\$\$\$\$
Connecticut River Rail Bridge	Long-term	Capital Project	Windsor Locks, Suffield, and Enfield	Amtrak	TBD	\$\$\$\$\$

Bus Recommendations

Name	Implementation Timeframe	Type	Location	Sponsor	Anticipated Class of Action	Order of Magnitude Cost
Enhance Airport Service along CTtransit Route #30	Early Action	Service Improvement	Hartford, Windsor, Windsor Locks	CTDOT - Public Trans	NA	\$\$\$\$
Enhance Bus Stop Amenities	Early Action	Service Improvement	Region-Wide	CTDOT and CROG	TBD	\$\$\$
Transit Priority Infrastructure – Main Street/Windsor Avenue, Hartford	Early Action	Capital Project	Hartford	City of Hartford	CatEx	\$\$\$
Support Micro-Transit Initiatives	Early Action	Service Improvement	Region-Wide	CTDOT and CROG	TBD	\$\$
Enhance Service Frequency in Transit Priority Areas	Mid-Term	Service Improvement	Region-Wide	CTDOT - Public Trans	TBD	\$\$
Improve Evening Service in Transit Priority Areas	Mid-Term	Service Improvement	Region-Wide	CTDOT - Public Trans	TBD	\$\$
Mobility Hubs	Mid-Term	Capital Project	Region-Wide	CTDOT - Public Trans	EA	\$\$\$\$\$
New Crosstown Routes to Provide Circulation around Hartford	Mid-Term	Service Improvement	Hartford	CTDOT - Public Trans	TBD	\$\$
Provide Transit Priority Infrastructure	Mid-Term	Capital Project	Hartford, East Hartford, West Hartford,	CTDOT - Public Trans	CatEx	\$\$\$\$
Serve Major Employment Centers	Mid-Term	Service Improvement	Region-Wide	CTDOT - Public Trans	TBD	\$\$
Bus Rapid Transit (BRT) Expansion: Northeast Corridor	Long-term	Service Improvement	Hartford, East Hartford, Manchester	CTDOT - Public Trans	EA	\$\$\$\$\$
Bus Rapid Transit (BRT) Expansion: South Corridor	Long-term	Service Improvement	Hartford, Wethersfield, Rocky Hill	CTDOT - Public Trans	EA	\$\$\$\$\$

Traffic and Highway Recommendations

Name	Implementation Timeframe	Type	Location	Sponsor	Anticipated Class of Action	Order of Magnitude Cost
Albany Avenue/Route 44 Reconfiguration Study	Early Action	Study	Hartford, West Hartford	CTDOT	NA	\$\$
Commuter Parking Policies Assessment	Early Action	Study	Region-Wide	CTDOT	NA	\$\$
I-84 Ramp Closure(s) at High/ Trumbull Streets	Early Action	Capital Project	Hartford	CTDOT	CatEx	\$\$\$
Intersection Improvements at Albany Avenue and Main Street	Early Action	Capital Project	Hartford	CTDOT	CatEx	\$\$\$\$
Pulaski Circle Improvements	Early Action	Capital Project	Hartford	CTDOT	CatEx	\$\$\$\$
Reconfigure Off-Street Parking	Early Action	Study	Hartford	CRCOG	NA	\$\$
Regional Traffic Calming Framework	Early Action	Study	Region-Wide	CRCOG	NA	\$\$
Trident Mobility Improvements - Early Action	Early Action	Capital Project	Hartford	City of Hartford	NA	\$\$
Trident Mobility Improvements – Mid-Term	Mid-Term	Capital Project	Hartford	CTDOT	CatEx	\$\$\$\$
Truck Parking at Park and Rides	Mid-Term	Capital	Region-Wide	CTDOT	CatEx	\$\$\$
City Link (Lowered I-84, I-84/I-91 Interchange Relocation, Rail Realignment, Bulkeley Bridge Conversion)	Core Component	Capital Project	Hartford	CTDOT	EIS	\$\$\$\$\$
City Link East (I-91 to Route 2 Direct Connection)	Core Component	Capital Project	Hartford, East Hartford	CTDOT	EIS	\$\$\$\$\$
Founders Gateway (I-84/Route 2 Interchange Improvements, Founders Bridge Connection)	Core Component	Capital Project	East Hartford	CTDOT	TBD	\$\$\$\$\$
River Gateway (New Connecticut River Bridge Crossing Central/Southern Capping, New Whitehead Highway)	Core Component	Capital Project	Hartford	CTDOT	EA/EIS	\$\$\$\$\$

