

## SECTION V. TRAFFIC AND TRANSPORTATION

### Introduction

The traffic and transportation section of any Plan of Conservation and Development is an integral one. Communities must plan for, and around, their transportation networks. The types of uses that are encouraged in an area often depend on nearby existing or planned transportation options.

A plan for circulation is one that relies on an integrated network of arterial, collector, and residential streets needed to safely and efficiently distribute automobile related traffic (people and goods) throughout a town. The plan would be incomplete if it did not ensure transit options to support all users such as accessible rail, public busses, shuttle services, shared-vehicle programs, sidewalks, multi-use pathways, plazas and trails.

Why is transportation important in a community? Transportation links us to: jobs, healthcare, shopping, other people, and groceries...life.

This transportation section is especially fundamental in the Plan for Windsor Locks. Locally, residents enjoy an established road system and series of connected sidewalks in most neighborhoods. Home to an airport, rail station, a major highway, state routes and a bridge crossing the Connecticut River, the Town is regionally known to be a growing transportation hub. In recent years, many of the community's planning efforts have focused on transportation related opportunities. These opportunities will be explored further in this Section.



**Boats navigated through Windsor Locks by canal -** In 1824, a group of prominent Hartford businessmen formed the Connecticut River Company to construct a canal, which included a series of "locks" to control water levels that would allow boats to bypass the treacherous rapids of Enfield Falls. This extended the opportunity for travel along the Connecticut River. The very meaning of the name, Windsor Locks, is inspired by transportation.

This section of the Plan of Conservation and Development covers the following topics: Roads and Streets Inventory; Traffic; Bradley Area; Complete Streets; Active Transportation and Transit Oriented Development; Needed Improvements; Implementation; and, Goals and Objectives.

## Roads and Streets Inventory

As of December 31, 2016, there were 62.24 miles of public roads in Windsor Locks. Of this amount, the State of Connecticut maintains 10.4 miles (16.7 percent), and the remaining miles, 51.84 miles (83.3 percent) are maintained by the town.

Since the 2007 Plan of Development, the number of miles of local roads has increased by 1.85 miles.

The amount of newly constructed miles of road has been minimal in the past few decades as the amount of land available for development is limited. At the time of this document's adoption, the only streets under construction are planned to be privately owned and maintained within common-ownership residential communities.

Town of Windsor Locks Local Streets		
Year	Total Miles	Improved Miles
1955	20.6	20.6
1966	39.64	39.64
1976	45.52	45.52
1986	46.92	46.92
1994	48.55	48.55
2002	49.99	49.99
2016	51.84	51.84

## System of Roads

The various functions of a street affect its classification. Local residential streets function to provide access to abutting properties. Collector Streets serve primarily to funnel traffic from residential areas to arterial streets. Arterial streets are designed to efficiently distribute local and regional traffic through Town or onto the surrounding expressway and interstate highway system. The following paragraphs outline the system of streets in the Town of Windsor Locks.

**Interstates and Expressways** Windsor Locks fits into the northwest quadrant formed by I-91 and the Bradley Field Connector (Route 20), to the east and south respectively. These two expressways account for 4.6 miles of roadway abutting the Town. These roads have enhanced the Town's favorable position to attract business and industrial uses. The easy access to these expressways, particularly at the interchange of Route 20 and Old County Road, has made

industrially and commercially zoned properties highly accessible. Over the last few decades, several properties along these expressways have been developed by substantial, nationally known businesses and industrial firms.

**Arterials / Principal Thoroughfares** State routes offer easy connections to the interstate and expressway systems, and are designed to service areas that are adjacent to interstates, within town and between neighboring towns. Route 159 (Main Street) and Route 75 (Ella Grasso Turnpike) are local business arterial streets, while Route 140 (Elm Street) services a predominately residential area. These State maintained highways account for 5.8 miles of road and have been designated as principal thoroughfares in the Town Subdivision Regulations.

**Collector Streets / Secondary Thoroughfares** Streets that carry traffic from minor subdivision streets to principal thoroughfares are designated as secondary thoroughfares in the Town Subdivision Regulations. These streets often also provide frontage and access to business and industrial land. The following streets have been designated as secondary thoroughfares and account for 10.9 miles of the local street system: North Street; Spring Street; West Street; Center Street; Old County Road; Green Manor Terrace; South Elm Street; Suffield Street; Halfway House Road; and Southwest Avenue.

**Private Streets** There are several private streets in Town. The Town, like most other towns in the area, provides some services needed for these streets although they are privately owned and maintained. Examples of private residential streets are: Alma Road, Rachel Road, Washington Street and Fourth Street. Generally, the Town will only accept private streets as a public road if they are first brought up to town standards.

There are also several private streets in the community's business areas. Some of these meet town standards but remain private. The Town does not maintain or service Corporate Drive or National Drive. Loten Drive is an example of a private street accepted as a Town road after it was brought up to town standards. The Town should continue to review such requests on a case-by-case basis. In approving a new private roadway in a new development, the Commission should require clear documentation requiring perpetual private maintenance and ownership.

## **Town Aid Grants for Roads**

Although the above inventory of Town roads has shown a slow but steady growth in the miles of Town roads, the history of the Town Aid Grants for Roads has not experienced a similar growth. State aid for roads steadily increased until the 1990's, but such increases have been reversed in more recent years.

Town of Windsor Locks Town Aid Grants for Roads	
1955	\$23,690
1966	\$40,953
1976	\$76,500
1986	\$114,104
1994	\$89,551
2006	\$86,141
2018	\$263,603

### Local Road Maintenance



Maintenance of Town roads is managed through the Town's Department of Public Works (DPW). Town roads are maintained by eight employees of the Windsor Locks DPW. Responsibilities of the department include paving, snow plowing, brush removal, mowing, maintenance of stormwater systems, pavement overlays, pavement sealing, sidewalk repairs, replacing curbing and road construction projects.

The Town has developed a regular program to maintain and upgrade the local street system. This element of the Town's infrastructure is most visible to residents since they can readily observe the results of certain tax dollar expenditures. The Public Works Department continues to improve this segment of the infrastructure through its capital improvement requests. This requires substantial sums of money on a continuing basis.

In 2017 and in recent years, there has been a heavy focus on the town's transportation network and Transit Oriented Development. Efforts are underway to relocate the Amtrak rail platform, construct Complete Streets downtown, improve access to the CT River, provide bike and pedestrian travel throughout town, across the Canal and over the bridge to East Windsor, for example. Planning for such projects, in addition to maintenance of existing roads, requires the development of a sound capital expenditure program. During fiscal year 2018 – 2019, a total of \$2,662,000 was set aside for road repair with a request of \$8,473,000 in the 5 year Capital Improvement Plan through fiscal year 2022 – 2023. This allocation establishes a proper fund to address aging roadways and drainage systems. Interdepartmental planning and long-term budgeting should be encouraged. Well maintained, safe and welcoming roadway system contributes to the quality of life for Windsor Locks residents.

## Traffic



Two major roadways associated with Bradley International Airport, Ella Grasso Turnpike (Route 75) and Schoenphoester Road, are the most heavily traveled roads in the community. Ella Grasso Turnpike, is a major north-south arterial within a large commercial-industrial district developed along the eastern boundary of Bradley International Airport. This roadway services commuters, airline passengers, freight movement, and business traffic to nearby retailers, wholesalers and manufacturers. The CT Department of Transportation conducts periodic traffic counts on the State's major roads.

### Traffic Counts – 2016 Data

According to the 2016 State of Connecticut traffic monitoring data, Route 75 handles up to 24,380 vehicles per day, just north of the interchange with the Bradley Field Connector, compared to 24,500 vehicles in 2001. The roadway hits daily peaks at 7:00 a.m. and 5:00 p.m. Schoenphoester Road, an east-west roadway extending from Route 75 to the airport, handles approximately 13,725, in 2016, down from the 2001 estimates of 17,800 vehicles per day.

The Town's other major north-south State arterial roadway, Route 159, Main Street, is the next busiest roadway in the community, handling 14,550 trips per day just north of the CT Route 140 bridge over the Connecticut River.

Other State and local streets also handle high traffic levels, such as Old County Road with 9,950 trips per day just north of Old County Circle. Spring Street and CT Route 140, Elm Street, similar to 2001, continue to handle between 4,000 and 6,000 trips per day.

### Commuting (Journey to Work)

Understanding the commuting trends of residents of Windsor Locks and other nearby towns can help predict demand on local roads and other modes of transportation. According to the US Census and Department of Labor, 56% of workers commuting to Windsor Locks live within 15 miles of their job. Nearly 85% of Windsor Locks inbound

commuters drove to work alone, while 10% carpooled, 2.1% took the bus, and 2% walked, biked or traveled by some other means. This modal distribution may change now that 1. the CTRail Hartford Line commuter rail service began operation in June 2018 and 2. as Complete Streets and Active Transportation policies are implemented. At the time of the previous Plan, workers were increasingly located in diverse areas, sometimes away from urban centers and often traveling far distances, increasing commute time. While this still may be the case for many employees there has been a shift. As technology and work culture advances, and as physical expansion for parking is limited, employees are working more and more from home.

In the Capitol Region the average travel time to work increased 6% from 21.9 minutes to 23.2 minutes from 1990 to 2000. According to the U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates Hartford County commuters traveled 22.1 minutes to work in 2013 and 23 minutes in 2017. It appears that commute times have once again leveled out. Windsor Locks residents experienced a similar trend with the average travel time to work increasing from 18 to 19 minutes between 1990 and 2000. However, since 2000 the trends are largely unchanged. Most Windsor Locks commuters spend no more than 20 minutes on their trip to work. In fact, in 2017 there was a higher percentage (20.5%) of Windsor Locks commuters who spent 10 or less minutes on their commute compared to any other shorter or longer commute time category.

In 2000 an estimated 25.4% of Connecticut residents worked in their own towns, down from 31.1% from 1990. Windsor Locks residents followed this trend with the percentage of residence working in town dropping from 37.7% in 1990 to 24.4% in 2000, a 13.2% decline. In 2014 the number of Windsor Locks residents working in town dropped to 10.2%, an additional 14.2% decline. The commute out of town for work has significantly increased over the last decade. For more information, see the Employment and Commute Fact Sheet which follows this Section.

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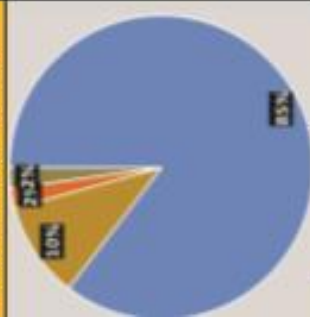
## Town of Windsor Locks

## Employment & Commute

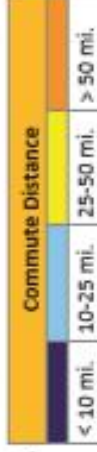
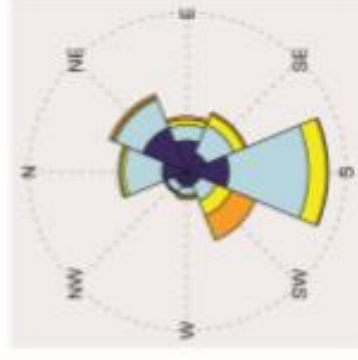
Town Overview	
29.6 square miles land area	
12,498 population (2010) <sup>1</sup>	
12,585 jobs (2014) <sup>4</sup>	

According to the US Census and Department of Labor, 56% of workers commuting to Windsor Locks live within 15 miles of their job. Nearly 85% of Windsor Locks inbound commuters drove to work alone, while 10% carpooled, 2.1% took the bus, and 2% walked, biked or traveled by some other means. This modal distribution may change once the CTraill Hartford Line commuter rail service begins operations in June 2018.

Made of Travel to Work<sup>3</sup>



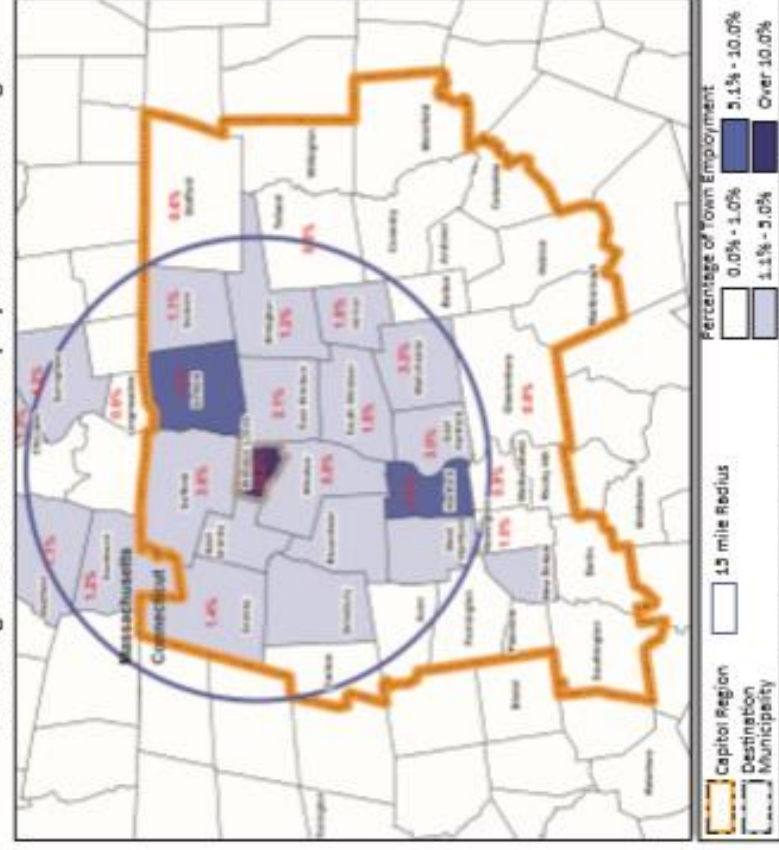
	Drive Alone	6,104
	Carpool	733
	Public Mode	151
	Other	156
	Total	7,144



Recent data indicates that the largest number of workers in Windsor Locks commute from the South. A significant number come from the East also, while 10.2% of workers are Windsor Locks residents, and 16.1 % commute from Massachusetts. An estimated 11,301 workers commute into Windsor Locks from other locations on daily basis, while 1,284 both live and work in Windsor Locks, for a total of 12,585 people working within the Town of Windsor Locks. Additionally, 7,920 people live in Windsor Locks but work elsewhere.

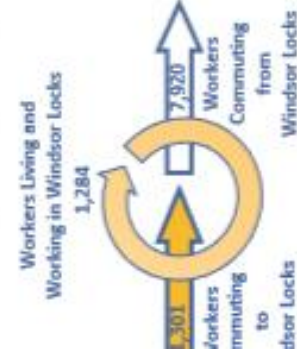
The flow chart and map provide a visual account of the most frequent towns of origin for commuters to Windsor Locks. As can be seen, the majority of workers are residents of nearby towns.

Percentage of Windsor Locks Employment from the Region<sup>2</sup>



Commuting Patterns of Inbound Windsor Locks Workers<sup>2</sup>

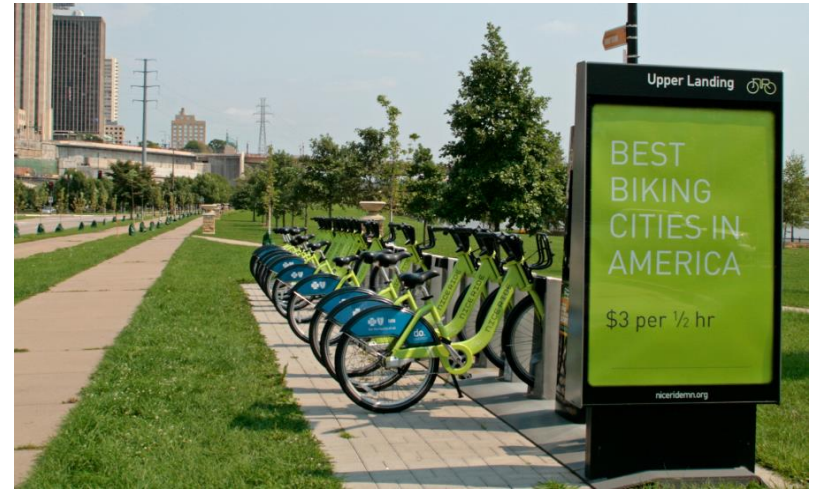
Origin	#	%
North	1,589	12.6%
Northeast	1,958	15.6%
East	1,294	10.3%
Southeast	1,501	11.9%
South	3,293	26.2%
Southwest	1,732	13.8%
West	648	5.1%
Northwest	571	4.5%
Total	12,585	100.0%
Notable Origin		
Windsor Locks	1,283	10.2%
MA	2,021	16.1%



<sup>1</sup> Source: (1) CTRP Journey to Work 2009-2013 ACS 5 yr. estimate. (2) Census On the Map Employment estimate 2014. (3) Census 2010. (4) Department of Labor. Employment and commute data is derived from multiple sources and therefore may not exactly match individual sources.

<sup>2</sup> Published: March 2018; Updated: June 2018

We know that many factors contribute to a person's decision making when it comes to transportation choices and employment. While it is impossible to control what drives these trends, Windsor Locks can be aware of the data and trends to make thoughtful land use decisions. In the following paragraph let's explore current trends and technologies that are impacting our decision making, and consider ways that the local government can best support a successful local transportation network.



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## Transportation Trends

Several technologies are converging on the transportation industry. Autonomous vehicles, smart cars (with internet connectivity, accident reduction and predictive maintenance), Uber, Lyft and Zipcar, electric environment-minded/low or no emissions technologies, active transportation and a focus on rail and public transportation lead the way as we near the year 2020. These changes in the ways people travel must be kept in mind during community planning, infrastructure and budgeting efforts.

Windsor Locks should consider the following as tools to encourage a strong transportation network:

- Permissive mixed use zoning regulations that encourage residential dwelling units among diverse commercial and office spaces (job opportunities)
- Communitywide study to assess roadway needs, develop a long term replacement and maintenance plan
- Communitywide study to assess active transportation and the multimodal network, identify gaps and recommendations
- Implementation of Complete Streets plans and policies
- Partnerships with the State of Connecticut, Connecticut Airport Authority and nearby towns to provide a welcoming and efficient multimodal system utilizing flight, rail, shuttle, shared vehicles (Uber and Zip) and multi-use paths.



According to the United States Environmental Protection Agency, the transportation sector is one of the largest contributors to U.S. greenhouse gas (GHG) emissions. According to the *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990–2017* (the national inventory that the U.S. prepares annually under the United Nations Framework Convention on Climate Change), transportation accounted for the largest portion (29%) of total U.S. GHG emissions in 2017.

- The Sustainable CT program is one that could help with such an effort in providing a framework for tracking success, technical assistance and grant funding. Their mission is to provide municipalities with a menu of coordinated, voluntary actions, to continually become more sustainable; to provide resources and tools to assist municipalities in implementing sustainability actions and advancing their programs for the benefit of all residents; and to certify and recognize municipalities for their ongoing sustainability achievements.

The community should keep transportation alternatives in mind when reviewing development proposals, designing improvements to the local transportation system and budgeting for new public vehicles and equipment. The Town should consider how it might incentivize carpooling, promote use of public transportation and convert town vehicles to a hybrid or fully electric fleet.

## Complete Streets

Smart Growth America defines Complete Streets in the following way: *They are for everyone, designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations. Complete Streets policies consider people who walk and bike legitimate users of a community's transportation system. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. Complete Street policies are set at the state, regional, and local levels and are frequently supported by roadway design guidelines.*



According to the U.S. Department of Transportation, Complete Streets reduce motor vehicle-related crashes and pedestrian risk, as well as bicyclist risk when well-designed bicycle-specific infrastructure is included (Reynolds, 2009). They can promote walking and bicycling by providing safer places to achieve physical activity through transportation. One study found that 43% of people reporting a place to walk were significantly more likely to meet current recommendations for regular physical activity than were those reporting no place to walk (Powell, Martin, Chowdhury, 2003).

Additionally, a Complete Streets strategy can result in the following health benefits:

- Address chronic disease (asthma, diabetes, heart disease)
- Increase physical activity
- Improve safety
- Reduce human exposure to transportation-related emissions
- Reduce motor vehicle-related injuries and fatalities
- Reduce transportation's contribution to air pollution

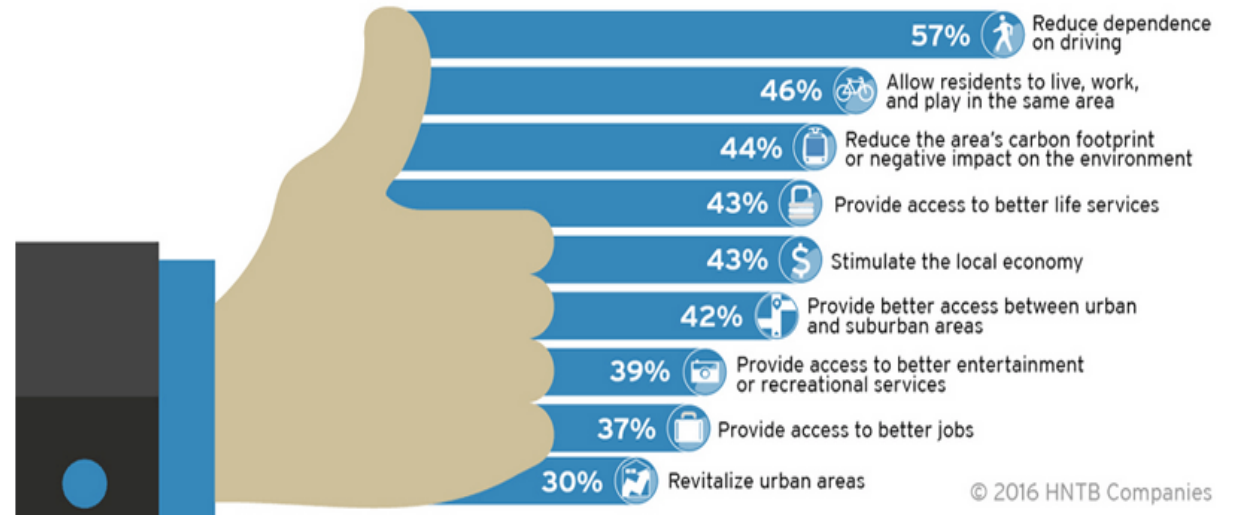
As of 2019, over 1325 agencies at the local, regional, and state levels have adopted Complete Streets policies, totaling more than 1400 policies nationwide. The Capitol Region Council of Governments launched a program to develop a Complete Streets Plan for the capitol region in order to study and assist communities with developing and implementing Complete Streets policies. By adopting the recommendations made within the Main Street Study, Once and Future: Transit Oriented Development Study, the Mark Fenton Walkability Audit and other endeavors, the Windsor Locks community has come to embrace the concept of Complete Streets. Still, according to Bike Walk Connecticut, the town's Bike Walk score was only 36.9 out of 100 and ranked 36<sup>th</sup> walkability in the State. Next steps might include a town policy and ordinance and regulation changes that support such policy. Active Transportation and Complete Streets concepts should be incorporated into any future transportation plans, whether considering a particular site, a corridor or neighborhood, or a community-wide plan.

## Transit Oriented Development

Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities within a walkable neighborhood, located within a half-mile of quality public transportation. TOD creates better access to jobs, housing and opportunity for people of all ages and incomes. It also supports convenient, affordable and active lifestyles, creating places where our children can play and our parents can grow old comfortably.

## BENEFITS OF TRANSIT ORIENTED DEVELOPMENT

*Americans believe transit oriented development provides an array of benefits ranging from lifestyle to environmental to economic.*

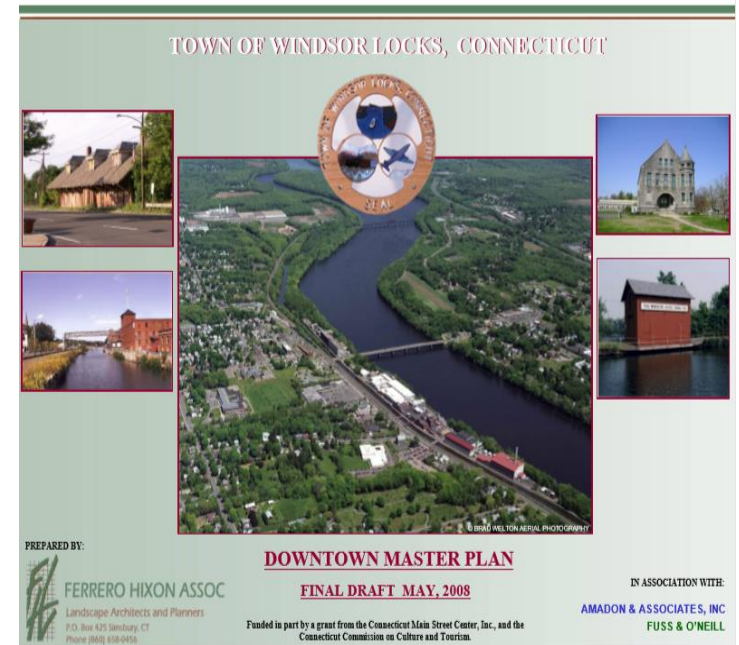


## What is Active Transportation?

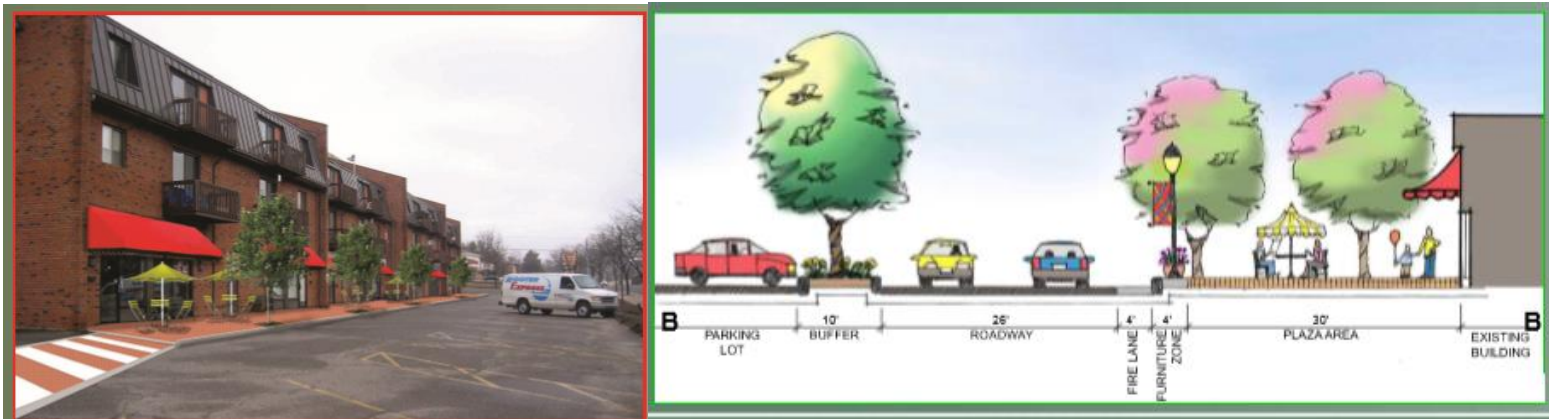
Active transportation is a way of “getting around” that is powered by human energy, primarily walking and bicycling. Often called “non-motorized transportation,” active transportation communicates the key connection between healthy, active living and our transportation choices. By combining greenways and trails, roadway amenities, raised medians, pedestrian refuge areas, improved bus stop areas and other traffic calming measures, we can provide safe, efficient, enjoyable and convenient alternatives to traveling by vehicle. Active transportation can be a healthy and economical way to travel that can support a community's economic growth, reduce congestion and reduce environmental impacts.

## Main Street Study

In 2008, the Town of Windsor Locks commissioned a valuable study of the Main Street area authored by Ferrero-Hixon and Associates. The Windsor Locks Main Street Study provides numerous recommendations to be taken by the Town to improve the economic viability of this significant area of Town, and addresses areas such as the relationship of buildings to the street, public spaces, traffic, gateways, the pedestrian environment, lighting, signage, mixed uses and the importance of relocating the train station back to the downtown area. Some of these recommendations have already been acted upon, while some have not and continue to be relevant. Such recommendations for redevelopment, façade improvement and transportation improvements should continue to be considered as Main Street revitalization efforts move along. These recommendations will be reflected in the goals and objectives of this plan.



(The recommendations for 60 Main St. including sidewalk installation, trees, awnings and lighting on left have been implemented. The above was recommended for Dexter Plaza, 18 Main St.)





## Windsor Locks: Once and Future Transit Oriented Development (TOD) Study

Written in 2013 the Once and Future TOD study, completed for the Town by Fuss & O'Neill, provides a thorough assessment of the downtown area in Windsor Locks as it relates to the relocation of the rail platform from the current southern end of town back to Main Street. The purpose of the study was to identify and define opportunities associated with the passenger rail station's downtown location. A number of recommendations were made as a result of citizen and steering committee engagement. More about this study can be found in the Economic Development Section of the Plan. The following are just some of the recommendations made related to the transportation system in the TOD area:

1. Prioritize station relocation to downtown, provide airport shuttle
2. Allow for shared parking areas, parking to the rear of buildings and on street parking
3. Provide multi-modal bike and pedestrian connections
4. Provide access over the existing canal for connections to the State of Connecticut Canal Trail, Connecticut River and Montgomery Mill residential community
5. Provide bicycle facilities and storage
6. Provide Main Street traffic calming measures, pedestrian refuge areas
7. Provide Main / Bridge / Church Street intersection reconfiguration
8. Provide Bridge Street lane diets and cycle track
9. Provide improvements on Chestnut Street
10. St. Mary's Triangle improvements
11. "Town Square" improvements at the base of what is now Church Street
12. Enhance transit connectivity between downtown and other destinations
13. Finalize and implement a wayfinding plan
14. Incorporate green infrastructure into road design and roadside stormwater system design



### Windsor Locks: ONCE AND FUTURE

Transit-Oriented Development Study

Volume 1 - Recommendations

"Windsor Locks is uniquely positioned in the region, is well connected to regional activity centers via regional highways and arterials, as well as by rail and bus transit. Relocation of the station brings many opportunities, including downtown's becoming a hub for commuter travel along the Hartford – Springfield line."

Windsor Locks: Once and Future TOD  
Study Fuss & O'Neill



**Mark Fenton Walkability Audit.** In 2014 Windsor Locks provided a community engagement day which included a walking tour, brainstorming session and evening discussion. The event was presented by Walkable Communities expert Mark Fenton, and hosted by North Central Connecticut District Health Department, the Town of Windsor Locks and the Town of East Windsor. The event was funded by the Connecticut Department of Public Health Chronic Disease Prevention Grant with the intention of helping communities identify ways in which they can be healthier. We know that physical activity makes us healthier, but how can we as a community member or local decision maker, create places and neighborhoods in which we are intrinsically more active? How can we design our communities so that it is desirable, safe and convenient to play more outdoors, to travel on foot or by bicycle more frequently? After input from the community, here were Mr. Fenton's recommendations, some of which Windsor Locks has begun to address, some of which this Plan will include in the final policy, goals and objectives section for further consideration:



1. Let your regulations support mixed-use village center(s) where people live near where they shop, learn, relax
2. Reduce 'sprawling' residential communities in favor of compact, connected neighborhoods
3. Permit density through conservation developments while protecting farmland, open space
4. Plan within a transportation network, not site by site
5. Create a sidewalk inventory, identify gaps and always require sidewalks or some sort of action in lieu during planning and zoning decision making
6. Adopt a Complete Streets Ordinance and carry out in local regulations (all users considered in every project)
7. Create a network of trails, connect on road when necessary
8. Know the community's bike friendly rating and seek to improve it
9. Improve wayfinding to encourage exploration of various town assets
10. Examine safe routes to all schools and link to public places [www.saferoutesinfo.org](http://www.saferoutesinfo.org)

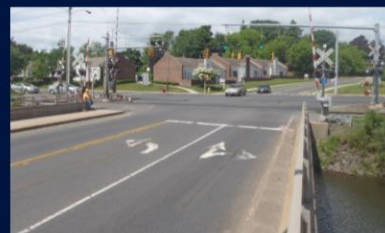


Provide an education component & encourage safer, healthy behavior (drivers & kids)

It will come as no surprise that children are no longer most likely to walk or bike to school (see slide on left), and this reduction in physical activity is dramatic. Can we support safer, more desirable routes to school through policy, programs and design?

### Wayfinding

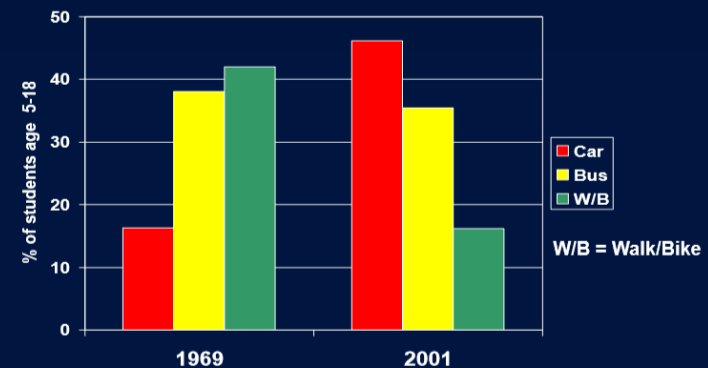
- Where can I get on this trail?
- How long will it take?



[www.markfenton.com](http://www.markfenton.com)

### Changes in Walking & Cycling to School, 1969 to 2001

Ham et.al., *Jour. of Physical Activity & Health*, 2008, 5, 205-215



**Hartford Springfield Line, New Rail Station Planning.** As noted Section VII, the community has developed an overall plan to revitalize downtown Windsor Locks and create a thriving and connected community. Construction of the new rail station is key. As a major recommendation of the Main Street Study and the TOD Once and Future Plan, ensuring that this project comes to fruition has been a priority for the town. Great progress has been made through coordination with Amtrak, the State of Connecticut Department of Transportation and Windsor Locks to further design both the adjacent complete streets and the station area. Successful station areas have great connections to roads, complete streets, wayfinding, accommodations for bicyclists and shuttle/bus service. Continuing to work cooperatively with these departments, and pursuing opportunities for public private partnerships (a.k.a. P3) will be important in working toward construction of the relocated platform, “up and over” and double tracking. Ensuring that there is a shuttle directly interacting with the airport is also critical.



*Pictured here: ConnDOT public meeting 9.19.2019 photo (left) and depiction of a first phase of the station relocation (right).*

**Bradley Area Transportation Plan.** As outlined in the 2007 Plan, the Capitol Region Council of Governments completed the “Bradley Area Transportation Plan”. The Bradley Area Transportation Study included a comprehensive analysis of current and future traffic conditions and land use in the airport area. The study identified transportation improvements that were needed to accommodate growth and to develop a strategic plan for maintaining safe and efficient access to the airport area.

Several improvements to the Route 75 corridor were recommended, some seen as having regional impact, to improve access, safety, and aesthetics. These included landscaped center medians, center left turn bays, sidewalks and bus shelters in various locations along the corridor.



Some of these improvements have been realized since the 2007 Plan of Conservation and Development became effective. Bus shelters, and immediately adjacent sidewalks connecting to the nearest driveway, were installed in 2015 through a partnership with CRCOG, CT Transit and the Town. Additionally, the State committed LOTCIP funding to sidewalks and some crosswalk and pedestrian improvements along Route 75. Installation is due to take place in 2019.

Windsor Locks continues to work with property owners, stakeholders, the State DOT and CRCOG regarding traffic and safety improvements along Route 75, drawing from recommendations in the study and including new ideas for traffic calming and safety measures such as roundabouts and pedestrian refuge islands. Some of these improvements are State improvements to complete and fund, but local actions can assist in these efforts.

Another major recommendation of the study was to develop a rear accessway on either side of Route 75. These roadways could alleviate some of the traffic on Route 75 and provide access from the rear of business properties opening opportunities for additional economic development. The Town should consider the creation of a multi-use pathway along (or as a first phase of) these rear access roads, in particular along Strawberry Meadow Brook from the Windsor town line, between Route 75 and Old County Road, possibly connecting to Loten Drive and Halfway House Road.

The Bradley Area Study concludes with some overall recommendations:

1. Provide the Town with Traffic Calming Strategies for possible implementation. Public input indicated that citizens perceived speeds were too high on Route 75, Spring Street, and Old County Road in Windsor Locks. Since the 2007 Plan the Town of Windsor Locks has experienced unfortunate fatalities along Route 75 when people attempted to cross this busy road.
2. All new construction and major reconstruction projects should include standard shoulder widths whenever possible.
3. Install pedestrian facilities with all new construction, reconstruction, and major maintenance projects whenever possible.
4. Review municipal regulations relative to access management and provide recommended regulatory changes.

The Town has a well-established road system and most new roadways will be constructed as part of new residential or commercial development and be funded by private developers. However, there are improvements to the existing street and sidewalk network that will require municipal planning, regulatory changes, and / or local or grant funding.

### **Implementation**

The principal means of implementing the objectives of a transportation plan are either through Town Capital Improvement Projects or through private developments that are governed by the land use process.

Annual review of the Town's Capital Improvement Program should include a review of the goals and policies of the Town's transportation plan. Road improvements, roadway drainage improvements and sidewalk construction are all logical elements of the Town CIP program.

Subdivision and Site Plan approvals also contain requirements of private developers to complete important elements of the transportation plan. Subdivision approvals contain the requirements of subdivision developers to complete portions of the Town local street systems. These layouts should be reviewed to complement existing roads, and provide for safe and logical roadway and sidewalk connections in the Town's neighborhoods. Both Subdivision and Site Plan approvals contain the opportunity to require construction of elements of the Town sidewalk system. These decisions should be carefully considered looking at a long-range vision of a complete sidewalk plan for the community.

**Summary.** Transportation facilities are one of the most important factors in creating community, particularly in a transportation hub like Windsor Locks. Particularly, if located within ¼ mile of a person's home, roads and trails can link people to jobs, groceries, places of worship, school, recreation and medical care. Essentially they connect people to what they need and desire. Windsor Locks is an established and desirable gateway community to New England, and now more than ever is embracing it's variety of transportation offerings as an asset to all people and an important economic development tool.



## Goal and Objectives

**Goal:** To provide for the safe and efficient movement of vehicular and pedestrian traffic within the Town of Windsor Locks.

### Community Transportation System Objectives:

1. To evaluate, plan and budget for necessary and desired roadway and associated utility upgrades
2. To inventory middle neighborhoods community-wide for gaps in the sidewalk system and create a plan and budget for increased connectivity. For example, community members routinely have expressed interest in sidewalk extensions on North Street and West Street
3. To evaluate, plan and budget for needed accessibility improvements in compliance with the Americans with Disabilities Act
4. To integrate Complete Streets policies where possible in each five year roadway plan
5. To coordinate with the ConnDOT regarding engineering and construction of roadway safety improvements on Ella Grasso Turnpike
6. To work with businesses and developers on projects up on Ella Grasso Turnpike to consolidate driveways to provide for safer traffic access
7. To evaluate, plan and budget for transportation needs on Old County Road, in particular where the industrial uses transition to mixed use and residential uses, including minimizing truck traffic
8. To continue to work toward construction of the new rail station on Main Street
9. To ensure connectivity between new rail station and the airport
10. To continue to explore opportunities for Route 75 Back Access Roads / Multi-Use Pathways.
11. To further develop concept for Route 20 Corridor Multi-Use Path
12. To initiate construction of designed Main Street Complete Streets
13. To inventory and evaluate existing public parking and opportunities for new public parking.
14. To explore opportunities for designated parking at the Historic Station
15. To inventory and evaluate existing pedestrian connections between Main Street, Library, Middle School, and Town Hall and seek opportunities for improvements
16. To coordinate with State of CT DEEP, Ahlstrom and Friends of the Canal on resurfacing the State of Connecticut Canal Park Trail
17. To ensure canal pedestrian crossing is constructed connecting Main Street to Canal Bank, Montgomery Mill and the Canal Trail

18. To seek opportunities to improve connectivity on Bridge Street / Route 140 between Windsor Locks and East Windsor
19. To evaluate need and consider increased van and shuttle services if such need is demonstrated both in town and between towns as a shared service

#### Resources:

Powell KE, Martin L, Chowdhury PP. Places to walk: convenience and regular physical activity. *American Journal of Public Health* 2003;93:1519-1521.

Pucher J, Buehler R, Bassett DR, Dannenberg AL. Walking and cycling to health: A comparative analysis of city, state, and international data. *American Journal of Public Health* 2010;100(10):1986–1992.

Reynolds CC, Harris MA, Teschke K, Crompton PA, Winters M. The impact of transportation infrastructure on bicycling injuries and crashes: a review of the literature. *Environmental Health* 2009;8:47.

Bicycle & Pedestrian Program of the Federal Highway Administration's Office of Human Environment provides extensive bicycle and pedestrian resources and guidance.

Smart Growth America National Complete Streets Coalition works to promote Complete Streets. Their site includes fundamental information about Complete Streets, support for implementing Complete Streets, fact sheets, and news updates.

Complete Streets: Best Policy and Implementation Practices summarizes successful policy and implementation practices based on the examination of 30 communities across the country.

<http://www.bikewalkct.org/complete-streets.html>

<http://crocog.org/complete-streets/>

## Windsor Locks Roadway Map

