

The logo for the Greater Hartford Mobility Program, featuring a stylized "H" made of three vertical bars. A blue arrow curves over the top of the "H" from left to right, and a pink arrow curves under the bottom of the "H" from right to left.

GREATER HARTFORD

MOBILITY PROGRAM



Greater Hartford Mobility Program
Connecticut Department of Transportation



Project Number: 63-745

Intersection Improvements at Main Street and Albany Avenue

September 10, 2026

Agenda

- Welcome & Introductions
- Greater Hartford Mobility Program Overview
- Project Location
- Existing Conditions
- Purpose & Need of the Project
- Proposed Conceptual Design
- Cost and Next Steps
- Question and Answer (Q&A)



Project Team

Connecticut Department of Transportation

- Michael N. Calabrese, PE, Division Chief of Highway Design
- David Mancini, PE, Program Chief – Greater Hartford Mobility Program
- Nilesh Patel, PE, Principal Engineer
- Jonathan Dean, PE, Project Manager
- Joe Belrose, EIT, Project Engineer

Egis Group – Consultant Design Team

- Ahsan Saghir, Project Manager/Senior Engineer
- Jack Speer, PE, Transportation Engineer
- Chris Van Olden, PE, Transportation Engineer



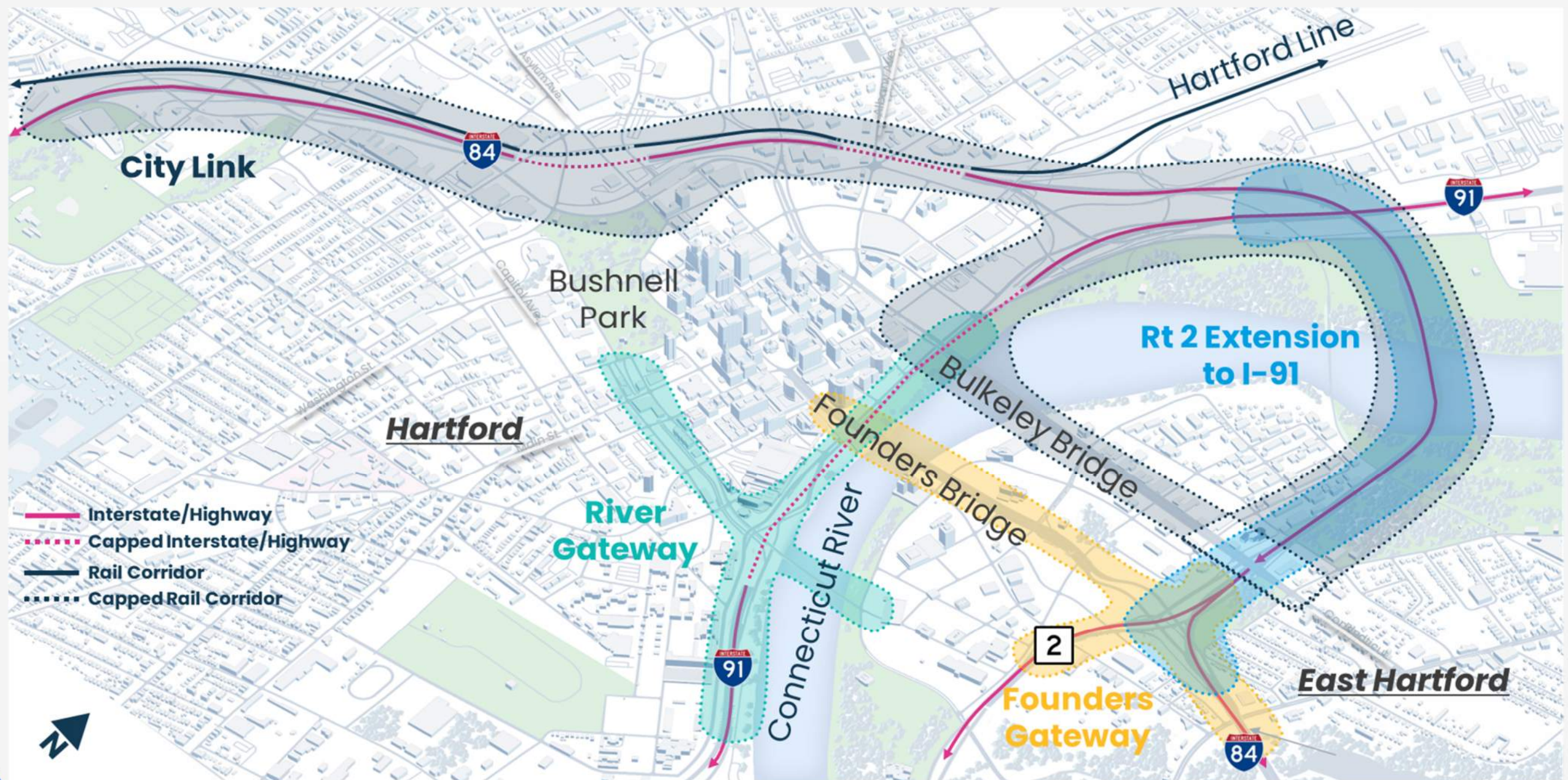
From Study to Program

2020-2023
Greater Hartford Mobility
Study

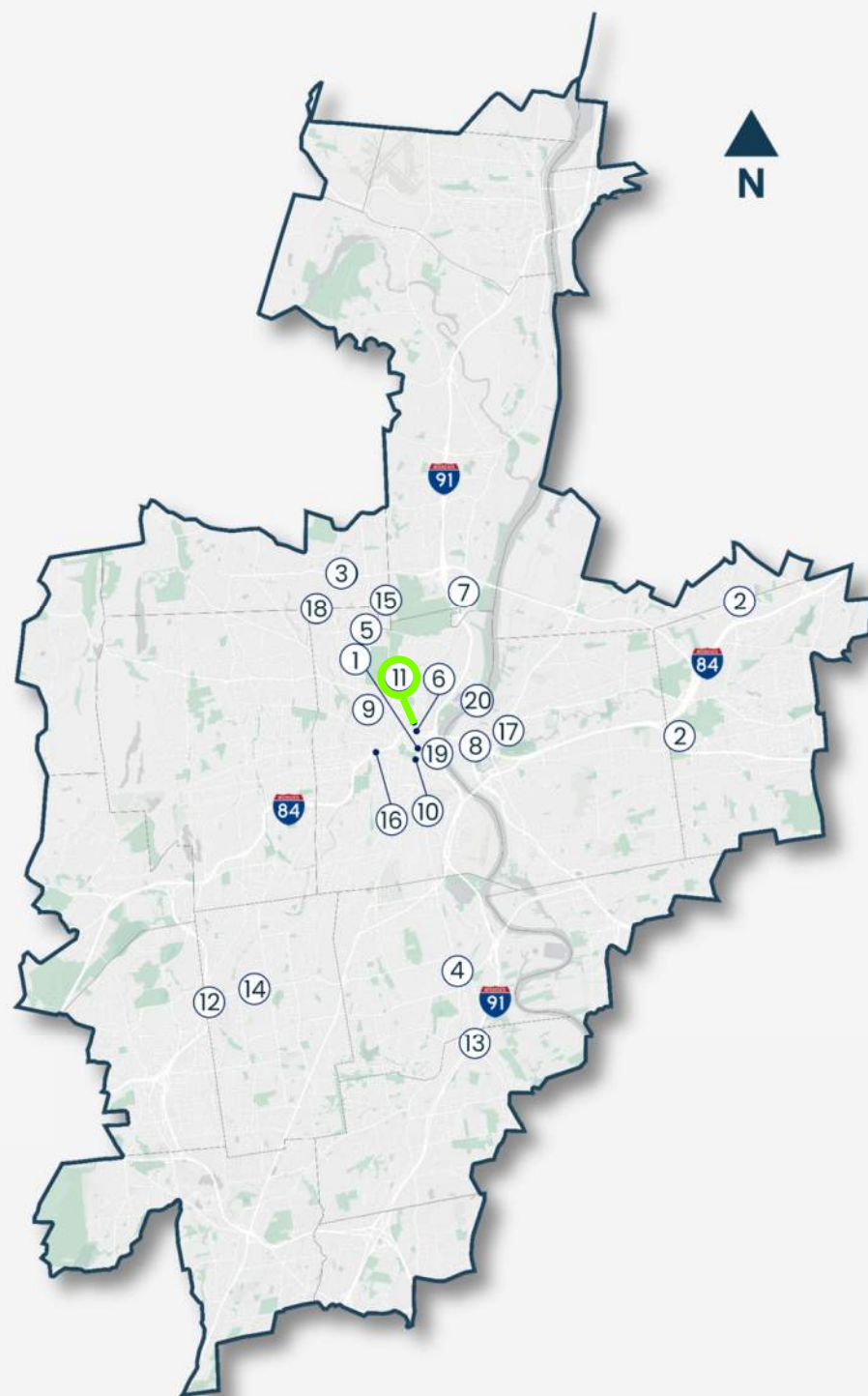


The vision is to ***improve mobility*** by planning an integrated, resilient, multi-modal transportation system in the Greater Hartford Region, thereby ***enhancing the quality of life, economic vitality, and opportunity in the region.***

Core Components



Active Projects and Studies



Number on Map	IN CONSTRUCTION	MODE
1	Downtown Shelter Improvements	●
2	Park & Ride Lot Improvements Buckland and Spencer Street	●
3	Replacement of the Computerized Traffic Signal System (CTSS) along Route 218 in Bloomfield	● ●
4	Replacement of the CTSS along the Silas Deane Highway in Rocky Hill and Wethersfield	●
IN DESIGN		
5	Blue Hills Avenue Bus Stop Improvements	●
6	I-84 Ramp Closures at High Street (On-Ramp WB)/Trumbull Street (Off-Ramp EB), Hartford	●
7	North Main Street/Windsor Avenue Bus Stop Improvements	●
8	Pedestrian Improvements at Various Ramp locations; East Hartford	●
9	Pedestrian Improvements at Various Ramp locations; Hartford	●
10	Pulaski Circle Hartford	● ●
11	Reconfiguration of Albany Avenue and Main Street: Hartford	● ●
12	Route 9 & 175 & Fenn Road intersection/sidewalks	● ●
13	Sidewalk and Intersection Improvements at I-91/Route 99 Intersection; Rocky Hill	● ●
14	Sidewalk Construction - Route 175 (Cedar Street)	●
ONGOING STUDIES		
15	Bloomfield to Windsor Greenway	●
16	City Link	● ● ● ● ●
17	Complete Streets Main Street, East Hartford	● ●
18	East Coast Greenway and Griffin Line; Hartford/Bloomfield	●
19	River Gateway	● ● ●
20	Route 2 to I-91 Extension	● ● ●



Intersection Improvements at Main Street and Albany Avenue

Where are we in the Project Process?



PROJECT SCOPING

Evaluate Existing Conditions
Define Purpose and Need for Project
Develop Proposed Solutions

DESIGN PHASE

Now to mid 2028
Continued Opportunities for Public Input
Public Information Meeting early 2027
Fully Develop Design

CONSTRUCTION

Beginning late 2028
1-2 Years Duration
Construct Improvements
Maintain Traffic during Construction

WE ARE HERE

Background – How did we get here?

Excerpt from the community-created
Arrowhead Area Master Plan



CHAPTER 1 Arrowhead Gateway Plan

Past plans and studies

For years, the City of Hartford and its partners have been actively studying and planning for the development of the Arrowhead Gateway and surrounding areas.

Several common themes run through these plans including significant potential to redevelop vacant lots, a marked need to improve connectivity and accessibility, and the importance of preserving the area's historic character.

Area-wide studies:

06

On-going

Hartford400

This initiative aligns the efforts of many groups in the Connecticut Valley to create a shared vision and coordinated strategy for advancing their plans and projects.

2020

Hartford City Plan

This plan developed the City of Hartford's vision and goals through 2035. The Downtown North area was identified as a transformative development project.

Amended 2020

Hartford Zoning Regulations

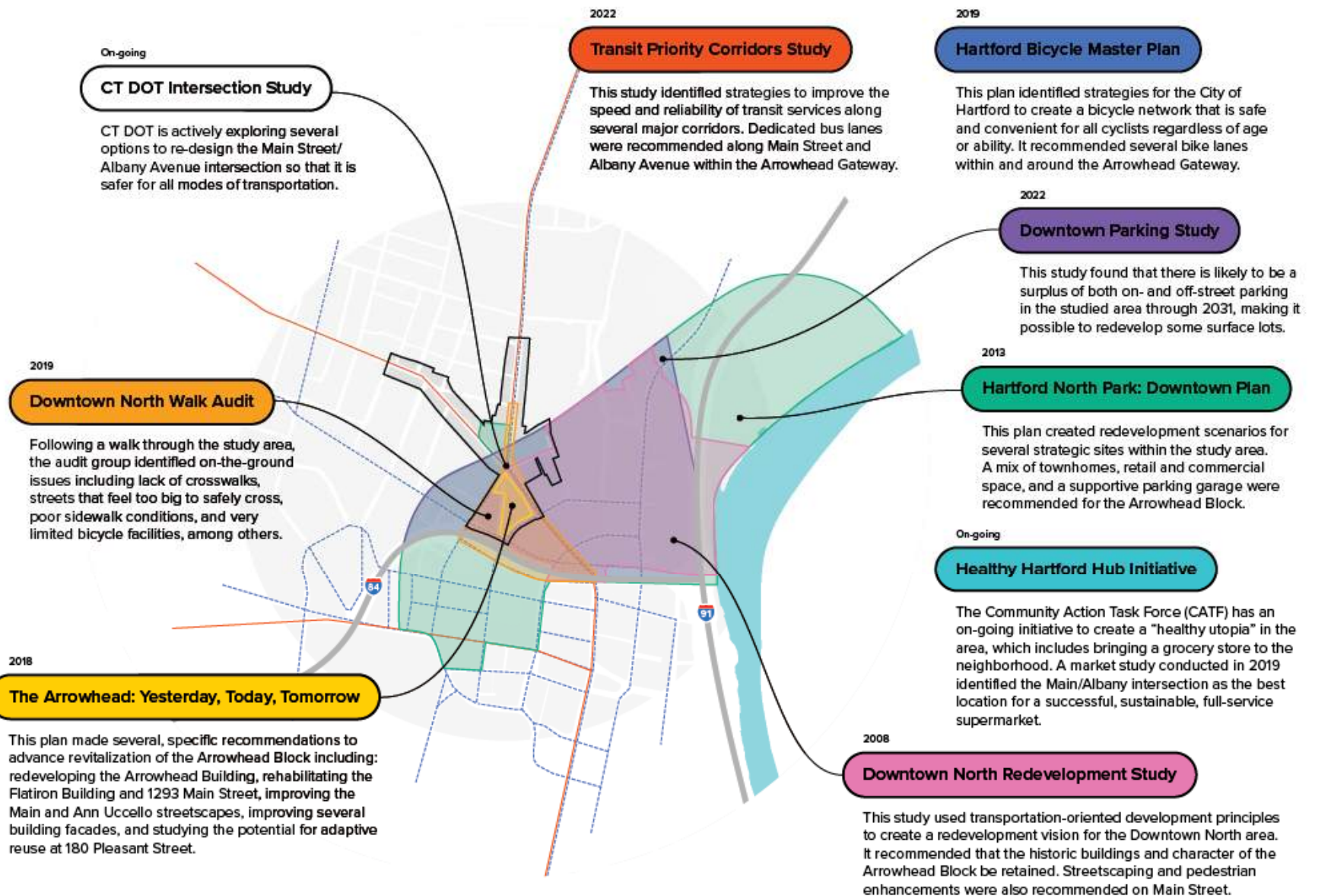
The City of Hartford revamped its zoning regulations to create a form-based code that regulates building, street, and site design to ensure that the built environment reinforces the goals and intent of each zoning district.

2020

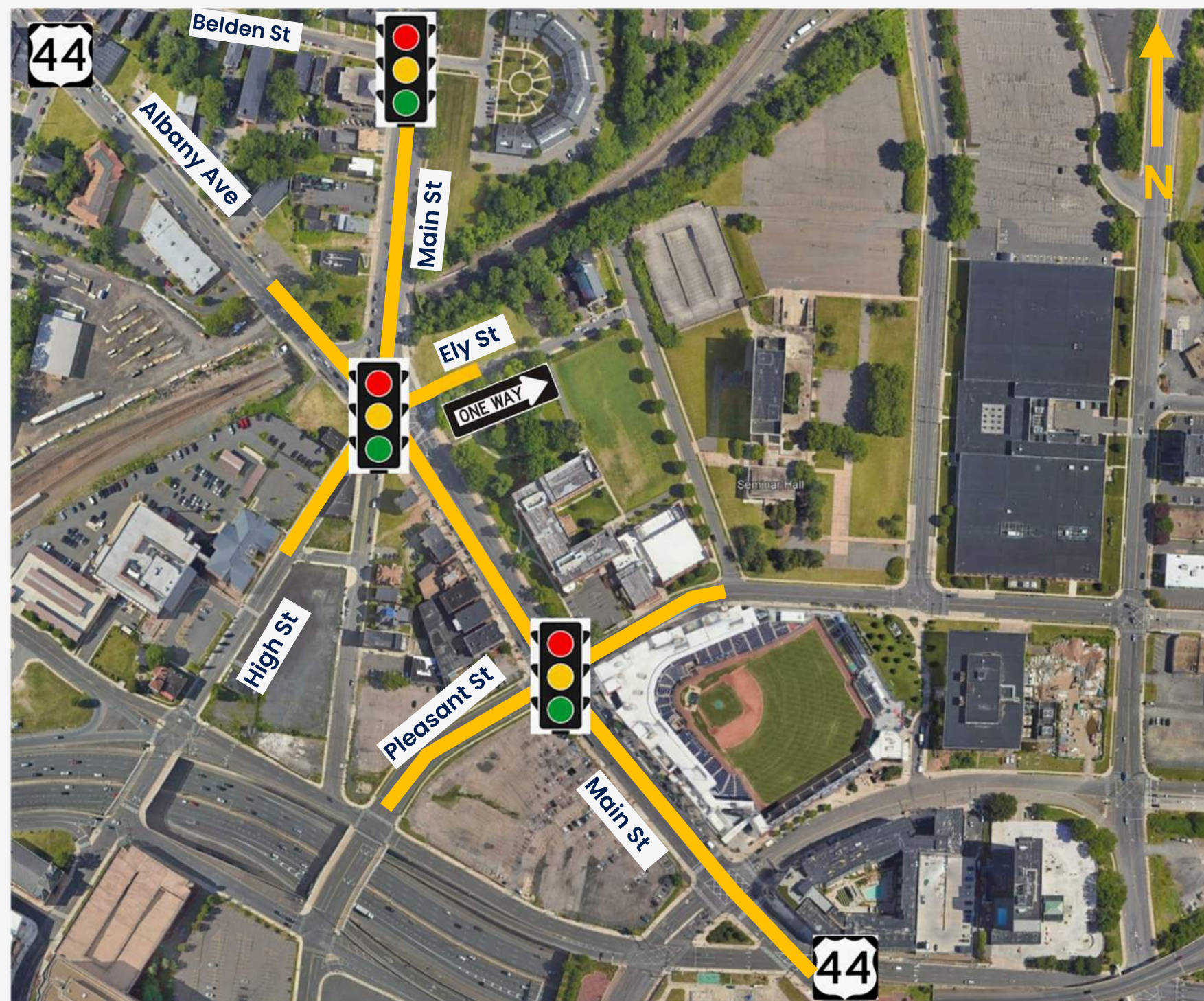
Hartford Complete Streets Plan

This plan identified standards and other guidance to support the City in the implementation of its Complete Streets Policy, which seeks to create safe streets for all modes of transportation.

07



Project Location





Project Area

Institutions/Businesses

- Hartford Police Department
- Hartford Fire Department Engine Co. 2
- Keney Tower
- Capital Preparatory Magnet School
- Dunkin Park
- The Arrowhead Block & the Flatiron Building
- Various Businesses along Main St.
- Downtown North
- Greater Hartford Gives – Planned
- Pocito Dulce – Planned



Existing Conditions – Intersection Overview

- Poorly aligned Intersection
- Traffic Signal – reached service life, lacks vehicle detection system & operates poorly

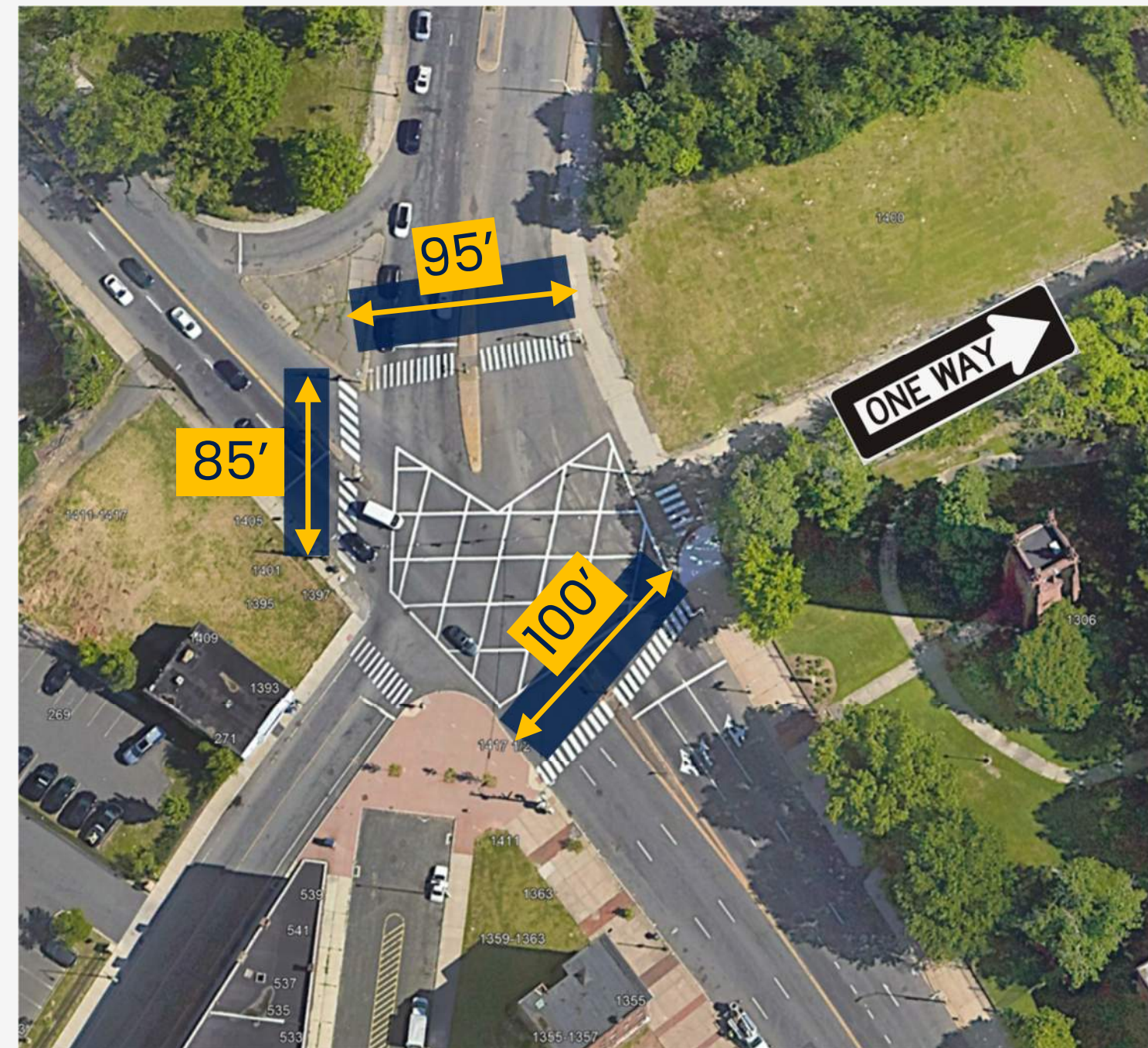


Existing Conditions – Intersection Overview

- Sidewalks in poor condition
- Long pedestrian crossing distances
- Lack of accessible push buttons and ramps



Existing Deteriorated Sidewalk Sections

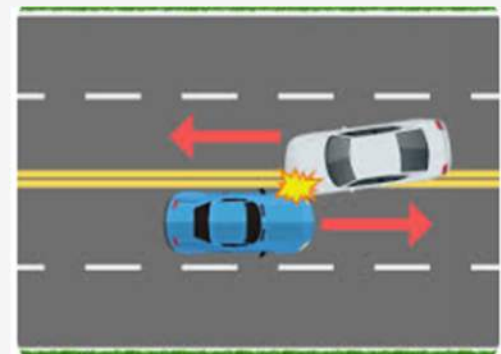


Existing Conditions – Crash Data (2023 – 2025)

Total Crashes in Project Area

Crash Type	Total (%)	Injuries by Type				Property Damage Only
		K	A	B	C	
Angle	73 (35%)	–	2	18	22	31
Front to rear	59 (29%)	–	–	8	7	44
Sideswipe, same direction	40 (19%)	–	–	1	3	36
Other	15 (7%)	–	–	2	4	9
Fixed Object	5 (2%)	–	1	2	–	2
Non fixed Object	5 (2%)	–	1	1	2	1
Front to front	5 (2%)	–	–	1	–	4
Sideswipe, opposite direction	4 (2%)	–	–	1	2	1
Total	206 (100%)	–	4	34	40	128

*K = Fatal Injury
A = Suspected Serious Injury
B = Suspected Minor Injury
C = Possible Injury



Existing Conditions – Crash Data (2023 – 2025)

Main St at Albany Ave and High St

Crash Type	Total (%)
Rear end	18 (39%)
Angle	17 (37%)
Sideswipe	6 (13%)
Other	2 (5%)
Fixed Object	1 (2%)
Non-fixed Object	1 (2%)
Front to Front	1 (2%)
Total	46 (100%)

- 35% of Crashes Involved Injury

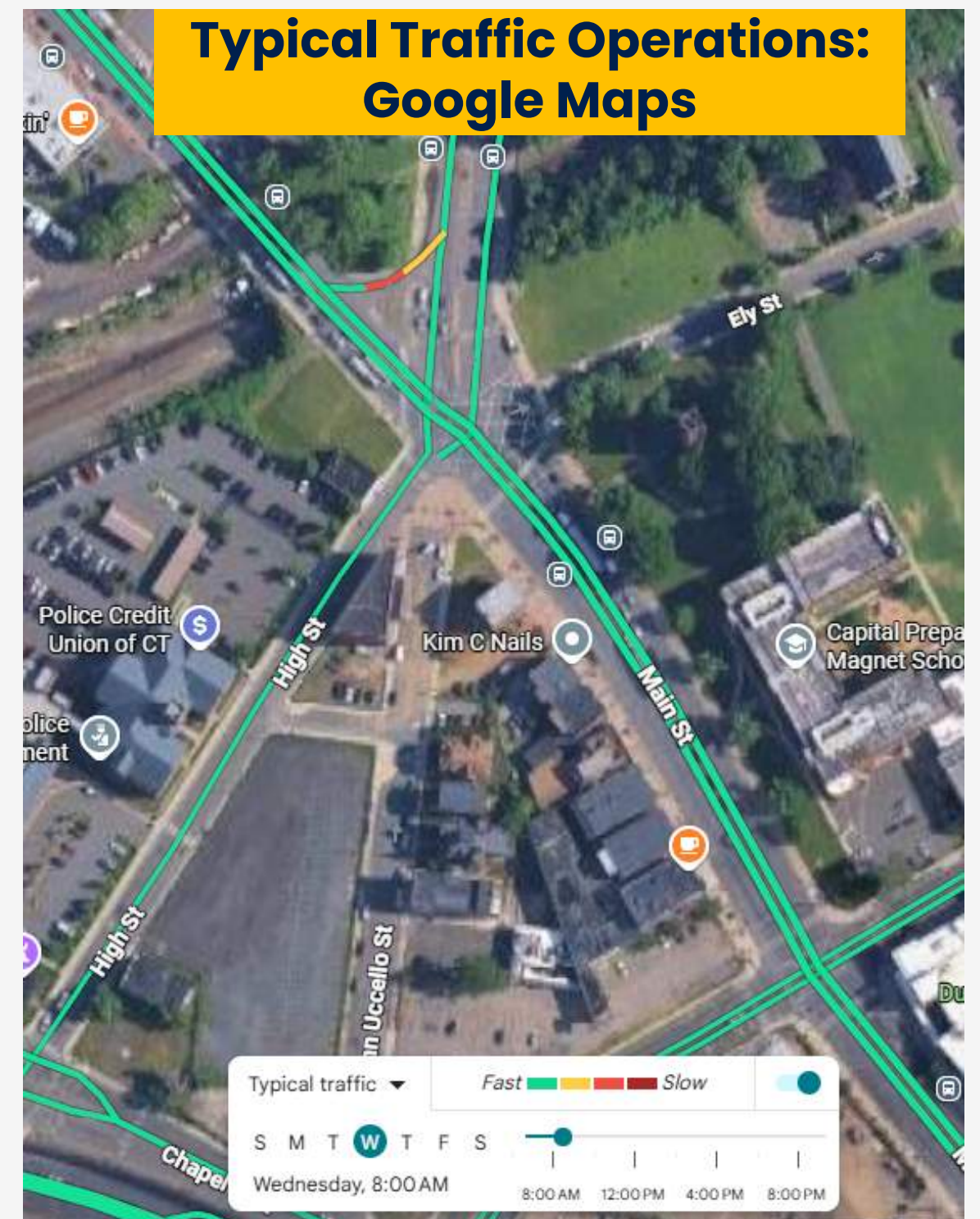
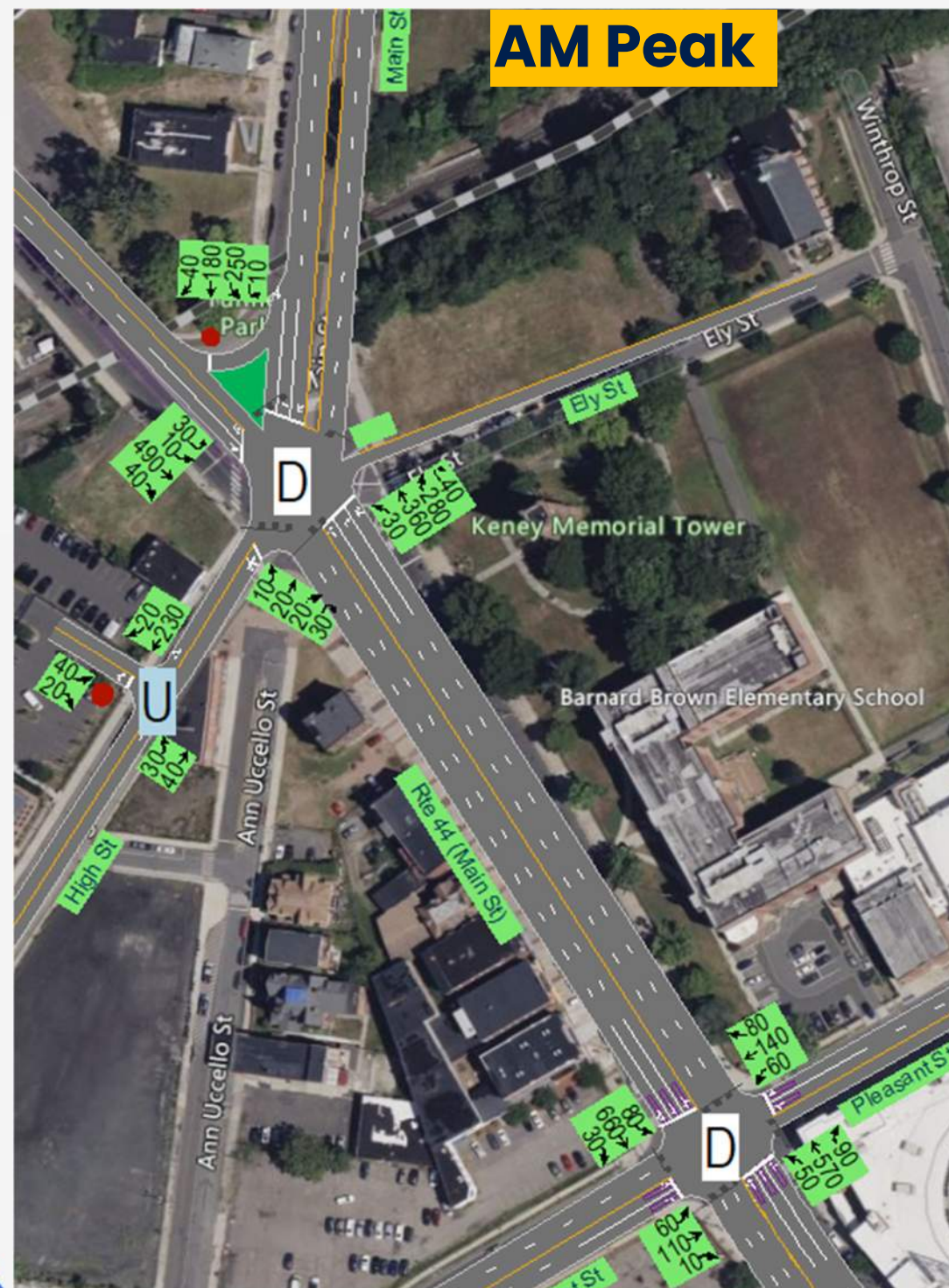
Main St at Pleasant St

Crash Type	Total (%)
Angle	36 (54%)
Rear end	16 (24%)
Sideswipe	9 (14%)
Other	3 (5%)
Non-fixed Object	2 (3%)
Total	66 (100%)

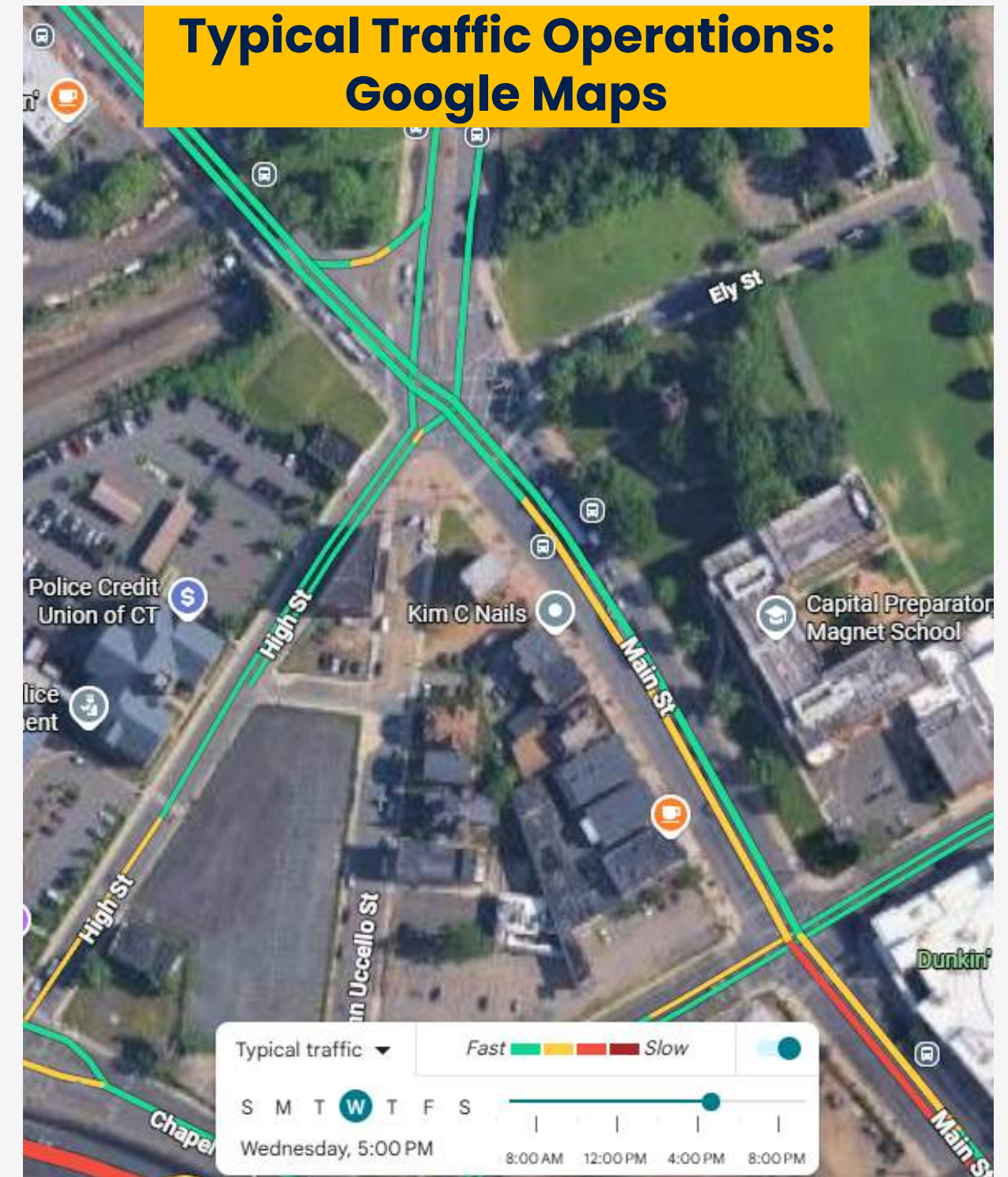
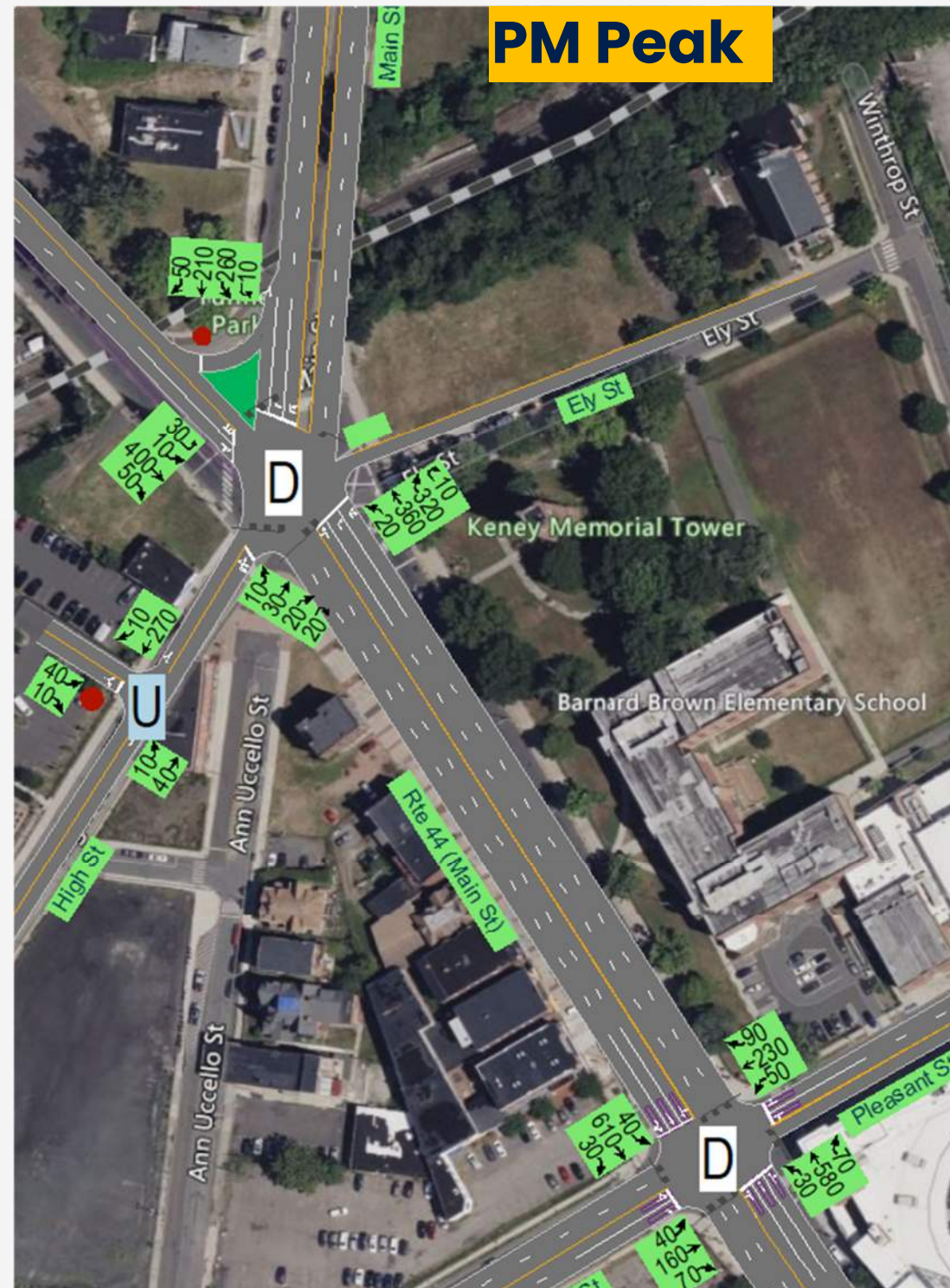
- 47% of Crashes Involved Injury



Existing Conditions – Existing Traffic Operations



Existing Conditions – Existing Traffic Operations



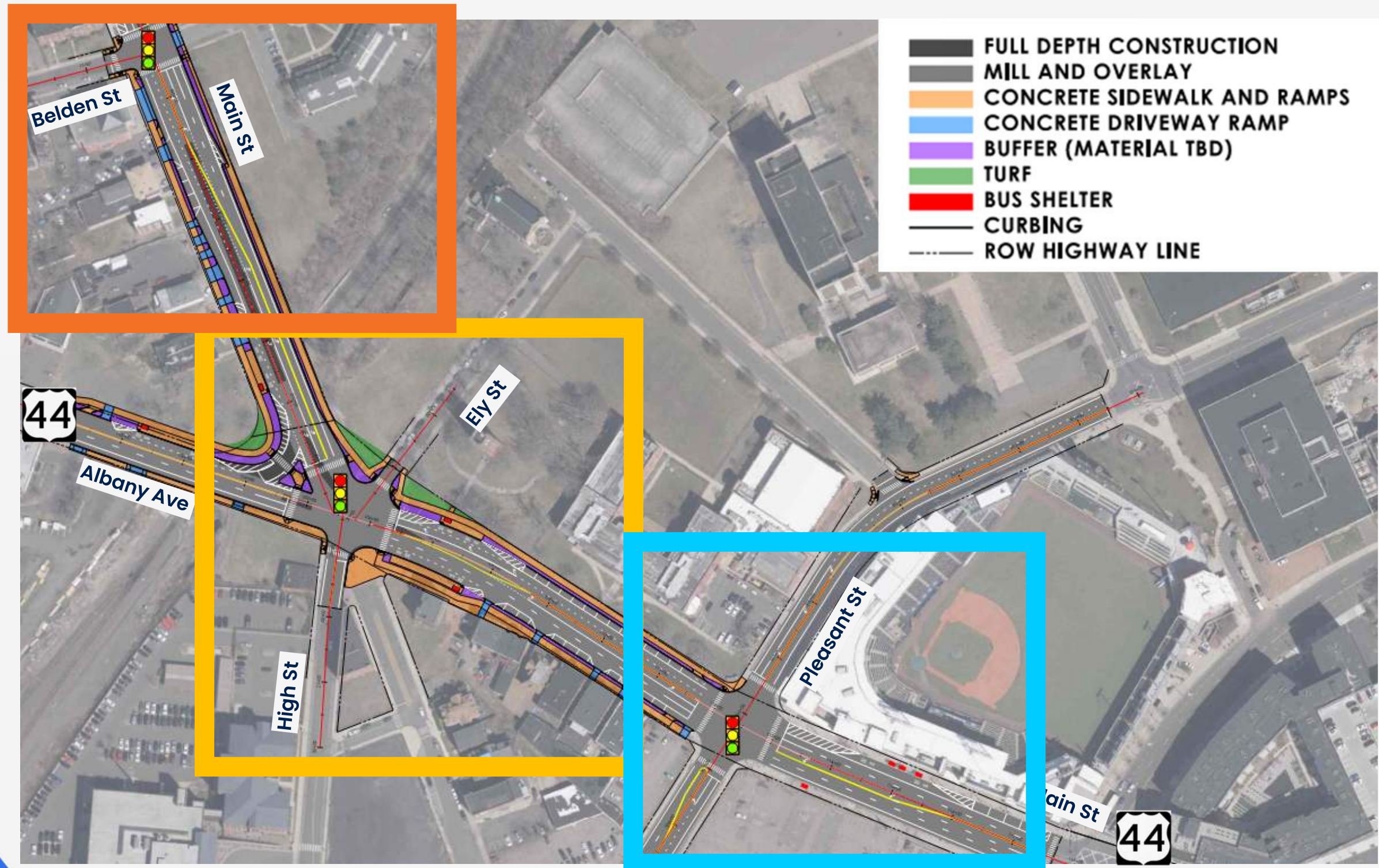
Purpose & Need

The primary purpose of the project is to address vehicular & pedestrian safety concerns and improve traffic operations at the intersection of US 44 at Main St/High St/Ely St in Hartford.

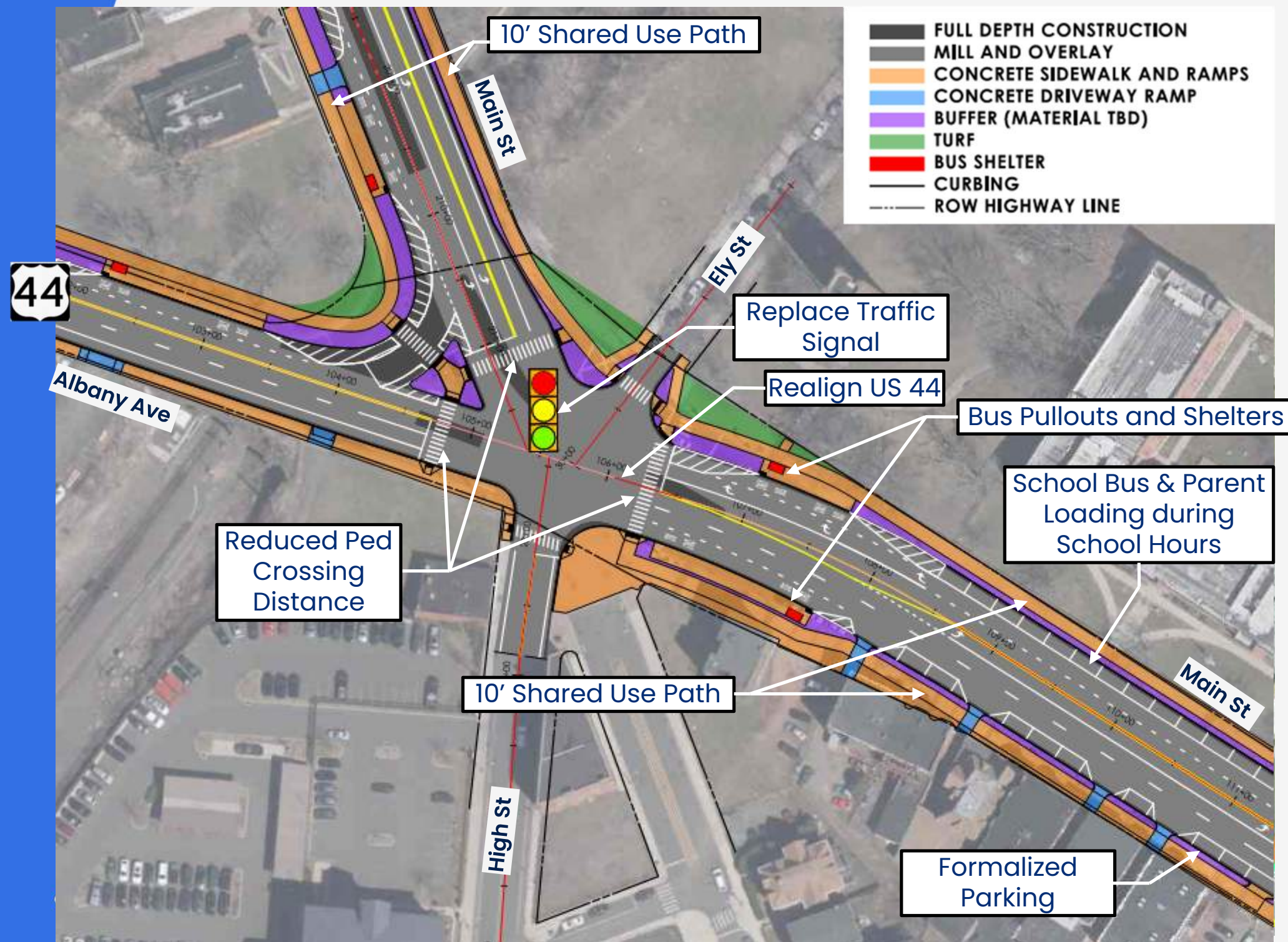
- Modify traffic signal at the intersection of US 44 & Pleasant Street to address safety concerns.
- Replace traffic signal at the intersection of Main Street & Belden Street to provide pedestrian crossing & upgrade signal equipment.



Shared Use Path Alternative – Overall Plan



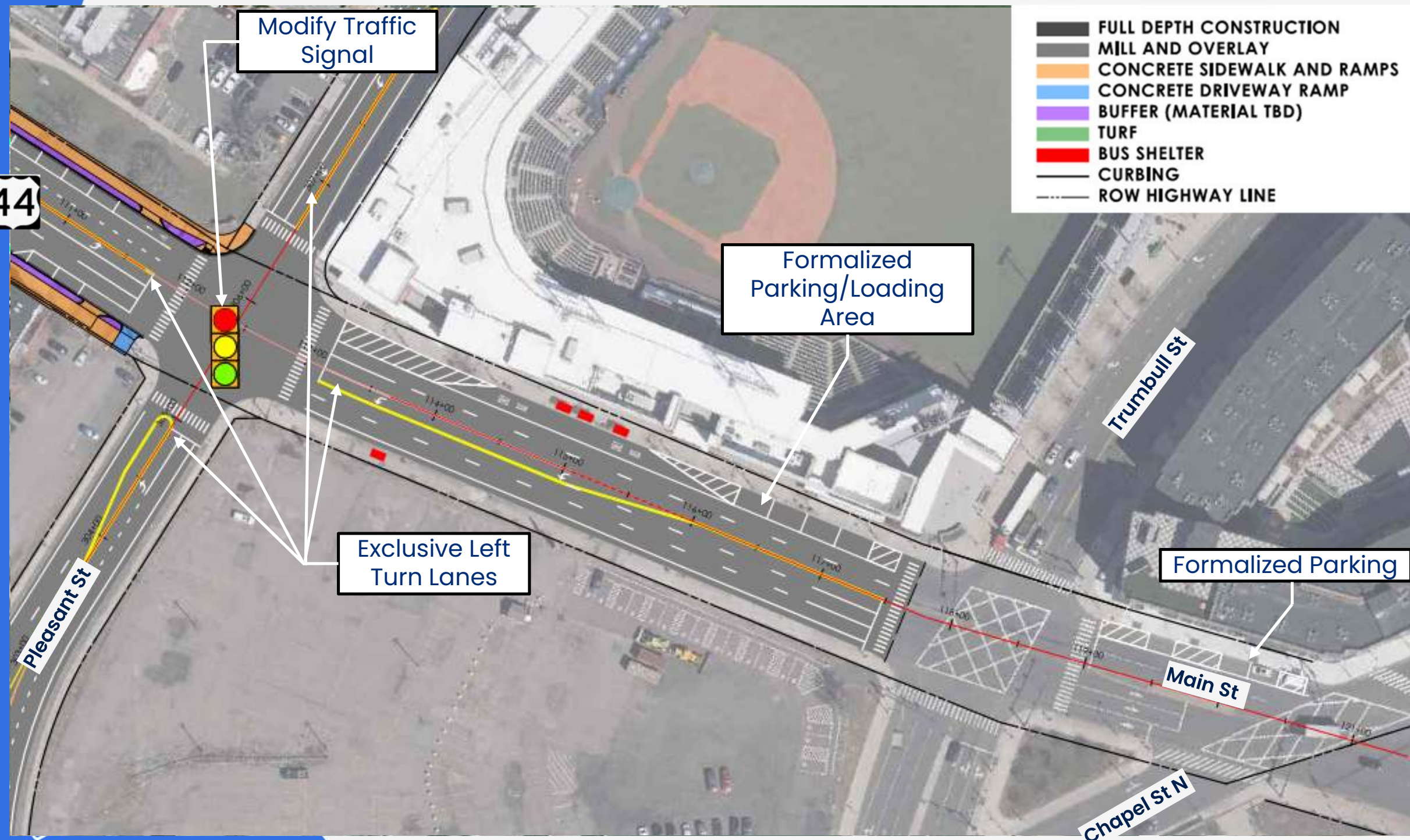
Shared Use Path Alternative – US 44 at Main St



Realignment of US 44 with revised lane configuration

- Realign US 44 to provide smooth alignment for the thru traffic movement
- Shorter pedestrian crossing distances compared to existing
- New Traffic Signal Equipment with vehicle detection, pedestrian push buttons, & emergency vehicle preemption
- Bicycle Accommodations – 10' Shared Use Path
- Sidewalk Reconstruction
- Formalized Parking Spaces
- Bus Pullout Areas and Shelters

Shared Use Path Alternative – US 44 at Pleasant St



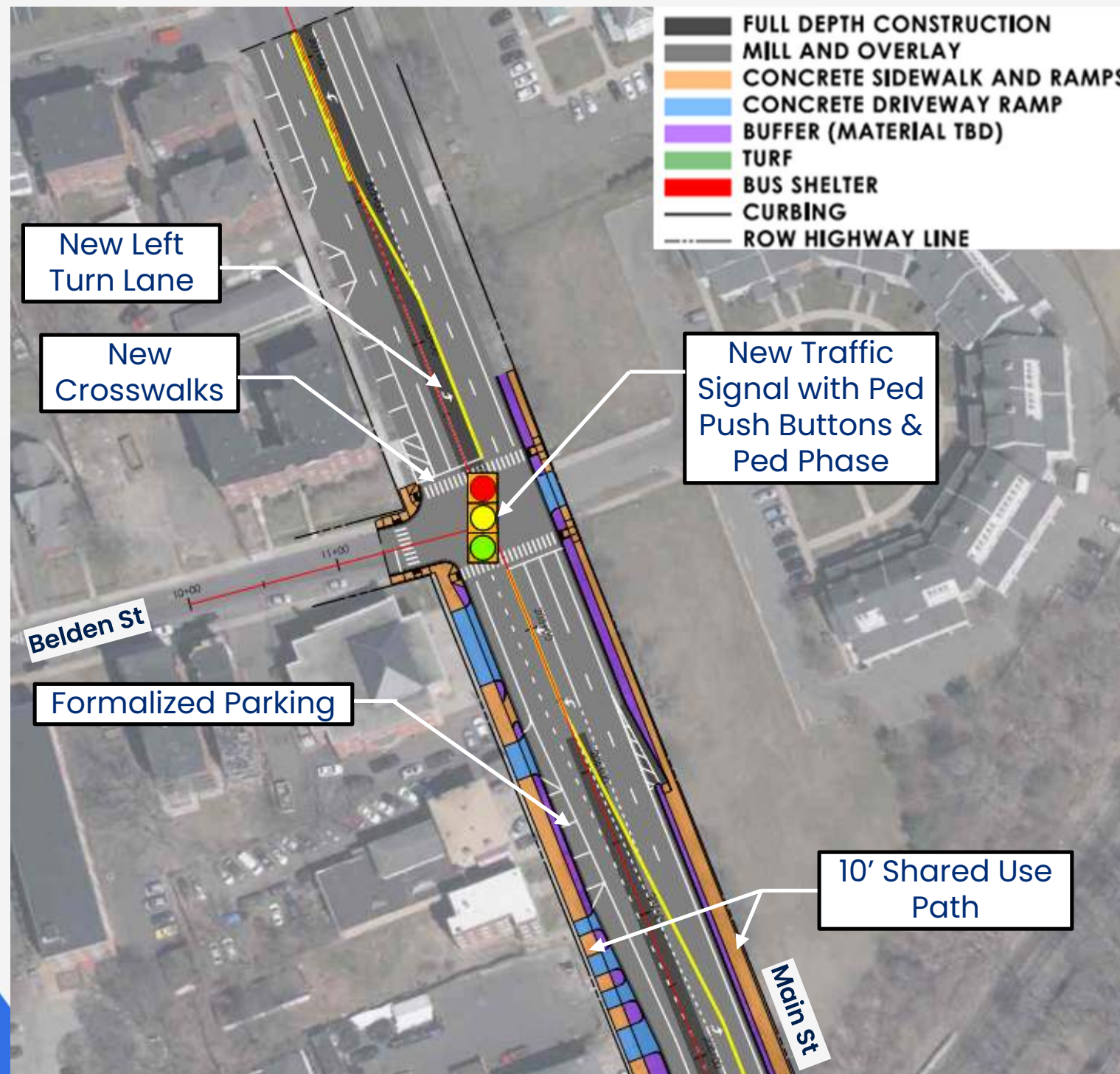
Signal Modification with revised lane configuration

- Modify Signal to provide Protected+Permitted Left Phase



- Exclusive Left Turn Lanes on all approaches
- Formalized Loading/Unloading Area in front of Dunkin Park

Shared Use Path Alternative – Main St at Belden St

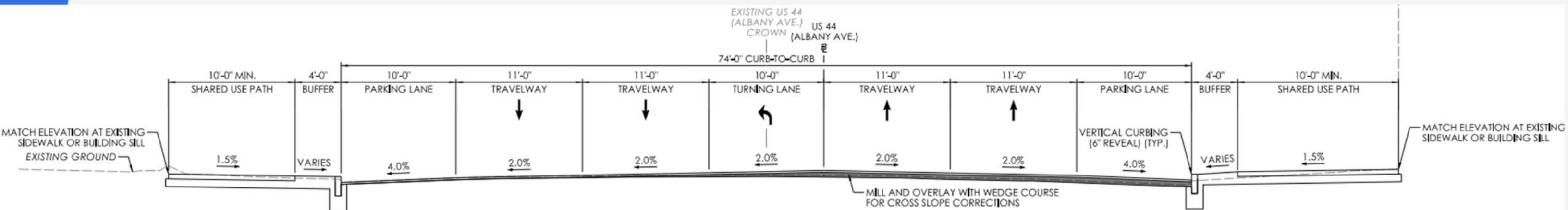


Signal Replacement & Bike/Ped Accommodation

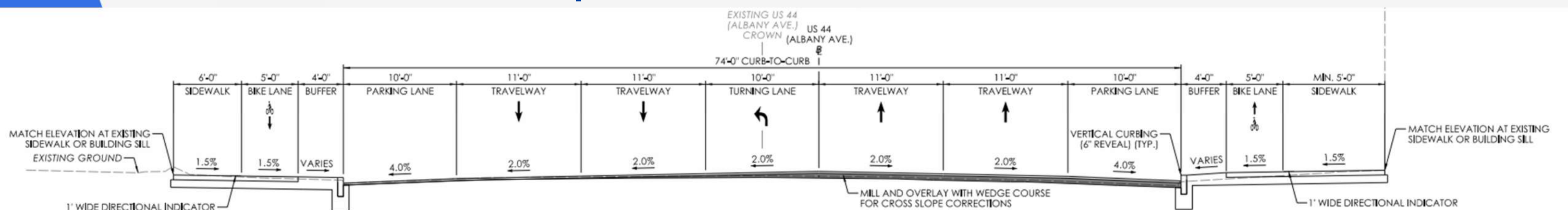
- New Traffic Signal Equipment with vehicle detection, pedestrian push buttons, & emergency vehicle preemption
- Left Turn Lane to North End Gateway Apartments
- New Crosswalks
- Bicycle Accommodations
- Sidewalk Reconstruction
- Formalized Parking Spaces

Alternative Cross Sections

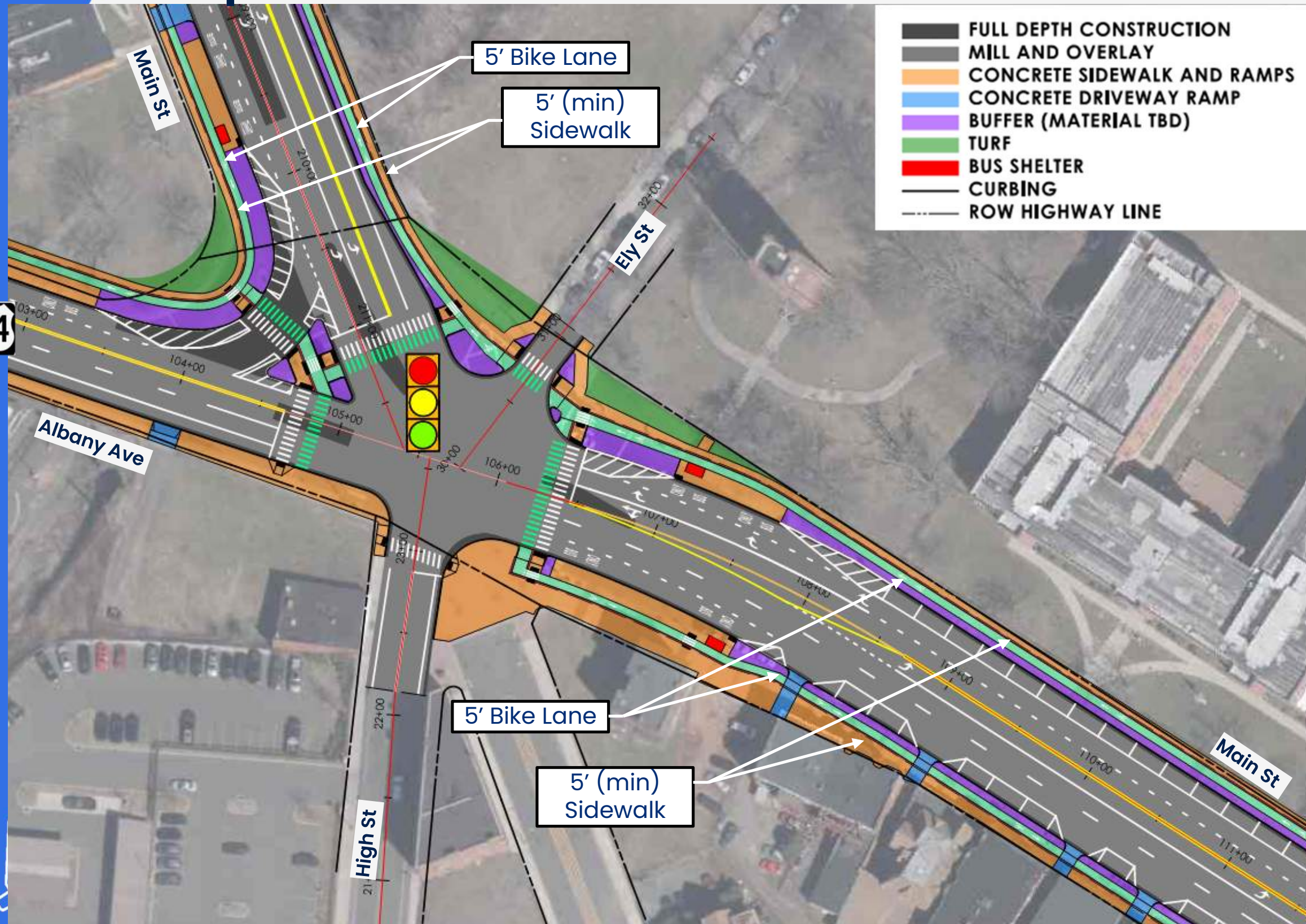
Shared Use Path Alternative



Separated Bike Lane Alternative



Separated Bike Lane Alternative – US 44 at Main St



Separated Bike Lane Provided at Sidewalk-level

- 5' bike lanes with 4' buffer to roadway
- 5' minimum sidewalk with directional indicator separating bike lane
- Separate bicycle and pedestrian crossings at intersections

Estimated Project Cost

Total Construction Cost	\$7,500,000
Preliminary Engineering	\$1,500,000
Total Project Cost (estimate)	\$9,000,000

Funding Source: 80% Federal/ 20% State

PROJECT SCOPING

Evaluate Existing Conditions
Define Purpose and Need for Project
Develop Proposed Solutions

DESIGN PHASE

Now to mid 2028
Continued Opportunities for Public Input
Public Information Meeting early 2027
Fully Develop Design

CONSTRUCTION

Beginning late 2028
1-2 Years Duration
Construct Improvements
Maintain Traffic during Construction

↑
WE ARE HERE



How to Get in Touch



By Email: Jonathan.dean@ct.gov



By Phone: (860) 594-3211



<https://hartfordmobility.com>
>>>> Get Involved