

Transportation

A community's transportation network determines how easily people and goods are able to move into, out of and around its boundaries. The local transportation network also helps define the character of the town. The Town of Enfield transportation system inventory covers a variety of multimodal system elements including streets, sidewalks, multi-use and bicycle trails, air transportation, rail transportation, and public transit. By reviewing all available modes of transportation in Enfield and providing consistency with state, regional and local plans, this inventory complies with the objectives of the federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which authorizes funding for transportation programs, such as highways, transit, freight, safety and research.

Roads and Traffic

This subsection addresses the roadway classifications, existing traffic conditions, and recent traffic improvement projects in Enfield. The street system within the Town of Enfield is maintained and improved by the Connecticut Department of Transportation (state-owned roads) and the Town of Enfield Highway Maintenance Division.

Functional Classification

The Federal Highway Administration (FHWA) classifies roadways and highways according to the function or service it provides. In the State of Connecticut, the functional classification system is prepared and maintained by the Connecticut Department of Transportation. There are three major categories of roadways and highways: arterial, collector and local. Within the Town of Enfield, each of these classifications exists:⁹¹

Arterials: include interstates, other freeways and expressways, and are designed for higher speed and traffic volumes. These roads serve as connections between municipalities or are part of the interstate system.

- Expressway – Interstate-91
- Principal Arterials – U.S. 5
- Minor Arterials – Route 190, Route 191, Route 192, Route 220, Abbe Road, Brainard Road, Powder Hill Road, Raffia Road, Simon Road, South Road, South Maple Street, and Taylor Road

Collectors: designed for lower speeds and shorter distances. They are typically two-lane roads that collect and distribute traffic to and from the arterial system and connect them with residential neighborhoods.

- Collectors – Abbe Road, Bacon Road, Elm Street, Freshwater Boulevard, George Washington Road, Moody Road, North Street, North Main Street, Pearl Street, Phoenix Avenue, Post Office Road, Shaker Road, South Road, Steele Road, Town Farm Road, and Weymouth Road

Local roads: all roadways not included in a higher-level classification. They provide basic access between residential and commercial properties as well as connections to higher classification roads.

⁹¹ Connecticut Department of Transportation. 2009.

<<http://www.ct.gov/dot/cwp/view.asp?a=3532&q=259754&PM=1&dotPNavCtr=1&pp=12&n=1>>

Traffic Conditions

This section evaluates traffic counts conducted in the Town of Enfield over a fifteen-year period from 1992 to 2007. The analysis includes the town's five major state roads (U.S. 5, Routes 190, 191, 192 and 220), as well as each of the four I-91 interchanges. Reflecting Connecticut Department of Transportation practices, Table 39 reports traffic counts for the I-91 interchanges for every third year from 1991 to 2006.

Overall, traffic has increased on these major roads by 4.7% during the 15-year period. The busiest roadways are:

- Route 190, which handles 27,800 daily vehicles in the area of the Enfield commercial retail centers;
- Route 220, which experiences 32,400 vehicles daily near the Enfield Square shopping center; and
- U.S. 5, which handles between 12,000 and 16,100 daily vehicles all the way south from the Massachusetts state line, except for a portion near the East Windsor town line that has considerably less traffic.
- The major factors that each of these highly traversed roadways has in common are their proximity to commercial centers as well as I-91 interchanges. Other locations that have seen a significant increase in traffic since 1992 include:
 - Route 220, especially east of I-91, which has seen more than 4,000 additional vehicles;
 - Route 191, between Bailey Road and the East Windsor town line, where there are more than 1,000 additional daily vehicles; as well as
 - U.S. 5 at the northern and southern borders of the town, where there are more than 1,000 new daily vehicles in each area.

Conversely, areas that have seen notable decline in traffic since 1992 are Route 190, east of Elm Street, which has dropped by 3,000 daily vehicles, at the Somers town line, where there are 2,500 less vehicles, as well as most areas along U.S. 5 in the village of Thompsonville, where traffic has dropped by up to 12%. The following table illustrates the changes in traffic for the Town of Enfield since 1992.

Table 39 Traffic Counts of Major Roadways for Enfield (1992-2007)

Route	Location	Year						Percent Change (%)
		1992	1995	1998	2001	2004	2007	
U.S. 5	Massachusetts State Line	14,500	13,800	15,200	15,800	16,400	15,700	8.3
	N.E. of I-91 Exit 49	N/A	N/A	15,100	16,000	15,000	16,100	6.6
	North of Alden Ave	16,100	14,800	16,700	15,400	14,600	14,100	-12.4
	North of Route 220	15,700	14,900	16,300	16,100	15,100	14,600	-7.0
	North of Frew Terrace	13,800	14,800	14,200	13,300	13,300	12,300	-10.9
	South of South Road	14,800	14,400	15,600	14,500	15,200	14,600	-1.4
	North of I-91 Exit 46	15,000	13,100	14,000	17,800	14,200	14,700	-2.0
	East Windsor Town Line	5,900	5,000	5,600	8,100	6,600	6,700	13.6
Route 190	East of Phoenix Ave	28,400	26,400	27,500	27,600	27,000	27,800	-2.1
	East of Elm Street	22,800	19,500	20,400	19,900	19,700	19,800	-13.2
	West of Route 191	18,000	16,400	17,700	15,000	16,600	16,800	-6.7
	At Somers Town Line	17,000	13,800	14,300	13,300	19,400	14,500	-14.7
Route 191	South of Route 190	7,300	4,000	6,400	6,500	7,300	7,300	0.0
	South of Bailey Road	5,000	7,300	5,200	5,500	5,800	5,900	18.0
	At East Windsor Town Line	4,400	5,000	4,600	4,900	5,200	5,400	22.7
Route 192	S.E. of Brainard Road	7,100	7,400	7,300	7,400	7,200	6,500	-8.5
	South of route 220	5,700	6,600	4,600	4,700	4,200	4,200	-26.3
	North of North Street	5,700	7,000	5,900	5,900	4,900	4,600	-19.3
	North of Route 190	3,300	3,000	3,500	3,300	2,900	2,900	-12.1
Route 220	East of U.S. 5	13,900	10,500	11,700	12,600	12,800	12,700	-8.6
	East of I-91 Exit 48	28,300	30,000	31,000	29,400	32,000	32,400	14.5
	East of Harvest Road	25,200	24,800	26,800	24,000	25,600	24,400	-3.2
	N.E. of George Washington Road	9,400	11,500	11,800	11,800	11,700	12,500	33.0
	East of Route 192	7,200	8,200	9,000	9,100	9,300	10,500	45.8
	North of Shaker Road	8,100	8,200	8,700	8,700	8,800	9,500	17.3
	At Massachusetts State Line	7,800	7,600	8,200	7,800	8,100	8,900	14.1

Source: Connecticut Department of Transportation. 2009 TMSADT Data Application.

The I-91 interchanges in the Town of Enfield have also seen an increase of just over four percent in daily traffic since 1991. However, the increase can be attributed to only one of the interchanges, 48 at Route 220. Traffic at this interchange has increased by 22% and can be largely attributed to regional shopping centers that have continued to develop to the east of this intersection. The other three interchanges, 46, 47 and 49, have all decreased in daily traffic between 0.7% and 4.8%. Table 40 shows traffic levels at each of the four Enfield I-91 interchanges.

Table 40 Traffic Counts of Interstate 91 Exits for Enfield (1991-2006)

Route	Location	Year						Percent Change (%)
		1991	1994	1997	2000	2003	2006	
Interstate 91 Exits	Interchange 46	12,300	12,000	12,200	11,900	12,200	11,900	-3.3
	Interchange 47	28,900	28,100	29,700	30,400	3,100	28,700	-0.7
	Interchange 48	23,200	22,700	22,000	22,200	24,500	28,300	22.0
	Interchange 49	20,800	19,500	18,400	18,800	19,200	19,800	-4.8

Source: Connecticut Department of Transportation. 2009 TMSADT Data Application.

Current Problem Areas

There are no major current traffic problem areas cited by the Town of Enfield Engineering Department in 2009. Minor areas of traffic concern cited by the department include Routes 190 and 220, east of I-91, surrounding Enfield Square and other major retail developments.⁹² As seen in the daily traffic counts since 1992, these are the areas that have seen the most significant increase in traffic, especially along Route 220 and the I-91 interchange 48. Congestion along Route 190 is addressed in the Route 190 Corridor Transportation Plan, which was drafted by the Capitol Region Council of Governments in 2004.⁹³

Transportation Improvement Projects

The Town Engineering Department has compiled a list of priority transportation projects to take place in Enfield over the next several years. The projects include a mix of mostly road reconstruction projects along with bridge, pedestrian and bicycle access improvements. There are currently no projects for new roads or sidewalks. The present economy has impacted projects in Enfield, as the Town called for a freeze on spending for capital improvement projects, limiting additional funding that would ordinarily be targeted for transportation. Table 41 is an inventory of priority transportation projects for the Town of Enfield.

In addition to the transportation projects that are being undertaken by the Town, the Capitol Region Council of Governments has submitted a series of projects in the Town of Enfield for federal Transportation Improvement Project (TIP) funds, which often require a combination of State and local dollars. Table 42 is a list of TIP funds targeted for projects in the Town of Enfield.

Proposed Thompsonville Intermodal Rail Station

As a part of the State's proposed New Haven-Hartford-Springfield Commuter Rail Service, a new station may be constructed in Thompsonville. The station would be located on Main Street, at the railroad crossings (Bigelow Commons). The station design is proposed to include high-level platforms, grade separated pedestrian crossings, bicycle storage and racks and approximately 117 new parking spaces. Its

⁹² Cabibbo, John, P.E. Town of Enfield Department of Engineering. June 4, 2009. Personal Interview.

⁹³ Capitol Region Council of Governments. 2004. Route 190 Corridor Transportation Plan, Executive Summary. p.1

location within an urban area of Enfield will provide access to a wide variety of transportation options, including automobile, bicycle and pedestrian.⁹⁴

Table 41 Town Transportation Projects for Enfield		
Project	Description	Status
Road Reconstruction	Pearl Street	Bid Awarded
	Weymouth Road	2009 Construction
	Bess Road	2009 Construction
	Judy Drive	2009 Construction
	Roberts Road	2009 Construction
	Parky Drive	2009 Construction
	Nelson Drive	2009 Construction
	Long Hollow Road	2009 Construction
	Adams Road	Under Design
	Chief Street	Under Design
	Dale Road	Under Design
	Queen Street	Under Design
	Welch Drive	Under Design
	Alden Avenue	Under Design
	Hartford Avenue	Under Design
	Bigelow Avenue	Under Design
	White Street	Under Design
	Windsor Street	Under Design
	Union Street	Under Design
	Union Street Extension	Under Design
Lafayette Street	Under Design	
Russell Street	Under Design	
Jim Street	Under Design	
Intersection Improvements	Freshwater Blvd. & Cranbrook Blvd.	Under Design
Bridge Reconstruction	South Maple Street	Under Design
Road Reconstruction Inc. New Bikeway	Post Office Road & Town Farm Road	Under Design
Road & Sidewalk Improvements	Raffia Road	Under Design
Sidewalk Reconstruction	Heron Road	Bid Awarded
	Abbe Road	Bid Awarded
River Dam Access	Access Walkway for CT River Dam	Under Design
Source: Town of Enfield Engineering Department		

⁹⁴ Connecticut Department of Transportation. 2005. New Haven-Hartford-Springfield Commuter Rail Implementation Study. Recommended Action, p.2

Table 42 2007-2010 Transportation Improvement Projects (TIP) for Enfield			
Project	Description	Year	Cost
Thompsonville Intermodal Center	Intermodal Transportation Station in Thompsonville	2007-2009	\$2.93M
Post Office/Town Farm Roads	Reconstruction from Raffia Road to Abbe Road including designated Bikeway	2009	\$11.44M
Pedestrian Access Over Rail	Engineering & Construction for Pedestrian access over Amtrak to CT River		\$7.51M
South Maple Street Bridge	Engineering to Replace South Maple Street bridge and approaches	2009	\$300K
U.S. 5 Bridge over I-91	Rehabilitation of Bridge 00445, U.S. 5 over I-91	2009	\$14M
Route 190 Multi-Use Trail	Construction of multiuse Trail along Route 190, including sidewalks/trail on either end of Route 190 Bridge over CT River	2007 +	\$3.25M

Source: Capitol Region Council of Governments TIP2007 Funding Matrix

Route 190 Corridor Transportation Plan

In February 2004, the Capitol Region Council of Governments approved the Route 190 Corridor Transportation Plan. Route 190 is the main east-west roadway passing through north-central Connecticut. In the Town of Enfield, Route 190 is known as Hazard Avenue, and it extends east from the Town of Suffield to the Town of Somers. Route 190 Corridor Transportation Plan specifically addresses Route 190 in Enfield and Somers.

By 2024, it is anticipated that traffic on Route 190 will grow by approximately 20%. The plan addresses existing or anticipated safety and congestion issues, focusing upon solutions that preserve and enhance the character of the local communities. Within the Town of Enfield, the plan addresses four distinct areas: the Commercial Area, the Transition Area, Hazardville and Scitico.⁹⁵

The Commercial Area along Route 190 is the section surrounding the Phoenix Avenue intersection, east of I-91 and adjacent to access points for Enfield Common, Enfield Square and Brookside Plaza shopping areas. Recommended improvements include intersection modifications at Route 190 and Phoenix Avenue, traffic signal phasing modifications and construction of two new northbound left-turn lanes. Traffic signals between I-91 and the Enfield Professional Park should be synchronized for improvement of traffic flow. A direct connection is recommended from Enfield Common and the Enfield Square mall. The plan also suggests bicycle and pedestrian improvements to



Figure 36 Rt. 190 Plan for the mall area – Incorporates multi-use trails and roadway improvements on or off of Rt. 190/Hazard Avenue

⁹⁵ Capitol Region Council of Governments. 2004. Route 190 Corridor Transportation Plan, Executive Summary. p.2

improve access along Route 190, a pedestrian bridge over I-91 and a multi-use trail along Freshwater Brook and connecting to the shopping centers. The total cost for these improvements is estimated at \$5.5 million.⁹⁶

The Transition Area is defined as between Palomba Drive and the village of Hazardville. Significant commercial growth is anticipated for this area. It is recommended that Route 190 is widened between Palomba Drive and the Enfield Professional Park to allow for left-turn lanes. Sidewalks are suggested for the north side of Route 190 from Palomba to Elm Street, as well as five-foot shoulders to accommodate bicycles. The plan also recommends the installation of a variable message sign for westbound traffic, describing conditions on I-91. The total cost for these improvements is projected to be \$2.2 million.⁹⁷

The plan focuses improvements in Hazardville around the Maple Street intersection. The goal is to improve congested conditions through intersection and streetscape improvements, while having minimal impact upon the historic character of the village. It is recommended that lane assignments be changed to create exclusive left-turn lanes in each direction. Right-turn lanes are also suggested in the eastbound direction, however the Town must decide if the improved traffic flow warrants the loss in potential new greenspace. The stop-bar on the southbound approach of Maple St. should be moved back to accommodate vehicles with large turn radii. The cost for these recommendations is \$650,000.⁹⁸

The Scitico improvement area is focused around the intersections of Route 190 with Scitico Road and Taylor Road, as well as with Broad Brook Road. The recommendations include the addition of an eastbound left-turn lane on Route 190 and a southbound left-turn lane on Taylor Road. It also recommends the partial or full closure of Scitico Road to traffic from Route 190 to relieve traffic issues in this area. At the Broadbrook Road intersection, the plan recommends a west bound left-turn lane on Route 190 as well as streetscape improvements for the entire area to improve aesthetics and provide pedestrian safety. The entire cost of improvements in this section is \$1.2 million.⁹⁹

Workforce Mobility

An analysis of the town's workforce mobility gives an indication of the sufficiency of the transportation infrastructure. Enfield's working population in 2000 was 21,479. Eighty-nine percent worked within the Hartford MSA. Of those residents who worked within the Hartford MSA, 88% did so outside of the central city. Those who worked in another MSA made up 10% of Enfield's working population, and 57% of these worked in that MSA's central city. A small number of Enfield residents (0.46%) did not work in an MSA.¹⁰⁰

Eight percent of Enfield's total working population had jobs outside of Connecticut.¹⁰¹ At a regional level, 3 out of 4 workers worked outside their town of residence.

The most commonly used means of transportation to work in 2000 was a car, truck or van (95%). Less than one percent of workers used public transportation. Sixty percent of workers spent anywhere between 10 to

⁹⁶ Capitol Region Council of Governments. 2004. Route 190 Corridor Transportation Plan, Executive Summary. p.3

⁹⁷ Ibid p.4

⁹⁸ Ibid p.5

⁹⁹ Ibid p.6-7

¹⁰⁰ US Census Bureau. P28. Place of work for workers 16 years and over- MSA/PMSA level. Census 2000 Summary File 3 Sample Data.

¹⁰¹ US Census Bureau. P26. Place of work for workers 16 years and over- State and County level. Census 2000 Summary File 3 Sample Data.

25 minutes traveling to their place of employment, while only one percent of residents worked from home.
102

Parking

The Town of Enfield owns and operates three municipal parking lots that are publicly available to residents and visitors. All three lots are located within the Village of Thompsonville. A lot at Pearl Street and Asnuntuck Street contains 54 spaces. Another lot at Pearl Street and South Street has 31 spaces. And the final lot, located at Pleasant Street and Whitworth Street has 33 spaces. The Town does not own any publicly available lots in the Village of Hazardville.¹⁰³

According to the Thompsonville Neighborhood Revitalization Strategy, drafted in 2001, the Village of Thompsonville does not have an overall parking deficiency. However, there are specific uses and policies that have caused some strain. The plan cites the area near the Lamagna Youth Center and the former Strand Theatre on North Main Street as requiring a greater amount of parking. However, in other sections of the Village, the plan recommends changes to the municipal parking policies and physical demarcation as a way for parking to better serve Thompsonville residents and visitors. Parking strategies need to focus upon creating turnover on primary streets and highly convenient public lots. The plan advocates for imposing a two-hour time limit on parking to ensure turnover as well as painted striping to ensure that drivers use parking spaces efficiently. Conversely, longer term parking would be better suited on side streets and the more remote portions of the existing lots. In regards to on-street parking, the plan suggests diagonal parking along Pearl Street, north of High Street, as well as on North Main Street in front of the Strand Theatre. To provide additional parking, the plan recommends that bus stops, loading areas and fire hydrant areas to be consolidated to reduce the amount of streetscape that is unavailable for parking. Finally, the strategy includes alterations to the zoning regulations, reducing the amount of parking required for each type of development, especially retail.

Bus Service

The Town of Enfield does not have its own bus system; however, there are commuter bus services available to residents, providing connections to the surrounding metro areas. Two regional agencies have operations in the Town: Springfield's Pioneer Valley Transit Authority (PVTA) and Connecticut Transit's (CTTransit) Hartford Division. The PVTA operates its Route Green 5 bus from Springfield, MA, serving the Massachusetts Mutual Campus in Enfield. The route runs Monday through Friday, with eight round trips between 6:50 AM and 6:15 PM. Additional service is offered on Saturdays, with six trips running from 9:10 AM to 5:40 PM. Connections are offered at the Massachusetts Mutual campus CTTransit's Route 5 on weekdays. The regular fare for the bus is \$1.25, with options for daily (\$3.00), weekly (\$12.50) and monthly (\$45.00) rider passes.¹⁰⁴

CTTransit operates its Route 5 express service from Downtown Hartford to Enfield. During weekdays, the bus runs from 6:50 AM to 7:14 PM and makes stops at the Massachusetts Mutual Campus, the Enfield park & ride at Freshwater Blvd. and in Thompsonville at Pearl & Franklin Street. Connections are available to the PVTA Green 5 bus line to Springfield on weekdays at the Massachusetts Mutual Campus. Additional weekend service is offered with one round trip to the Freshwater Blvd. Park & Ride lot. Regular

¹⁰² US Census Bureau. P31. Travel time to work for workers 16 years and over. Census 2000 Summary File 3 Sample Data.

¹⁰³ David Tuttle, Superintendent, Town of Enfield Building & Grounds Department. July 21, 2009. Personal Interview.

¹⁰⁴ Pioneer Valley Transit Authority. 2009. <<http://www.pvta.com/uploads/schedules/G-05.pdf>>

fare for the bus, which traverses three zones, is \$2.95. There are also 10-day (\$26.50) and monthly (\$100.00) passes available.¹⁰⁵

The Peter Pan Bus Company operates a daily round trip from the Enfield Park & Ride at Freshwater Blvd. to the Foxwoods Casino Resort. One additional round trip is also offered on Friday and Saturday. The fare for a round trip is \$27.00. There is no other intercity bus service directly serving the Town of Enfield. Bradley International Airport in Windsor Locks offers additional service to Peter Pan, as well as Greyhound, providing connections to their services throughout North America.¹⁰⁶

Dial-A-Ride

Dial-A-Ride is a local transportation service within the Town of Enfield aimed to provide affordable means of travel for elderly and disabled residents. The service primarily offers bus service to anywhere within the Town of Enfield, however, car service provided by volunteers is also available for medical appointments outside of town. To utilize Dial-A-Ride, one must be a resident of the Town of Enfield at least 60 years of age or have a disability. The service requires an annual membership fee of \$70 and operates Monday through Friday, 8:00 AM – 4:00 PM. Dial-A-Ride identifies priorities for service, including medical appointments, grocery shopping, appointments, senior programs and visits to nursing homes, friends, libraries and restaurants.¹⁰⁷

Rail Service

The Hartford Capitol Region is presently served by national Amtrak passenger rail service. The service connects the region to other major northeastern metropolitan areas and offers Enfield residents an additional transportation option. The State of Connecticut also has regional commuter rail, operated by Metro North, a subsidiary of the New York Metropolitan Transportation Authority, however, those lines do not enter the Capitol Region. The commuter rail ends in Waterbury, to the southwest of the Capitol Region.¹⁰⁸

Federally-owned and operated, Amtrak is the dominant form of passenger rail travel in the United States, providing service to 46 states and over 500 destinations. The Windsor Locks Train Station is the primary Amtrak station for the Town of Enfield, providing service to Amtrak's Northeast Regional and Vermonter lines. The Northeast Regional line runs from Newport News, VA to Springfield, MA, servicing Washington D.C., Philadelphia, New York City, New Haven and Hartford, along the way. The route splits in New Haven, where passengers can also head towards Boston. The Vermonter line extends from Washington, D.C., through New York City, Springfield and Burlington, VT, to St. Albans in northern Vermont. This line is often utilized by travelers from major metropolitan areas on the eastern seaboard to access skiing facilities in Vermont. During 2008, approximately 16,000 travelers utilized the Windsor Locks station.¹⁰⁹

¹⁰⁵ Connecticut Transit. 2009. <<http://www.cttransit.com/Fares/Express.asp>>

¹⁰⁶ Connecticut Department of Transportation. 2004. New Haven Hartford Springfield Commuter Rail Implementation Study: Existing conditions Report. p. 4-17

¹⁰⁷ Town of Enfield. 2009. Enfield Dial-A-Ride. <<http://enfield-ct.gov/content/91/115/5093/4301.aspx>>

¹⁰⁸ Metro North Railroad. 2009. <<http://www.mta.info/mnr/html/mnrmap.htm>>

¹⁰⁹ Amtrak. November, 2008. Amtrak fact sheet. Fiscal year 2008: State of Connecticut.

Proposed Commuter Rail Service

The State of Connecticut has proposed a New Haven-Hartford-Springfield Commuter Rail Service to be established to serve the central spine of the State. The entire line would serve eight existing stations, three new stations, including one in Enfield, and utilize the existing Amtrak right-of-way. The service is proposed to operate 16 trains a day and projected to serve 630,000 passengers, annually. The line would connect to existing Metro North service that ends in New Haven, giving Enfield and the Hartford Capitol Region a direct commuter rail connection to New York City. As a part of this project, an intermodal rail station would be constructed on the existing rail line in Thompsonville at a cost of approximately \$8,000,000. This station could generate an estimated 210 daily trips.¹¹⁰



Figure 37 Conceptual Rendering for the Enfield Rail Station
The image above shows the concept proposed by ConnDOT for renovating the Casket Factory building to accommodate the new passenger rail station and commuter parking areas.

¹¹⁰ Connecticut Department of Transportation. 2004. New Haven Hartford Springfield Commuter Rail Implementation Study: Existing conditions Report. p. 4-17

Air Service

The Town of Enfield is serviced well by several airports, to varying degrees. The primary commercial airport is Bradley International in the neighboring Town of Windsor Locks. Additional facilities serving Enfield and Connecticut residents are the Tweed-New Haven Airport, located in New Haven, Logan International in Boston, as well as the major New York City metropolitan airports of Kennedy, LaGuardia and Newark.

¹¹¹ The town is also served by two privately owned General Aviation Airports, Skylark Airport in East Windsor and Ellington Airport in Ellington.¹¹² There are also two private helicopter landing areas operated by MassMutual and the Tennessee Gas Pipeline Company.

Bradley International Airport is the largest and busiest air facility in the State of Connecticut and is the only state-owned airport with scheduled commercial and cargo air service. Located approximately ten miles southwest of Enfield and accessible via Interstate-91, the primary service area for the airport includes the State of Connecticut and western Massachusetts. The secondary service areas include eastern New York State, as well as portions of Vermont, New Hampshire and Maine. The tertiary service area for the airport includes the entire Northeastern United States, stretching from the southern borders of Pennsylvania and New Jersey to the northern tip of Maine. The airport serves 15 commercial airlines with over 270 daily flights and eight cargo carriers.¹¹³ In 2007, the facility hosted 6.5 million passengers, following a two year decline from a record year of nearly 7.4 million passengers in 2005.¹¹⁴ Cargo volume increased significantly at the airport between 2003 and 2006, increasing from 142,000 tons to 162,000 tons, served annually.¹¹⁵ Since 2000, the Bradley International has undertaken several major capital improvement projects, including a new terminal, terminal-wide improvements, a new parking garage, as well as new customs and federal inspections stations.

Planned improvements for the future include the replacement of the oldest facility at the airport, Murphy Terminal, additional parking expansions, a high-speed taxiway and consolidated cargo and rental car facilities. All new projects will be funded from state and federal resources. Additionally, several transportation improvement projects have been proposed by *The Bradley Area Transportation (BAT) Study*¹¹⁶ and the *Capitol Region Transportation Study* to strengthen the regions connectivity to the facility, increase safety and ultimately improve the airport's ability to spur economic development.¹¹⁷

Tweed-New Haven Airport is located sixty miles south of Enfield in the City of New Haven. The airport is owned by the City of New Haven and is served by US Air, which operates 12 daily flights to its regional hub in Philadelphia. Two additional airports exist within the State: Groton-New London Airport in Groton and Sikorsky Airport in the Town of Stratford. However, neither of these airports continues to provide scheduled commercial air service. They each presently operate as general aviation facilities.¹¹⁸

¹¹¹ Connecticut Department of Transportation. 2007. Moving Forward: Connecticut's Transportation Strategy. p.79-88

¹¹² Airport-Data. 2009. Laurie Field Airport. <www.airport-data.com/airport/CT19/>

¹¹³ Capitol Region Council of Governments. 2007. Capitol Region Transportation Plan - p.39

¹¹⁴ Connecticut Department of Transportation. 2007. Moving Forward: Connecticut's Transportation Strategy. p.79-88

¹¹⁵ Capitol Region Council of Governments. 2007. Capitol Region Transportation Plan - p.39

¹¹⁶ Connecticut Department of Transportation. 2007. Moving Forward: Connecticut's Transportation Strategy. p.79-88

¹¹⁷ Capitol Region Council of Governments. 2007. Bradley Area Transportation Study - p.39

¹¹⁸ Connecticut Department of Transportation. 2007. Moving Forward: Connecticut's Transportation Strategy. p.79-88

Residents of Enfield and Connecticut also often utilize the larger air facilities in the Boston and New York City for long-distance travel.¹¹⁹ Logan international is located 100 miles northwest of Enfield, offering domestic and international flights. Newark Liberty International, LaGuardia and JFK International Airports in the New York City metropolitan area are located approximately 130 miles to the south. LaGuardia primarily serves flights to the United States and Canadian cities, while Newark Liberty International and JFK International also offer domestic and international service. Skylark Airport in East Windsor and Ellington Airport in Ellington are open to the public for General Aviation use.

There are also two private helicopter landing areas operated by MassMutual off Brightmeadow Blvd. and the Tennessee Gas Pipeline Company off Anngina Drive. Each of these facilities is also not open for public use.¹²⁰

Bicycle & Pedestrian Travel

Bicycle and pedestrian travel is becoming increasingly important in transportation planning for the Capitol Region. In 2007, the Capitol Region Transportation Plan included recommendations that promote the integration of biking and walking into transportation infrastructure, encouraging roadway designers to develop projects that are most accommodating of pedestrians and cyclists. Wherever possible, new road construction, as well as reconstruction must accommodate all forms of transportation, including pedestrians and bicycles, not just motorists. The plan calls attention to developing land uses that are friendly to bicycles and pedestrians, encouraging developers to considering all forms off access to their site. It is also recommended that all public transit be able to accommodate bicycle storage and/or racks to allow riders to transition easily between modes. The plan also suggests a series of initiatives to promote pedestrian and bicycle transportation through education, enforcement, safety promotion and the continued official support from government thought the bicycle and pedestrian committee.¹²¹

Following the Transportation Plan, the Capitol Region Council of Governments drafted the updated Regional Pedestrian and Bicycle Plan. The document's goal is to "create a plan that will lead to significant shifts in the number of people who choose to walk and bicycle for regular transportation. According to the 2006 American Community Survey, of workers in the Hartford Region, less than one percent bike to work and just over three percent walk. Compared to 2000 and 1990 data, bicycling has increased, marginally, and walking has also increased, following a decline in 2000. The level to which these numbers increase will be how the success of this plan is measured. Recommendations in the plan include the following:

- regional adoption of a complete streets policy, ensuring that all modes of transportation are reasonably accommodated for in-roadway projects
- creation of a survey document to enable municipalities to identify infrastructure needs
- development of regional design guidelines for pedestrian & bicycle facilities
- complete the multi-use path systems in the region
- extension of existing trail systems
- development of effective bicycle commute routes
- continue local trail development

¹¹⁹ Connecticut Department of Transportation. 2007. Moving Forward: Connecticut's Transportation Strategy. p.79-88

¹²⁰ Airport-Data. 2009. Laurie Field Airport. <www.airport-data.com/airport/CT19/>

¹²¹ Capitol Region Council of Governments. 2007. Capitol Region Transportation Plan - p.39

- creation of an on-road bicycle network
- develop additional bicycle storage and locking facilities
- public education about bicycle and pedestrian travel
- enforcement of local traffic laws that protect cyclists and pedestrians

Designated by the Regional Pedestrian and Bicycle Plan, the Town of Enfield presently has an extensive on-road bicycle network. Following is an inventory of designated bicycle ways in Enfield, including a proposed trail from Enfield Square to the village of Thompsonville as well as across the Connecticut River:¹²²

Table 43 On Road Bicycle Network for Enfield (2008)

State Rte. Or U.S. Hwy #	Local Road Name	Section
S.R. 220	Taylor Rd., Shaker Rd., Elm St.	State Line to U.S. 5
S.R. 192	North Maple St.	State Line to Bacon Rd.
U.S. 5	Enfield St., King St.	State Line to S.R. 510
S.R. 191	Broad Brook Rd.	S.R. 190 to East Windsor Town Line
S.R. 190	Hazard Ave.	Palomba Dr. to Somers Town Line
S.R. 510	Depot Hill Rd.	U.S. 5 to Old Depot Hill Rd.
S.R. 514	Franklin St.	S.R. 190 Bike Path to U.S. 5
	Taylor Rd., Shaker Rd., Elm St.	S.R. 220 to S.R. 190
	Bacon Rd.	S.R. 192 to S.R. 220
	Old Depot Hill Rd.	Depot Hill Rd. to River Rd.
	River Rd.	Old Depot Hill Rd. to East Windsor Town Line
	Raffia Rd.	South Rd. to Post Office Rd.
	Simon Rd.	Raffia Rd. to East Windsor Town Line
	North Main St.	U.S. 5 to Main St.
	Main St.	North Main St. to South River St.
	South River St.	Main St. to Asnuntuck St.
	Asnuntuck St.	South River St. to Prospect St.
	Prospect St.	Asnuntuck St. to Maple Ave.
	Maple Ave.	Prospect St. to Spring St.
	Spring St.	Maple Ave to S.R. 190 bike path
	Cranbrook Blvd.	Freshwater Blvd. to Palomba Dr.
	Palomba Dr.	Cranbrook Blvd. to S.R. 190
	South Rd.	U.S. 5 to SR. 190
	Post Office Rd.	U.S. 5 to Raffia Rd.
	Town Farm Rd.	Abbe Rd. to S.R. 191
	* Town Farm Rd.	Abbe Rd. to Raffia Rd.
	* Route 190 Trail	Freshwater Blvd. to U.S. 5
	* Route 190 Trail	Across Connecticut River
* Note: Proposed Bikeway		
Source: Capitol Region Council of Governments Regional Pedestrian & Bicycle Plan		

¹²² Capitol Region Council of Governments. 2008. Regional Pedestrian and Bicycle Plan. p.26-39.

Findings

- The Town of Enfield transportation network must be developed to amply serve local residents, as well as to provide new opportunity for travel, recreation and economic opportunity. Following are findings on the present transportation conditions:
- A proposed New Haven-Hartford-Springfield Commuter Rail Line includes an intermodal station in Enfield which will provide new opportunity for Enfield tourism, economic development and inter-municipal transportation
- The Town of Enfield, as well as the Capitol Region have put a significant emphasis upon developing bicycle and pedestrian accommodations throughout the town, including a focus on a “complete streets” policy for all new transportation projects
- New multi-use trails are to be constructed along Town Farm & Post Office Roads as well as along I-190 from Freshwater Boulevard to U.S. 5 and across the Connecticut River.
- Traffic conditions in the town are generally good with no major problem areas. The locations with the highest levels of congestion include Routes 190 and 220, east of I-91, near major retail centers
- The town is well serviced by air transportation due to its close proximity to Bradley International Airport, the largest airport in Connecticut, located in nearby Windsor Locks
- Enfield residents are presently served by rail transportation in Windsor Locks, which has the nearest Amtrak station. The future New Haven-Hartford-Springfield Commuter Rail project will bring a new station to the village of Thompsonville
- Public transportation in Enfield consists of one bus route, each, to the cities of Hartford and Springfield
- Transportation services for the elderly and disabled are provided by Dial-A-Ride
- The Route 190 Corridor Transportation Plan provides a blueprint for road improvements on Route 190 to relieve current congestion issues and accommodate traffic growth while preserving the landscape and character of the neighborhoods along the roadway