

**CITY OF MERIDEN**  
**PLAN OF CONSERVATION**  
**&**  
**DEVELOPMENT**

***Transportation***  
***and***  
***Circulation***

**October 2007**

**Prepared For:**  
**City of Meriden**  
**Planning Commission**

**Prepared By:**  
**Harrall-Michalowski Associates, Inc.**  
**Hamden, Connecticut**

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## I. INTRODUCTION

To ensure that the City of Meriden can continue to grow and prosper, it is essential to provide a safe, efficient and economically viable transportation system. This system, comprised of a surface transportation network of highways, streets, an airport, walkways, greenways, bikeways and mass transit must provide for both inter-town and intra-town travel movements.

The objective of this transportation planning effort are to help City officials and the public focus on the transportation needs of the community and propose improvements where needed. To this end, existing conditions have been evaluated, critical roadway needs identified and opportunities for future improvements to the transportation system proposed.

Of particular note is the State of Connecticut's initiative to re-establish passenger train commuter service through Meriden on the New Haven to Springfield route.

## II. EXISTING CONDITIONS

The mid-point location between the cities of New Haven and Hartford, the presence of Interstate 91, Interstate 691 and Connecticut Routes 5 and 15, the path of the Quinnipiac River, the rail road right-of-way and the establishment and growth of the historic city center have all shaped Meriden's current roadway system in many ways. Meriden's link to the interstate highway system is among the best available in Connecticut.

The roadway system within Meriden is comprised of a series of interconnected corridors with varying levels of roadway functional classification. According to the

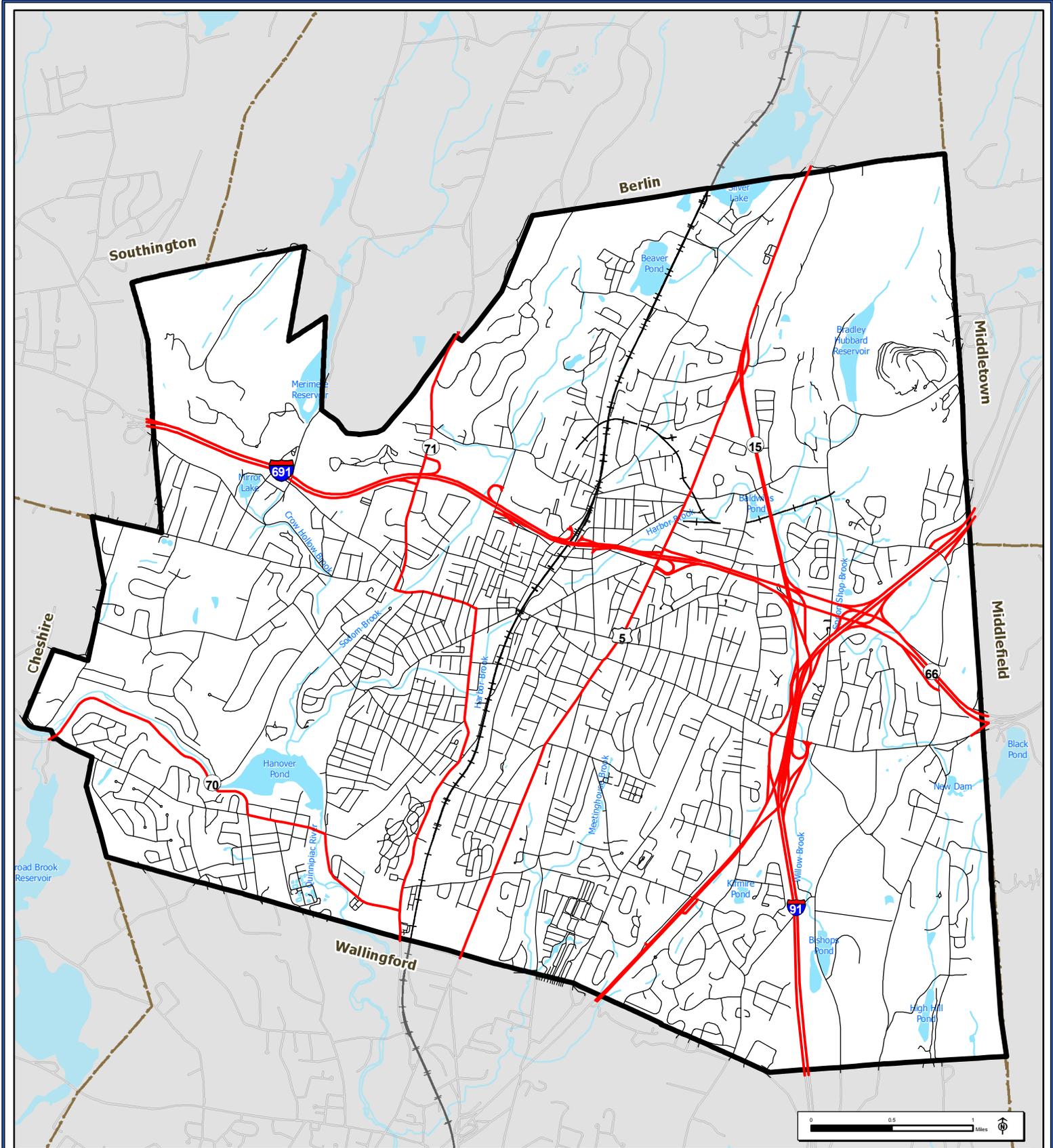
Connecticut Department of Transportation, as of December 31, 2004, Meriden was served by 213.99 miles of public roads, 88% of which were City roads (187.40 miles) and the balance (26.59 miles) were State roads. The following Road Base Map illustrates the locations of City-maintained and State-maintained roads throughout Meriden.

### **Functional Classification of Roadways in the City of Meriden**

Transportation officials classify roadways based on traffic volumes, accessibility and function. The State DOT has identified six different levels of roadway classifications in the City of Meriden: Principal Arterial - Interstate, Principal Arterial - Expressway, Principal Arterial - Other, Minor Arterial, Collector and Local Road. In some cases, the actual classification of a road may change along its length or may operate differently than its assigned functional classification. The attached State Functional Road Classification Map illustrates the distinctions in roadway types as described below.

The highest functional roadway classification in Meriden is Principal Arterial - Interstate. This classification of roadway provides limited-access, multi-lane, high volume, high capacity facilities intended to provide for and accommodate high speed travel, over long distances with relatively few points of access to the local street system. Within Meriden, Interstate 91 and Interstate 691 receive this classification.

Meriden's second highest functional roadway classification is Principal Arterial - Expressway. This classification of roadway is similar in many ways to Interstate Arterials, without the interstate designation. Within Meriden, the Wilbur Cross Parkway (Route 15) and Route 66 receive this classification.



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**Road Basemap**

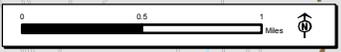
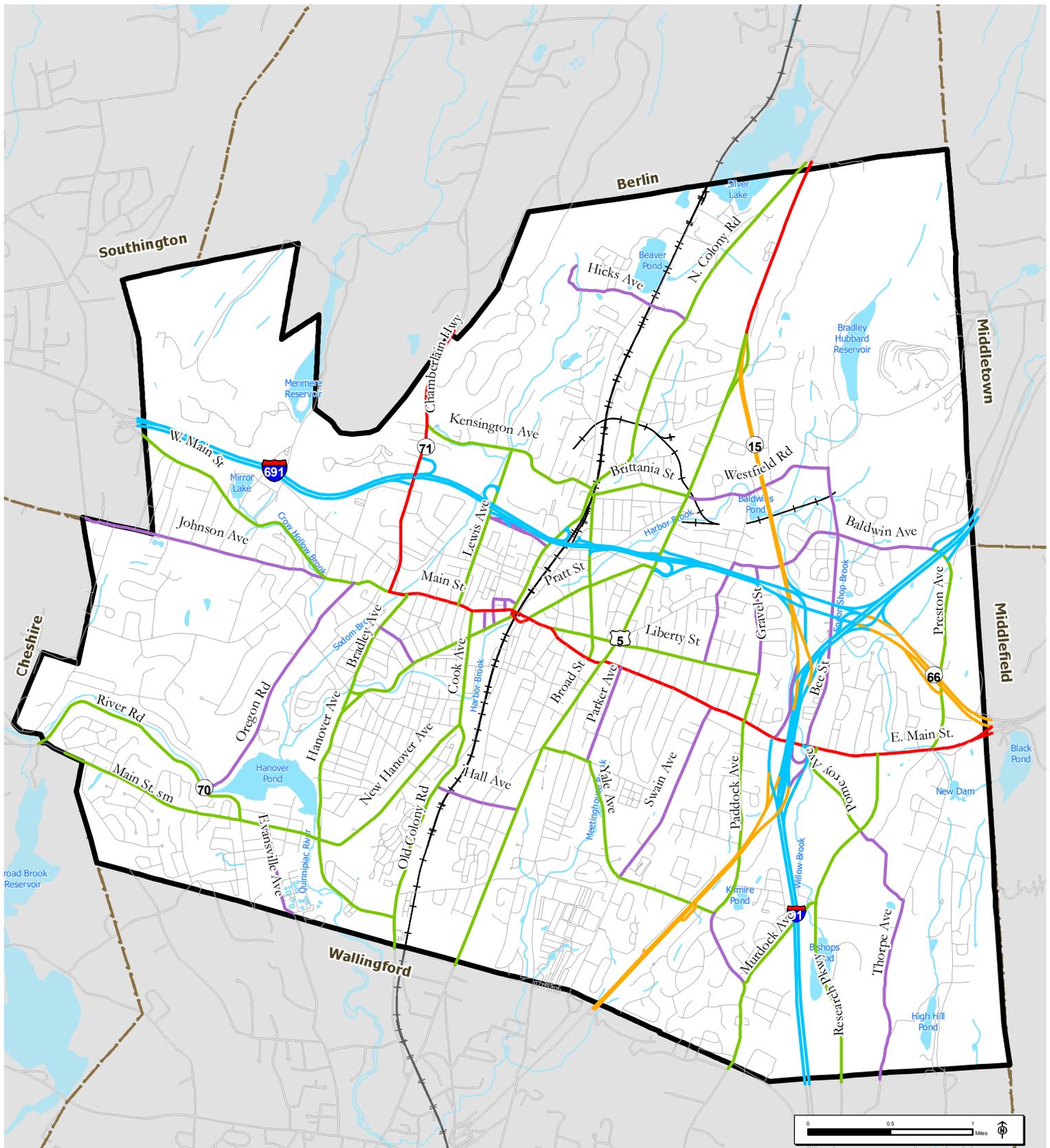
**Legend**

- State Roads
- Local Roads

Source:  
 Street Centerlines: City of Meriden M.I.S. Department from AT&T Planimetric Data (2005).  
 State Roads: Connecticut Department of Transportation Bureau of Policy and Planning (2004).  
 Basemap Data: Connecticut Department of Environmental Protection Map and Geographic Information Center, Environmental and Geographic Information Center 1962-1995.

**THIS MAP WAS DEVELOPED FOR USE AS A PLANNING DOCUMENT. DELINEATIONS MAY NOT BE EXACT.**

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**State Functional Road Classification**

**Legend**

- Principal Arterial-Interstate
- Principal Arterial-Other
- Principal Arterial-Other-Expwy
- Minor Arterial
- Collector

Source:  
 Street Centerlines: City of Meriden M.I.S. Department from AT&T Planimetric Data (2005).  
 State Functional Classifications: Connecticut Department of Transportation Bureau of Policy and Planning (2004).  
 Base Map Data: Connecticut Department of Environmental Protection Map and Geographic Information Center, Environmental and Geographic Information Center 1962-1995.

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The next order of roadway classification is Principal Arterial - Other. This roadway type connects major development and activity centers within Meriden to each other as well as to activity centers in other towns and to accessible expressways. The design of this type of road typically accommodates higher speeds and greater traffic carrying capacity, with enhanced horizontal and vertical geometry. To maintain the road's thru-traffic carrying capacity and higher design speeds, this road type would ideally provide a more restrictive level of access control to adjacent land uses than do other roads in the City. The Principal Arterial - Other roadways within Meriden are East Main Street; West Main Street from Cook Avenue to the Chamberlain Highway; Chamberlain Highway; and the Berlin Turnpike.

Minor Arterials are ranked next within the hierarchy of roadway classifications. This type of roadway connects principal arterials and augments the traffic carrying capabilities of the entire roadway system. This type of roadway provides for a greater degree of access to abutting land uses and typically does not provide the same level of through mobility of the higher classifications. Meriden's minor arterial streets include the following:

Ann Street (From Parker Avenue to Broad Street)  
Bradley Avenue  
Brittania Street  
Broad Street (Route 5)  
Camp Street (From Pratt Street to Broad Street)  
Center Street  
Colony Street  
Cook Avenue  
Gravel Street (From East Main Street to Liberty Street)  
Hanover Avenue (Route 70)  
Hanover Road

Hanover Street  
Kensington Avenue  
Lewis Avenue  
Liberty Street  
Main Street (South Meriden) (Route 70)  
Miller Avenue  
Murdock Avenue  
New Hanover Avenue  
North Broad Street (Route 5)  
North Colony Street  
Old Colony Road (Route 71)  
Paddock Avenue (From Miller Avenue to East Main Street)  
Pomeroy Avenue (From East Main Street to Research Parkway)  
Pratt Street  
Preston Avenue (From East Main Street to I-91)  
Research Parkway  
River Road (Route 70)  
South Broad Street (Route 5)  
West Main Street (From Chamberlain Avenue to Southington town line) (Route 71)  
Yale Avenue (From Parker Avenue to Swain Avenue)

The next classification of roadways, Collector Streets, provides a higher degree of access to abutting land uses and a somewhat diminished level of through mobility than the higher classifications. Meriden's collector streets include the following:

Baldwin Avenue (From Gravel Street to I-91)  
Barristers Court  
Bee Street  
Butler Street  
Centennial Avenue  
Church Street  
Columbia Street  
Evansville Avenue (South Meriden)  
Gravel Street (From Liberty Street to Baldwin Avenue)  
Grove Street (From West Main Street to Church Street)  
Hall Avenue

Hicks Avenue (From Hilltop Road to North Colony Street)  
Ives Avenue  
Johnson Avenue  
Oregon Road  
Paddock Avenue (From Miller Avenue to Murdock Avenue)  
Parker Avenue  
South Grove Street  
State Street  
State Street Extension  
Swain Avenue  
Thorpe Avenue (From Wallingford town line to Ives Avenue)  
Westfield Road (From North Broad Street to Bee Street)  
Winthrop Terrace (From Bradley Avenue to Hanover Street)

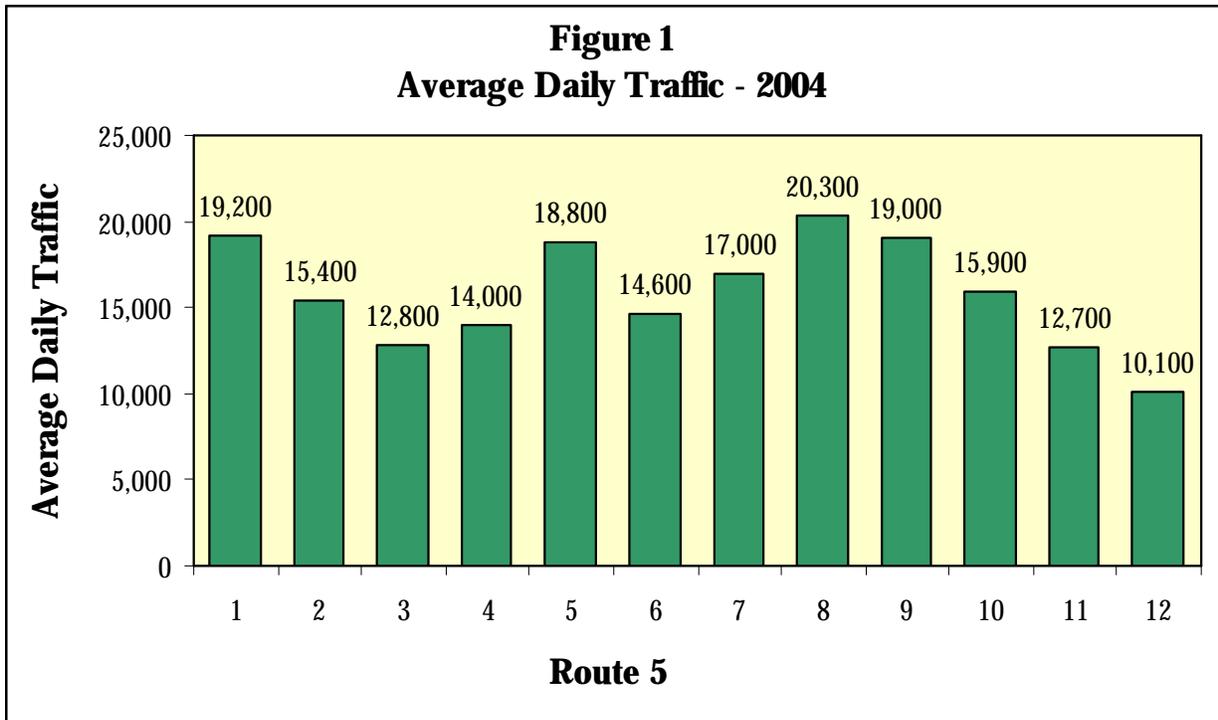
central location, with substantial pedestrian activity adjacent to Downtown and merging into a limited access pattern in the northern section where it merges with the Route 15 approach to the Berlin Turnpike.

Local Roadways, the final classification of roadways, includes all remaining streets. This classification contains a high percentage of street mileage, with roads that provide the highest level of access to abutting land uses and the lowest level of through mobility.

### **State Roadways - Average Daily Traffic Volumes**

The following describes existing traffic conditions on State roadways within Meriden, using available traffic count data from the Connecticut Department of Transportation.

U.S. Route 5 (Broad Street) extends between the boundaries with the Town of Wallingford on the south and the Town of Berlin on the north, bisecting Meriden into two portions. At a regional level, US Route 5 stretches from New Haven to Vermont, where it terminates at the Canadian border. This 5.3-mile section of roadway provides access to a variety of uses, though most establishments are commercial or residential in character. Route 5 has four travel lanes in its southerly location, and is a two-lane to four-lane roadway in its



Legend

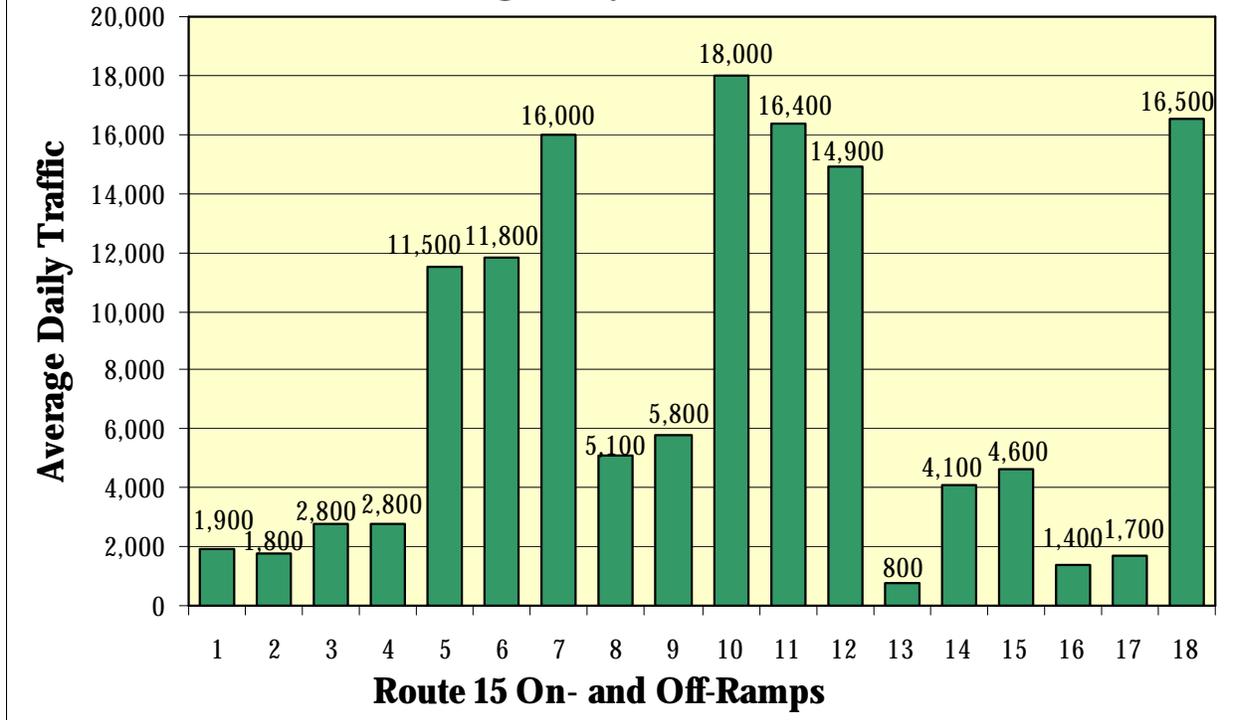
- |                                 |                              |
|---------------------------------|------------------------------|
| 1 At Wallingford Town Line      | 7 South of Yale Acres Road   |
| 2 Northeast of Green Road       | 8 North of Camp Street       |
| 3 Northeast of Hall Avenue      | 9 North of I-691 Interchange |
| 4 Southwest of Curtis Street    | 10 South of Westfield Road   |
| 5 Southwest of East Main Street | 11 North of Westfield Road   |
| 6 Northeast of East Main Street | 12 North of Robin Hill Road  |

The Wilbur Cross Parkway (Route 15) is a principal expressway extending across the southeastern and eastern sections of the City. At its terminus, the parkway joins North Broad Street to form the combined Route 5/Route 15 known as the Berlin Turnpike. Opened in 1947 as part of the incrementally constructed controlled-access highway from Greenwich to Meriden, the 4.4-mile length through Meriden possesses two highway interchanges, at Exits 67 and 68. The parkway offers high-speed access from central and eastern sections of Meriden to the Towns of Wallingford, North Haven, and beyond.

In 2003, average daily traffic (ADT) volumes for Route 15 within the Exit 67 and Exit 68 interchanges combined reached 95,900

vehicles, with roughly 56% of the traffic traveling in the northbound direction. The busiest Parkway access ramp is the Exit 68N-E northbound off-ramp to I-91 northbound, with an ADT count of 18,000 vehicles. In addition, the southbound on-ramp from I-691 had an ADT count of 16,400 vehicles, which are comprised of cars heading south toward New Haven who may then either remain on the Parkway or chose I-91 South. The close proximity of Interstate 91, which offers a faster alternative for traveling north towards Hartford and south toward downtown New Haven, may partly explain these high volumes.

**Figure 2**  
**Average Daily Traffic - 2003**



**Legend**

- |  |   |
|--|---|
| 1 Northbound On-Ramp from DOT Garage       | 10 Exit 68N-E Northbound Off-Ramp                         |
| 2 Northbound Off-Ramp to DOT Garage        | 11 Southbound On-Ramp from I-691 EB                       |
| 3 Southbound On-Ramp from East Main Street | 12 Exit 68W Northbound Off-Ramp                           |
| 4 Exit 67 Northbound Off-Ramp              | 13 Northbound On-Ramp from I-691 WB                       |
| 5 Exit 67S Southbound Off-Ramp             | 14 Northbound On-Ramp from Route 5                        |
| 6 Northbound On-Ramp from I-91 NB          | 15 Southbound Off-Ramp to Route 5                         |
| 7 Southbound On-Ramp from I-91 SB          | 16 Southbound Off-Ramp to DOT Garage                      |
| 8 Exit 67W Southbound Off-Ramp             | 17 Southbound On-Ramp from DOT Garage                     |
| 9 Northbound On-Ramp from East Main Street | 18 South of Route 5 Interchange, Both Directions Combined |

Route 71 is a north-south arterial serving the southern, central and northwestern portions of Meriden, and connects the City with Wallingford to the south and Berlin to the north. The 4.1-mile segment within Meriden provides access to residential neighborhoods, I-691, and regional shopping destinations, while also passing through the western end of the City's Downtown area.

The regional shopping destinations are concentrated north of I-691 near the portion

of Route 71 known as Chamberlain Highway. Medium density residential and mixed-use neighborhoods border the segments of Route 71 running through the southern part of the City.

Figure 3 represents Average Daily Traffic volumes for Route 71 in 2004. The greatest traffic volumes occurred near Route 71's intersection with Bradley Avenue. However, traffic volumes elsewhere along Route 71 are distributed relatively evenly across this

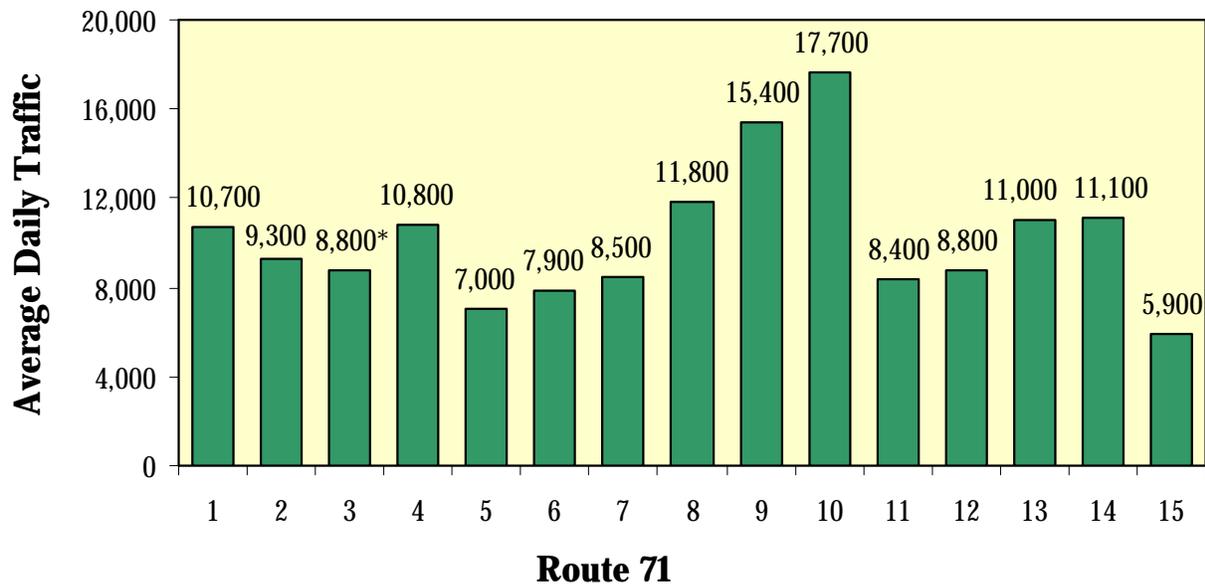
roadway, with the exception of the portion north of Kensington Avenue, which experiences considerably lower traffic volumes.

Route 70 in South Meriden, between the Town's boundary with Cheshire and Route 71, is a minor arterial connecting the South Meriden section of the City and the Town of Cheshire along an east-west corridor with Route 71 and the rest of Meriden. This 2.7-mile segment of state roadway runs through the center of South Meriden and then along the edge of the Quinnipiac Gorge en route to the Cheshire town line. Route 70 terminates at Yalesville Road (Route 68) in Wallingford,

just 2.4 miles southwest of the Meriden-Cheshire town line.

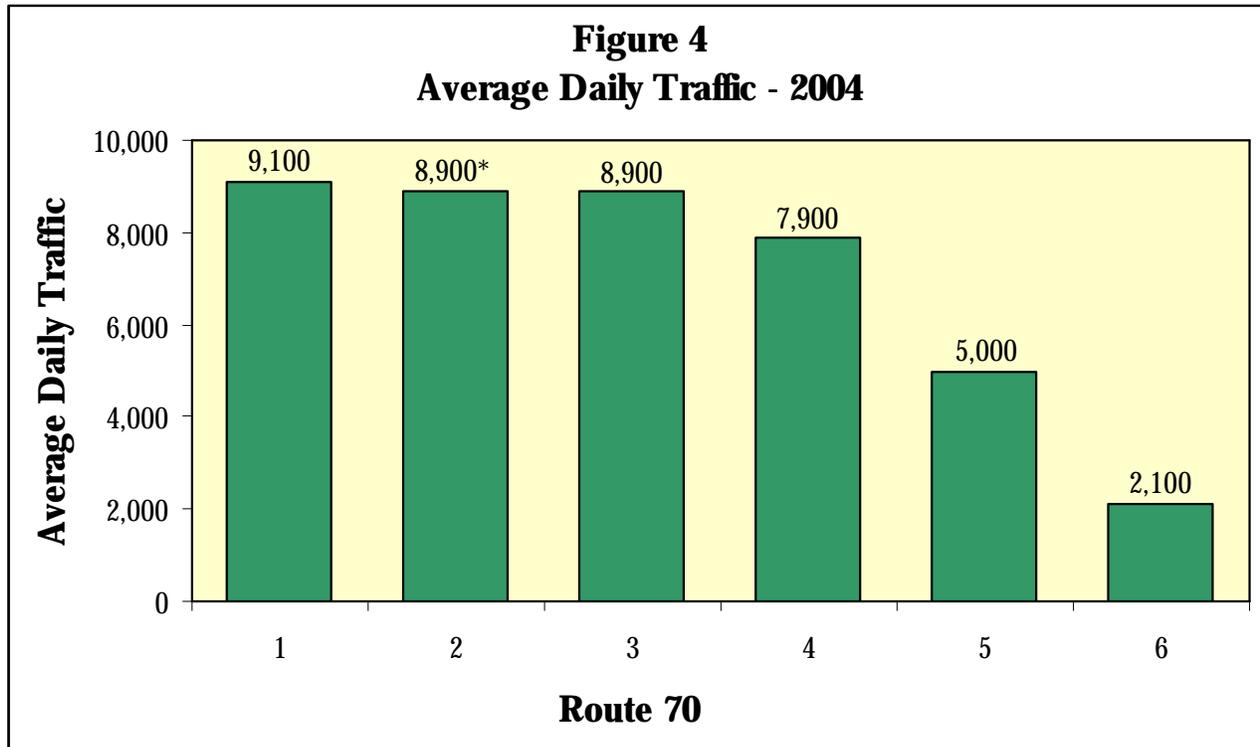
The greatest traffic volumes along this roadway occur along the easterly approach to the South Meriden neighborhood, particularly before Route 70 crosses the Quinnipiac River. The traffic volumes of roughly 8,000 to 9,000 vehicles in this immediate area are likely a result of its close proximity to Route 71 and the concentration of condominium complexes and a mix of commercial and industrial uses in the immediate area. Figure 4 provides a detailed assessment of Average Daily Traffic volumes in 2004 for this roadway.

**Figure 3**  
**Average Daily Traffic - 2004**



Legend

- |                                |                               |
|--------------------------------|-------------------------------|
| 1 South of Route 70            | 9 East of Bradley Avenue      |
| 2 North of Route 70            | 10 West of Bradley Avenue     |
| 3 Southwest of Hall Avenue     | 11 North of West Main Street  |
| 4 Northeast of Hall Avenue     | 12 South of I-691 Interchange |
| 5 North of South Colony Street | 13 North of I-691 EB Off ramp |
| 6 North of New Hanover Avenue  | 14 North of I-691 Interchange |
| 7 South of Hanover Avenue      | 15 North of Kensington Avenue |
| 8 North of Hanover Avenue      | * Data is from 1998           |



Legend

- |                               |                            |
|-------------------------------|----------------------------|
| 1 West of Route 71            | 4 East of Cheshire Road    |
| 2 South of New Hanover Avenue | 5 Southeast of Oregon Road |
| 3 East of Webb Street         | 6 Northwest of Oregon Road |
- \* Data is from 1998

**Route 66**

Originating at the Middlefield town line, the Route 66 Expressway connects the East Side of Meriden, the City of Middletown, the Town of Middlefield and points east with I-691, I-91 and points west. The roughly 1.5-mile section through Meriden from the Middlefield town line to the beginning of I-691 is a six-lane limited-access highway. East of the Preston Avenue interchange, Route 66 had an ADT count in 2004 of 20,900 vehicles.

Route 66 continues east into Middlefield and Middletown to eventually become a four-lane state route that provides local access.

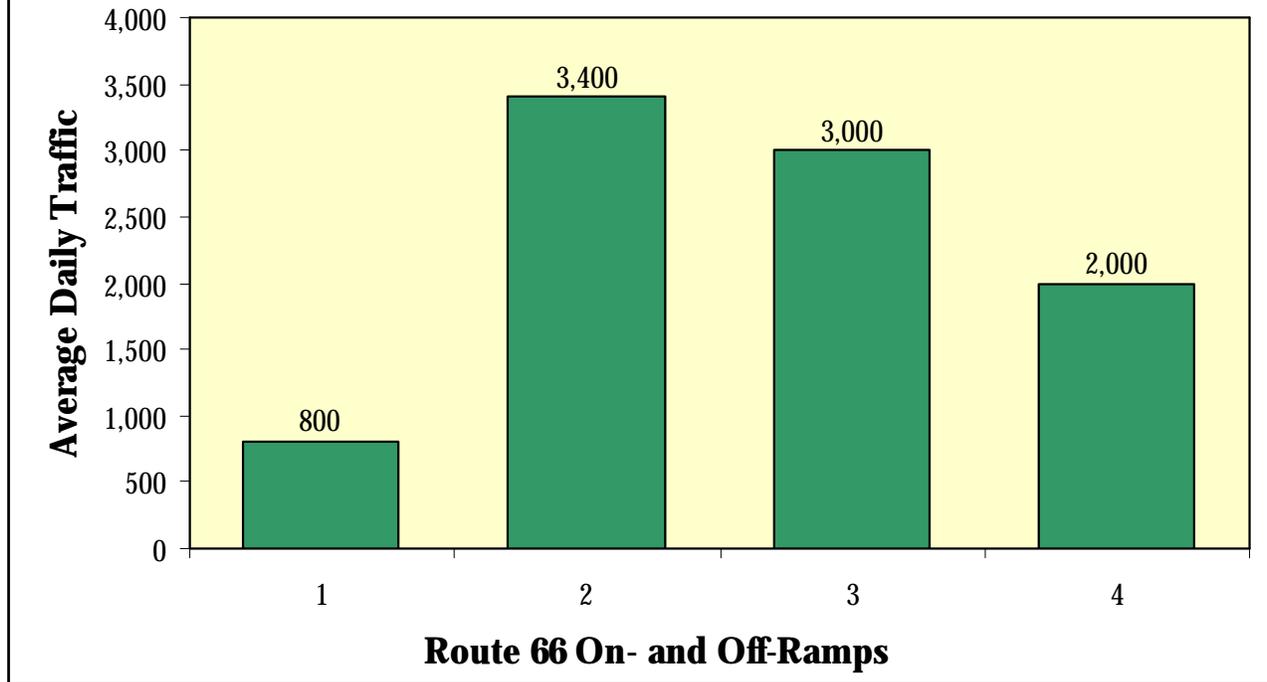
The high traffic volume along Route 66 east of the Preston Avenue interchange likely indicates vehicles connecting to Interstate 691, since the traffic counts for the ramps

leading to and from I-91 are considerably lower. This disparity is not surprising; for many commuters in the Middletown area, it is faster and more convenient to use Route 9 to connect to I-91 rather than Route 66, which has numerous traffic signals that reduce overall traffic speed. Figure 5 provides a glance at the traffic volume distribution along this roadway's access ramps.

**Interstate 91**

The stretch of Interstate 91 passing through Meriden opened between October 1965 and January 1966. Four highway interchanges connect the interstate highway with the City's surface road system, which include: Exit 16 at East Main Street; Exit 17 at Route 15 (the Wilbur Cross Parkway); Exit 18 at I-691 and

**Figure 5  
Average Daily Traffic - 2004**



Legend

- |  |  |
|--|--|
| 1 Exit 11 Westbound Off-Ramp to I-91NB | 3 Westbound On-Ramp from Preston Avenue        |
| 2 Eastbound On-Ramp from I-91 NB       | 4 Exit 12 Eastbound Off-Ramp to Preston Avenue |

Route 66; and Exit 19 at Preston Avenue and Baldwin Avenue.

Exit 8 at Route 5 (Broad Street); Exits 9 and 10 at Route 15 (Wilbur Cross Parkway); Exit 11 at I-91; and the Preston Avenue exits and entrances.

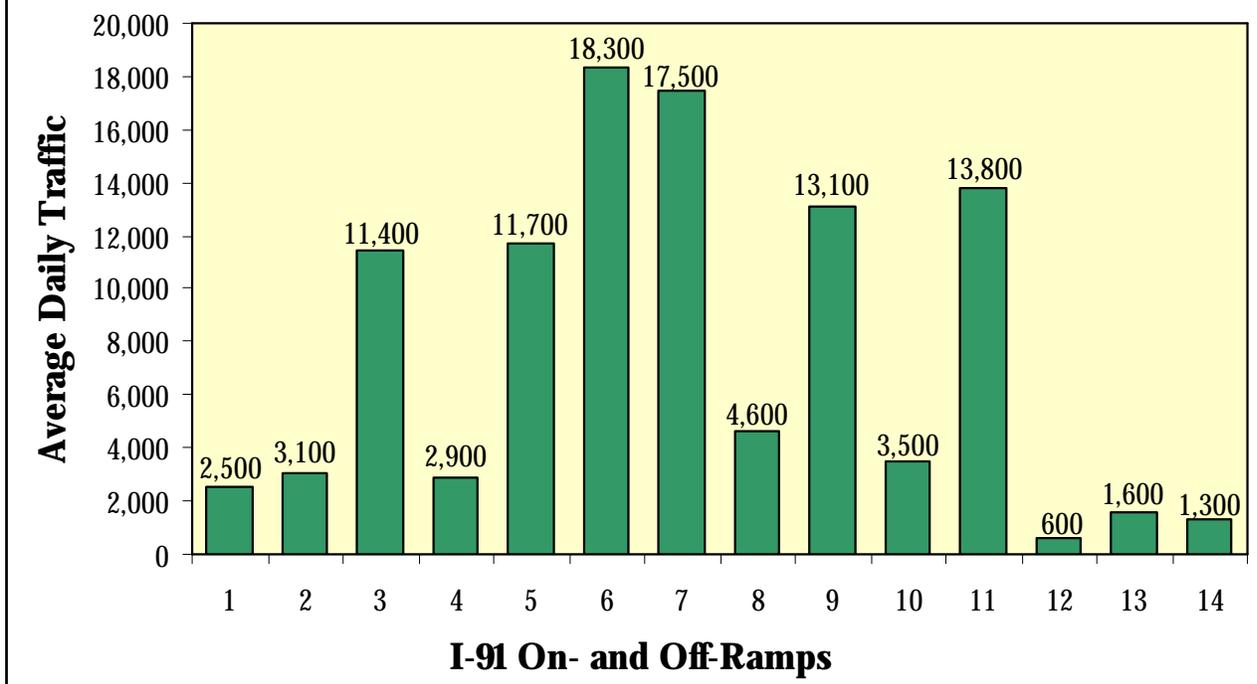
**Interstate 691**

The stretch of Interstate 691 passing through Meriden opened in two separate stages. The first stage was the piece of I-691 running from Route 5 to the Middlefield town line, which opened in 1966. The second stage was the portion of the highway running from Route 5 to Route 322 in Southington, which opened in 1971. However, the remainder of I-691 in Southington and Cheshire was not finished until 1987, when the connection with I-84 was finally completed. Eight highway interchanges connect the highway with the City's surface road system, which include: Exit 4 to Route 322; Exit 5 at Route 71 (Chamberlain Highway); Exit 6 at Lewis Avenue and Columbia Street; Exit 7 at Colony Street/State Street Extension/Center Street;

**East Main St./West Main St. - Average Daily Traffic Volumes**

The East Main Street/West Main Street roadway is the primary local east-west route through Meriden. While serving as the only unbroken local transportation route between the east and west sides of the City, it also home to a significant portion of Meriden's retail and office development and is the central focal point of the Downtown area. East Main Street provides direct access to I-91, Route 15 and Route 5, and a portion of West Main Street is part of Route 71. Heavy traffic volumes along the East Main Street/West Main Street corridor can be problematic for residents and commuters alike

**Figure 6**  
**Average Daily Traffic - 2003**



Legend

- |   |  |
|---|--|
| 1 Southbound On-Ramp from East Main Street                      | 8 Southbound On-Ramp from I-691 WB               |
| 2 Exit 16 Northbound Off-Ramp to East Main Street               | 9 Exit 18 Southbound Off-Ramp to I-691 WB        |
| 3 Southbound On-Ramp from Rt. 15 SB                             | 10 Exit 18 Northbound Off-Ramp to Rt. 66 EB      |
| 4 Exit 17 Southbound Off-Ramp to East Main Street               | 11 Northbound On-Ramp from I-691 EB              |
| 5 Exit 17 Northbound Off-Ramp to Rt. 15 NB                      | 12 Northbound On-Ramp from Rt. 66 WB             |
| 6 Northbound On-Ramp from Rt. 15 NB                             | 13 Exit 19 Southbound Off-Ramp to Baldwin Avenue |
| 7 Exit 17 Southbound Off-Ramp to Rt. 15 SB and East Main Street | 14 Northbound On-Ramp from Baldwin Avenue        |

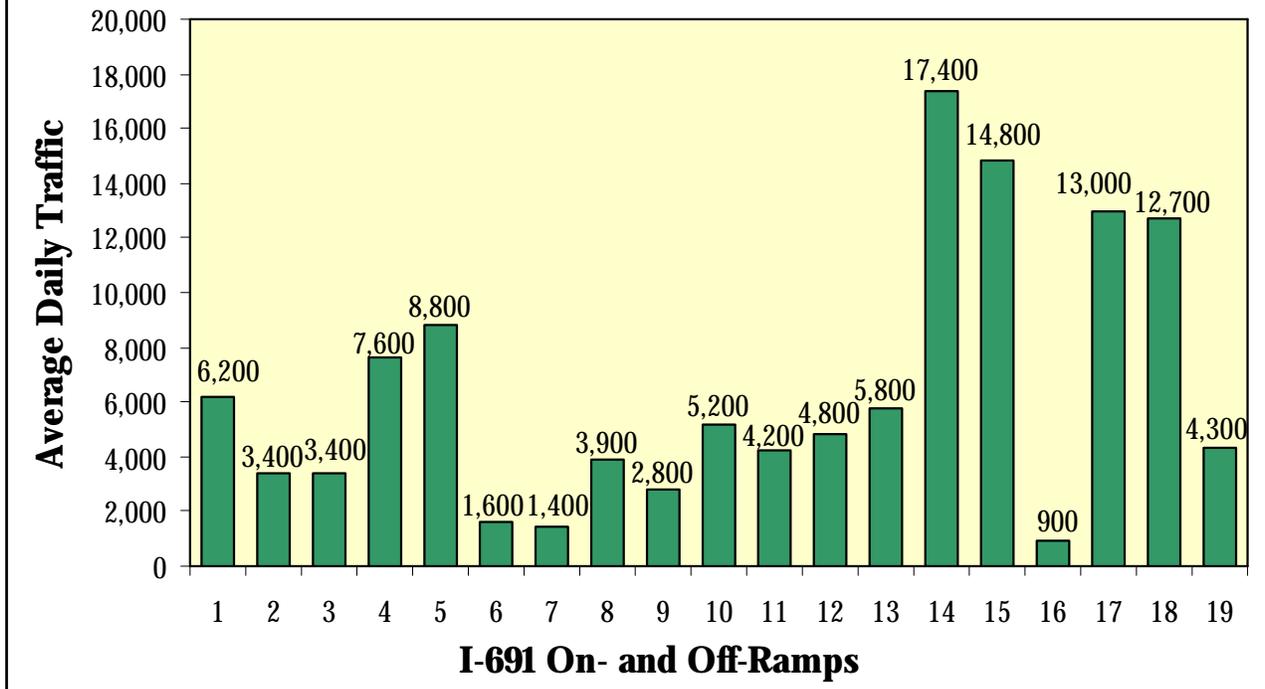
since this corridor is the only continuous east-west route along local roadways.

**Overview of Changes in Traffic Patterns Between 1990-2004**

Table 1 reveals a dichotomous trend in traffic volumes on State roads in Meriden. For example, Route 71 had a 5.8% decrease in traffic volume between the early 1990s and 2004. However, this decrease was minimized by the fact that one traffic counting station, just north of Hanover Avenue, experienced a 45.7% increase in traffic volume over this period. Other counting stations along Route

71 recorded significant decreases in traffic volume, such as south of Hanover Avenue (23.4% decrease), south of the I-691 interchange (17.0% decrease) and north of West Main Street (12.5% decrease). However, traffic volumes increased significantly along Route 5, the East Main Street/West Main Street corridor and part of Route 15. In particular, the majority of traffic counting stations along Route 5 and the East Main Street/West Main Street corridor experienced double-digit percentage increases

**Figure 7  
Average Daily Traffic - 2004**



Legend

- |   |  |
|---|--|
| 1 Exit 4 Westbound Off-Ramp to Rt. 322                | 11 Exit 8 Westbound Off-Ramp to Rt. 5      |
| 2 Westbound On-Ramp from Rt. 322                      | 12 Exit 8 Eastbound Off-Ramp to Rt. 5      |
| 3 Exit 5 Eastbound Off-Ramp to Rt. 71                 | 13 Eastbound On-Ramp from Rt. 5            |
| 4 Exit 6 Westbound Off-Ramp to Lewis Avenue           | 14 Exit 10 Eastbound Off-Ramp to Rt. 15 SB |
| 5 Eastbound On-Ramp from Lewis Avenue                 | 15 Westbound On-Ramp from Rt. 15 NB        |
| 6 Exit 6 Eastbound Off-Ramp to Columbia Avenue        | 16 Exit 9 Westbound Off-Ramp to Rt. 15 NB  |
| 7 Westbound On-Ramp from Colony Street                | 17 Westbound On-Ramp from I-91 SB          |
| 8 Exit 7 Westbound Off-Ramp to State Street Extension | 18 Exit 11 Eastbound Off-Ramp to I-91 NB   |
| 9 Eastbound On-Ramp from Center Street                | 19 Exit 10 Westbound Off-Ramp to I-91 SB   |
| 10 Westbound On-Ramp from Rt. 5                       |  |

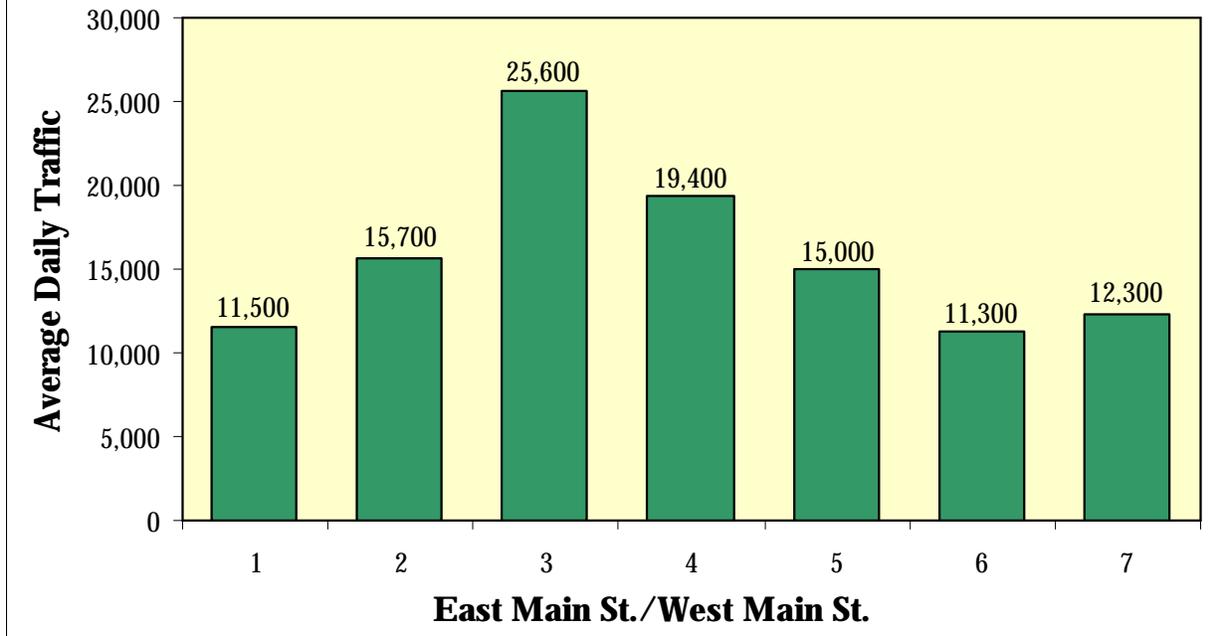
in traffic volume over the period tracked. In many cases, the complex and varied circumstances that affect traffic patterns make it difficult to identify any one reason for shifts in traffic patterns and volume.

The most notable traffic volume increases, in terms of numbers of additional vehicles, occurred at the following locations: East Main Street near Parkway Place (an increase of 6,400 vehicles per day); Route 71 north of Hanover Avenue (an increase of 3,700 vehicles per day); Route 5 south of Yale Acres Road (an increase of 3,300 vehicles per day);

Route 5 at the Wallingford town line (an increase of 3,000 vehicles per day); and East Main Street near Sunset Avenue (an increase of 2,900 vehicles per day).

The most substantial traffic volume decreases, in terms of numbers of vehicles, occurred at the following locations: Route 71 south of Hanover Avenue (a decrease of 2,600 vehicles per day); Route 71 south of the I-691 interchange (a decrease of 1,800 vehicles per day); Route 70 east of Webb Street (a decrease of 1,400 vehicles per day); Route 70 east of Cheshire Road (a decrease of 1,300 vehicles

**Figure 8**  
**Average Daily Traffic - 2004**



Legend

- |                                     |                                |
|-------------------------------------|--------------------------------|
| 1 East Main St. near Research Pkwy. | 5 East Main St. near Elm St.   |
| 2 East Main St. near Arlington St.  | 6 West Main St. near State St. |
| 3 East Main St. near Parkway Pl.    | 7 West Main St. near Grove St. |
| 4 East Main St. near Sunset Ave.    |                                |

per day); Route 71 north of Route 70 (a decrease of 1,300 vehicles per day); and Route 71 west of Bradley Avenue #2 (a decrease of 1,300 vehicles per day).

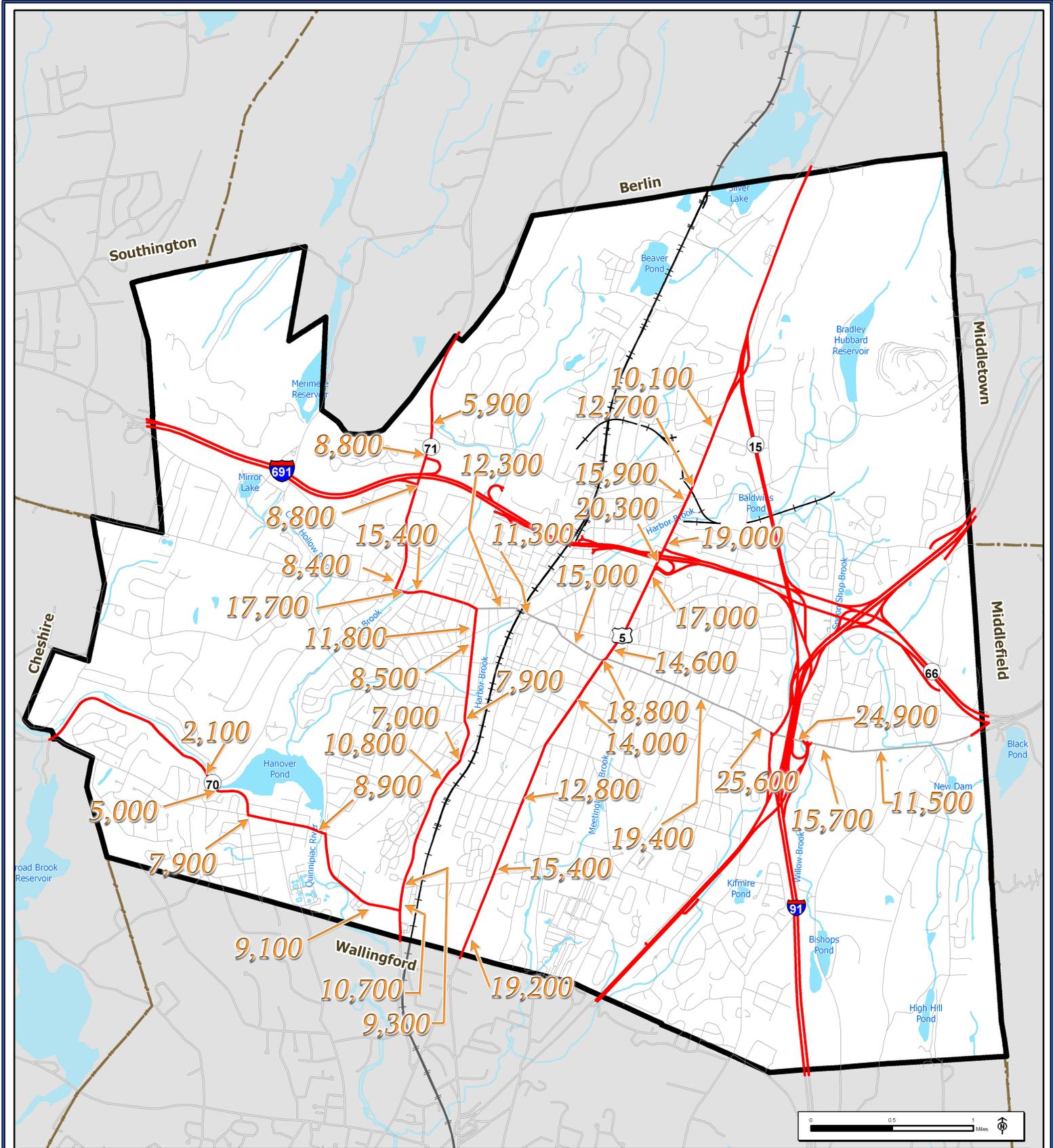
development compared to modest population growth in communities throughout Connecticut.

In assessing the change in travel patterns for entire roadways, only Route 71 witnessed a decrease in traffic volumes, where 9,500 fewer vehicles per day traveled the roadway in 2004 than in the earliest reporting date (1990 or 1993) for each counting station. Route 70 remained unchanged from its previous traffic counts with 41,900 vehicles per day. In contrast, Route 5, Route 15 and the East Main Street/West Main Street corridor all exhibited overall increases in traffic volume. In fact, combined traffic volumes on these three routes in Meriden increased by a combined 14.5% between 1990 and 2004, while the City's population actually declined by 0.5% between 1990 and 2004. This pattern is consistent with the relatively high rate of land

**TABLE 1**  
**Changes in Traffic Patterns Between 1990-2004**  
**Meriden, CT**

<b>Roadway Link</b>	<b>Average Daily Traffic</b>		<b>Percent</b>
	<b>1990/1993<sup>a</sup></b>	<b>2004</b>	<b>Change</b>
<b>Route 5</b>			
<b>At Wallingford Town Line</b>	16,200	19,200	<b>18.5%</b>
NE of Green Road	14,500	15,400	6.2%
NE of Hall Avenue	11,200	12,800	14.3%
SW of Curtis Street	12,200	14,000	14.8%
SW of East Main Street		18,800	N/A
NE of East Main Street	12,400	14,600	<b>17.7%</b>
South of Yale Acres Road	13,700	17,000	24.1%
North of Camp Street		20,300	N/A
North of I-691 Interchange	17,400	19,000	<b>9.2%</b>
South of Westfield Road	15,400	15,900	<b>3.2%</b>
North of Westfield Road	11,300	12,700	12.4%
North of Robin Hill Road	8,500	10,100	18.8%
<b>Overall % Change for Route 5</b>			<b>13.5%</b>
<b>Route 15</b>			
South of Route 5 Interchange	14,100 <sup>b</sup>	<b>16,500<sup>c</sup></b>	17.0%
<b>Route 70</b>			
<b>West of Route 71</b>	8,500	9,100	<b>7.1%</b>
South of New Hanover Avenue	7,200	8,900	23.6%
East of Webb Street	10,300	8,900	-13.6%
East of Cheshire Road	9,200	7,900	<b>-14.1%</b>
SE of Oregon Road	4,700	5,000	6.4%
NW of Oregon Road	2,000	2,100	5.0%
<b>Overall % Change for Route 70</b>			<b>0.0%</b>





**City of Meriden**

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**Average Daily Traffic Volumes (2004)**

**Legend**

- 12,300** Average Daily Traffic (ADT) Volume
- State Road
- Local Road

Source:  
 Street Centerlines: City of Meriden M.I.S. Department from AT&T Planimetric Data (2005).  
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 HAMDEN, CONNECTICUT April 2007

### **Meriden-Markham Airport**

Meriden-Markham Airport is a full-service airport with a recently reconstructed runway owned by the City and located on Evansville Avenue, straddling the Meriden-Wallingford town line, that is operated by Meriden Aviation Services, Inc. The airport has a single 3,100-foot runway that was outfitted in 2005 with a new all-night remote lighting system. The taxiway for the runway is also lighted and the airport has a rotating beacon light to identify its location at night. The airport complex also includes the main terminal, hangars and a maintenance facility. Meriden-Markham Airport offers a wide variety of services, including aircraft rental and maintenance services, flight and ground training and instruction, charter flights, pilot supplies and computer services including weather mapping and laptop hook-ups. Proposed future improvements to the airport include new "T"-hangars for aircraft owners who store their planes on the premises year-round.

While the airport will also be discussed in the Community Facilities memorandum, it is important to note the role that it plays in Meriden's transportation system and how that role could potentially change in the future.

### **The Hub Site: Its Potential Future Development and Role in the Transportation System**

Originally the site of the International Silver Company, the Meriden Hub site was redeveloped between 1969 and 1970 as the Meriden Mall. The initial hope was that the redevelopment of the site would be the catalyst for the revitalization of the entire Downtown area. However, the Meriden Mall encountered a series of problematic issues almost immediately that limited its ability to become established and to thrive. The construction of the Meriden Square mall on

Lewis Avenue in 1971 provided stiff competition throughout the life of the Meriden Mall. The withdrawal of major retail anchors from the mall in 1980 and the catastrophic flooding of Harbor Brook in 1992 and 1996 were just a few of the major blows to the Meriden Mall, which by the 1990s was known as the Meriden Hub. During the several years after the flooding of Harbor Brook, the idea of demolishing the Hub and replacing it with new development rapidly gained support.

Demolition of the Hub site is nearing completion, and the design element of the redevelopment project is moving forward. At present, three different development scenarios have been proposed by Milone & MacBroom and Metcalf & Eddy, the two engineering firms working on the design of the Hub site. The development scenarios place a heavy emphasis on remedying the flooding problems that have plagued Harbor Brook, but also lay out different options for creating commercial development on the site along with a central City green. One of the key pieces of any development on the Hub site would be the expansion of the existing rail station on State Street into a larger intermodal transportation center.

Presently, The Meriden rail station is served by Amtrak, which enables Meriden commuters to travel to either Hartford or New Haven by train and from New Haven connect to the MetroNorth and Shoreline East rail services. Approximately six trains each depart from Meriden toward New Haven and Hartford on weekdays; however, the stops made between Meriden and these two cities are limited.

CONNDOT retained the services of Wilbur Smith Associates to design an implementation strategy for commuter rail service between New Haven and Springfield, MA. The Final

Report, issued in June 2005, calls for the Meriden rail station to be one of the “Action Stations” of the implementation strategy. In other words, the Meriden station is one that has been selected as a station where upgrades or modifications to existing rail facilities are proposed as part of the implementation strategy. For the Meriden station, these modifications would include:

- Two new passenger platforms
- An “up and over” pedestrian walkway that would enable passengers to cross the railroad tracks from the rail platforms to the rest of the Hub site
- Parking facilities for approximately 218 vehicles
- A multimodal transportation center, either in the former Post Office building or as part of the Hub site redevelopment, once funding is secured

The Final Report notes that the total weekday daily “ons”, or ridership, for the Meriden station would be 206 “ons” as a result of the proposed action plan. Commuter trains would depart from Meriden roughly every 30 minutes during peaking commuting times. The presence of these additional commuters and the increased number of trains passing through Meriden every day would help support existing Downtown businesses as well as any new commercial spaced developed as part of the Hub site redevelopment. The proposed action would also establish Downtown Meriden, particularly the Hub site, as the transportation center for the entire City. This development “anchor”, in conjunction with the rest of Meriden’s City Center Initiative Plan, could accelerate the revitalization of the entire Downtown area.

### **Traffic Accident Analysis**

The Connecticut Department of Transportation (CONNDOT) provides data on traffic accidents by way of its Traffic Accidents Viewing System (TAVS) for State and Federal roadways. Traffic accident data via this system is available for the period from January 1, 2003 to September 30, 2006. Table 2 presents the number of traffic accidents over this time period for each State and federal roadway in Meriden. Accidents per mile are then calculated based upon the length of each roadway that is located within the City. Based upon this analysis, Route 5 had the most accidents per mile, followed by I-91 and Route 71. I-691 also had a higher than average number of accidents per mile. These numbers may be higher due to the fact that these routes generally have higher traffic volumes than other roadways in Meriden.

Table 3 lists the ten roadway segments in Meriden that had the highest number of accidents per mile over the time period examined. The highest accident rate was found on West Main Street (Route 71) from Cook Avenue to Lewis Avenue, where 86 accidents occurred from January 2003 to September 2006 on a segment of roadway that is only 475 feet long.

As part of its 2005-2006 Annual Safety Report, CONNDOT drafted what is called a “5 Percent Report”. This report is an annual requirement under the federal government’s Highway Safety Improvement Program (HSIP), wherein each state must describe at least 5% of their road segments that have the greatest need for safety improvements. CONNDOT listed 15 locations in their 2005-2006 report, with three locations in New Haven, two locations in East Haven, and one location each in ten other communities. One location was cited in Meriden, that being the segment of Route 5 between Town Line Plaza and the change from South Broad Street to Broad Street. The potential remedy listed for

this segment was additional signalization and turning lanes, which were estimated to cost \$400,000. However, it is noted that the signalization volume warrants were not met at this location, and also that the design of the area was not conducive to signalization. CONNDOT concluded that further study of this road segment was needed.

<b>Route</b>	<b># of Accidents</b>	<b>Roadway Length</b>	<b>Accidents Per Mile</b>
Route 5	839	4.23 miles	198.3
Route 15	450	5.66 miles	79.5
Route 66	51	0.96 miles	53.1
Route 70	97	2.89 miles	33.6
Route 71	701	4.33 miles	161.9
I-91	634	3.85 miles	164.7
I-691	601	4.67 miles	128.7
<b>TOTAL</b>	<b>3,373</b>	<b>26.59 miles</b>	<b>126.9</b>

Source: Connecticut Department of Transportation, Bureau of Policy and Planning, TAVS Data.

<b>Roadway Segment</b>	<b># of Accidents</b>	<b>Roadway Segment Length</b>	<b>Accidents Per Mile</b>
<b>(1)</b> Route 71 – West Main St. from Cook Ave. to Lewis Ave.	86	0.09 miles	955.6
<b>(2)</b> Route 5 – Broad St. from East Main St. to Wall St.	94	0.20 miles	470.0
<b>(3)</b> Route 71 – West Main St. from Lewis Ave. to Windsor Ave.	86	0.19 miles	452.6
<b>(4)</b> Route 71 – West Main St. from Windsor Ave. to Chamberlain Hwy.	101	0.23 miles	439.1
<b>(5)</b> I-91 – Exit 17 to Exit 18	104	0.25 miles	416.0
<b>(6)</b> Route 5 – Broad St. from Ann St. to East Main St.	215	0.63 miles	341.3
<b>(7)</b> Route 71 – Cook Ave. from Bronson Ave. to Hanover St.	83	0.26 miles	319.2
<b>(8)</b> Route 5 – North Broad St. from I-691 to Westfield Rd.	137	0.48 miles	285.4
<b>(9)</b> Route 5 – South Broad St. from Wallingford line to Green Rd.	132	0.53 miles	249.1
<b>(10)</b> Route 5 – Broad St. from Wall St. to I-691	109	0.45 miles	242.2

Source: Connecticut Department of Transportation, Bureau of Policy and Planning, TAVS Data.

### **Land Development Trends and Associated Traffic and Transportation Impacts**

Meriden has experienced land development since the adoption of its 1985 POCD. One indicator of growth is the issuance of State Traffic Commission (STC) Major Traffic Generator Certificates (e.g. projects with

100,000+ gross square feet of building space and/or 200 parking spaces). Appendix A highlights the 29 Meriden projects that have received STC Certificates since the 1985 Plan of Development with concentrations of certificates near Exit 16 off I-91, the Research Parkway area, South Broad Street and the Westfield Shoppingtown/Midstate Medical

Center/Chamberlain Highway (Route 71) area.

### **Transit Network**

Owned and operated by ConnDOT, Connecticut Transit (CT Transit) provides public bus transit service in Meriden, as summarized in Table 4 and graphically represented in the following *CT Transit Bus Route Map*. The three bus routes summarized below connect Meriden to the bus system serving the Greater New Haven/South Central Connecticut area. The frequency of service varies between bus routes, with the Yale Acres-Westfield Shoppingtown line (A) and the Kohl's Plaza-South Meriden line (B) offering the most frequent service (60 minute starting at 6:30am and running to 5:30-6:00pm). The Meriden rail station, located on State Street, serves as the "hub" for all three bus routes. Bus route and schedule information is available on the CTTransit web site at [www.cttransit.com](http://www.cttransit.com).

In June 2007, Governor Rell announced a state-wide expansion of various bus services that become effective as of July 1<sup>st</sup>. Included in these expansions was funding to provide for Saturday flexible route service within the City of Meriden that would connect with the Greater New Haven system via the transfer point at Kohl's Plaza on Route 5 just over the Wallingford line. This service expansion will allow Meriden riders to travel by bus throughout the Southern Connecticut region on Saturdays, a service which had previously been available. In addition, proposals to better connect the central areas of Meriden, Cheshire and Southington through bus service continue to be discussed.

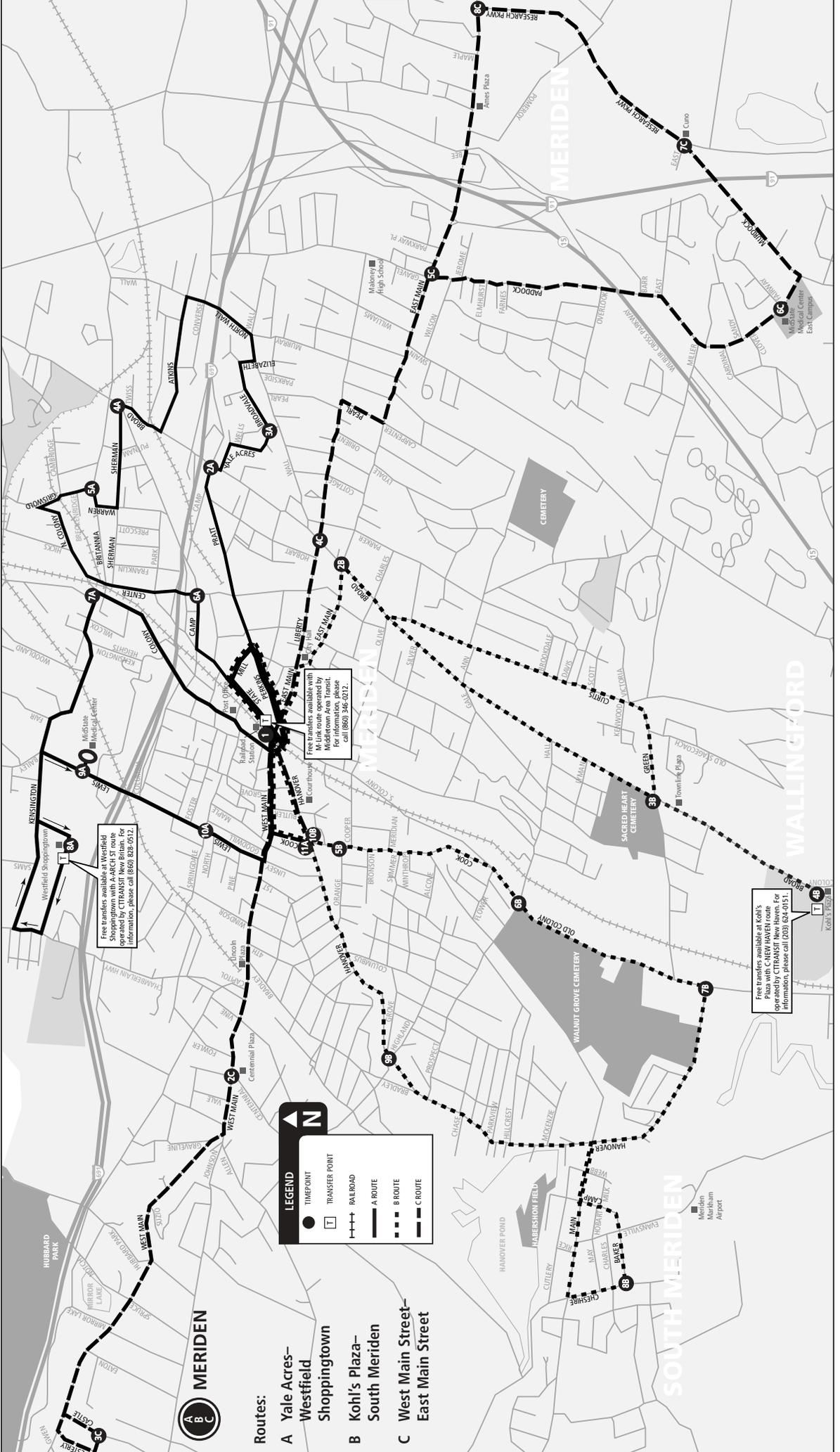
<b>Bus Route</b>	<b>Description</b>
A	Yale Acres - Westfield Shoppingtown
B	Kohl's Plaza - South Meriden
C	West Main Street - East Main Street

Source: [www.cttransit.com](http://www.cttransit.com)

### **Trail Systems in Meriden**

The City of Meriden has a growing network of hiking and walking trails. At the present time, there are four distinct sets of trails that run through the City. The Metacomet/Mattabesett Trail, also known as the Blue Trail, passes through three City-owned locations in Meriden: Hubbard Park; the NRG site; and Giuffrida Park. The Blue Trail is one of the longest trail systems in Connecticut, running from the Massachusetts-Connecticut state line in Suffield south to northern Guilford, and northeast through Durham, Haddam and Middletown to the Connecticut River.

In addition to the Blue Trail, both Hubbard Park and Giuffrida Park have their own interior circulation trails for hiking and passive recreation that also link up with the Blue Trail at several points. Finally, the southwestern corner of Meriden is home to the Quinnipiac Gorge Trail that runs alongside the Quinnipiac River from Hanover Pond west to the Cheshire town line. A design consultant for the second phase of the Quinnipiac River Trail has been selected; this phase will involve extending the trail north from Dossin Beach to West Main Street, generally along the west side of Sodom Brook. The development of additional trail sections will also have the added benefit of improving flood control in necessary areas. Collectively, these facilities provide a solid foundation toward achieving an inter-connected and accessible greenways and trail system.



**Routes:**

- A** Yale Acres–Westfield Shoppingtown
- B** Kohl's Plaza–South Meriden
- C** West Main Street–East Main Street

**LEGEND**

- TIMEPONT
- TRANSFER POINT
- ⋯ RAILROAD
- A ROUTE
- - - B ROUTE
- ⋯ C ROUTE

Free transfers available at Westfield Shoppingtown with C-NEW HAVEN route operated by CITRANSIT New Haven. For information, please call (860) 828-0912.

Free transfers available with C-NEW HAVEN route operated by CITRANSIT New Haven. For information, please call (860) 346-0212.

Free transfers available at Kohl's Plaza with C-NEW HAVEN route operated by CITRANSIT New Haven. For information, please call (203) 394-0131.



**MERIDEN**

**SOUTH MERIDEN**

**MERIDEN**

**MERIDEN**

**WALLINGFORD**

Map labels include: WESTFIELD SHOPPINGTOWN, HUBBARD PARK, MERIDEN, SOUTH MERIDEN, WALLINGFORD, WEST MAIN STREET, EAST MAIN STREET, YALE ACRES, KOHL'S PLAZA, WESTFIELD SHOPPINGTOWN, MERIDEN RAILROAD STATION, MIDSTATE MEDICAL CENTER, SACRED HEART CEMETERY, WALNUT GROVE CEMETERY, MERIDEN MATHAN AIRPORT, and various street names like WEST MAIN, EAST MAIN, and CENTRAL PLAZA.

### **City Engineering Department's Project Status**

According to the Engineering Department, recently completed public works projects involving roadways and transportation assets in Meriden include the Finch Avenue culvert; improvements to the existing railroad station and canopy structure; streetscaping along Main Street; new pavement markings and traffic signage along South Broad Street between Ann Street and the Meriden-Wallingford town line; the widening of East Main Street; and the Old Stagecoach Road culvert. Future projects may include reconstruction of the Gravel Street/Baldwin Avenue interchange, a linear bike trail through Meriden, reconstruction of Finch Avenue, drainage improvements along Miller Street, the reconstruction/reconfiguration of the Kensington Avenue/Brittania Street/Colony Street intersection, the reconstruction of North Colony Road, and the reconfiguration of the West Main Street/Lewis Avenue intersection. Several other projects are also in the planning, design or funding stages, and new projects can be expected to be added to this list on an annual basis.

### **South Central Regional Council of Governments (SCRCOG) - Transportation Initiatives**

SCRCOG's Regional Plan of Development (November 2000) called for revitalizing the South Meriden Center along Main Street through a streetscape improvement program, which has recently been completed. Also proposed is an extension of the Quinnipiac River Trail from Hanover Pond north through Downtown Meriden and then west toward Cheshire. As mentioned previously, a design consultant for the second phase of the Quinnipiac River Trail has been selected; this phase will involve extending the trail north from Dossin Beach to West Main Street, generally along the west side of Sodom Brook. Finally, improvements to the Lewis Avenue

infrastructure and new streetscape elements to better connect the mall and Midstate Medical Center area with Downtown Meriden have been completed between West Main Street and Columbia Street.

SCRCOG's South Central Regional Long Range Transportation Plan 2007-2035 recommends or identifies several transportation improvement projects within the City of Meriden that are part of the long range plan. The Long Range Transportation Plan states the following:

**"I-691 Chamberlain Highway - Meriden –** The previous Plan identified improvements to this interchange as desirable for the efficiency of the local highway network. Additional movements at this interchange could be beneficial and provide better access to and from I-691 in both directions. The SCRCOG encourages CDOT to study this interchange for possible modifications and improvements."<sup>1</sup>

Recently, in SCRCOG's Unified Planning Work Program for Fiscal Year 2008, \$20,000 was assigned for this interchange project to pay for a consultant study.

Other projects listed include:

STP Urban Projects: Gravel St Phase #1 – The City of Meriden recently solicited a Request for Qualifications (RFQ) for consultant design of this project. Design will be for both Baldwin Avenue and Gravel Street based upon work previously completed.

I-91: Incident Management/ Traffic Advisory system improvements

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<sup>1</sup> SCRCOG, "South Central Regional Long Range Transportation Plan, 2007-2035" (Final Draft – 5/9/07), p. 34.

US 5: Drainage improvements

Rail: New Haven-Hartford-Springfield -  
Service enhancements and Commuter service

Transportation Enhancement: Quinnipiac River  
Trail - north bank west of Oregon St.

As part of the on-going Regional Pedestrian and Bicycle Plan, SCRCOG has identified several improvement projects areas in the City of Meriden for pedestrian and bicycle infrastructure enhancements. Table 5 below shows the location and length of these proposed improvement areas.

**TABLE 5**  
**SCRCOG Proposed Pedestrian and Bicycle Improvement Areas**  
**Meriden, CT**

<b>Facility Name</b>	<b>Begin/End</b>	<b>Distance Estimate</b>
Route 71 – West Main St./Cook Ave.	Capital Ave. to Hanover St.	3,700 feet (0.7 miles)
Quinnipiac Linear Trail	City-wide trail	Short – 1.7 miles Medium – 2.5 miles Long – 4.5 miles
Kensington Avenue	North Mall entrance to Route 71 (Chamberlain Hwy.)	1,700 feet (0.32 miles)
Liberty Street	Cottage St. to Gravel St.	3,600 feet (0.68 miles)
Chamberlain Highway	Steuben St. to I-691 entrance ramp & 330 feet north of Lockwood St.	1,500 feet (0.28 miles)

Source: SCRCOG; City of Meriden; compiled by HMA.

CONNDOT's 2007 Master Transportation Plan identifies the State's priority transportation projects for the next ten years. Several of the projects that are identified in the Master Transportation Plan and located in the City of Meriden overlap those identified by SCRCOG. The projects listed in the Master Transportation Plan include:

Route 5 (Broad Street): Drainage Improvements – *FY 2009*

Route 71: Replace bridge over Harbor Brook – *FY 2009*

Harbor Brook Flood Control Project – *Partially Funded*

Columbus Avenue: Replace bridge over Harbor Brook – *Funded & Designed*

Gravel Street: Reconstruction of intersection at Baldwin Avenue – *Funded*

Additional roadway projects underway in Meriden include new curbs, sidewalks, pavement and drainage along West Main Street between Cook Avenue and North Second Street (which has been designed but is awaiting funding), and various other small roadway improvements equally distributed

around Meriden as part of the City's Capital Improvement Plan.

**Journey to Work Patterns**

The United States Census Bureau provides recent data for analyzing commuting patterns within and between local communities. This data is helpful in understanding general traffic flows into and out of a community generated by daily trips to and from the workplace.

The City of Meriden has an estimated 27,345 workers, of which 10,158 workers (37.1%) are employed within the City itself. The remaining 17,187 workers (62.9%) commute to jobs outside of Meriden. Meriden's resident workforce is definitely oriented in the southern direction in terms of employment; 72.7% of Meriden workers are employed in New Haven County, while only 16.5% are employed in Hartford County and 6.8% in Middlesex County. Fewer than 1% of Meriden's resident workers commute outside of Connecticut for work.

Many employed residents of Meriden are likely to have a short commuting distance to and from their workplace. Almost 64% of all Meriden workers work either in Meriden itself or in an adjacent municipality. Other important employment destinations for Meriden workers include New Haven (1,087

workers), Hartford (968 workers), North Haven (857 workers), and Waterbury (685 workers). What is also quite clear is the important role that the Interstate 91/Route 15/Route 5 corridor plays in the economic life of Meriden residents. An estimated 11,317 Meriden resident workers, or 41.4% of the total resident workers, use this corridor to commute to their place of employment. When these numbers are combined with the number of workers who remain in Meriden to work, the total is 21,502 workers or 78.6% of the total resident workers.

According to Census data, an estimated 13,945 workers commute into Meriden for employment everyday, combined with the 10,158 workers mentioned previously who both reside and work in the City itself. Commuters into Meriden come from a wider

range of communities than are represented as destinations for Meriden resident workers; while over 65% of the commuters OUT of Meriden go to one of the top ten destinations communities for work, only 52% of commuters INTO Meriden come from the top ten communities of origination. A substantial percentage of commuters into Meriden come from larger urban and suburban communities such as Wallingford (15.1%), Southington (7.4%), Middletown (5.5%), Waterbury (5.2%), New Haven (4.2%) and Cheshire (4.2%). Likely due to its geographically central location in the State and proximity to the confluence of major interstate highways and state routes, Meriden draws workers into its economy from all directions.

### III. GOALS AND OBJECTIVES – 1985 LAND USE PLAN

The 1985 Land Use Plan for Meriden indicated numerous goals and directives for action for the transportation and circulation systems in the City. The specific goals included the following:

- “To facilitate traffic circulation among existing and proposed land uses by improving interconnections and alignments of arterial streets.”
- “The provision of appropriate uses for undeveloped residential land so as to maintain and complement the character of existing residential areas
  - By providing areas for new residential development at appropriate densities which include adequate provisions for traffic circulation, utilities and public facilities”

Specific directives for action to achieve these goals included:

- “Revise circulation, utility and recreation plans to accommodate new growth, where appropriate. However, where utility extensions would be infeasible, only very low-density residential uses should be permitted. Specific circulation improvements which should be implemented are as follows:
  - Improved east-west flow by making more direct connection of Kensington Ave., Britannia Street and Westfield Rd.

- East-West connection between Hanover Road and Paddock Ave.
- Connection between Prospect and Hall Avenues
- Collector streets to link new development in large tracts with existing circulation system
- Improved roadways to facilitate north-south flow in eastern portion of city
- A City-wide capital improvements program should reflect proposed improvements 1 through 5 above.”

- “Realign Kensington Avenue to eliminate sharp curves.”
- “Encourage complete interchange of Route 66 with Chamberlain Ave.”
- “Provide new roads and extend utilities to serve undeveloped areas.”
- “Provide for north-south collector street through center of sector.” (West Sector)
- “Straightening of Westfield Rd.”
- “Improvement of Bee Street, Baldwin Rd. (*sic*) and Preston Ave. to accommodate additional traffic.”
- “Diversion of through traffic on Bee Street between Baldwin Rd. (*sic*) and E. Main Street.”

While several of these goals and objectives, such as improving the connection between Kensington Avenue and Britannia Street, have been accomplished, the Planning And Zoning Commission will need to evaluate the remaining goals to determine their relevancy for the next decade.

## **IV. RECOMMENDATIONS FOR MERIDEN'S TRANSPORTATION SYSTEM**

The following identifies a comprehensive program of transportation improvements recommended to mitigate traffic congestion, improve traffic circulation, reduce traffic accidents and encourage multi-modal travel.

Determining how best to address change and guide the community productively into the future is an important core concept of the Plan of Conservation and Development update process. Thus, after a review of the key housing trends and implications of the past decade, the City's housing goals and objectives must be reassessed and modified to meet the expected changes to come in the next decade and to address issues of concern highlighted by recent trends and implications.

**GOAL #1:** Route 5 serves the City as the most critical north-south roadway for local traffic and business access, and its segments accommodate anywhere from 10,000 to 20,000 vehicles per day. Addressing the current needs of this roadway and planning for future impacts from development along its length should be a high priority for the City to ensure that Route 5 does not become overburdened.

### **Objectives:**

- Work with SCRCOG and CONNDOT to improve the drainage system along Route 5.
- Devise strategies to reduce the number of motor vehicle accidents along Route 5, particularly in the area around its intersection with East Main Street.

- Utilize zoning regulations and other land use tools to promote development along Route 5 that minimizes curb cuts and ingress/egress points, promote shared driveways, and guide development in a manner that minimizes the traffic impact of such development along Route 5.
- Build upon the successful completion of a Route 5 study recommending the revision of pavement markings from Ann Street to the Meriden-Wallingford town line to improve traffic flow and driver comprehension.

**GOAL #2:** The combined roadway of East Main Street and West Main Street is the primary means for local traffic to cross Meriden along its east/west axis, and also provides critical linkages between the interstate highway system and commercial/industrial uses in Meriden, as well as the Downtown area. Even more heavily traveled than Route 5, portions of this roadway carry between 11,000 and 26,000 vehicles per day. As the economic lifeline of the City, strong emphasis should be placed on this roadway corridor to ensure that commercial establishments continue to grow and thrive along its length.

### **Objectives:**

- In conjunction with the City Center Initiative, create a unified streetscape theme along East Main Street from Broad Street to Cook Avenue to tie into the proposed new curbs, sidewalks, pavement and drainage along West Main Street between Cook Avenue and North Second Street.
- In conjunction with CONNDOT, devise strategies to reduce the number of motor vehicle accidents along the

East Main Street/West Main Street corridor, particularly in the area along West Main Street between Cook Avenue and the Chamberlain Highway.

- Utilize zoning regulations and other land use tools to promote development along East Main Street and West Main Street that minimizes curb cuts and ingress/egress points, promote shared driveways, and guide development in a manner that minimizes the traffic impact of such development along this corridor.
- As part of the City Center Initiative, make the East Main Street/West Main Street connecting point a central part of the redevelopment of the Hub Site. Doing so will solidify this area as the center of Meriden.
- Over the long-term, investigate the potential for realigning and reconfiguring the East Main Street/Broad Street intersection to improve traffic flow and reduce confusion.

**GOAL #3:** Route 70 and Route 71 provide important secondary access to many of Meriden's western and central neighborhoods, as well as the Downtown area and other commercial nodes. The access that these routes provide should be capitalized on in a manner that is sensitive to the character of the surrounding residential neighborhoods.

**Objectives:**

- Complete the I-691/Chamberlain Highway interchange through SCRCOG and CONNDOT to provide enhanced access to the mall, the MidState Medical

Center and the Chamberlain Highway corridor.

- Monitor the Chamberlain Highway section of Route 71 to ensure that additional commercial development along this section of the route does not overburden the roadway's capacity.
- In conjunction with CONNDOT, devise strategies to reduce the number of motor vehicle accidents along the West Main Street section of Route 71, between Cook Avenue and the Chamberlain Highway.

**GOAL #4:** Interstate 91, Interstate 691, Route 15 and Route 66 will continue to serve the important role of connecting Meriden with the region, the State and the national transportation network. While the City has little direct control over the development and utilization of these roadways, it should continue to be active in working with State and federal departments and officials to ensure that Meriden is adequately and properly served by these roadways.

**Objectives:**

- As mentioned previously, the City should continue to press for the completion of the I-691/Chamberlain Highway interchange.
- As part of the City Center Initiative, pursue strategies to better and more directly connecting I-691 with the Downtown area.
- Work with SCRCOG and CONNDOT to coordinate incident management and traffic advisory services, proposed construction projects and

enhancements, and basic maintenance activities.

**GOAL #5:** Other town-maintained roadways will gradually become in need of maintenance and reinvestment. While they currently are performing up to adequate standards, these roadways should receive some long-term attention.

**Objectives:**

- Maintain adequate funding and staffing levels at the Public Works Department to ensure that resources are in place for periodic and systematic assessments of Meriden’s roadway network.

**GOAL #6:** If the proposed commuter rail service from New Haven to Springfield, MA is completed as planned, rail service will become an important component of Meriden’s transportation network. It is critical that the City capitalize on this potential asset to garner the most benefit in terms of ridership, ancillary economic impacts, and the drawing of visitors into the Downtown.

**Objectives:**

- Continue to promote the redevelopment of the Hub Site in a manner that addresses flood control, creates a central public open space for the Downtown and develops land uses that will have a symbiotic relationship with the Meriden rail station, such as housing, office and commercial uses.
- Utilize enhanced rail service to draw visitors to Meriden’s Downtown by creating a business recruitment program to establish new dining, entertainment

and cultural attractions around the rail station.

- Market Meriden’s Downtown as a single “transit-oriented development”, with an emphasis on the reasonably priced housing options in the area and the ease of commuting to Hartford or New Haven via the commuter rail service.

**GOAL #7:** A growing number of communities are establishing trail networks for pedestrians and bicyclists as an alternative means of transportation and recreation for residents. In Meriden, most existing trails offer opportunities for passive recreation, while very few trails serve as a viable alternative to conventional vehicular trips.

**Objectives:**

- In order to utilize available funds most effectively, the City should first review the findings concerning trails from the recently complete City-wide phone survey to assess the community’s attitude and outlook concerning multi-functional trails.
- This initial task should provide officials with a better understanding of the most desirable types and locations of trails, and could then devise an appropriate greenways plan to act upon.
- Continue to pursue the development of a cross-City linear trail as part of the Harbor Brook Flood Control remediation project.

**GOAL #8:** Several areas across Meriden exhibit a relatively high number of motor vehicle accidents within small geographic area, particularly along Route 5. Specifically, the

0.63 mile stretch of Route 5 between Ann Street and East Main Street had 215 accidents over the three year study period. Additionally, 137 accidents occurred along the 0.48 mile segment of Route 5 between I-691 and Westfield Road, and 132 accidents occurred along the 0.53 mile segment of Route 5 from the Wallingford town line to Green Road. The high number of accidents on these three portions of roadway justifies efforts directed at curbing such incidents.

**Objectives:**

- A comprehensive strategy to reduce accidents should include traffic calming and access management techniques, along with other site-specific measures.
- The City should coordinate with CONNDOT to support additional study of Route 5 near the Wallingford town line to develop traffic safety improvements, such as the previously noted pavement marking improvements from Ann Street to the Meriden-Wallingford town line.

**GOAL #9:** Ongoing access management planning and implementation are important tools for promoting traffic safety and maintaining the “carrying capacity” of Meriden’s arterial streets.

**Objectives:**

- Techniques such as combining driveways and/or restricting turning movements should be evaluated as opportunities arise.

**GOAL #10:** With the exception of the East Main Street/West Main Street combined roadway, east-west access across Meriden for

local traffic is poor. The City should investigate opportunities for improving this access wherever feasible. Doing so would help alleviate the high traffic volume along the East Main Street/West Main Street corridor.

**Objectives:**

- Investigate possible opportunities to extend Hanover Avenue from Old Colony Road across the railroad line to South Broad Street.
- As part of the future use of the NRG Site, investigate the possibility of extending Hicks Avenue into the site for additional access.

**GOAL #11:** A number of cul-de-sacs and loop roads in the west side of Meriden limit access between West Main Street and southwestern sections of Meriden. An additional north-south connection would provide greater access to Hubbard Park for residents of this area of the City. It would also help alleviate the traffic volume along Route 71.

**Objectives:**

- Investigate possible opportunities to extend Spruce Street from Johnson Avenue to Allen Avenue, and connect with Edgemark Acres.

**GOAL #12:** Several key roadway intersections in Meriden are confusing, complex and potentially dangerous. Reconfiguring some intersections can be accomplished in the short-term, while others will require more long-term planning. Reconfiguring these intersections will improve traffic flow and will help simplify the process of moving around the City.

**Objectives:**

- Over the short-term, redesign and reconfigure the Pomeroy Avenue/Cone Avenue/Preston Avenue/East Main Street intersection.
- Over the long-term and as part of the City Center Initiative, redesign and reconfigure the East Main Street/Broad Street intersection and the intersection of East Main Street, West Main Street, Hanover Street, Colony Street, Railroad Avenue and Perkins Street.
- Institute other planned transportation improvements as part of the “Orange Phase”, “Purple Phase” and “Green Phase” of the City Center Initiative.

**GOAL #13:** In order to continue to grow in a manner that protects the character of Meriden’s neighborhoods and minimizes the disturbance of the City’s natural environs, transit-oriented development (TOD) should be promoted in several key locations. Concentrating and guiding development pressure into these locations will take the pressure off of individual neighborhoods and locate it where it can best managed and incorporated into the City fabric.

**Objectives:**

- Consider TODs for the area around the Hub Site as well as other selected locations in the City.
- Conduct a series of public workshops to discuss the concept of TODs, the design and density of TODs that would be most appropriate for a city such as Meriden, and the potential location or

locations for such developments to occur.

- Modify the City’s Zoning Regulations to enable the development of TODs in specified areas.

# **APPENDIX**

## **State Traffic Commission Certificates Meriden, Connecticut 1985-2007**

**Appendix Table A.1.  
State Traffic Commission Certificates  
Meriden, Connecticut**

**State Traffic Commission Certificates  
Meriden, Connecticut**

Project Name	STC Certificate No.	Date Approved
Meriden Square	13	8/13/1970
Meriden Square	13 A1	7/24/1984
Meriden Square	13 A2	8/21/1990
Meriden Square	13 B	12/18/1999
Meriden Square Mall Expansion	13 C	6/16/1998
Cliffside Apartments	350	2/19/1982
Cliffside Apartments/Condominiums	350 A	2/16/1983
Fusco Corporation Building	466	8/21/1984
Meriden Executive Office Park	466 A	2/17/1987
Cinema 10	539	8/20/1985
Saab Scania	590	4/15/1986
Food Mart	617	7/1/1986
Chamberlain Plaza	617 A	3/16/2004
Hampton Inn	619	7/22/1986
SNET Garage	816	4/6/1988
Townline Square	819	4/19/1988
Townline Square Shopping Center	819 A	4/18/1989
Paddock Village Condominiums	865	9/20/1988
Ramada Inn	869	9/20/1988
Prestige Park	984	10/18/1988
Norconn Office	1052	7/19/1990
Medical Center	1085	1/15/1991
Silver Hill Business Center	1301	4/16/1996
Silver Common Retail Center	1301 A	11/15/2000
Veterans Memorial Medical Center	1308	6/18/1996
Midstate Medical Center	1308 A	6/18/2002
Midstate Medical Center Expansion	1308 B	5/17/2005
RFS Cablewave HQ and Manufacturing Facility	1332	2/18/1997
Stop and Shop Supermarket Co. Inc	1391	8/18/1998
Interdistrict Magnet School	1396	1/19/1999
Lincoln Plaza	1422	9/21/1999
Paddock Village Condominiums	1456	5/16/2000
Target	1495	10/17/2000
Bee Street Hotel Development	1503	1/20/1998

Source: Connecticut Department of Transportation: Division of Traffic Engineering