



Traffic and Commuting

This eight-mile stretch of I-84 between exits 3 and 8 in Danbury experiences significant congestion and is CTDOT’s highest priority for expanded capacity on the I-84 corridor west of Waterbury. Improving safety and access and reducing congestion on this section of I-84 will have positive effects for commerce in the region and the state. This section of I-84 has numerous left-hand entrance and exit ramps that create confusion for motorists traveling the corridor. Due to the lack of a cohesive urban street network, many local trips are made using the highway, putting additional burden on the already limited roadway capacity. To shed light on the current issues and future opportunities for improved mobility in the I-84 corridor through Danbury, the project team is conducting detailed traffic, travel and safety analyses. Following is a brief summary of information collected to date in bullets, along with a few questions that provide a glimpse of how this information will be used.

TRAFFIC VOLUMES

- Currently, the corridor accommodates 85,000 vehicles per day east and west of the Route 7 interchanges, and 110,000 vehicles per day between the Route 7 interchanges.
- Many motorists use off-peak periods to travel the corridor.
- Highest traffic volumes occur on Fridays.
- The corridor has experienced traffic growth of 0.5 – 1% in the last decade
- Truck traffic comprises 8 – 10% of total traffic in the corridor.

Given the high percentage of local traffic that uses the corridor, what improvements could be constructed to separate “local” and “through” traffic? How will this improve highway capacity?

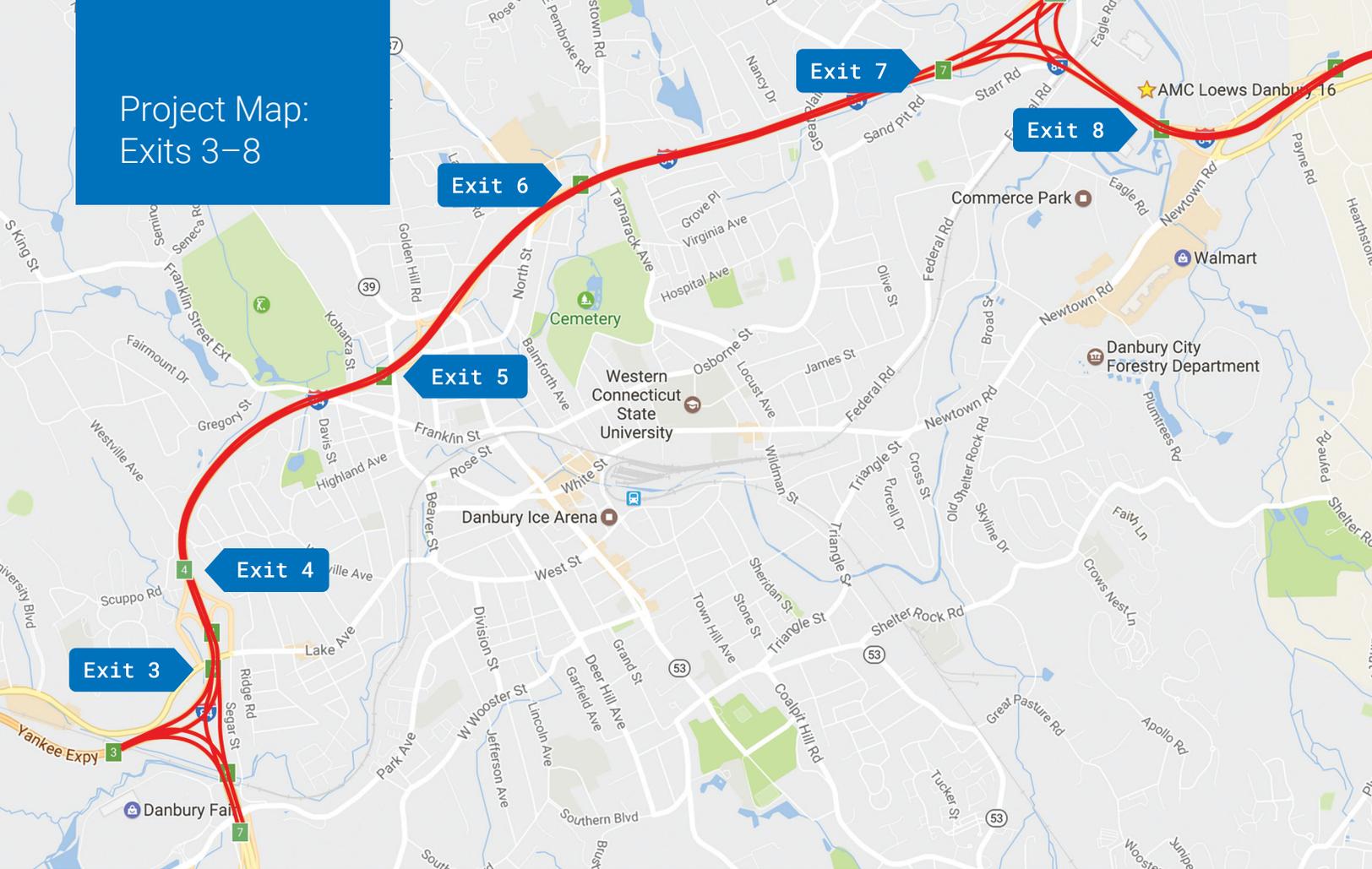
TRAFFIC PATTERNS

- 2/3 of corridor traffic is “through” traffic, meaning it does not originate in Danbury nor is it destined for Danbury locations.
- Peak morning direction: westbound
- Peak evening direction: eastbound
- Heavy weekend travel contributes to a Friday traffic mix different than Monday – Thursday

Given that much of the Friday or weekend traffic is comprised of motorists from out-of-state who may not be familiar with the highway’s complicated interchanges, how can the corridor be improved to simplify the interchanges or to better alert drivers to unexpected conditions?



Project Map: Exits 3–8



TRAVEL TIMES

- Motorists experience delays of 15 – 45 minutes during peak hours

*What length of delay will motorists face in 15 or 20 years if no improvements are made to the corridor?
How can CTDOT increase capacity or reduce travel demand to lessen delay caused by traffic congestion?*

CRASH HISTORY

- Approximately one or more crashes occur each day in this corridor.
- Congestion, roadway curvature, and lane changing between interchanges contribute to these crashes.

How can the corridor be improved to reduce sharp curves, eliminate left-on and left-off ramps and thereby help reduce crash rates?