

# Route 6 In Bristol To Be Discussed At Public Hearing

Bristol city hall



[Don Stacom](#) Contact Reporter

Business is thriving on the Route 6 commercial corridor, but a new study shows residents are concerned that it should be more attractive and easier to negotiate for pedestrians and cyclists.

The city should also look to reduce traffic delays and accidents by reducing the number of business exits and entrances from the heavily traveled roadway, according to a draft report of the Route 6 Corridor Study.

If adopted, the report's recommendations could influence how [Route 6 in Bristol is developed over the coming decades](#). The city wants the thoroughfare to [remain a regional center for shopping; retail stores, plazas, fast food restaurants and gas stations](#) line a large stretch of the 5.5-mile route.

"Opportunities exist to consolidate driveways, provide pedestrian and bicycle amenities ... and support local business sustainability with zoning updates, branding for market appeal, and enhancements to the character of site design," the report says.

The planning commission will discuss the strategies recommended by the Fitzgerald and Halliday consulting firm May 31 at city hall. The session will begin immediately after the commission's regular meeting, which starts at 7 p.m.

Fitzgerald and Halliday, with guidance from City Planner Robert Flanagan, advised the city to keep distinct the three sections of Route 6. As it runs through Bristol between Farmington and Plymouth, the route is actually three segments that have different characters, according to the consultant.

The most heavily traveled and best-known to the rest of the region is what the consultants call the Farmington Avenue segment. It runs from central Bristol east to Farmington, and has most of the major brand stores such as Home Depot and Wal-Mart.

The consultants [recommend installing crosswalks and new sidewalks at more than a dozen points](#), adding curb ramps and providing bus shelters at three spots on the road's eastern end. An

average of 24,600 vehicles travel that segment daily. Making the section more accommodating for pedestrians and transit users is a key goal in the report.

Reducing curb cuts — entrances and exists from the road — would help improve safety, the report said. The city could encourage shared parking and shared driveways to help overcome that, the consultants said.

The report also recommends preserving the more rural, residential character of the street's western end, which it is considered to be the Terryville Avenue segment.

The Downtown Gateway is the third segment; it is wedged between the other two. Statistics show traffic crashes are clustered at the North Main Street and Federal Street intersections.

The report recommends encouraging property owners to reduce the number of driveways along the street, and improving bicycle facilities so more cyclists could use it.

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