



## REPORT OF MEETING

**Date and Time: Monday, November 2, 2015, 5:00 PM**

**Location: Fitzgerald & Halliday, 416 Asylum Street, Hartford**

**Subject: Bicycle, Pedestrian, and Transit Working Group #4**

NAME	ORGANIZATION	PHONE NUMBER	EMAIL ADDRESS
Lance Goldberg		860-233-7729	<a href="mailto:goldberg@fesct.org">goldberg@fesct.org</a>
Ken Krayeske			
John Larson		860-460-2216	<a href="mailto:Larson.john.w@gmail.com">Larson.john.w@gmail.com</a>
Rob Dexter	East Coast Greenway	860-836-9304	<a href="mailto:skicouncil@sbcglobal.net">skicouncil@sbcglobal.net</a>
Peter Maiorana	Baker	860-231-0461	<a href="mailto:Pete.maiorana@mbakerintl.com">Pete.maiorana@mbakerintl.com</a>
Jim Yeager	Baker	609-807-9515	<a href="mailto:JYeager@MBakerintl.com">JYeager@MBakerintl.com</a>
Jeremy Chrzan	Toole Design Group	301-927-1900 x 155	<a href="mailto:jchrzan@tooledesign.com">jchrzan@tooledesign.com</a>
Malaika Sharp		860-796-3433	<a href="mailto:malaikasharp@comcast.net">malaikasharp@comcast.net</a>
Thomas Strand		860-594-2125	<a href="mailto:tstrand@mbakerintl.com">tstrand@mbakerintl.com</a>
Caitlin Palmer	City of Hartford	860-757-9083	<a href="mailto:Caitlin.palmer@hartford.gov">Caitlin.palmer@hartford.gov</a>
Sandy Fry	Greater Hartford Transit District (GHTD)	860-247-5329 x 3090	<a href="mailto:sfry@ghtd.org">sfry@ghtd.org</a>
David Lee	CTTransit	860-522-8101 x203	<a href="mailto:dlee@cttransit.com">dlee@cttransit.com</a>
Chris Brown		860-560-9299	<a href="mailto:interstatement@gmail.com">interstatement@gmail.com</a>
Josh LaPorte		860-560-0418	<a href="mailto:Joshua.buffum.laporte@gmail.com">Joshua.buffum.laporte@gmail.com</a>
Maureen Lawrence		860-594-2911	<a href="mailto:Maureen.lawrence@ct.gov">Maureen.lawrence@ct.gov</a>
Randal Davis	Connecticut Department of Transportation (CTDOT)	860-594-3030	<a href="mailto:Randal.Davis@ct.gov">Randal.Davis@ct.gov</a>
Paul R O'Keefe	CTDOT	860-594-3483	
Michael Sanders	CTDOT	860-594-2829	<a href="mailto:Micheal.sanders@ct-gov">Micheal.sanders@ct-gov</a>
Rich Armstrong	CTDOT	860-594-3191	<a href="mailto:Richard.Armstrong@ct.gov">Richard.Armstrong@ct.gov</a>
Dennis Goderre	TranSystems Corporation (TSC)	860-417-4554	<a href="mailto:dgggoderre@transystems.com">dgggoderre@transystems.com</a>
Casey Hardin	TSC		<a href="mailto:crhardin@transystems.com">crhardin@transystems.com</a>
Kim Rudy	TSC		<a href="mailto:karudy@transystems.com">karudy@transystems.com</a>
Mike Morehouse	Fitzgerald & Halliday, Inc. (FHI)	860-256-4912	<a href="mailto:mmorehouse@fhiplan.com">mmorehouse@fhiplan.com</a>
Marcy Miller	FHI	860-256-4913	<a href="mailto:mmiller@fhiplan.com">mmiller@fhiplan.com</a>
Francisco Gomes	FHI	860-256-4916	<a href="mailto:fgomes@fhiplan.com">fgomes@fhiplan.com</a>
Mitch Glass	Goody Clancy	617-850-6630	<a href="mailto:Mitch.glass@goodyclancy.com">Mitch.glass@goodyclancy.com</a>

## 1. Welcome / Introductions

Dennis Goderre, of TranSystems Corporation (TSC), welcomed everyone and provided an overview of what the team planned to discuss at the meeting. Each attendee then introduced himself or herself.

## 2. Discussion

D. Goderre walked through a series of boards about the I-84 Hartford Project. He first reviewed the schedule, and then discussed the alternatives screening process. He described the process of using the purpose and need to narrow the more than 150 possible combined alternatives to a more manageable number. He reviewed the three major components of the purpose and need (bridge deficiencies, traffic and safety operations, and mobility). He then explained diagrams of interchange operations under various alternatives. Where an interchange is colored with a red dot, that interchange performs poorly. An interchange with a yellow dot performs moderately, and an interchange with a green dot performs well.

Sandy Fry, of Greater Hartford Transit District, asked if the colored dots signify a certain level of service. Casey Hardin, of TSC, answered yes. For example, a red signifies LOS F. D. Goderre provided an overview of the seven options that perform well. He then showed and described the series of renderings for Capitol Avenue and Asylum Avenue.

Francisco Gomes, of Fitzgerald & Halliday, Inc., next stated that the purpose of the meeting is to commit to some basic ideas for bicycle and pedestrian transportation in the I-84 corridor. He asked the group what their idea of success is for this project. Answers that came from the group included:

- Ken Krayeske stated that not reconstructing I-84 at all, and reclaiming the land for the City and its residents, constitutes success to him.
- S. Fry stated that her idea of success is the inclusion of the East Coast Greenway in the reconstructed corridor. In addition, all rebuilt roads should include provisions for bicycle and pedestrian transportation to be successful.
- David Lee, of CT Transit, suggested that minimal disruption to the operation of transit during construction, and enhancements to transit, constitutes success to him.
- Chris Brown stated that his vision of success is to see a reclaimed street grid with more connections in Hartford, as well as not being able to see the highway from the Frog Hollow neighborhood.
- Caitlin Palmer of the City of Hartford, stated that her idea of success is the inclusion of the East Coast Greenway, as well as regional and local connections, in the reconstructed corridor. She said that it would be good if the improvements could meet the needs of hard core bicyclists and families.

F. Gomes stated that the team has begun the process of concept development for bicycle and pedestrian options, and is very interested in getting the attendees' opinions. The team wants to ensure that they incorporate features that are important to the working group and the public. Randal Davis, of CTDOT, stated that the ideas he is hearing are things that the I-84 team is working to incorporate into the designs.

An attendee noted that bicyclists and pedestrians are often the forgotten modes of transportation. C. Hardin stated the team will work to be innovative on the metrics of success for bicycle and pedestrian options.



F. Gomes distributed a copy of the *Hartford Bike Master Plan* to the group. He stated that Hartford recently completed a bicycle planning effort where the primary goal was to connect the parks and open spaces. It was also noted that Hartford is participating in the Mayors' Challenge for Safer People, Safer Streets with the goal to make the streets safer and more convenient for pedestrians and bicyclists. The challenge commits mayors and elected officials to improve walking and biking safety through several methods, including identifying barriers, tracking biking and walking trends, incorporating biking and walking facilities in long term transportation projects and strengthening safety laws and regulations.

S. Fry asked if the project will look at fixing the trident area. C. Hardin answered yes, the traffic will likely be reconfigured to operate better in this area.

K. Kraveske asked what CTDOT is doing to reduce single-occupant vehicles on the roadways. He questioned why there is no network of rideshare vans available that run the routes all the time, and that CTDOT should have a policy to move people into the urban core. M. Morehouse answered that this is a larger question more appropriate for the state legislature. He noted that for this project, however, the Department can only work to make the other modes so attractive that people use them. R. Davis also highlighted CTDOT support for the Hartford Line and CT**fastrak**, which are services aimed to reduce single-occupant vehicles on the road.

Chris Brown questioned the funding for the alternatives and suggested that CTDOT should select the best alternative, regardless of cost. R. Armstrong detailed Governor Malloy's 30-year plan to raise funds that will be required to reconstruct any of the roadways in the corridor. He highlighted the state's responsibility to spread the resources wisely, similar to how households manage their finances. He also stated that the state will try to mend some of the damage caused by the highway when it was built, but there will be compromises. For example, the highway will generally be reconstructed in about the same location.

### 3. Discussion at Tables

F. Gomes stated that the team has two tables, one with a western option (W3-3), and one with an eastern option (3B-E2S), in the room. He asked attendees to spend about 15 minutes at each table to discuss the option. In particular, he asked attendees to state what appeals to them about each option, and what does not.

#### Items discussed at the tables included:

- The graphics do not show transit stops. The team should not wait until the end of the design process to include transit, especially buses. Doing so will cause the buses to have problems pulling over and getting in and out of traffic.
- There were clarification questions related to the lowered highway and whether portions of it can be below grade. The team answered yes, that the lowered highway could be below grade and even capped in some areas.
- The graphics do not show parking.
- The transit opportunities and ridership on the new roads, such as Bushnell Park West, largely depend on the surrounding land uses.
- There was general support for options that restore the city street grid as much as possible.

- C. Hardin presented a few designs for CT*fastrak*. When asked, C. Hardin noted that the CT*fastrak* “under” option does the best at restoring the grid.

D. Goderre closed the meeting by stating that the team would likely get back to the group with potential meeting #5 dates within next month.