



I-84 HARTFORD PROJECT

Local Street Connectivity
Working Session Follow Up
**Rebuilding a Better I-84 in
Hartford**

July 16, 2018

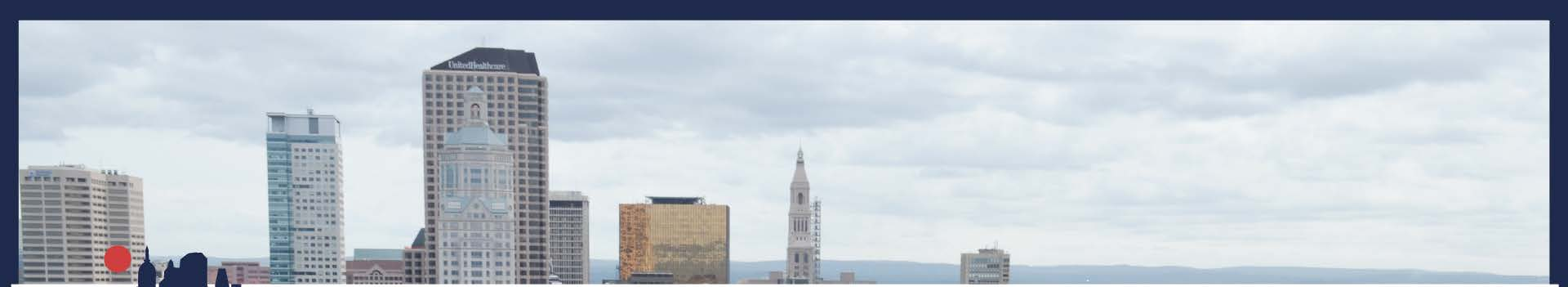




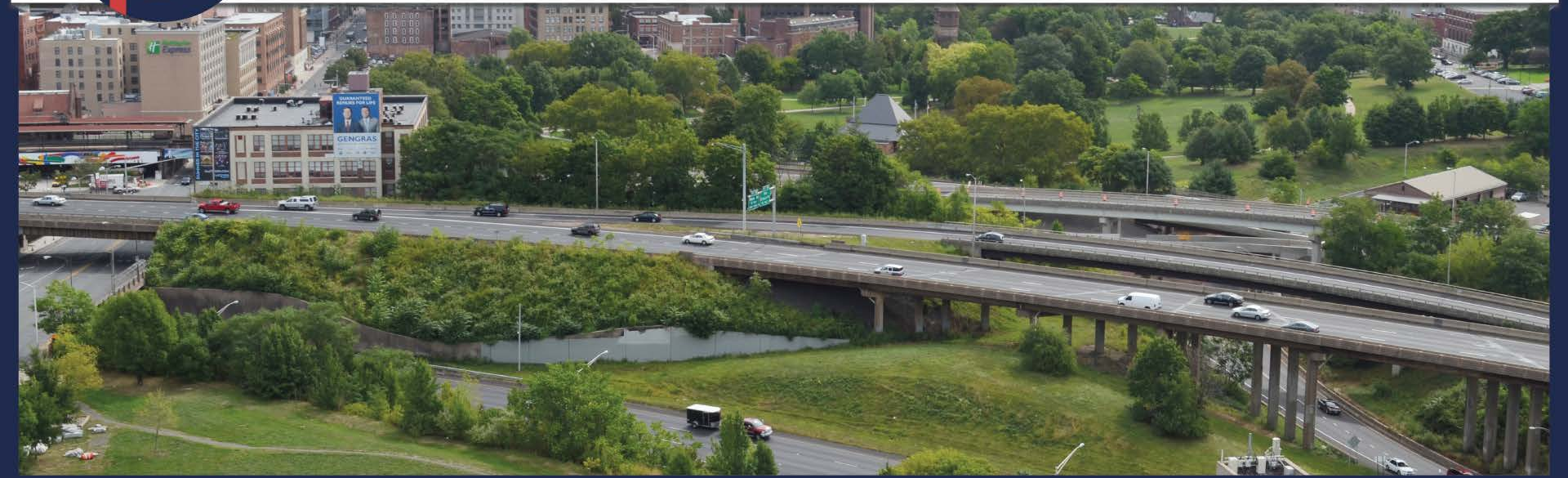
Meeting Purpose

- Follow up on PAC and public concerns about I-84 and local road / neighborhood connectivity
 - Discuss current status and upcoming work
 - Present latest information on changes to local road



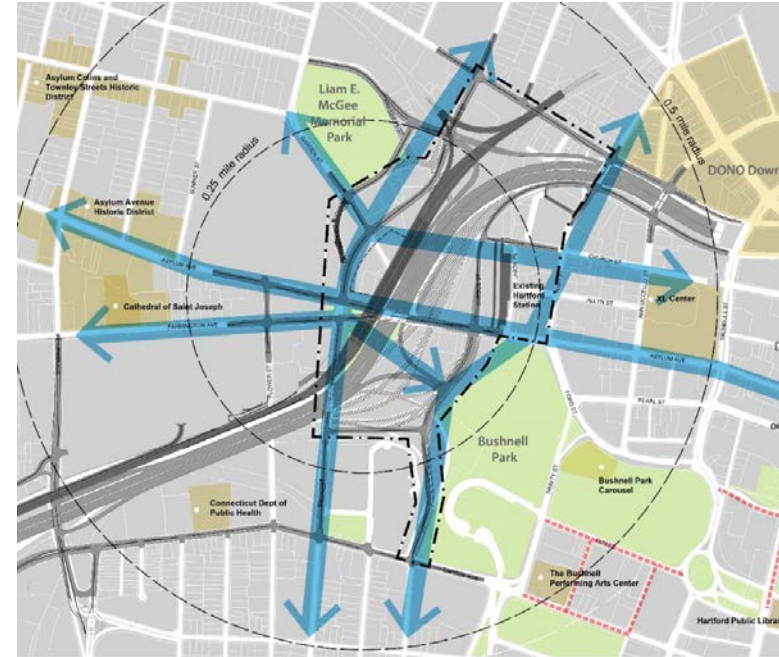


When We Last Met



August 2017 Meeting

- Congressman Larson spoke
- Discussed *Capital Gateway Master Plan* goals
- Questioned local street concerns
 - Ramp options
 - Garden St connection
 - Trident / discontinuous Broad St



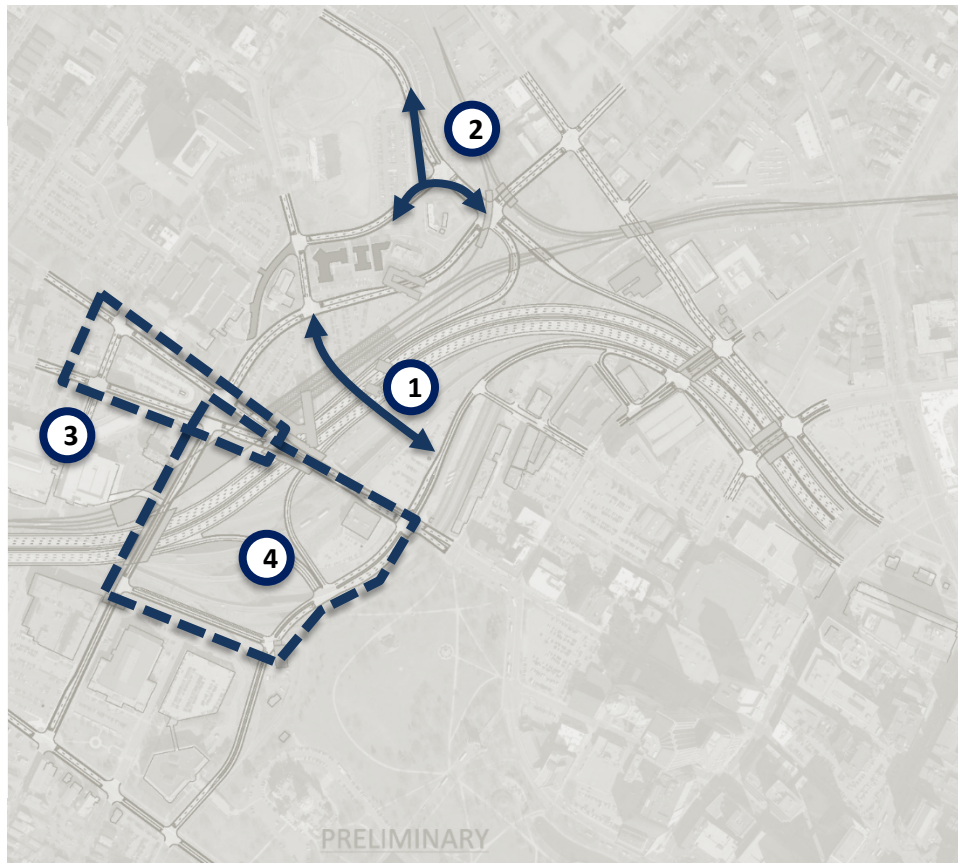


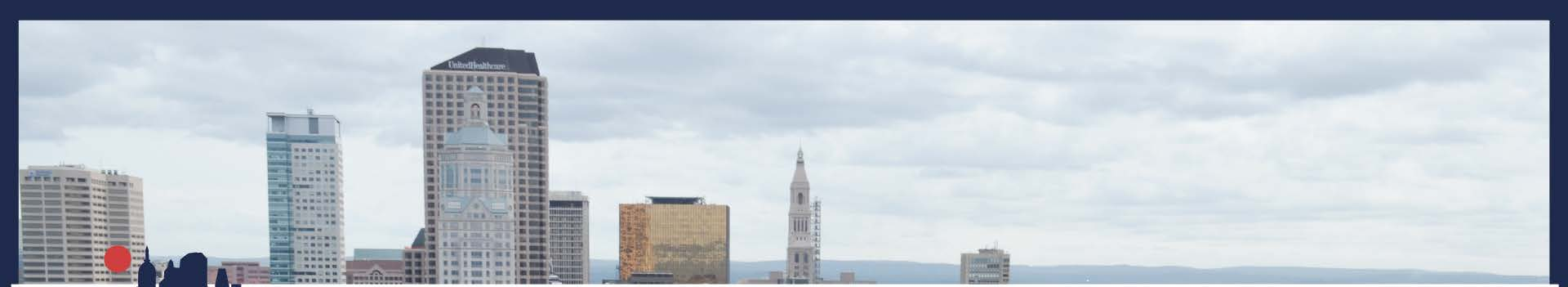
October 2017 Meeting

Capital Gateway Master Plan

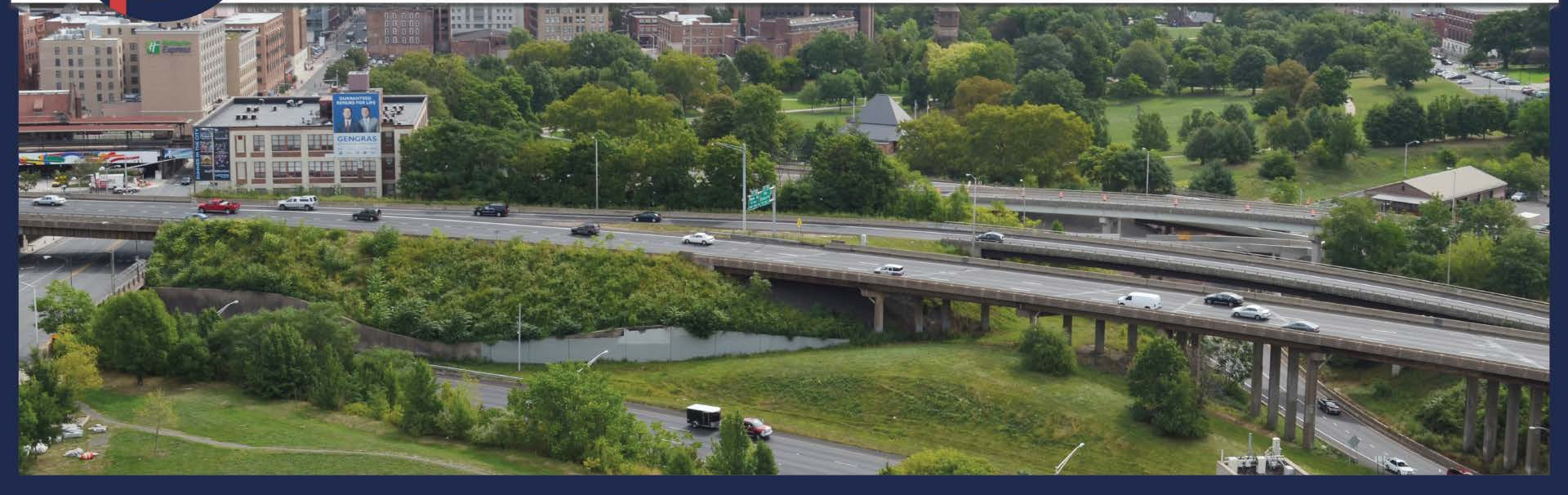
four focus areas:

1. Garden St connection
2. Myrtle St realignment
3. The Trident area
4. Asylum south - Bushnell west





Program Update



Since October 2017

- Focus on defining multimodal station concept
- Adoption of Farmington Extension (Trident option)
- Level 3 screening
- Producing Draft EIS

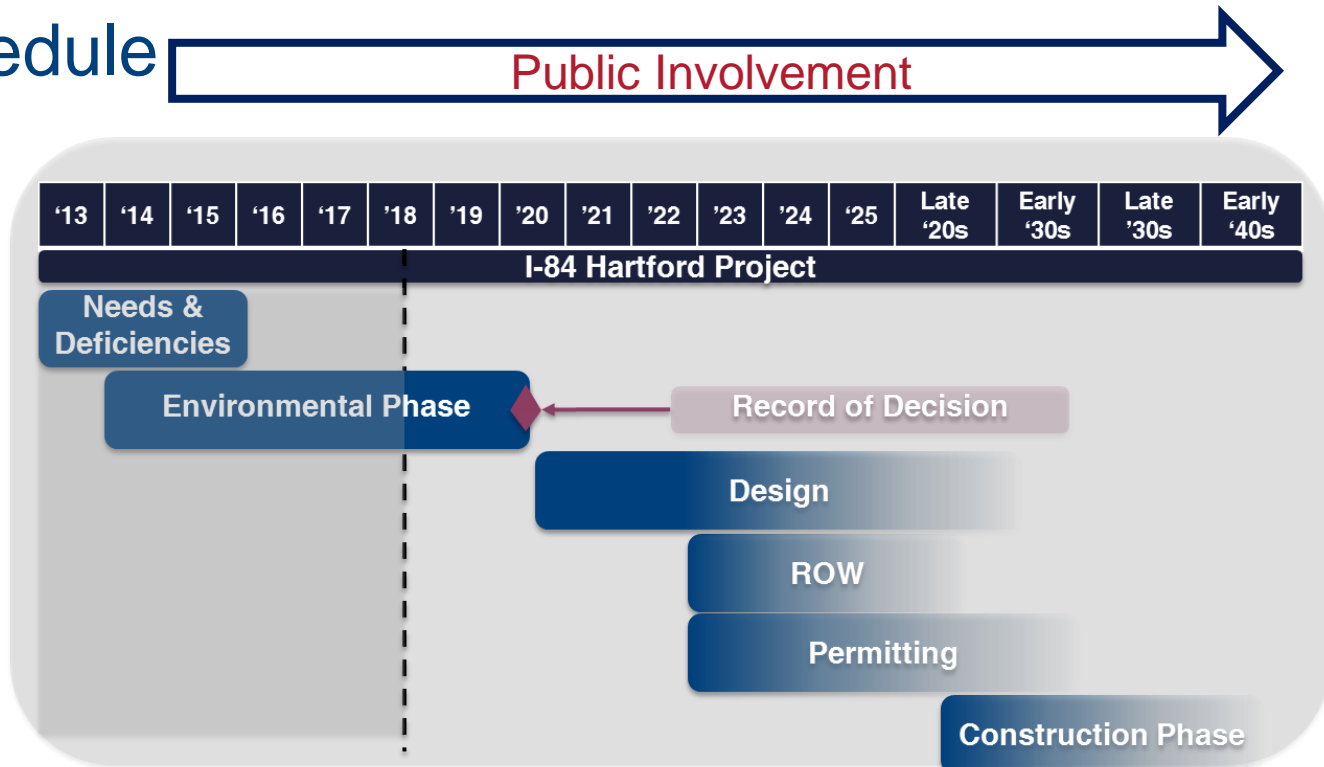




Program Schedule

Public Involvement

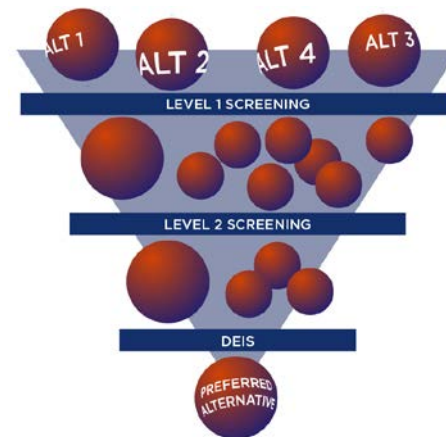
- Draft EIS (early 2019)
- Public Hearing (spring 2019)
- Final EIS / Record of Decision (summer 2020)

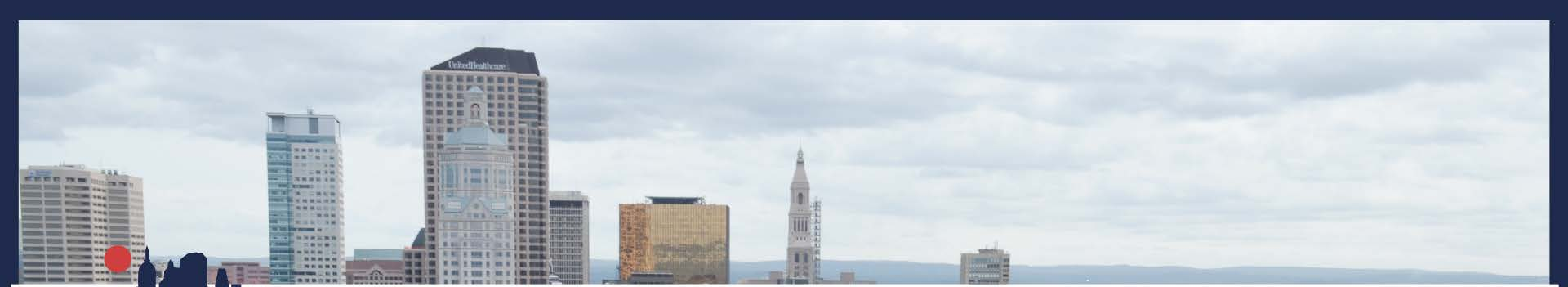




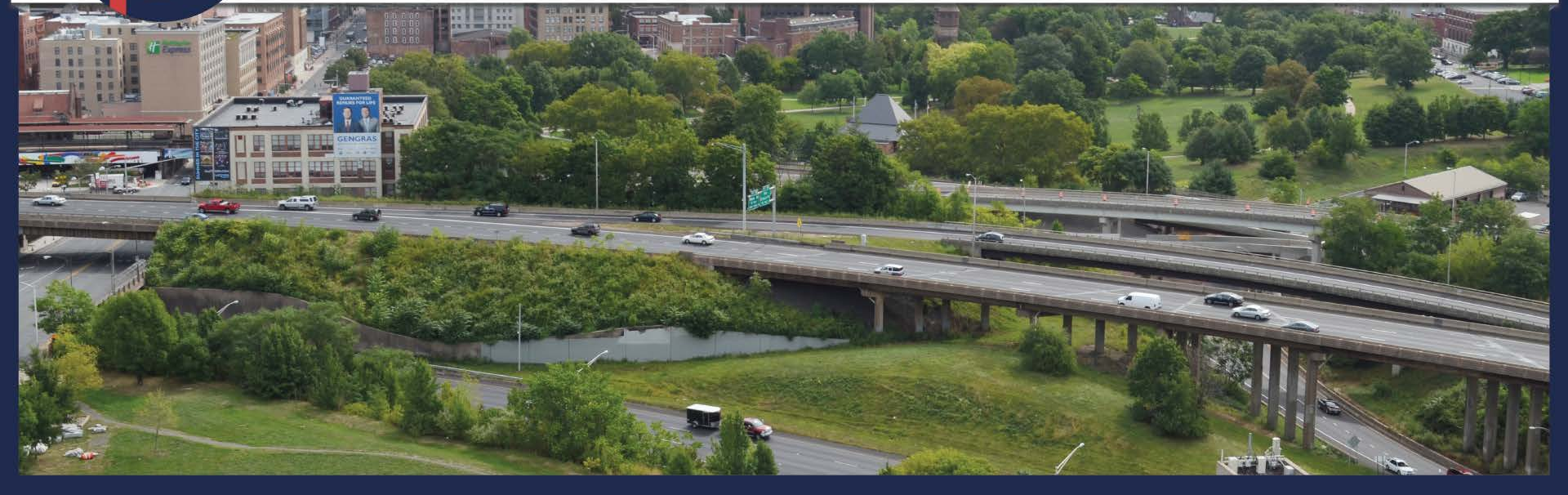
Screening Process

- Level 1 - 2016
 - Eliminated Elevated and Tunnel Alternatives
- Level 2 - 2017
 - Reduced number of lowered interchange options
- Level 3 -2018
 - Finalized Lowered interchange configuration
 - CT ***fastrak***, station, Trident area





Traffic Analysis



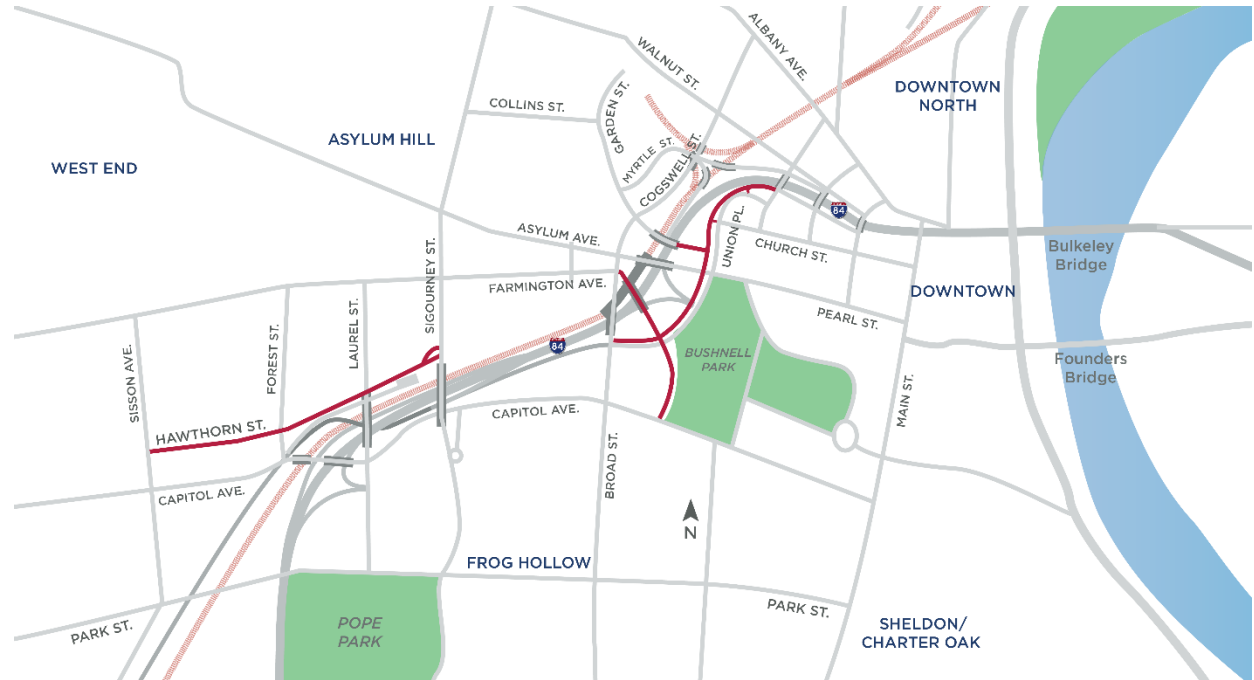
Tools / Assumptions

- Background growth
- Demand models
 - Highway / ramps
 - Local roads
- Next steps for design



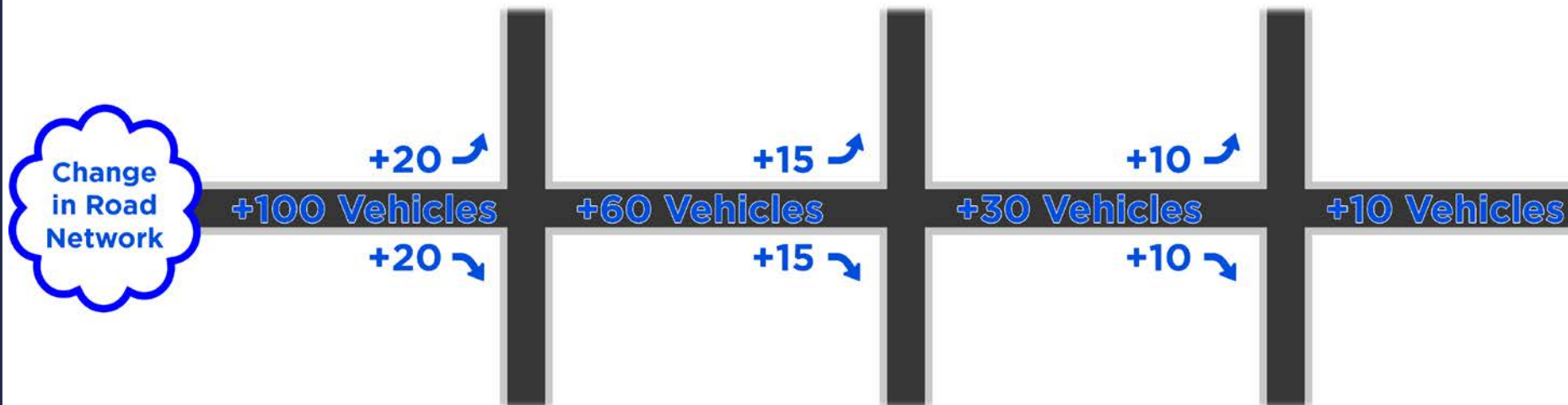
Lowered Highway Alternative

- Significant changes to the ramp network
- Analysis focused on identifying fatal flaws
- Additional local road capacity





Traffic Dispersion

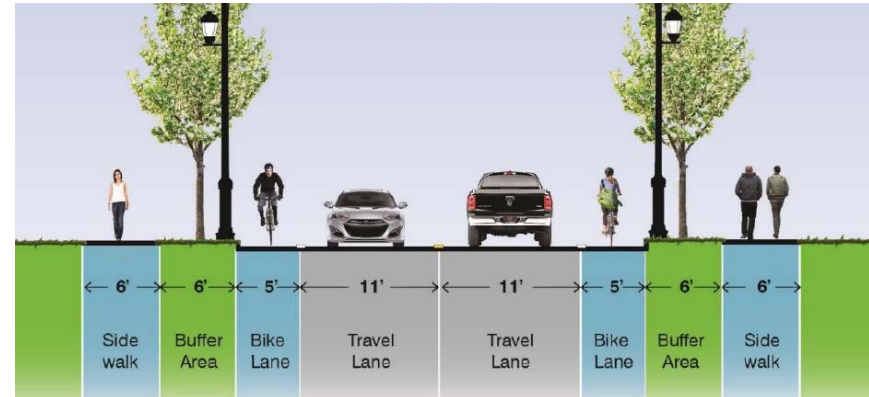




Other Guiding Principles

- Complete Streets design
- I-84 is a freeway, not local road
- Ramp placement intended to optimize paths to high-volume destinations

Conceptual cross-section



Other Guiding Principles

- Character / speeds defines streets more than volume
- Strategies to minimize speeds / cut-through volumes:
 - Narrowed vehicular lanes & added bike lanes
 - Colored / textured pavement at gateway intersections
 - Elevated “tabletop” intersections
 - Bump outs / neck downs
 - Chicanes / centerline zig-zag





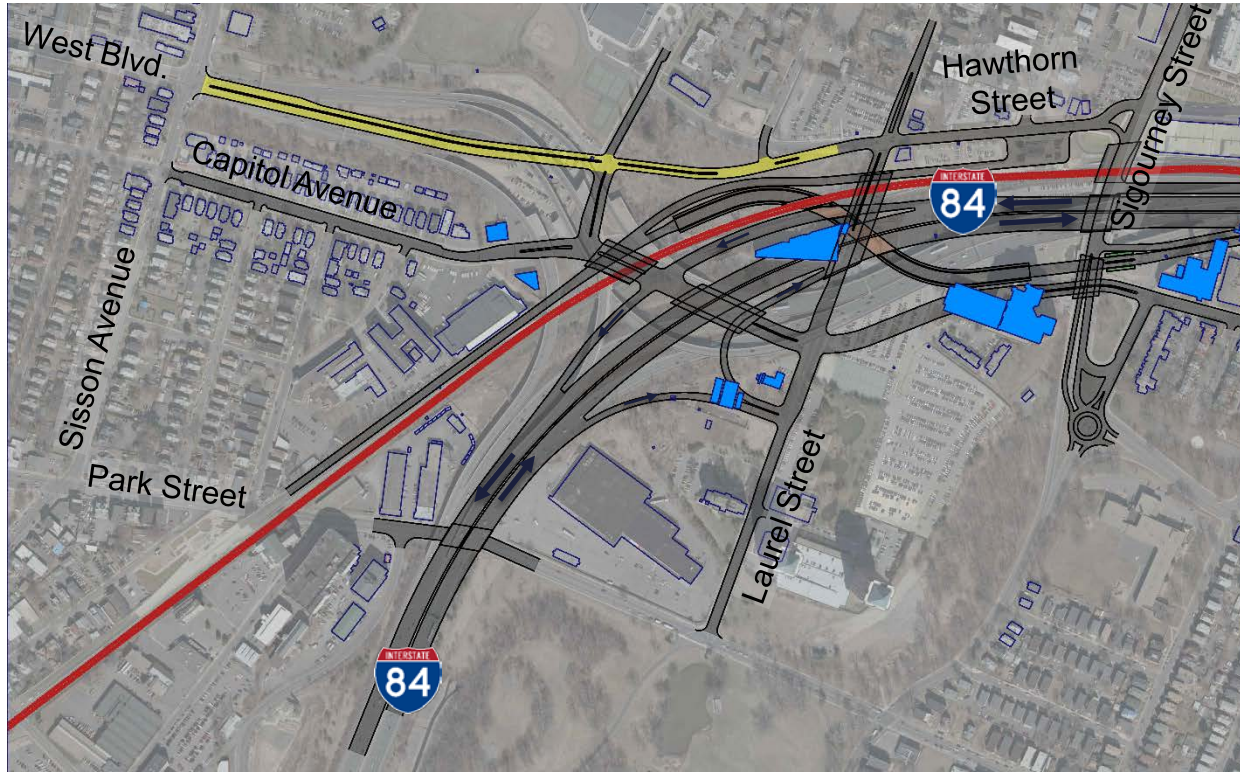
Best Performing Western Option

W3-3





Best Performing Western Option W3-3





Western Areas for Discussion

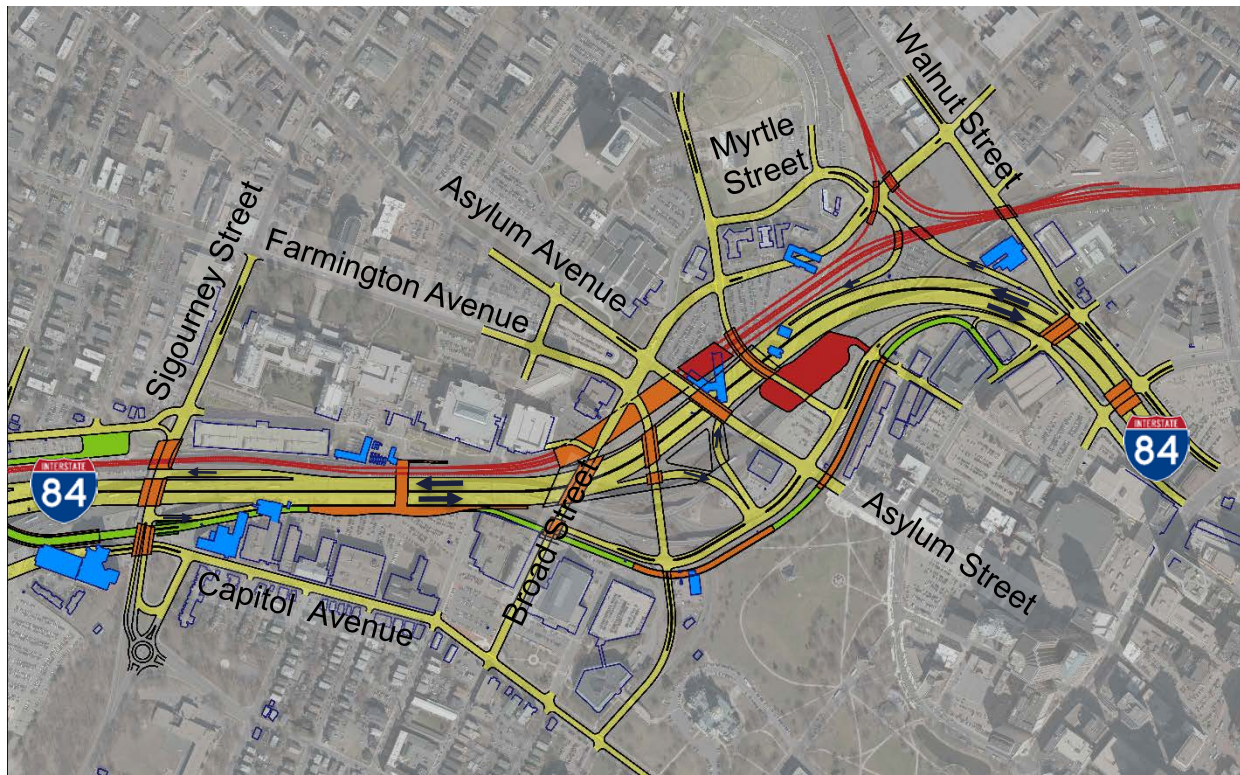
- Laurel St ramps
 - Change in travel patterns to / from highway
 - Capitol Ave
 - Character of residential streets
- Hawthorn St alignment
 - Interaction with vacant parcel



I-84 HARTFORD PROJECT

Best Performing Eastern Option

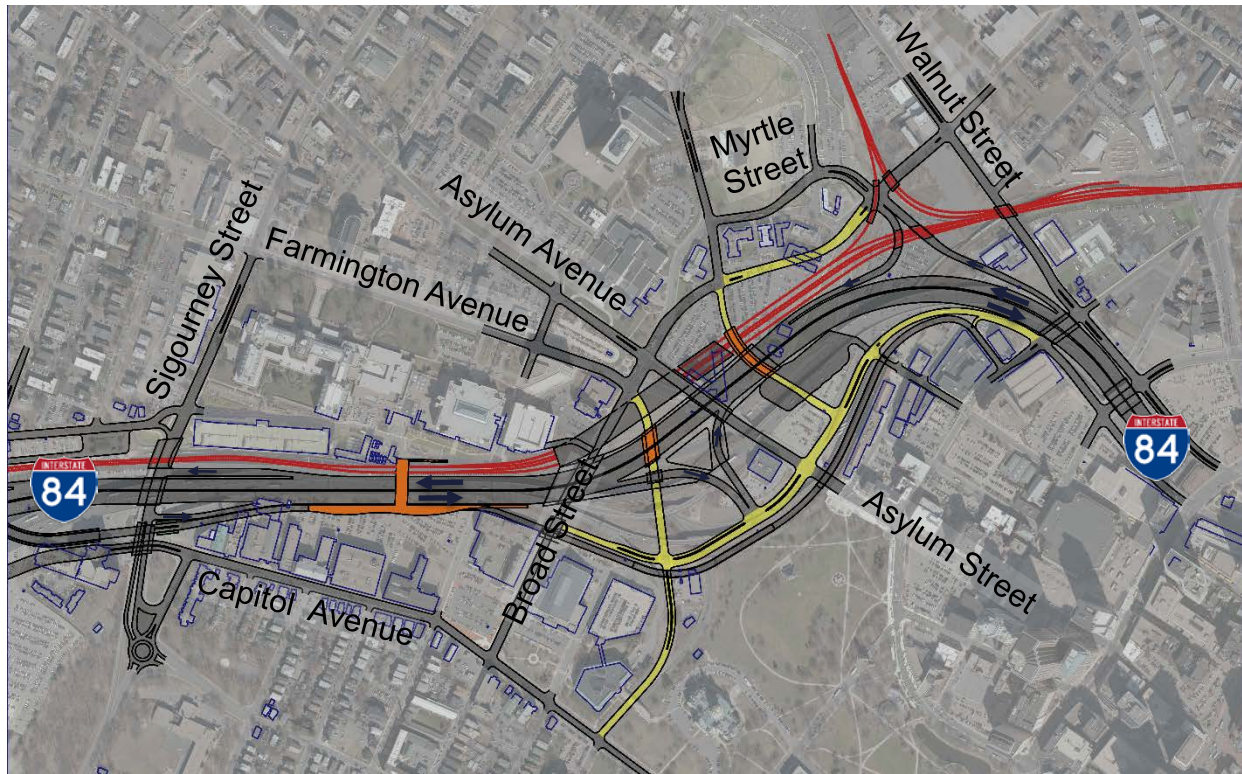
3B-E5(S)





Best Performing Eastern Option

3B-E5(S)





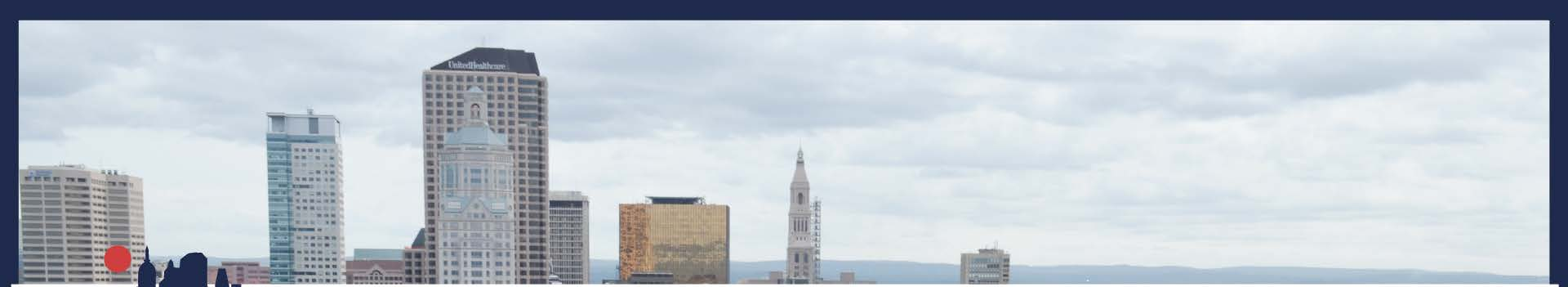
Eastern Areas for Discussion

- New interchange travel patterns
- Trident area
- Asylum Hill
- Character of highway crossings
 - Sigourney St
 - Broad St
 - Farmington Ave
 - Asylum Ave
 - Garden St



Topics for Another Time

- Multimodal station
- *CTfastrak*
- Tunnels



Western Interchange Area



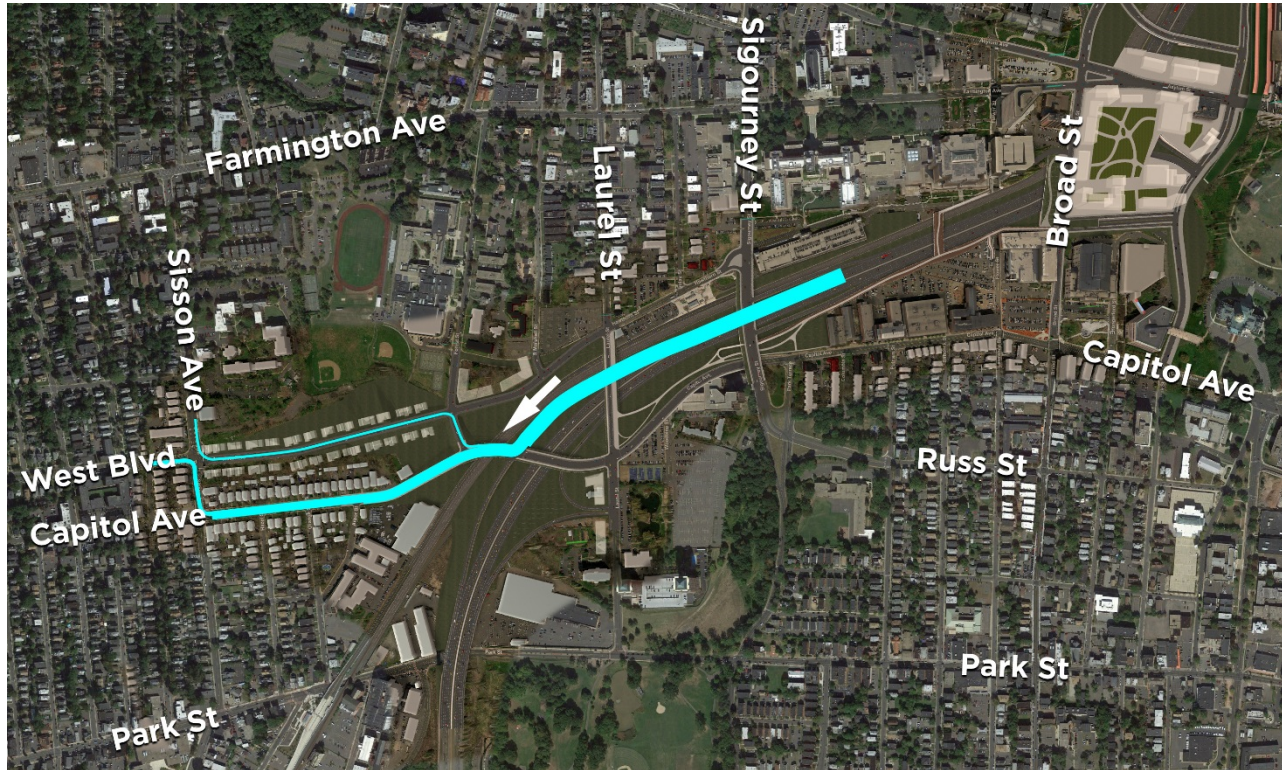


Proposed Laurel EB Off Patterns (AM)





Proposed Capitol WB Off Patterns (AM)



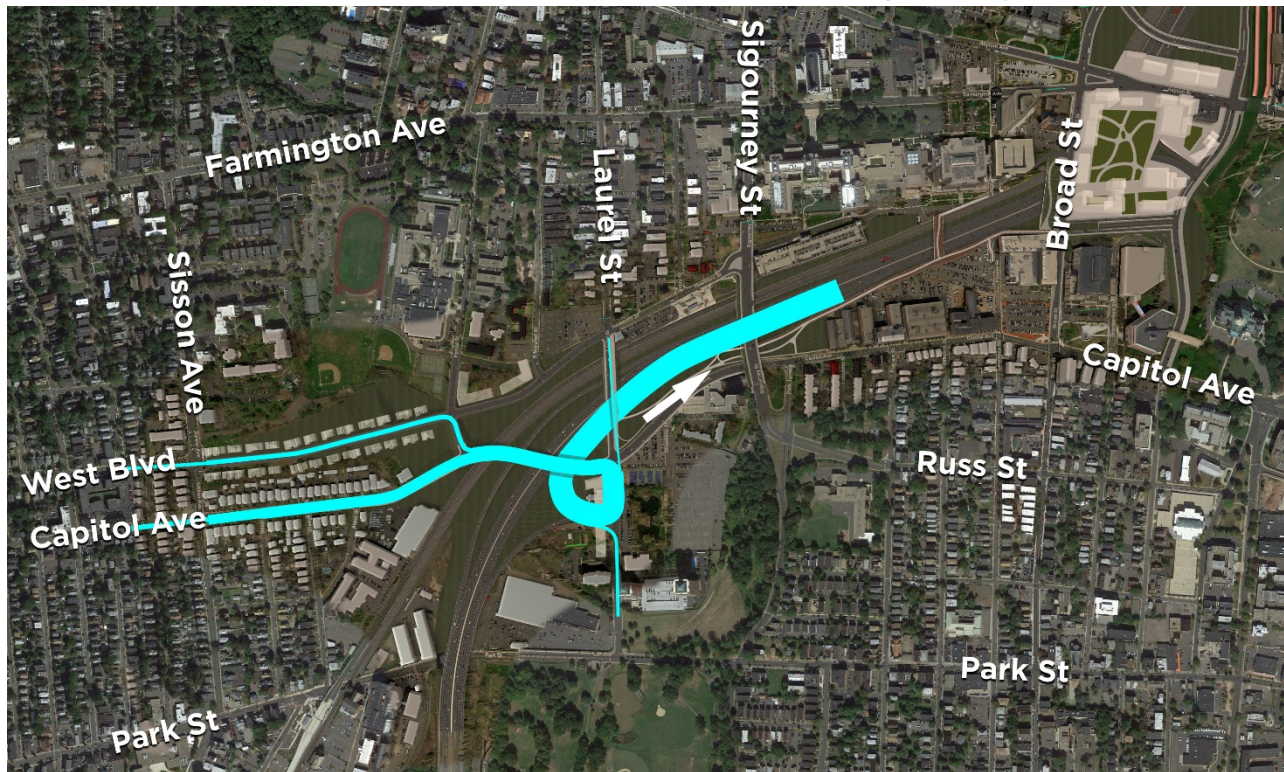


Existing Sisson Ave Interchange Patterns (PM)





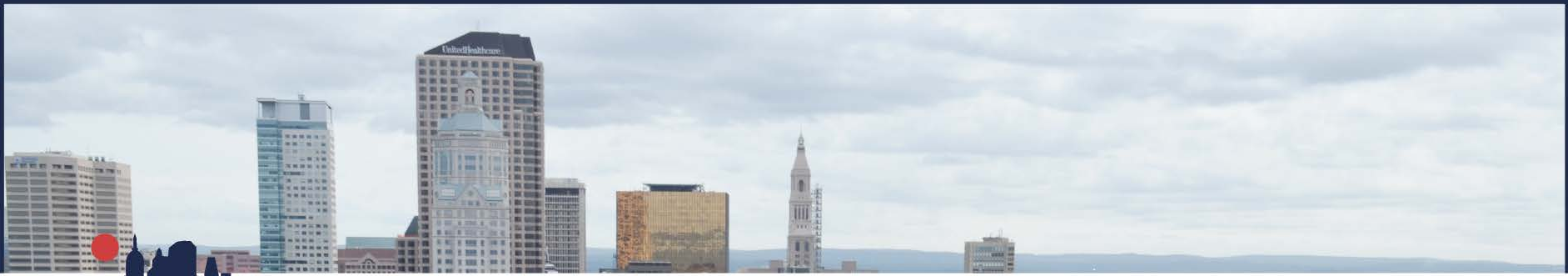
Proposed Laurel EB On Patterns (PM)





Proposed Capitol WB On- Patterns (PM)





Laurel St



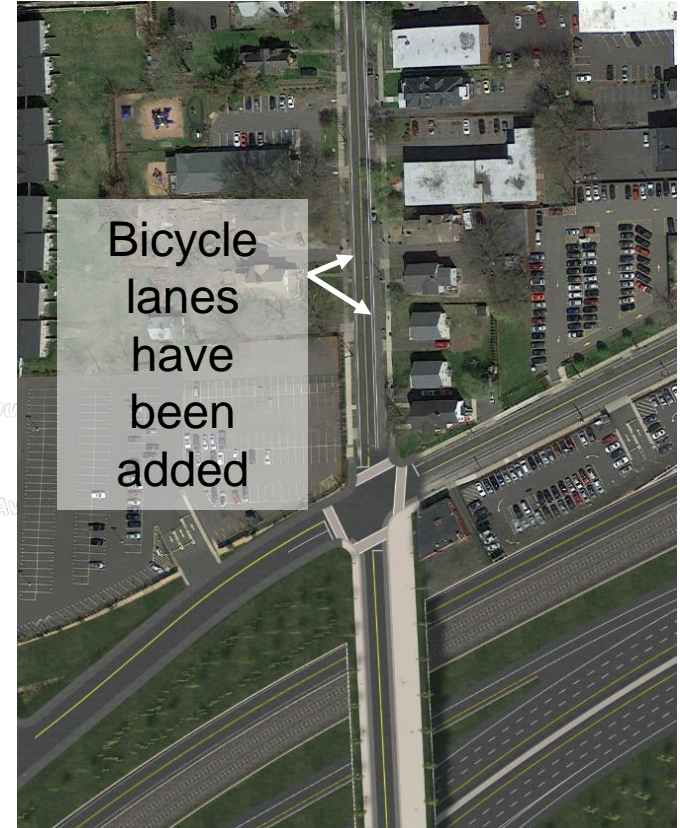


What have we heard?

- Concern over potential increases to traffic volumes due to new EB ramp location
- What we know:
 - New Hawthorn St extension and ramps will increase volume at Hawthorn St / Laurel St intersection
 - Improved bicycle / pedestrian facilities on this corridor including East Coast Greenway
 - Traffic model does not show significant cut-through volume north of Hawthorn St

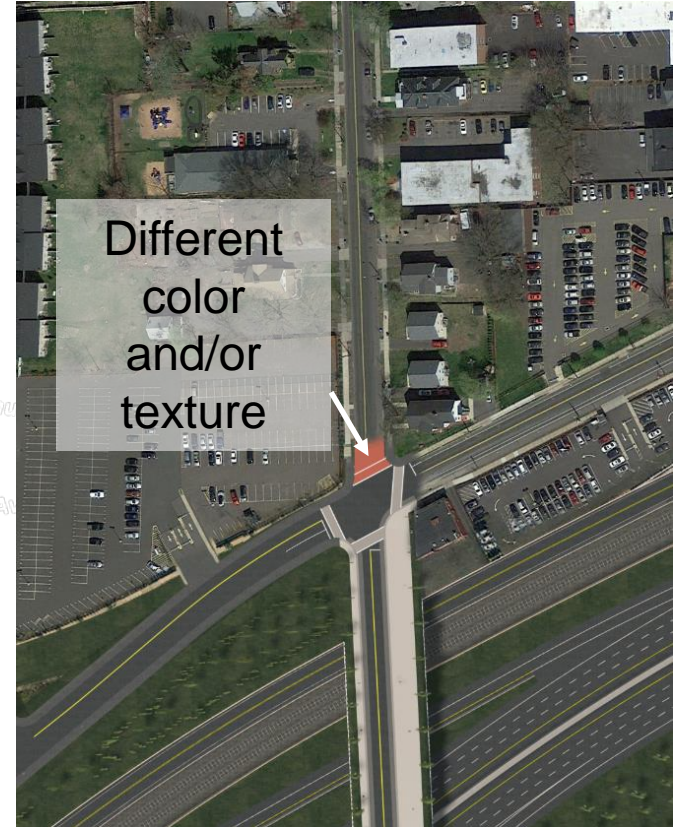
Potential Strategies

- Narrowing travel lanes and adding bike lanes
 - Encourages reduced speeds and greater use of active transportation
 - Relatively low cost



Potential Strategies

- Colored or textured pavement
 - Changes “feel” / appearance of street
 - Discourages through traffic
 - Requires maintenance / occasional replacement



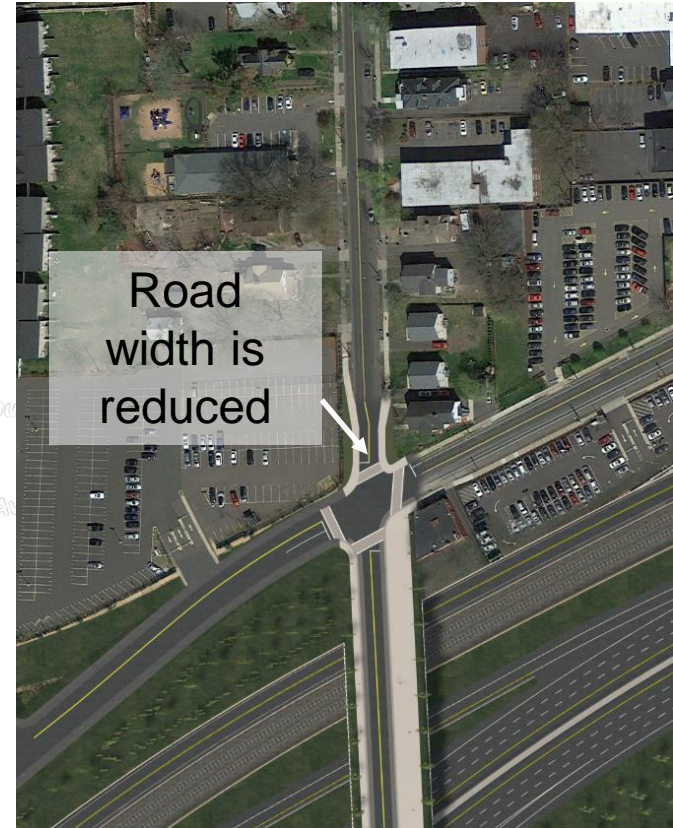
Potential Strategies

- Raised intersection
 - Encourages slower speeds through intersection
 - Increases pedestrian comfort crossing intersection
 - Requires maintenance
 - Drainage and plowing can be challenges



Potential Strategies

- Intersection bump-outs
 - Narrower entry discourages through traffic
 - Shortens pedestrian crossing distance
 - Creates opportunities for green space / landscaping
 - Can be challenging for plows / trucks



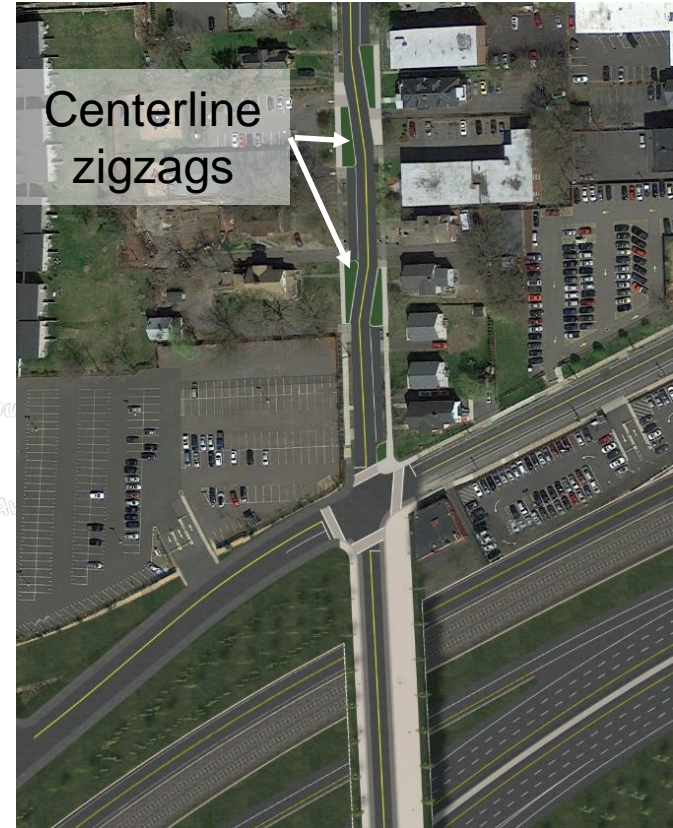
Potential Strategies

- Mid-block bump outs
 - Limits throughput and speeds
 - Creates mid-block pedestrian crossing opportunity
 - Must be carefully designed
 - Difficult for plows
 - Could remove some on-street parking



Potential Strategies

- Chicanes with bump outs
 - Reduces speeds and discourages through traffic
 - Creates opportunities for green space
 - Must design around driveways
 - Challenging for trucks / plows
 - Removes some on-street parking



Potential Strategies

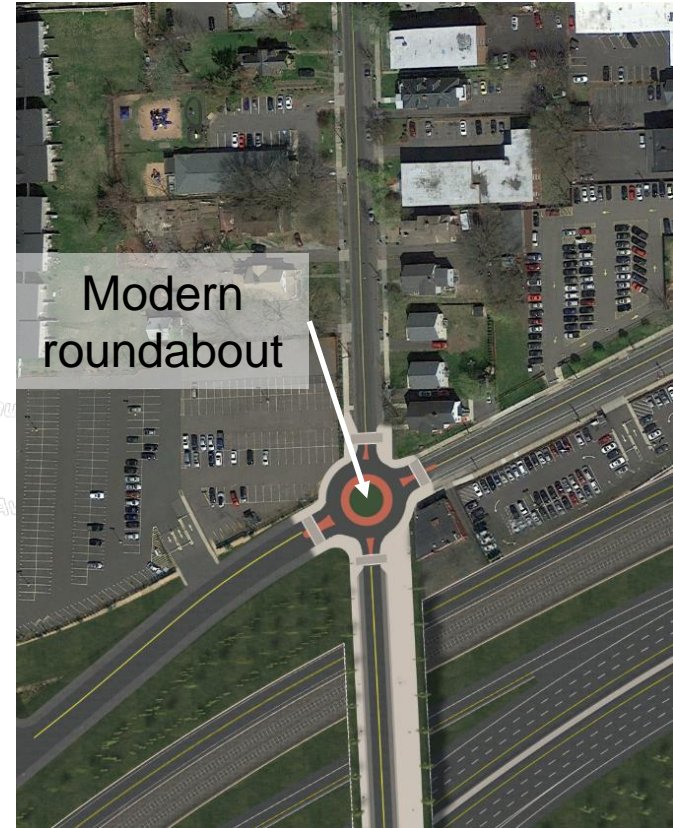
- Chicanes with paint only
 - Less expensive to install than bump outs
 - Same speed reduction / through traffic minimization
 - Drivers may disobey markings
 - Removes some on-street parking





Potential Strategies

- Roundabout
 - Proven to reduce speeds and increase safety
 - Provides gateway / neighborhood transition
 - Implementation limited by traffic volumes
 - Relatively expensive to install and maintain



Potential Strategies

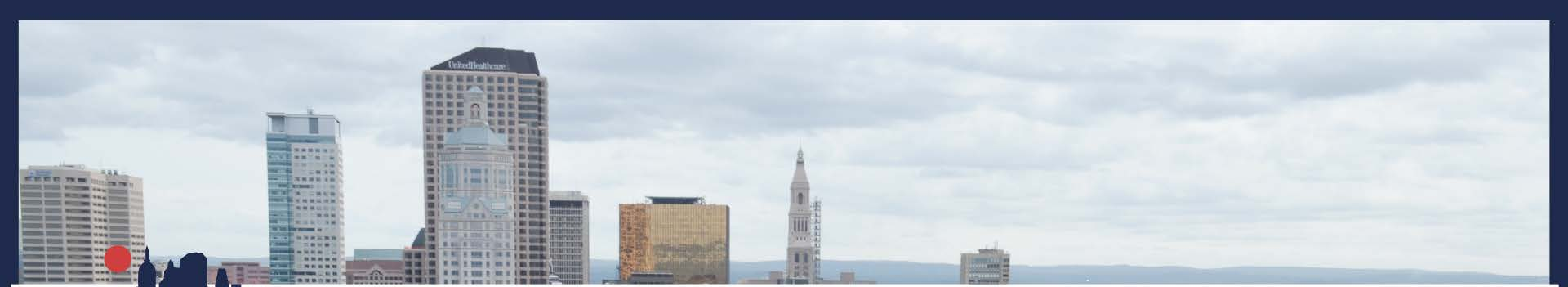
- “Living street”
 - Removes all markings and signs
 - Uncommon in US, would be trial implementation
 - Inexpensive to implement
 - Complicates enforcement



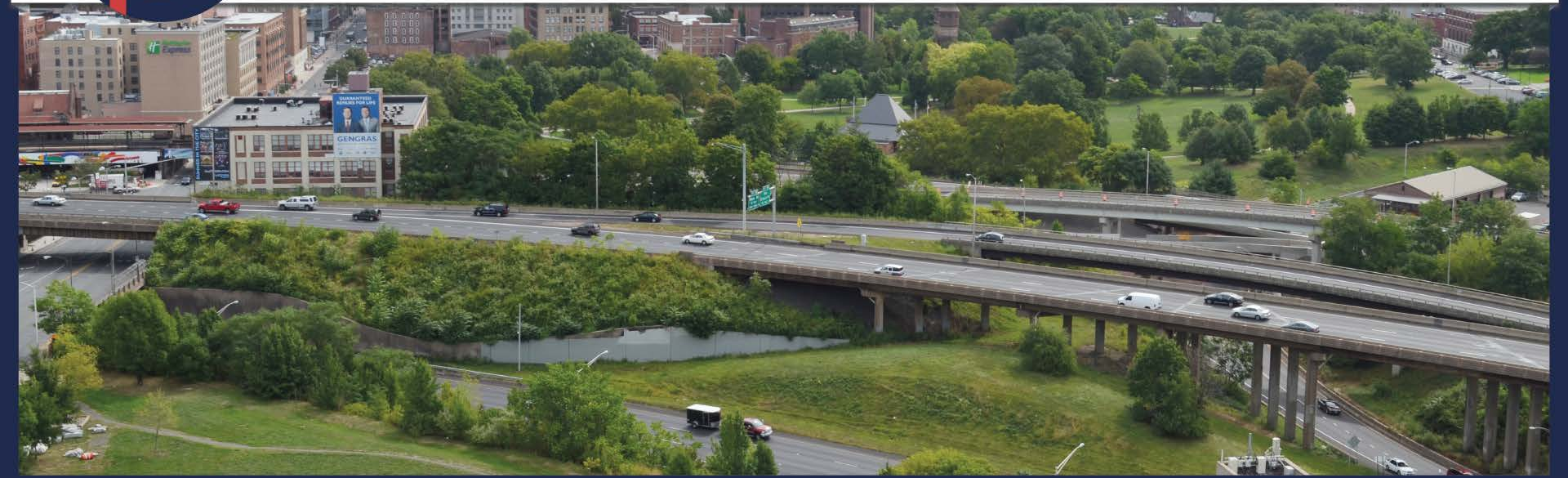


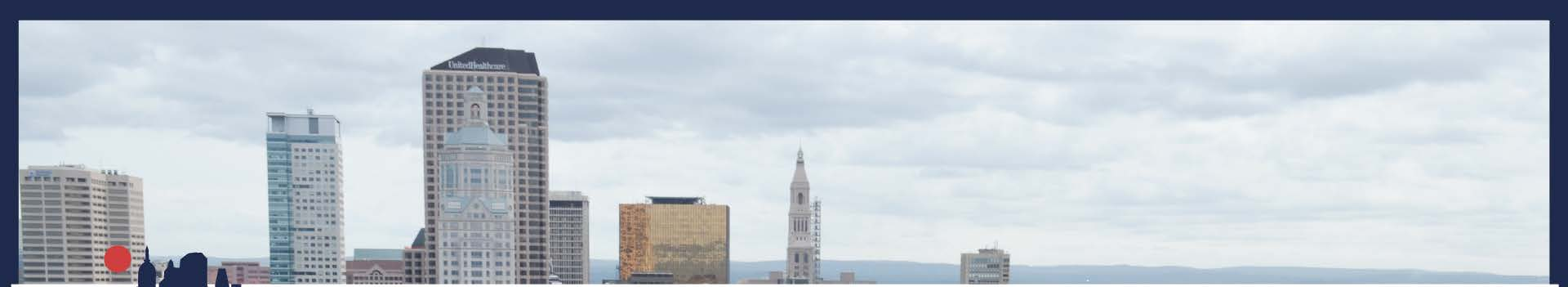
Potential Strategies





Hawthorn St



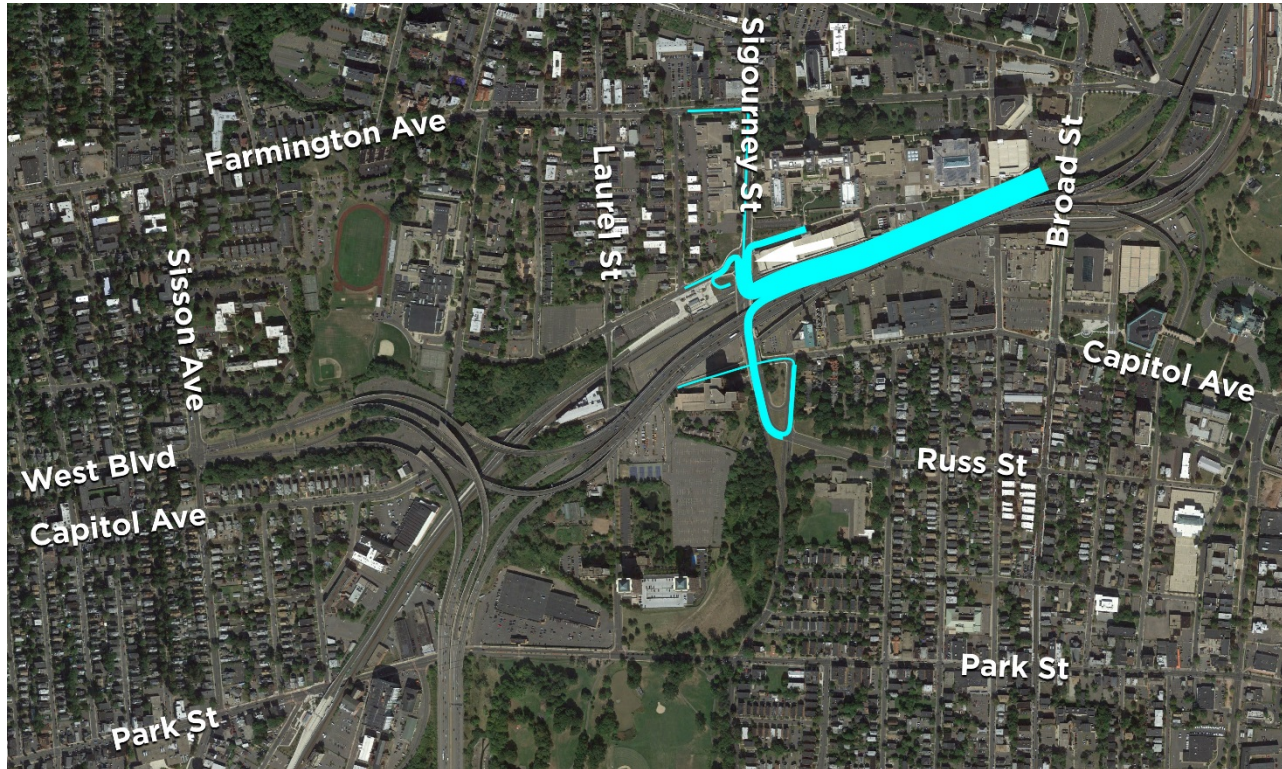


Sigourney St Travel Patterns



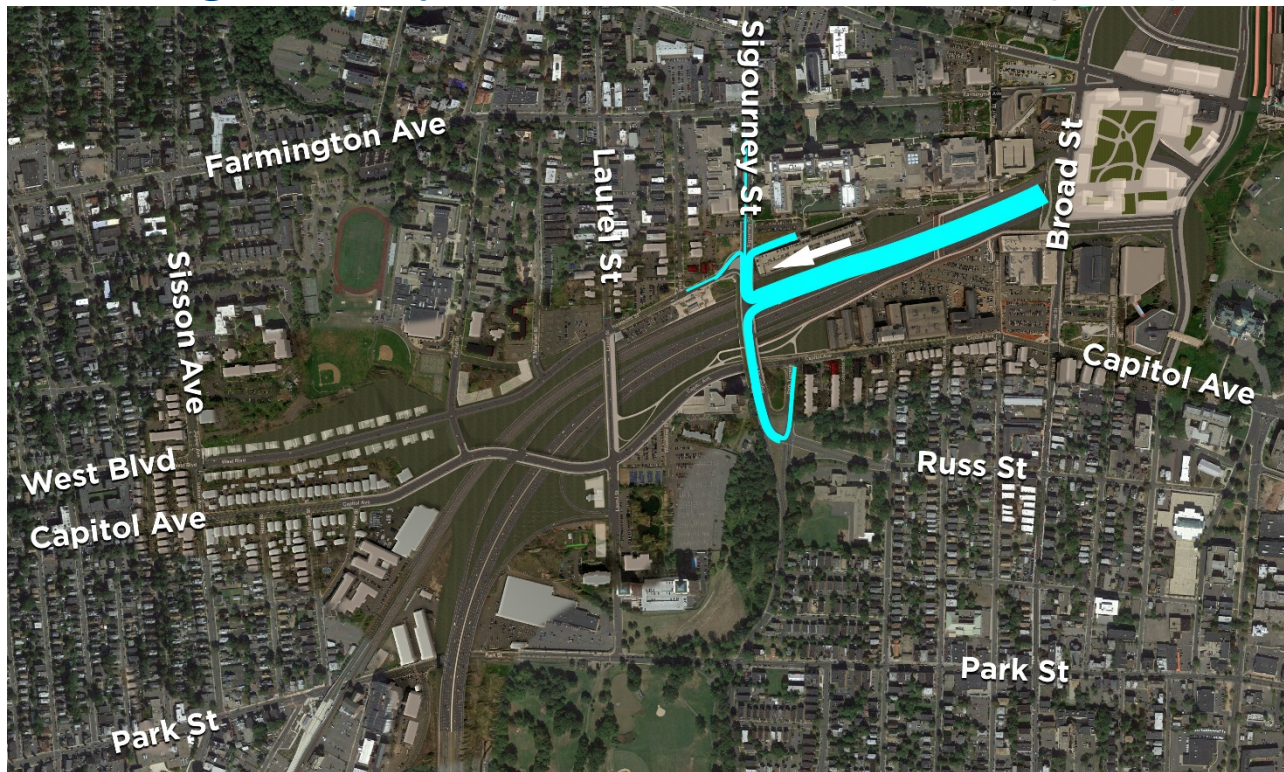


Existing Sigourney WB Off- Patterns (AM)





Proposed Sigourney WB Off- Patterns (AM)



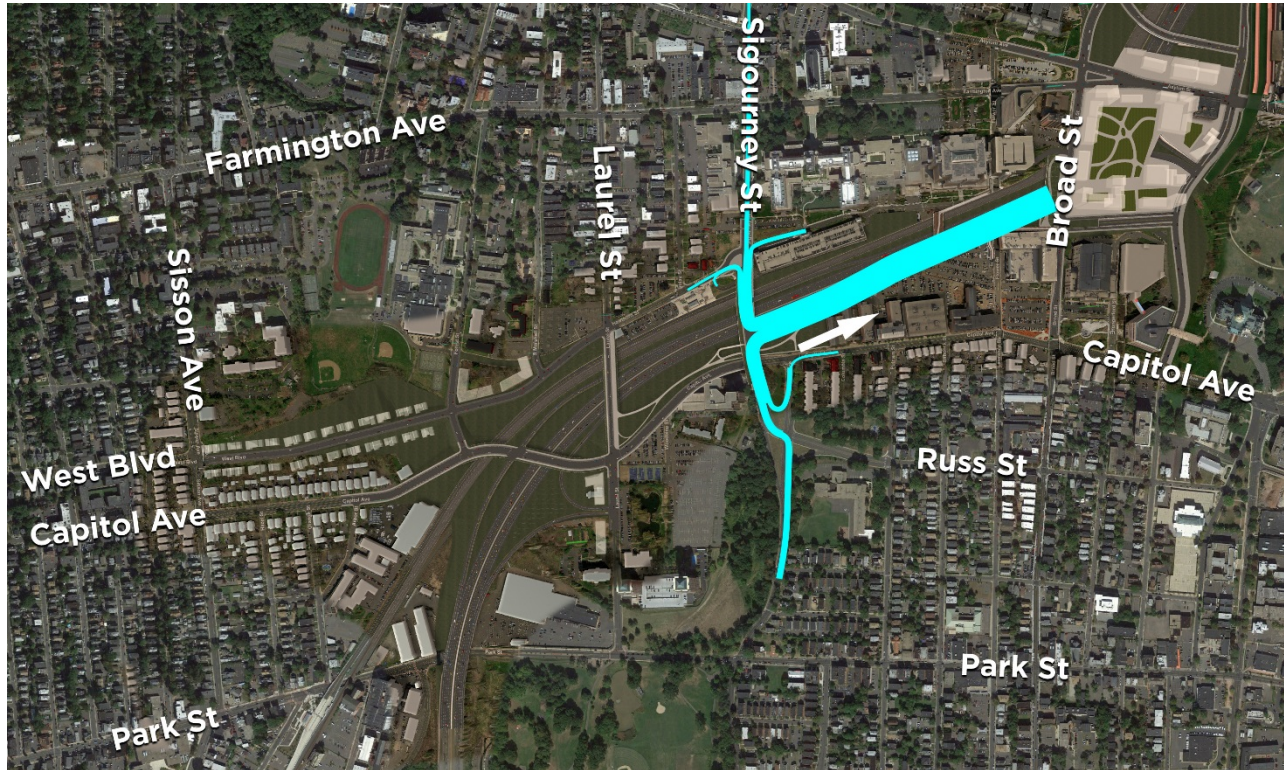


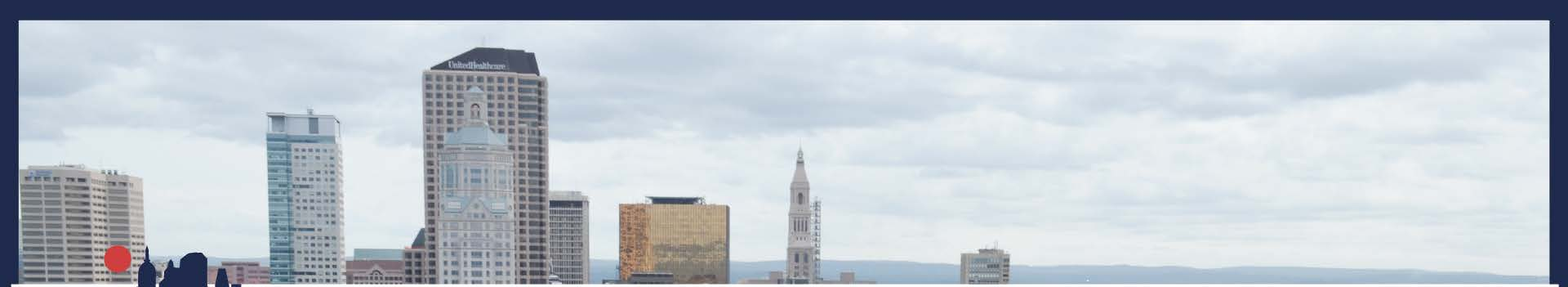
Existing Sigourney EB On- Patterns (AM)



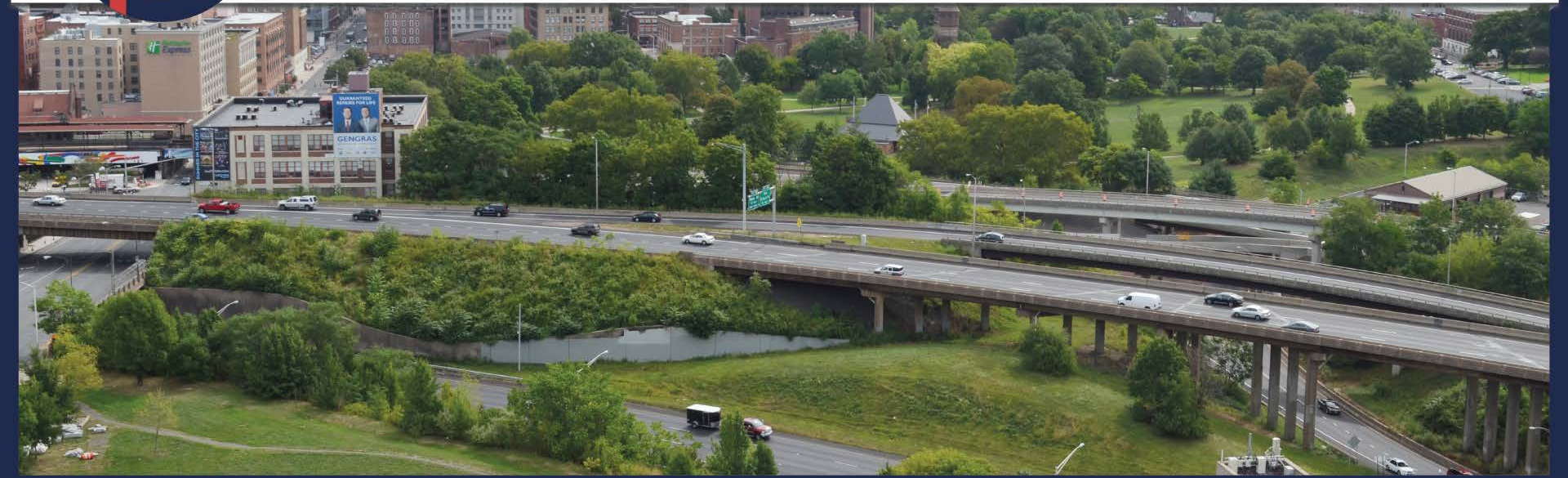


Proposed Sigourney EB On- Patterns (PM)





Eastern Interchange Travel Patterns





Existing Capitol / Asylum EB Off- Patterns (AM)





Existing Trumbull EB Off- Patterns (AM)



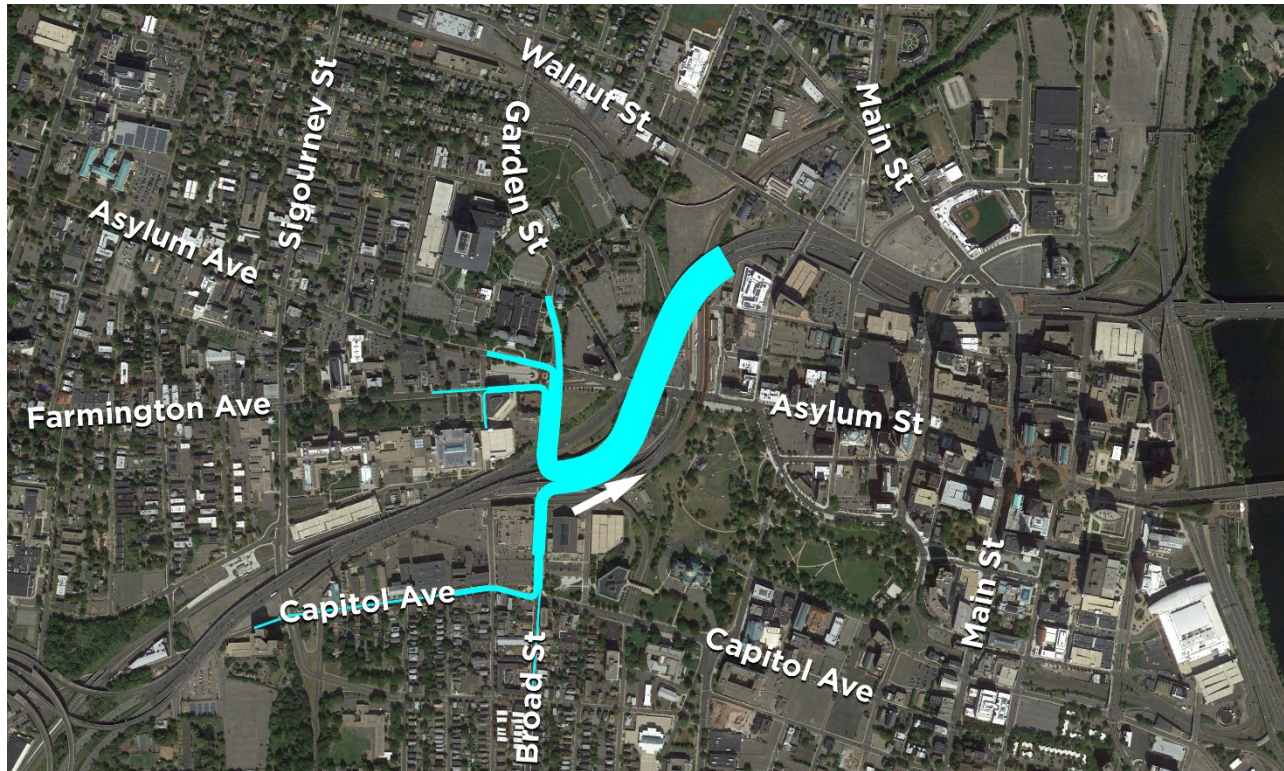


Proposed Road A EB Off- Patterns (AM)



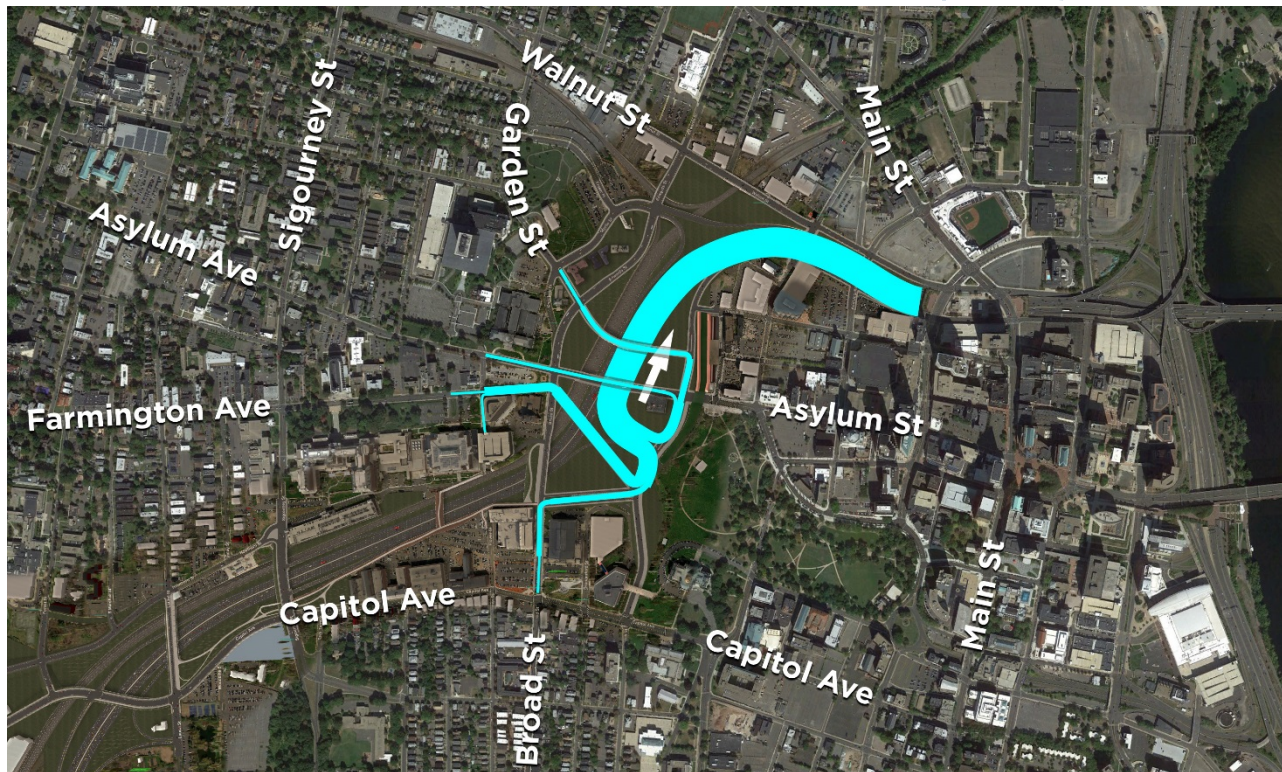


Existing Broad EB On- Patterns (PM)



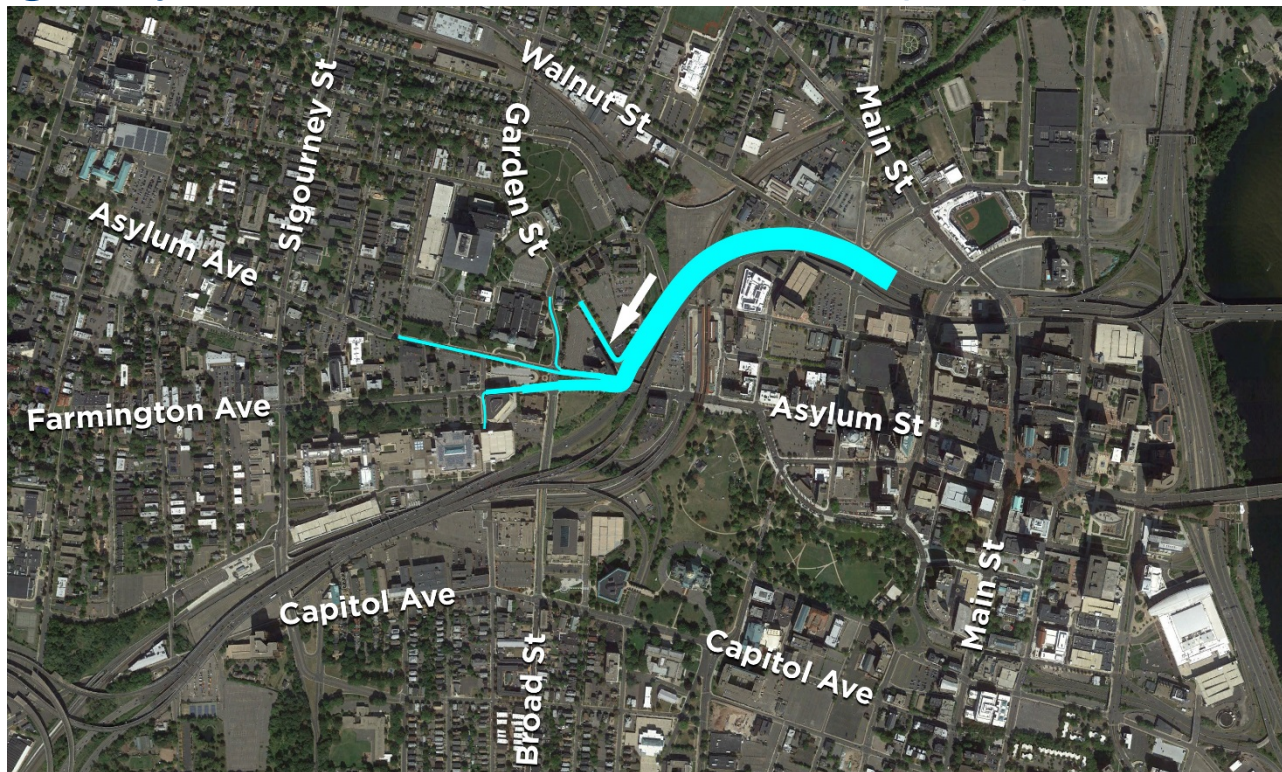


Proposed Road A EB On- Patterns (PM)



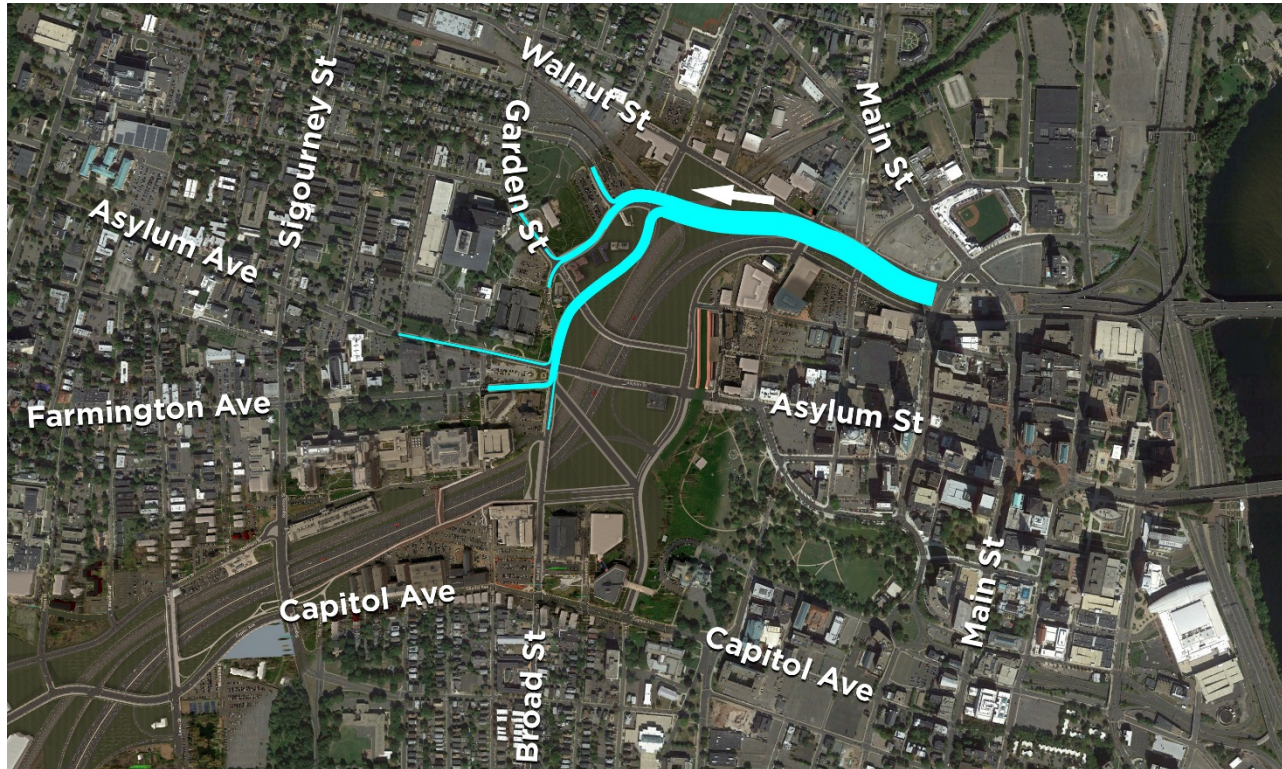


Existing Asylum WB Off- Patterns (AM)





Proposed Edwards WB Off- Patterns (AM)



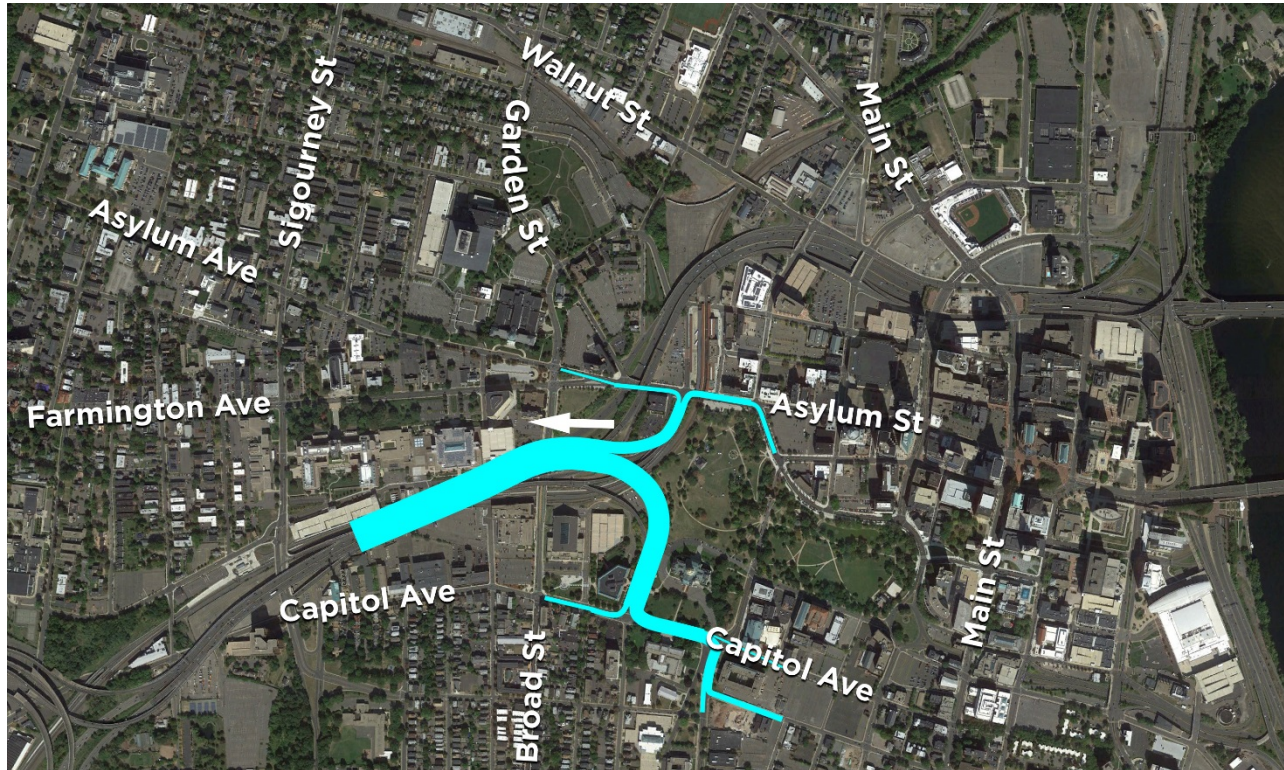


Existing Trumbull WB On- Patterns (PM)





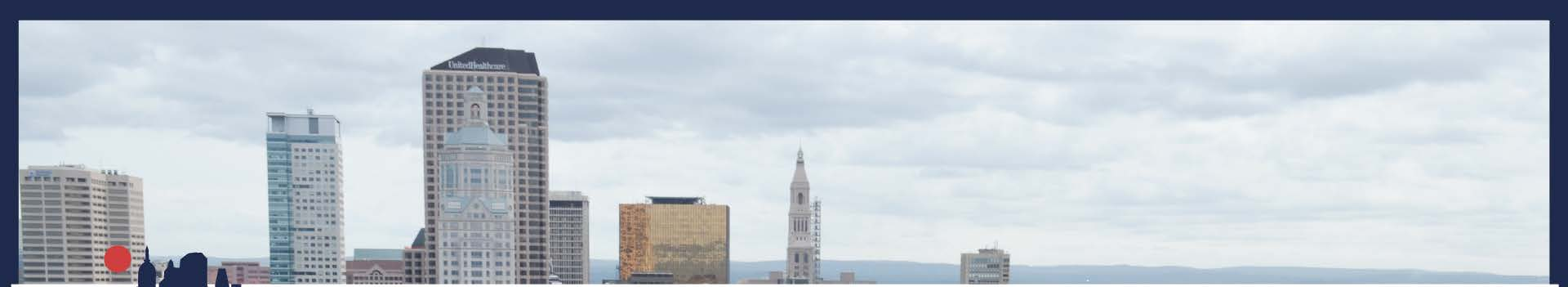
Existing Capitol / Asylum WB On- Patterns (PM)



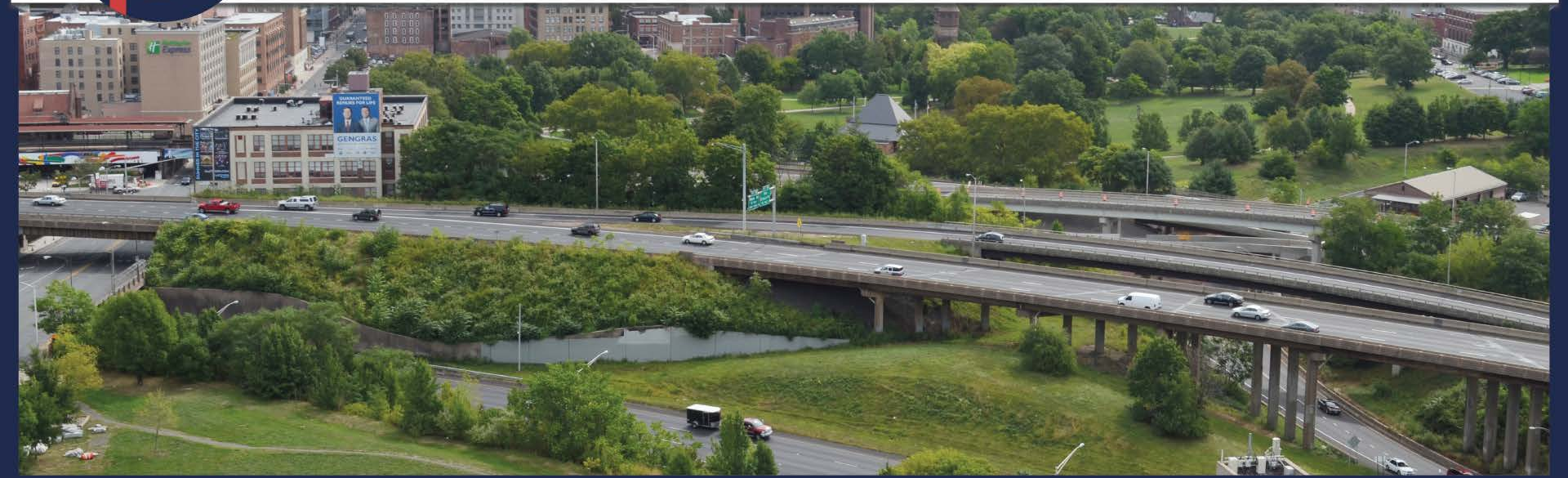


Proposed Edwards WB On- Patterns (PM)





The Trident Area

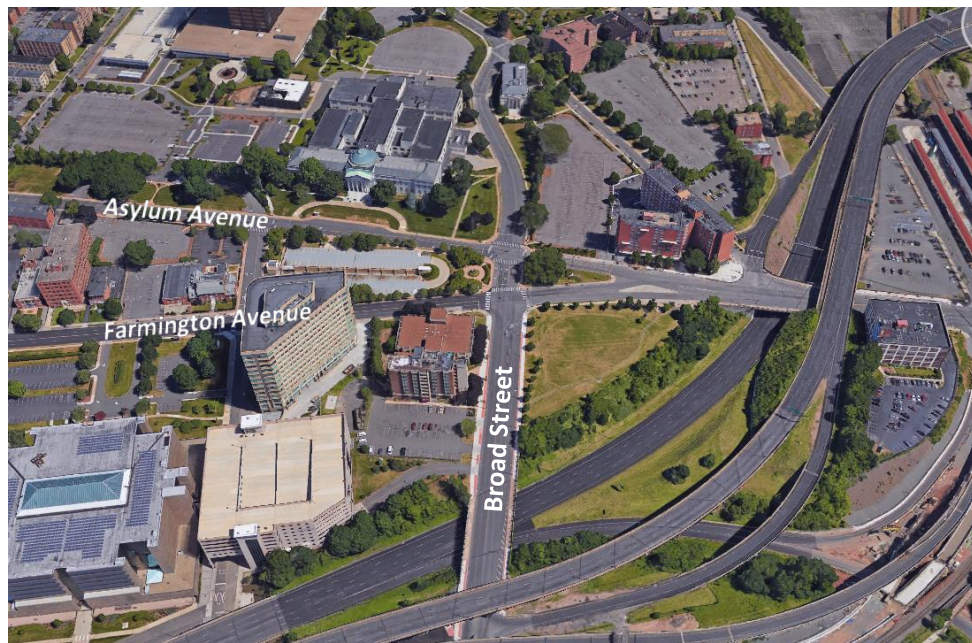




The Trident Area

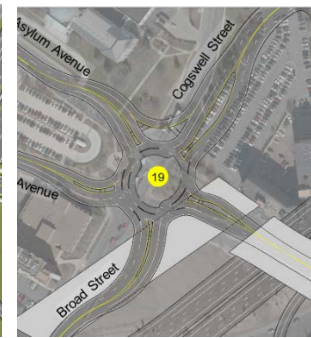
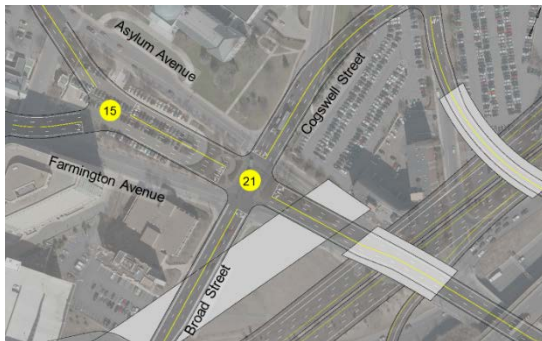
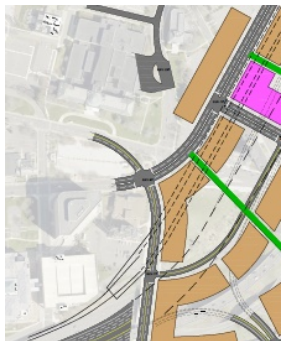
Opportunities:

- Reimagine street character
- Improve mobility
- Enhance pedestrian and bicycle mobility





Many Concepts Considered





Options Analyzed



Roundabout



Western Shift



*Farmington Ave
Extension*



*Discontinuous
Broad St*

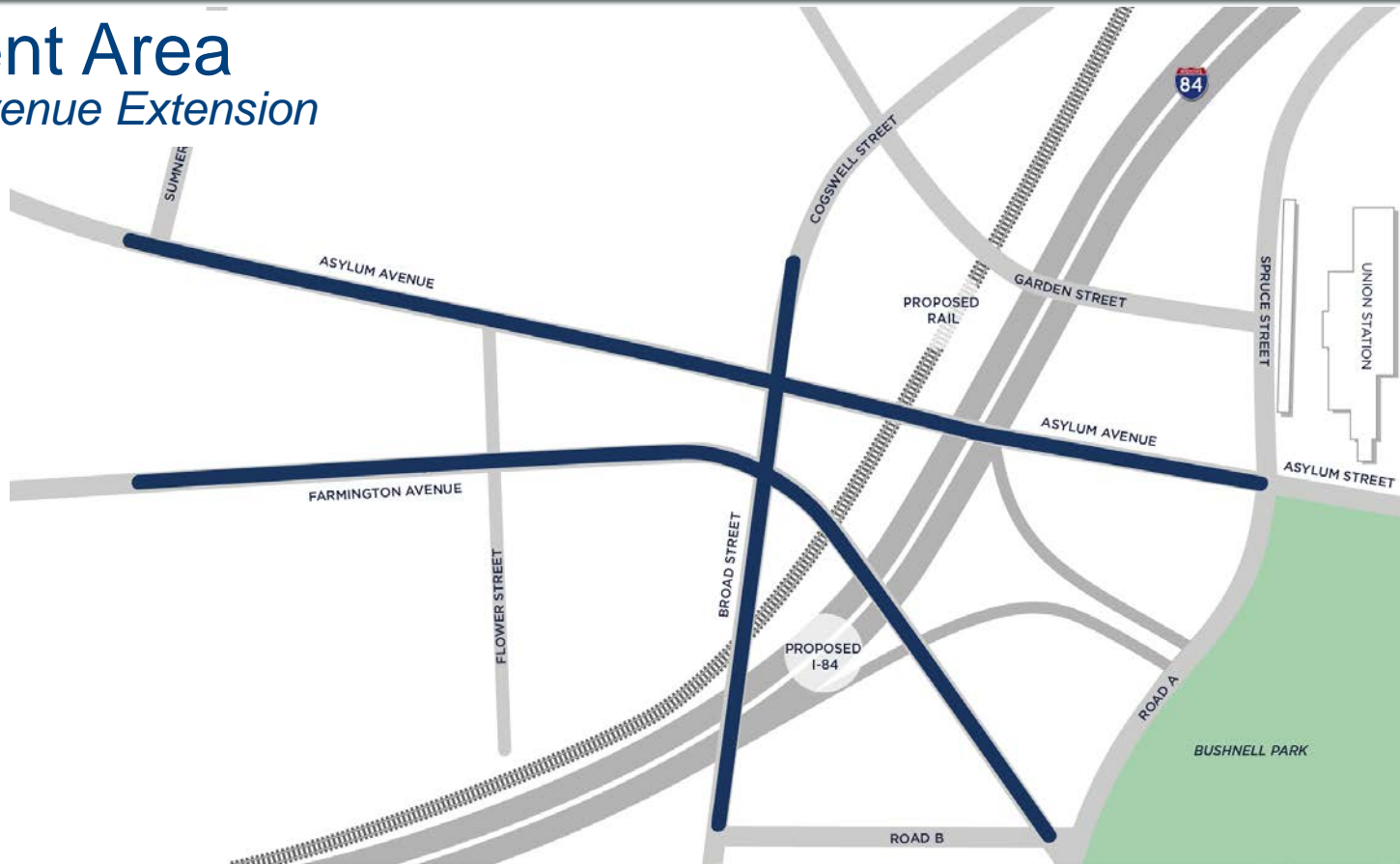


*Improved
Trident*



The Trident Area

Farmington Avenue Extension





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The Trident Area

Discontinuous Broad St

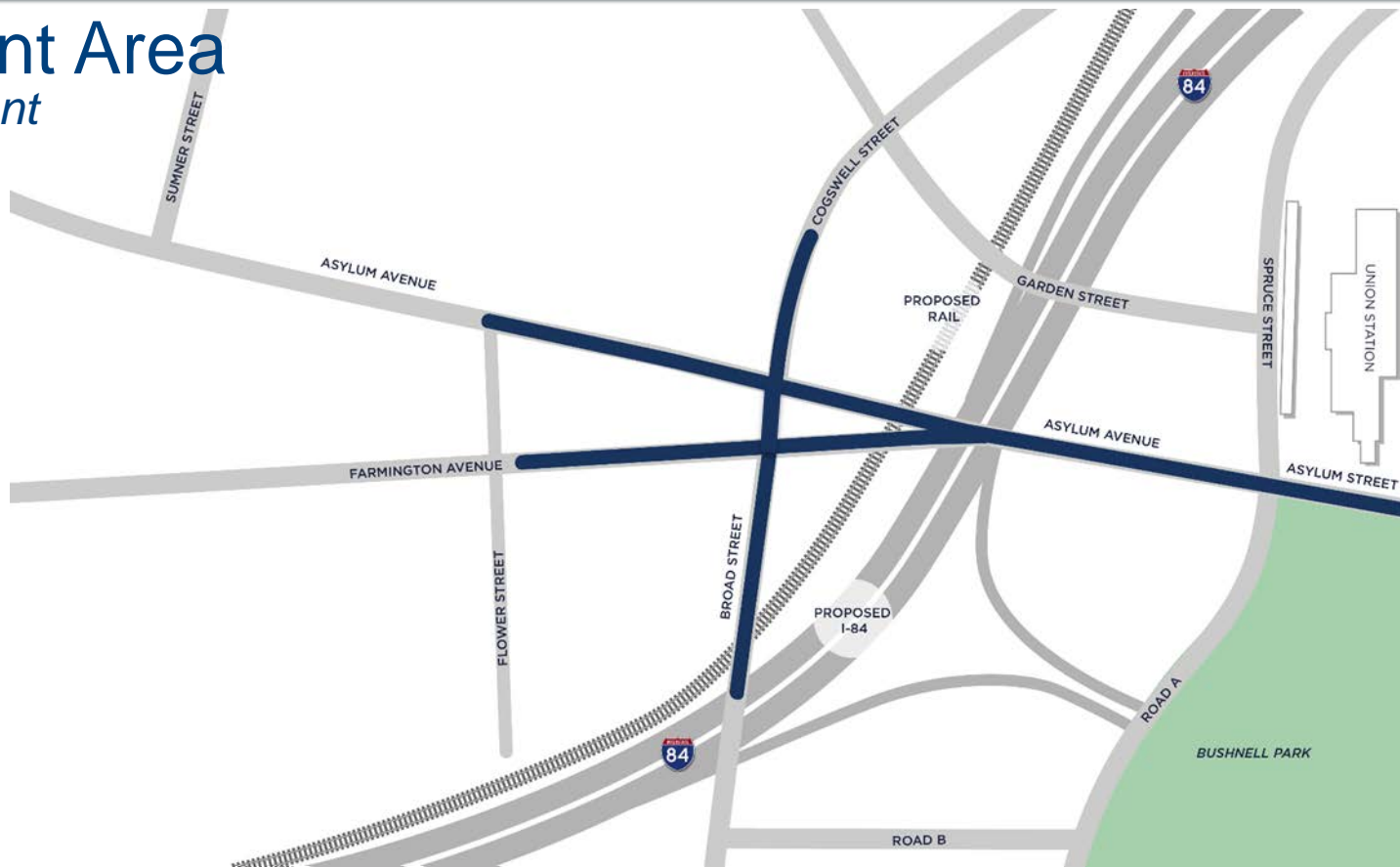




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The Trident Area

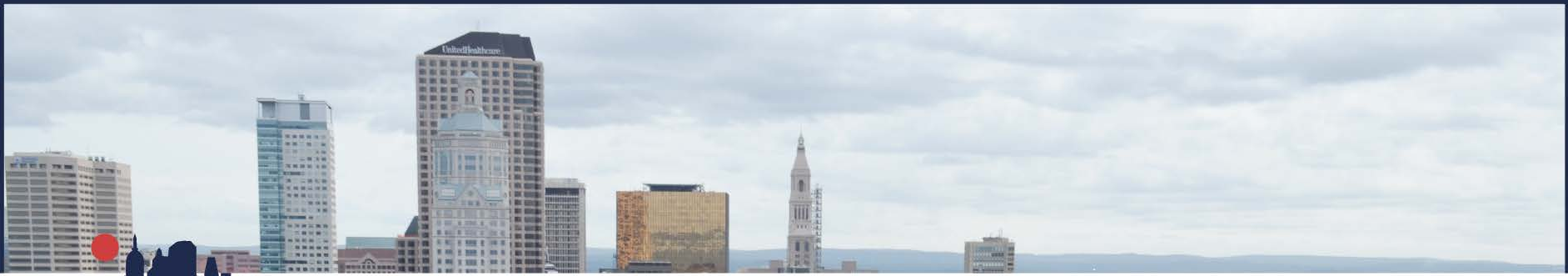
Improved Trident





Recent Work

- Adoption and evaluation of Farmington Ave extension
- Continued evaluation of discontinuous Broad St
- Development of Level 3 Screening



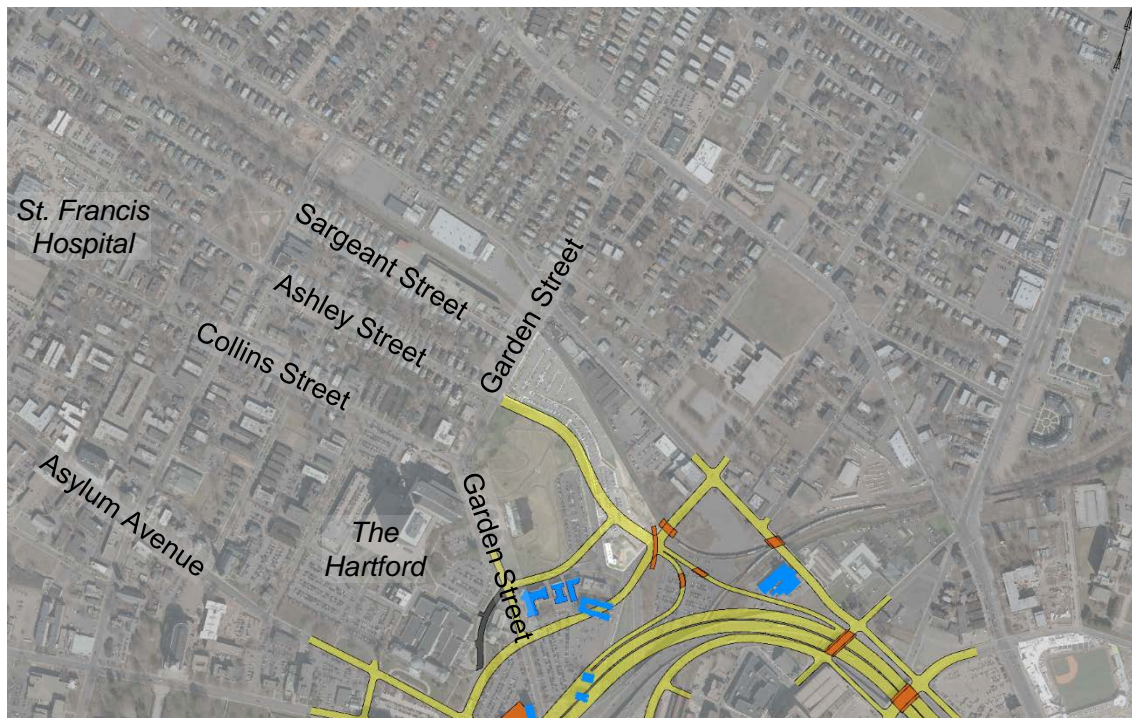
Asylum Hill





Third Focus Area

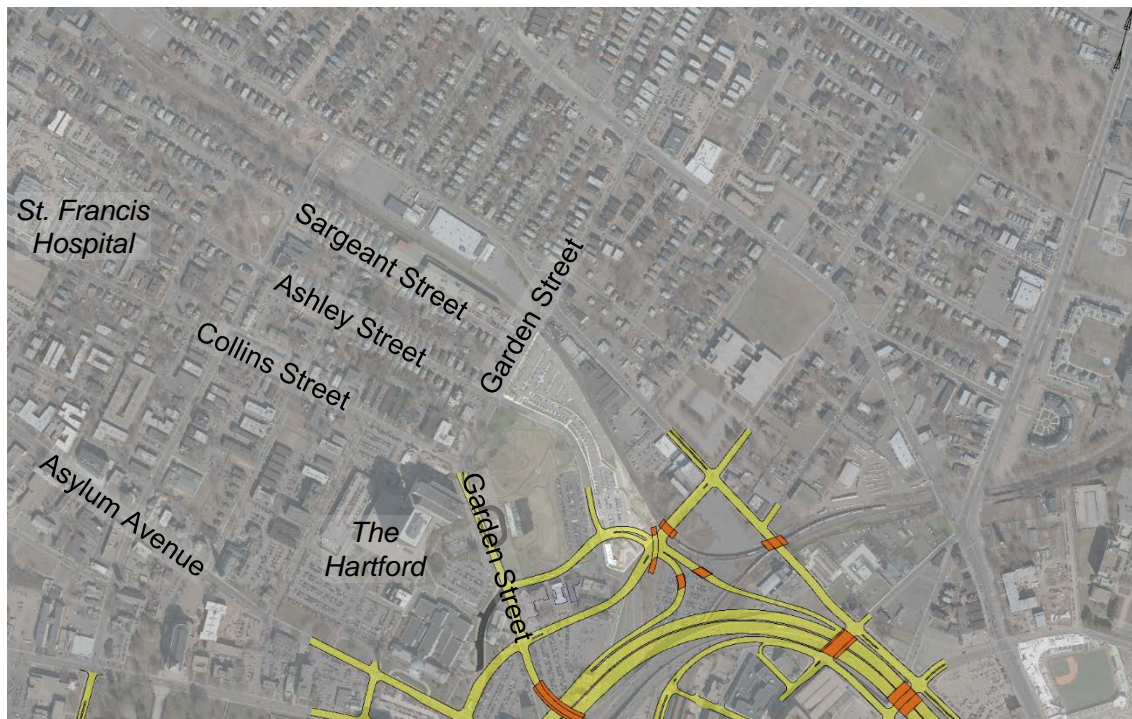
Asylum Hill Travel Patterns – Original 3B-E5(S)

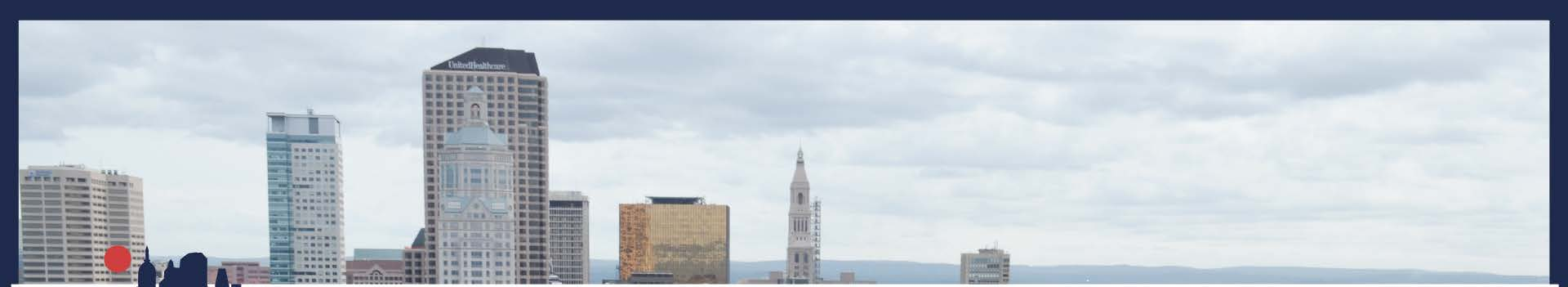




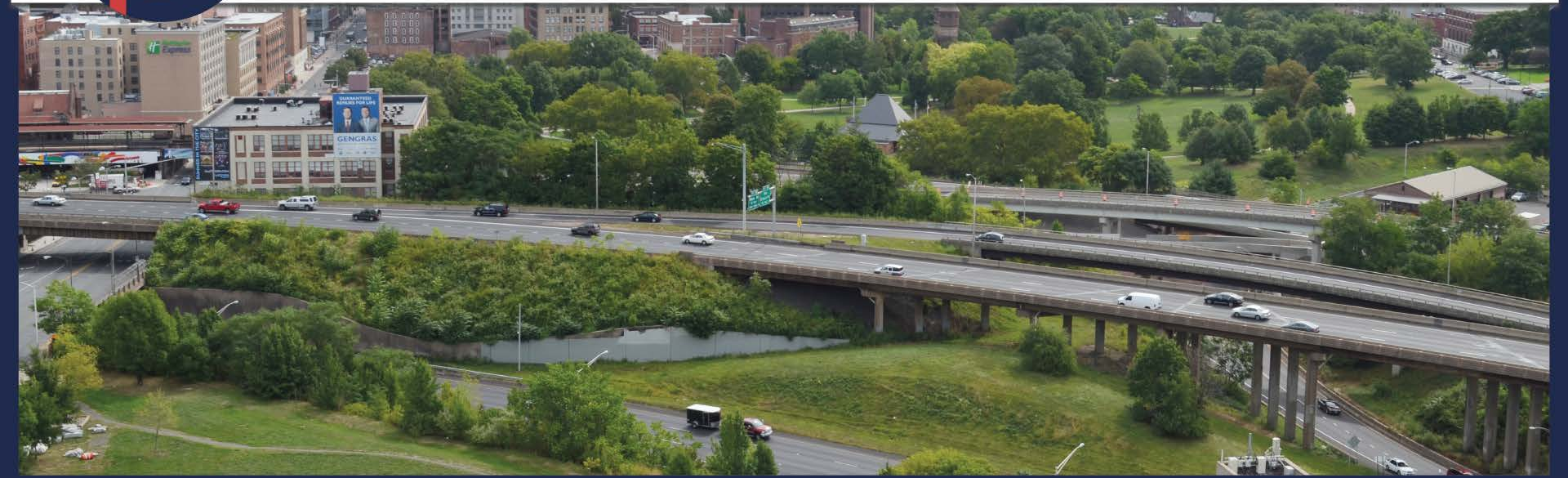
Third Focus Area

Asylum Hill Travel Patterns – Potential Reconfiguration



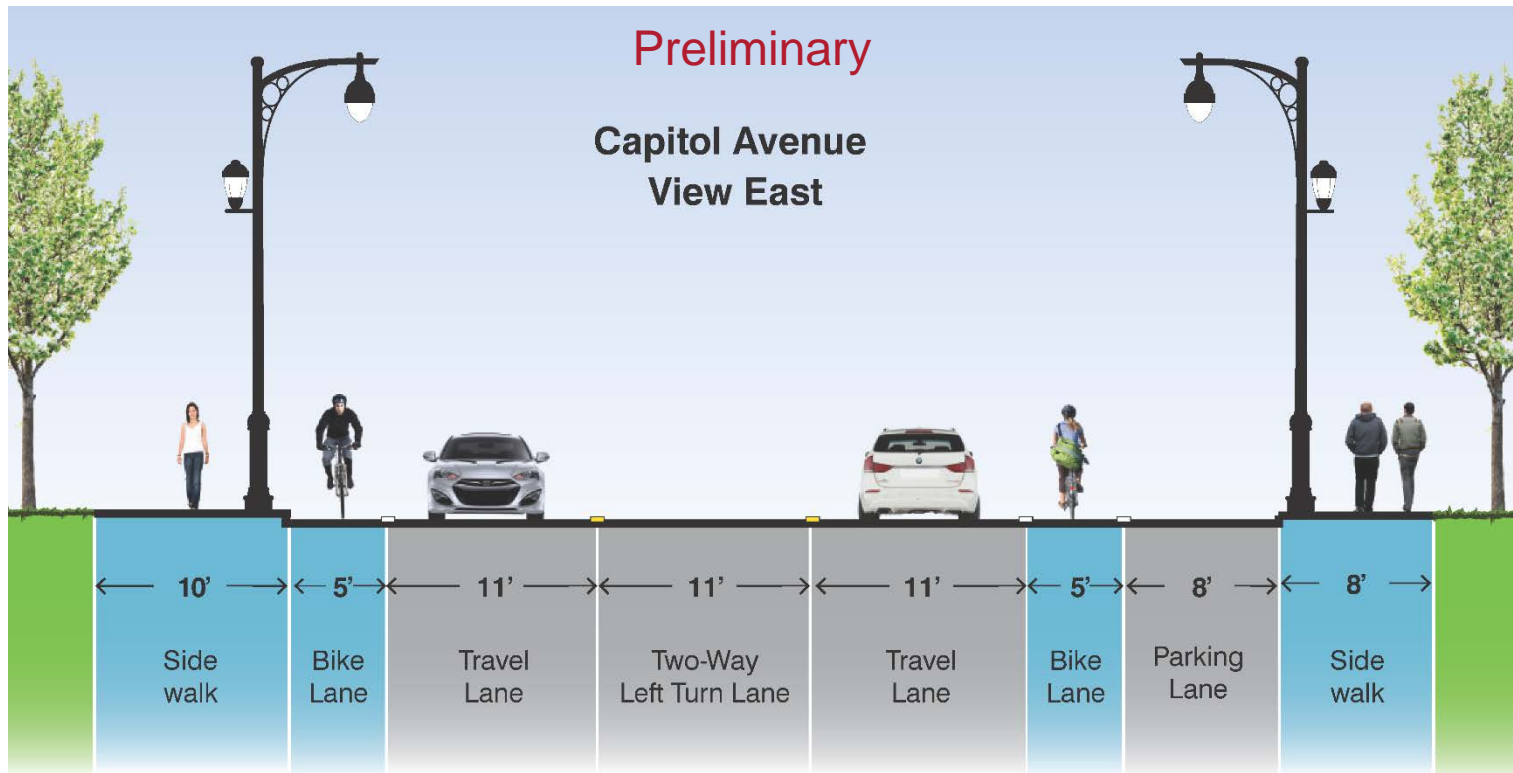


Local Street Typical Sections





Capitol Avenue

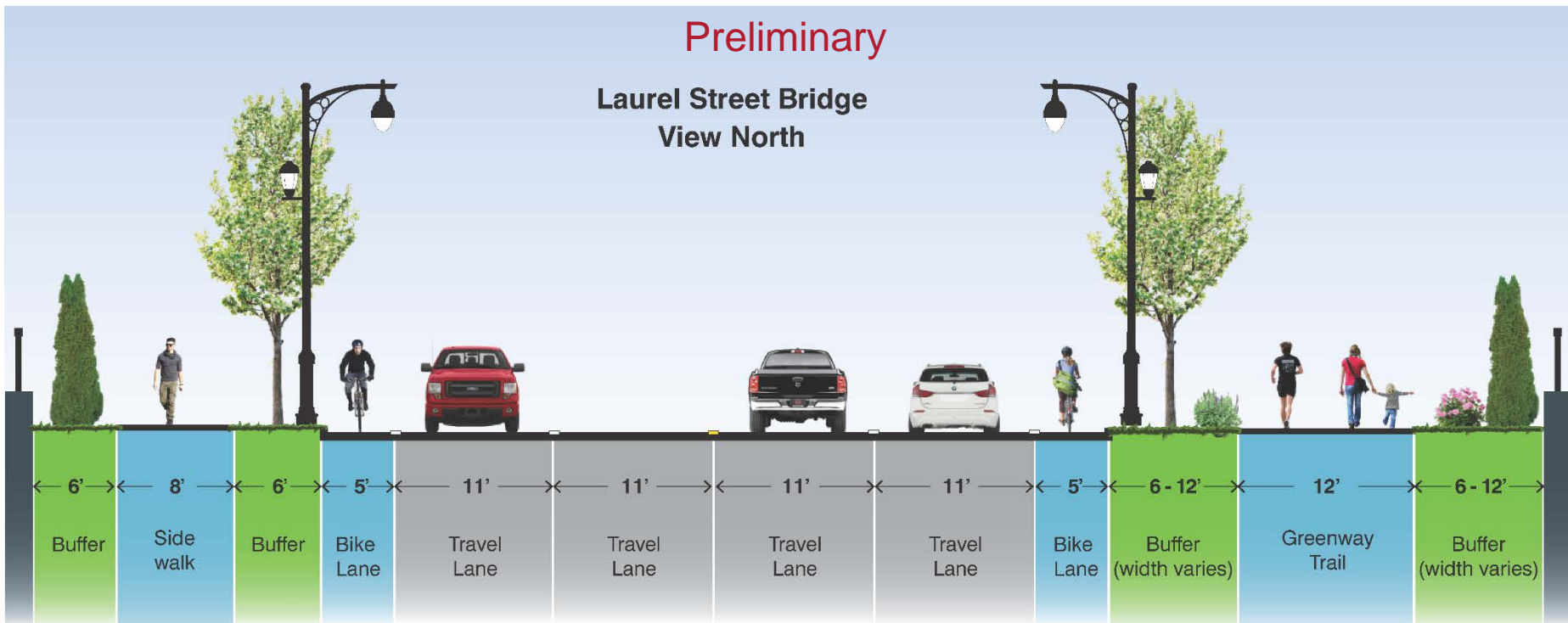




Laurel Street

Preliminary

Laurel Street Bridge
View North

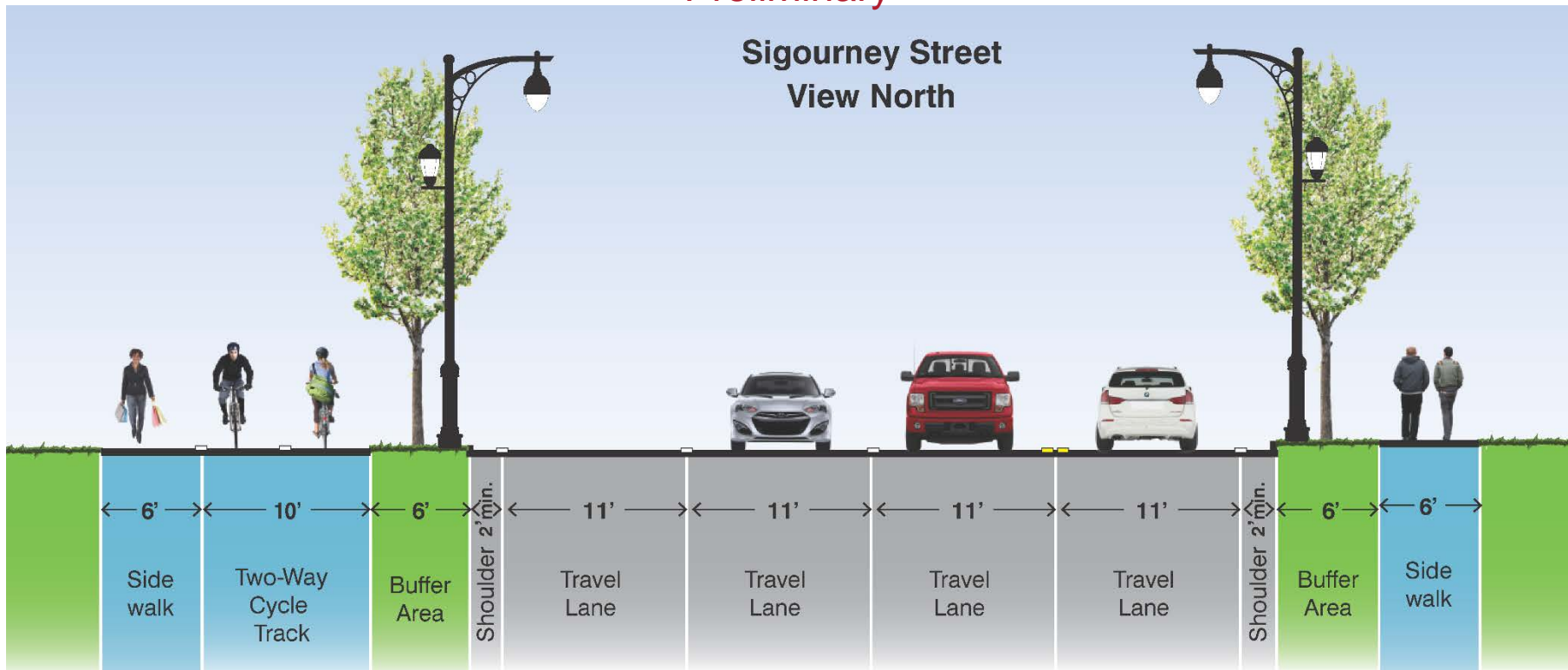




Sigourney Street

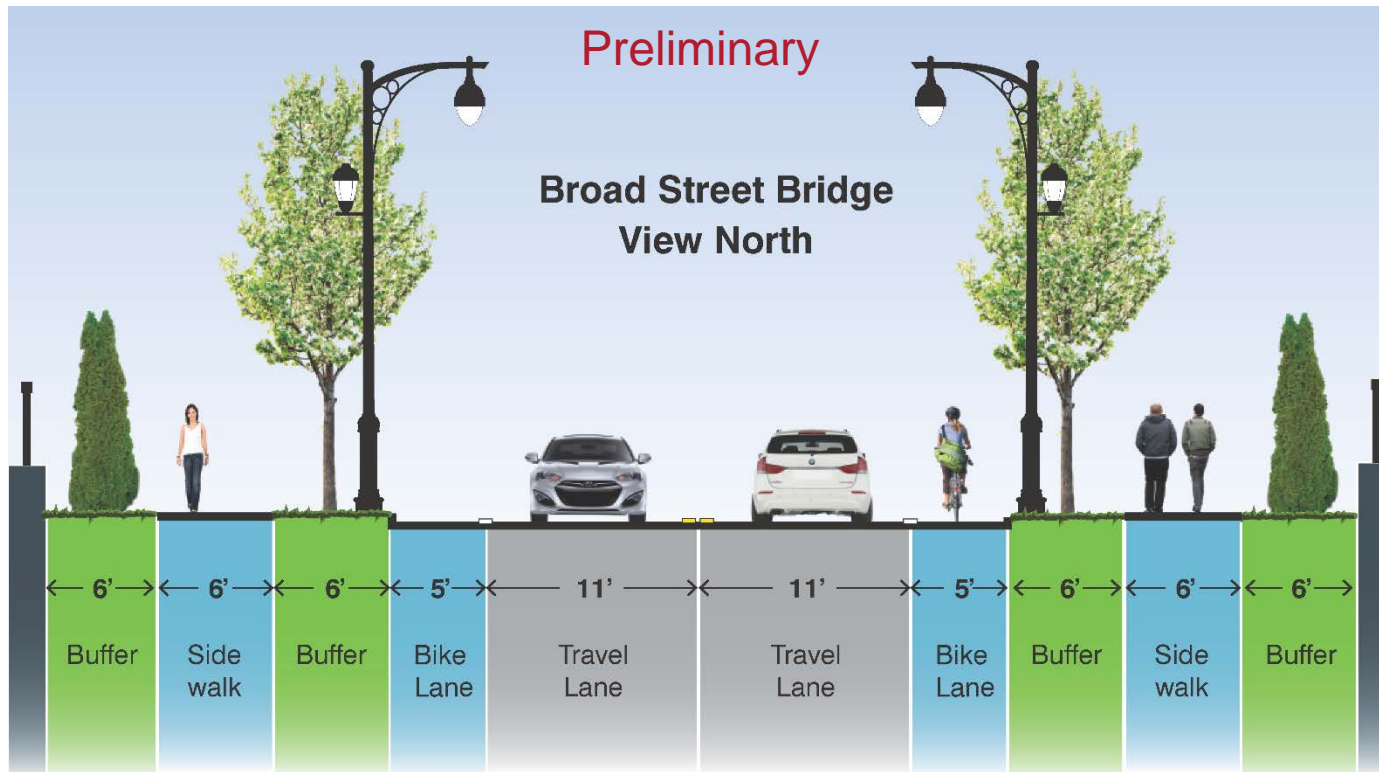
Preliminary

Sigourney Street
View North





Broad Street

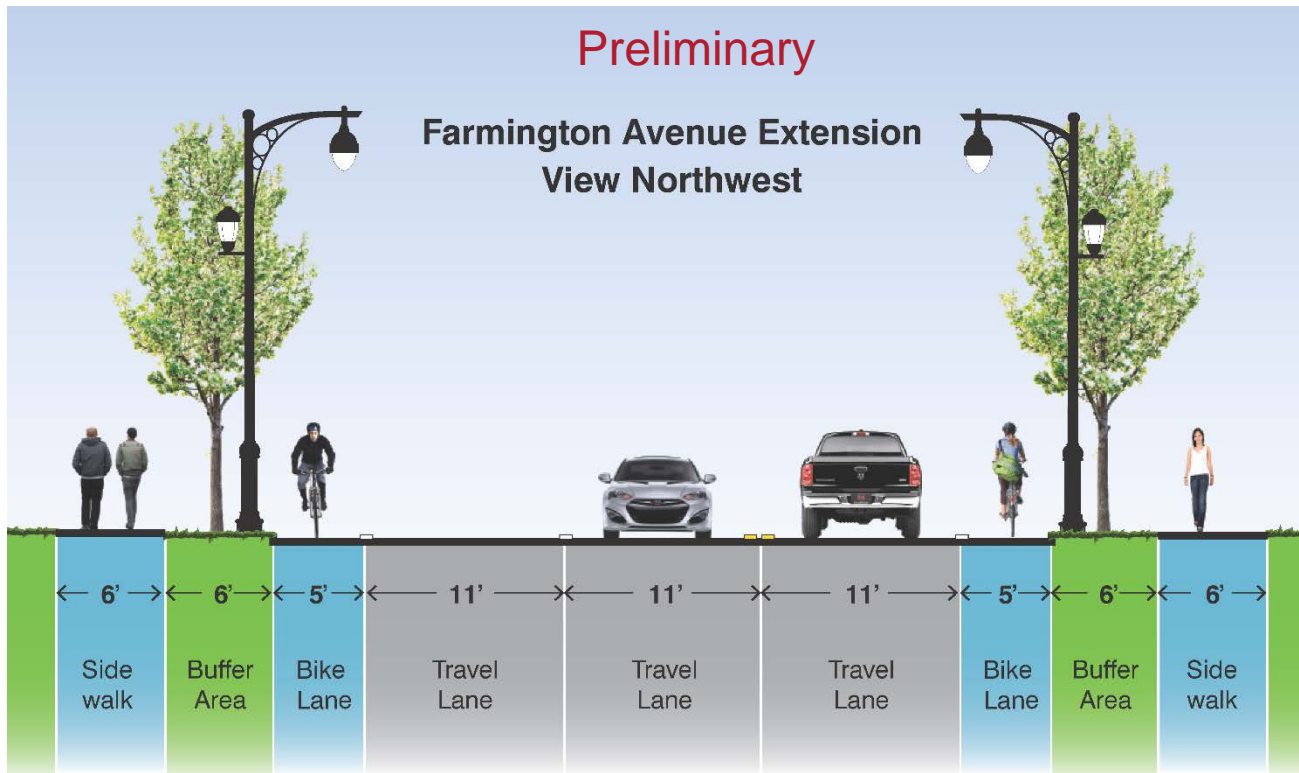




Farmington Avenue Extension

Preliminary

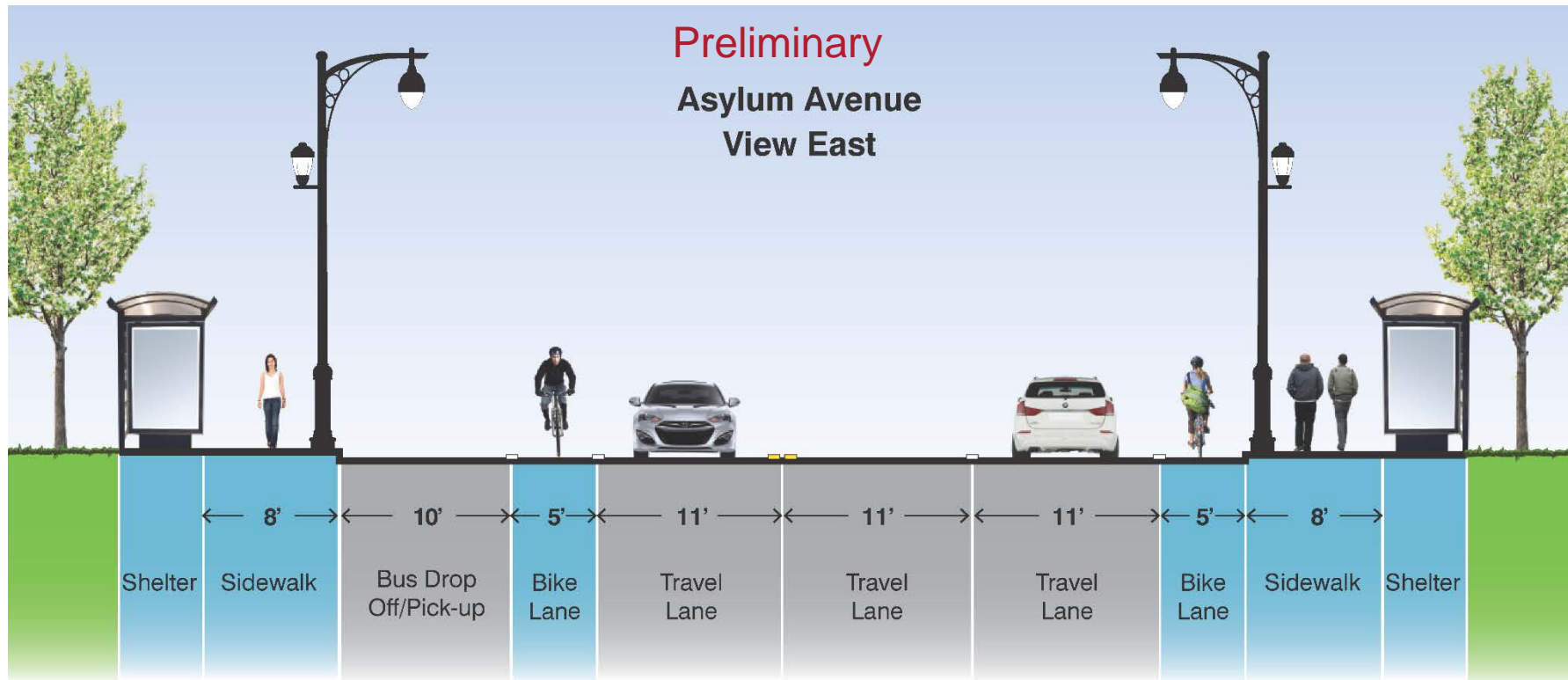
Farmington Avenue Extension
View Northwest





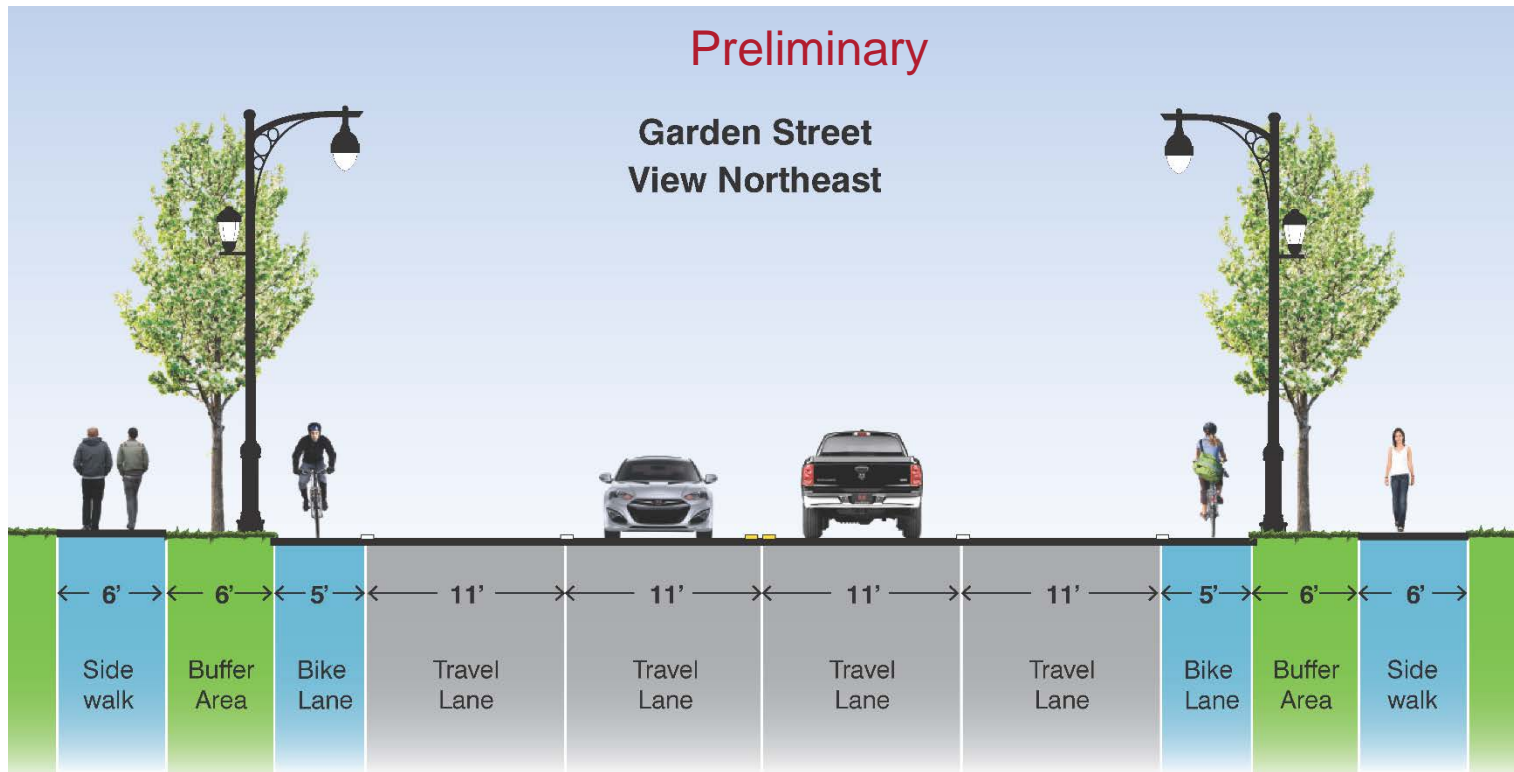
Asylum Avenue

Preliminary
Asylum Avenue
View East





Garden Street Extension

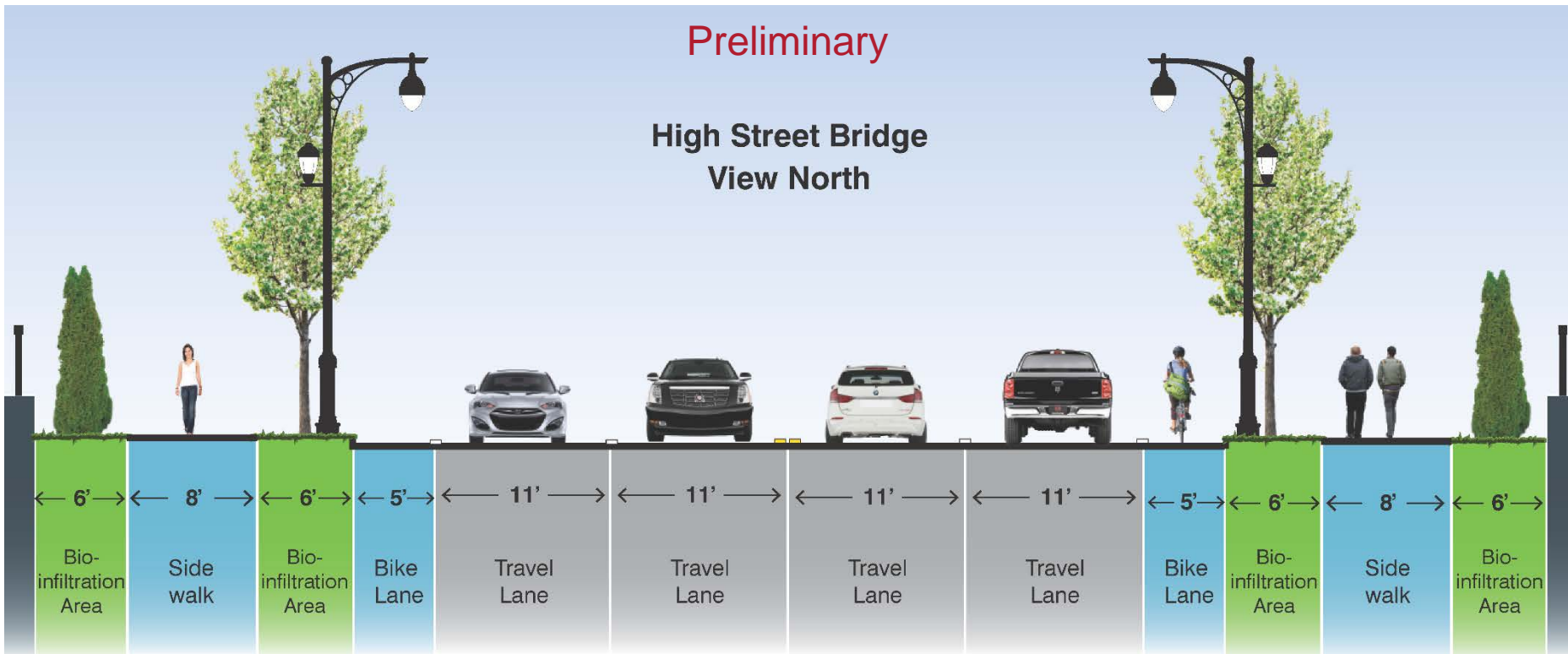




High Street

Preliminary

High Street Bridge
View North





Ann Uccello Street

Preliminary

Ann Uccello Street Bridge
View North

