



# I-84 HARTFORD PROJECT

Multimodal Station Planning  
Working Session

## Rebuilding a Better I-84 in Hartford

August 10, 2017





# Station Urban Design Principles + Guidelines





## Station Urban Design Principles + Guidelines

The station should be:

- Centrally-located
- Well-connected
- Iconic Design
- A Catalyst
- Compact



## Guiding Urban Design Principles

### **CENTRALLY-LOCATED**

*Station location should enhance transit access to and from the City for commuters, visitors and residents*

- Provides good access to downtown and adjacent neighborhoods, and to potential future growth areas





# Guiding Urban Design Principles

## WELL-CONNECTED

*Foster development of a strong pedestrian environment around the station to create a sense of place and enhance connections to surrounding areas*

- Strong pedestrian environment should provide walkable connections to all surrounding areas
- Separate pedestrian and vehicular access to station
- Create strong pedestrian environment at primary station entrances; create a pedestrian front door to the City





# Guiding Urban Design Principles

## ICONIC DESIGN

*Strong, iconic station design should be highly visible and signify growing importance of transit within the region*

- Expression could be traditional or contemporary
- Linkage to a “station square” or adjacent public space could strengthen presence and enhance function
- Relationship and visibility from existing urban vistas/view corridors in important
- Combine bus and rail functions



## Guiding Urban Design Principles

### **A CATALYST**

*Station design and planning should seek to maximize opportunities for development of adjacent parcels for mixed-use development, open space and civic use*

- Conserve key parcels around the station for high priority TOD uses, open space and civic functions



# Guiding Urban Design Principles

## COMPACT

*Employ a compact urban station format that is well integrated with the surrounding urban environment*

- Use land efficiently and minimize the station's footprint consistent with transit needs
- Minimize street frontage devoted to transit; incorporate active street-level uses
- Screen bus, rail and parking functions from surrounding streets where feasible
- Locate less active station edges along secondary streets





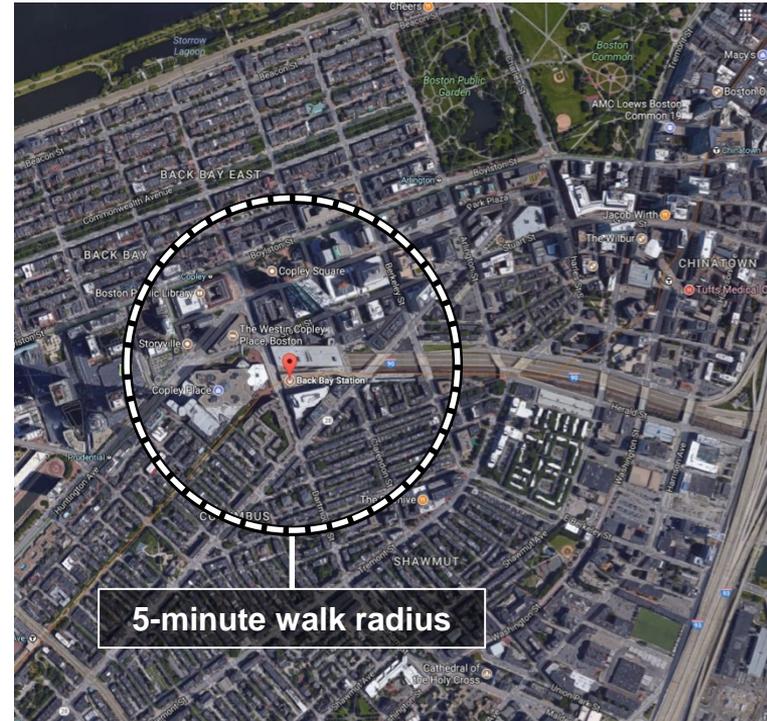


## Case Studies

- **Back Bay Station, Boston, MA**
- **Union Station, New Haven, CT**
- **Providence Station, Providence, RI**
- **Portland Station, Portland, ME**
- **South Station, Boston, MA**

## Back Bay Station, Boston, MA

- Centrally-located; transition between historic neighborhood and downtown
- Iconic station design
- Strong ped and bike connections
- Terminates linear park and bike corridor; view corridor
- Effective separation of vehicular and pedestrian access







## Back Bay Station, Boston, MA

Station is  
visual focus



High quality,  
durable materials

- Space feels open and welcoming – no barriers
- Housing and ground floor uses create secure environment



# Back Bay Station, Boston, MA

Median enhances ped crossing

Tent City housing defines street edge

Café with outdoor tables

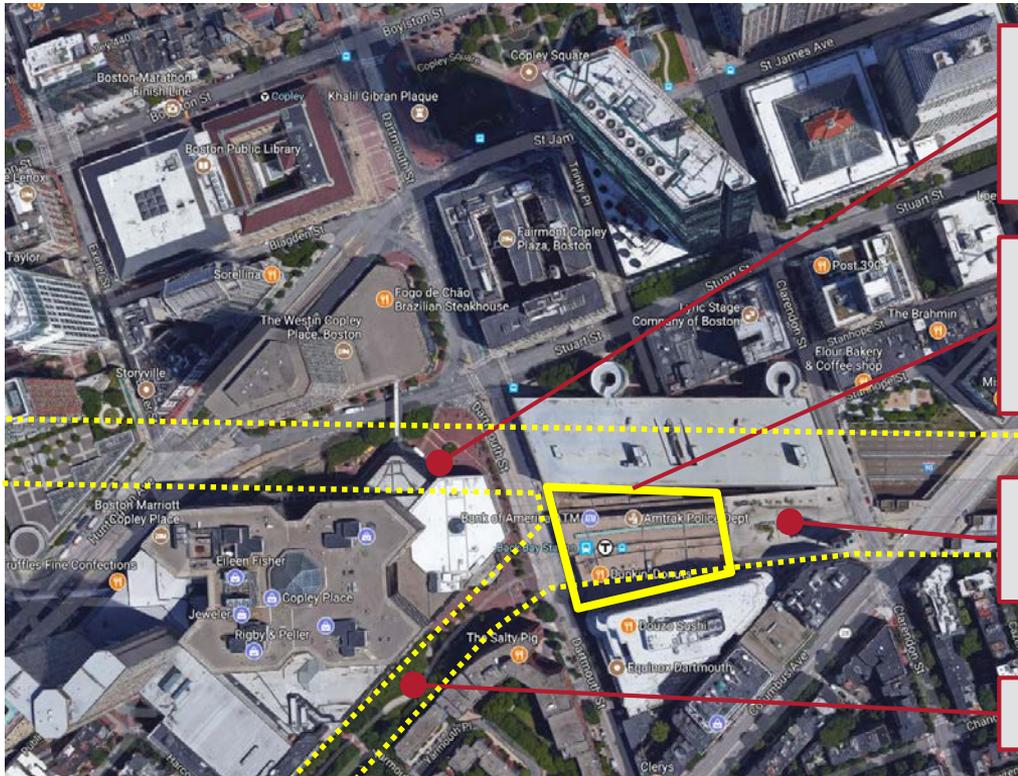
Plaza with seating

Bikeshare





## Back Bay Station, Boston, MA



Open space/garage/  
air rights development  
over I-90 and rail

Station building: iconic  
street presence w/230 ft.  
of frontage

Vehicular entrance/bus  
drop off in rear

Linear park over rail

## Union Station, New Haven, CT

- Iconic station
- Long walk to downtown
- Weak ped connections, confusing and indirect
- Significant ped/vehicular conflicts at station entry
- Limited TOD





## Union Station, New Haven, CT

Wide street –  
difficult to cross

Wall and parking –  
unattractive street edge

Conflict  
between uses –  
pedestrians  
and drop-off/  
pick-up/taxis

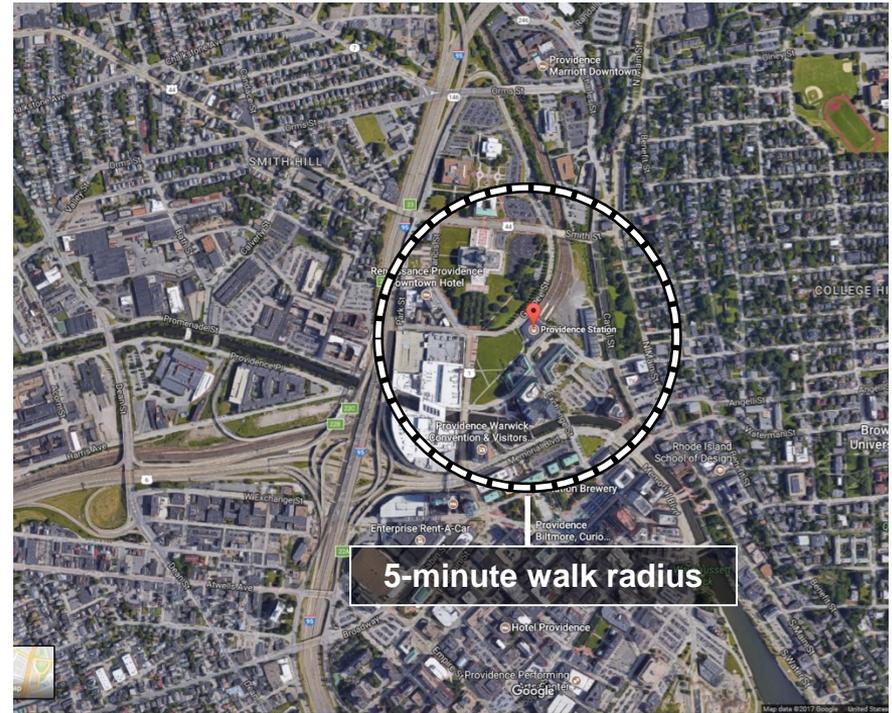
Large building  
setback





## Providence Station, RI

- Station relocated as part of Capital Center Redevelopment
- New station anchors redevelopment district and faces capitol and city
- Station below grade w/open space above
- Strong ped access to downtown, neighborhoods and state complex
- Historic station reused





## Providence Station, RI

Station

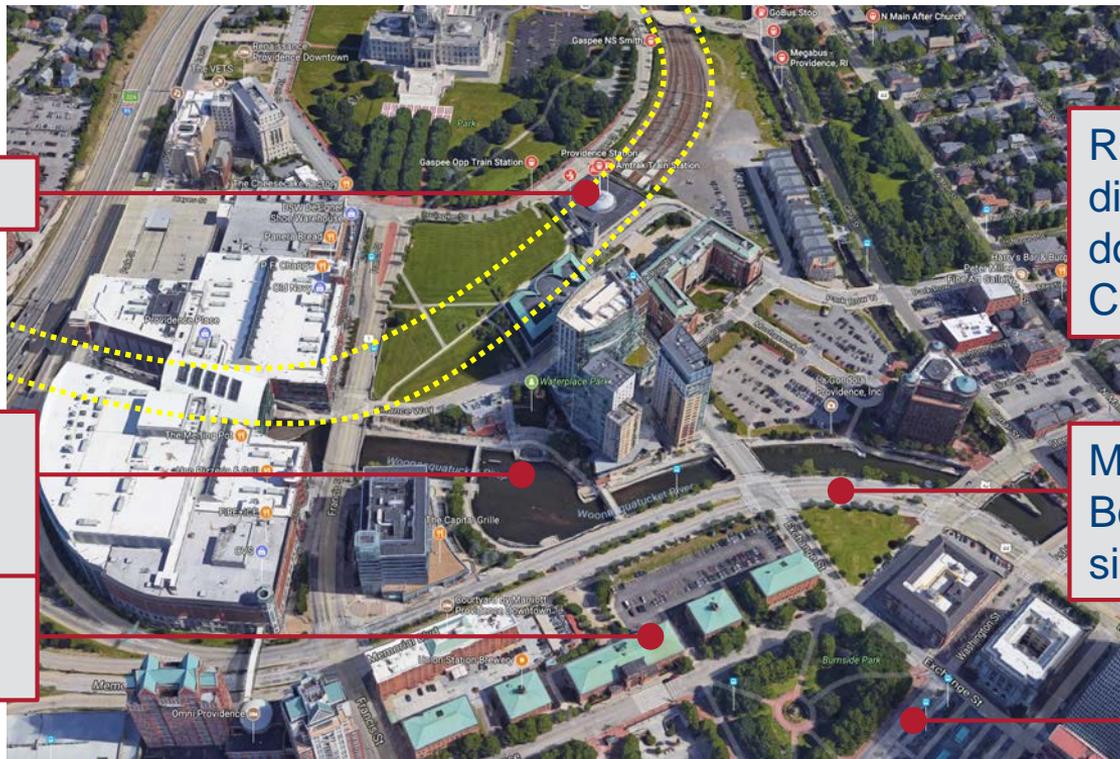
Riverpark  
Place  
amphitheatre

Reuse of  
historic station

Redevelopment  
district links  
downtown to  
Capitol complex

Memorial  
Boulevard is  
signature street

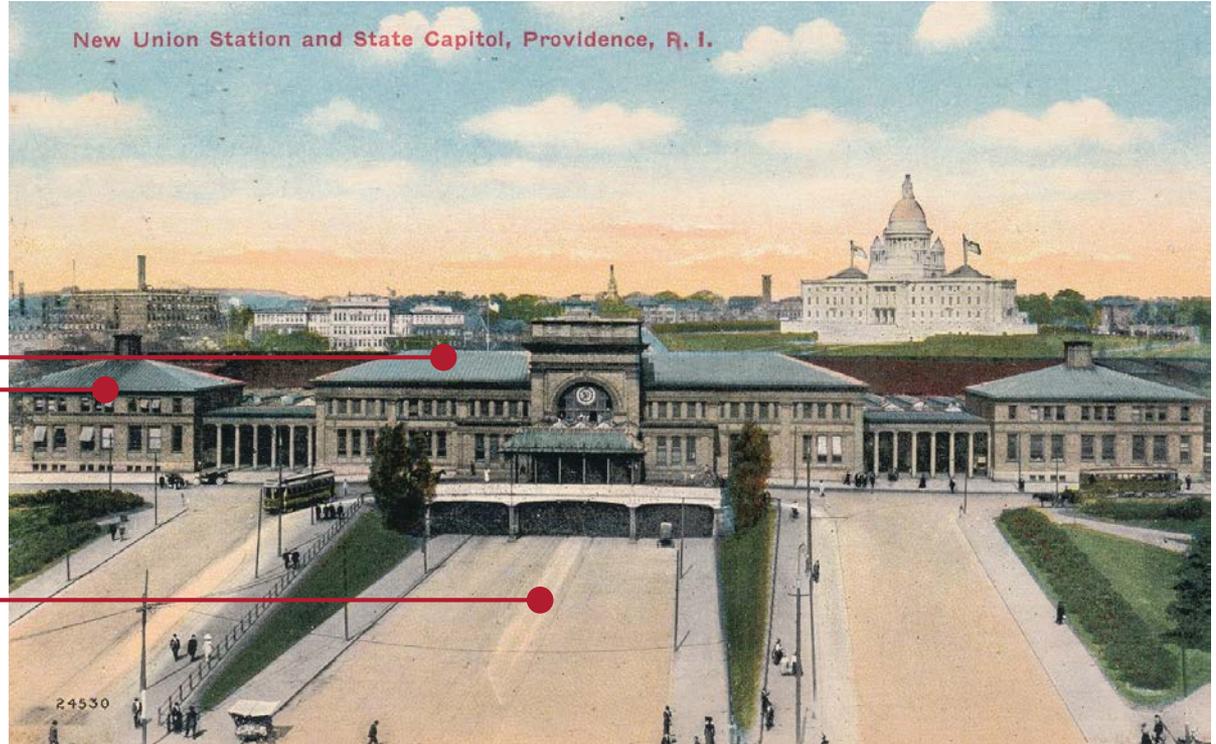
Downcity



## Providence Station, RI (*historic station – now repurposed*)

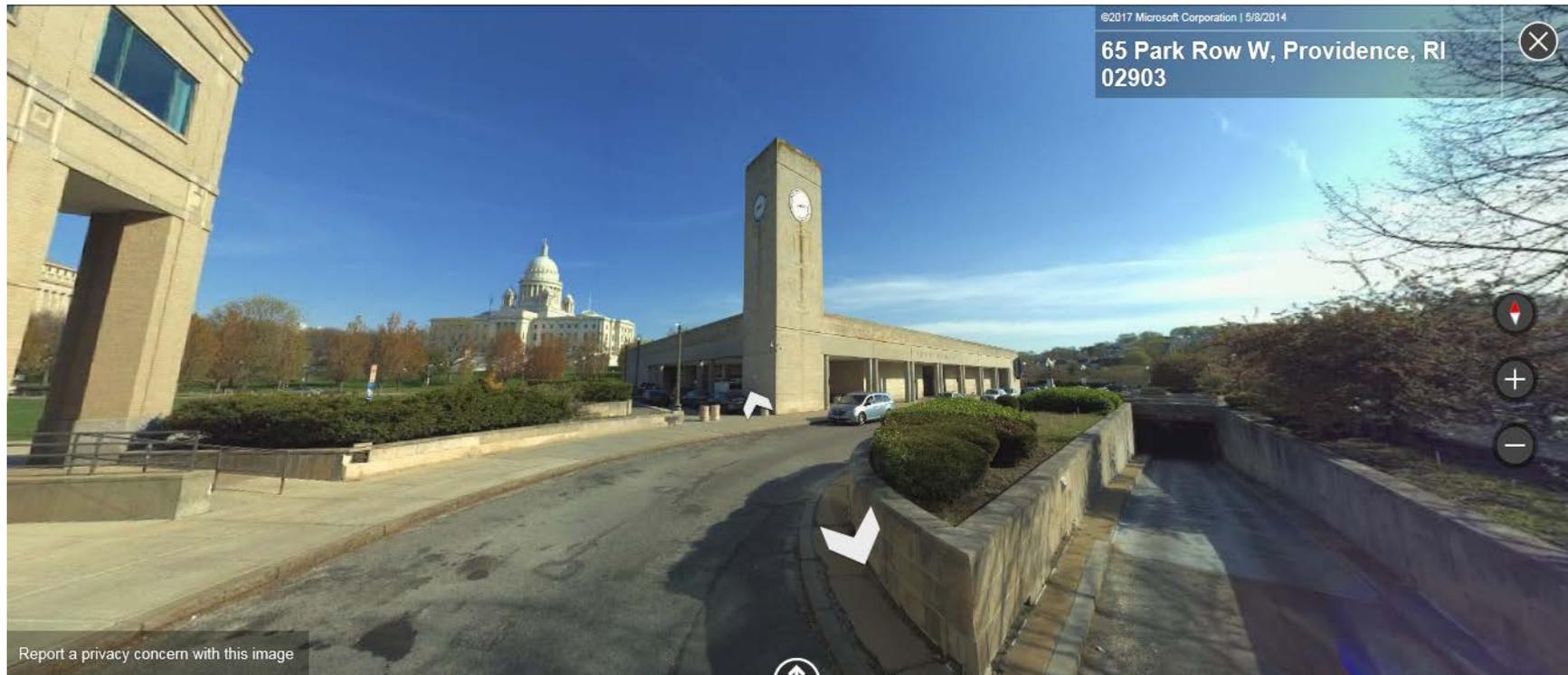
Station repurposed:  
brew pub, offices,  
other uses

Space repurposed for  
winter ice skating and  
summer  
events/performances





# Providence Station, RI





# Providence Station, RI



## Portland Station, ME

- Separated from city core
- Very limited/no synergy with surrounding development
- Focus on highway access
- Surface parking (remote location)
- Vehicular-oriented
- Poor pedestrian environment
- Not compact





## Portland Station, ME



Primary focus is regional accessibility – not TOD

Little synergy with surrounding district

## South Station, Boston, MA

- After decline, re-emerged as iconic hub
- Iconic, historic headhouse
- Strong pedestrian links
- Link to Greenway linear park
- Separation of pedestrian, bus, drop-off/pick-up
- Compact format

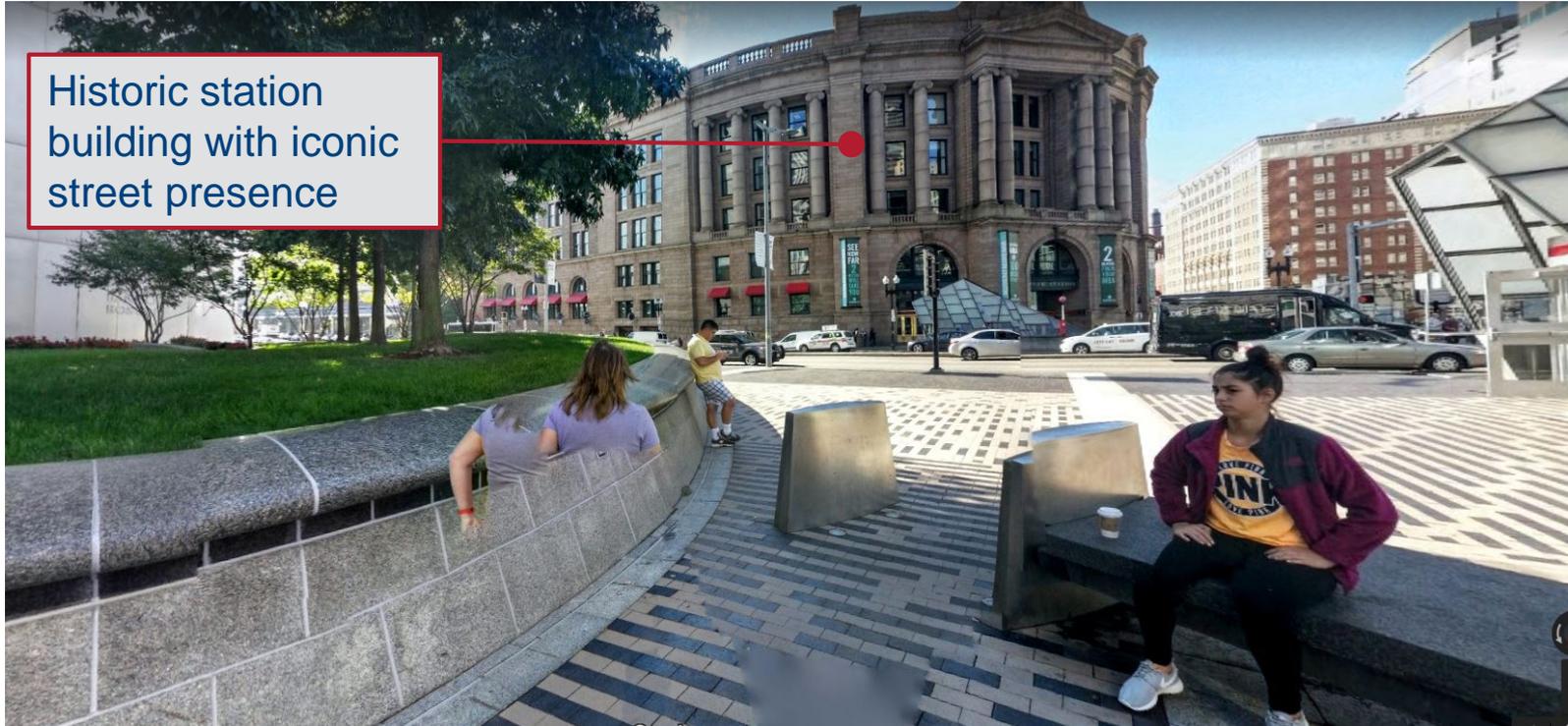






## South Station, Boston, MA

Historic station building with iconic street presence

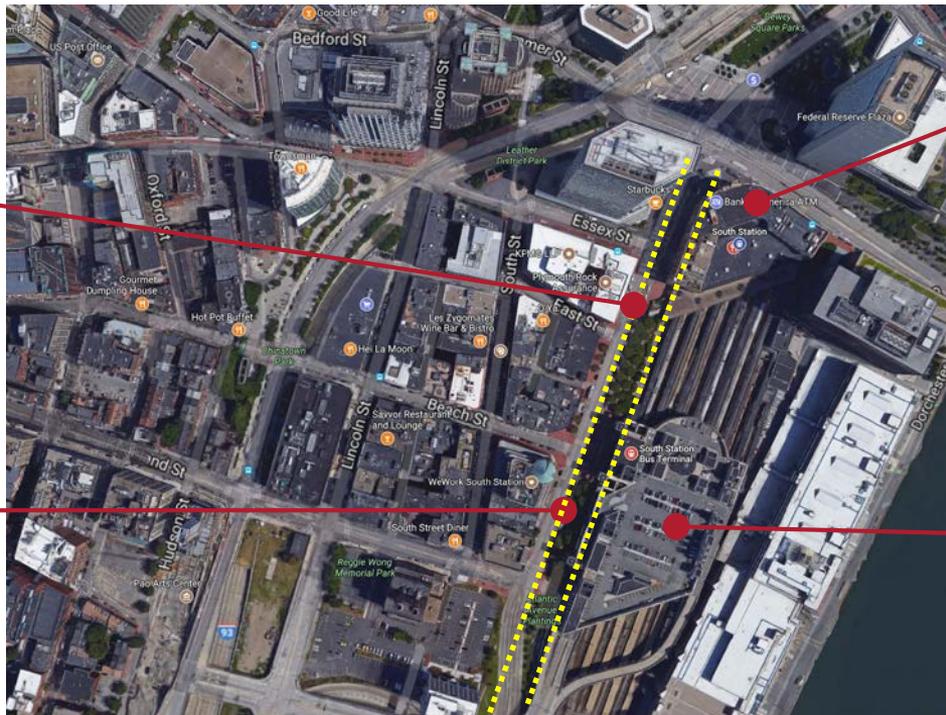




## South Station, Boston, MA

Streetscape successfully mitigates presence of bus garage and parking on side street

I-93 below street

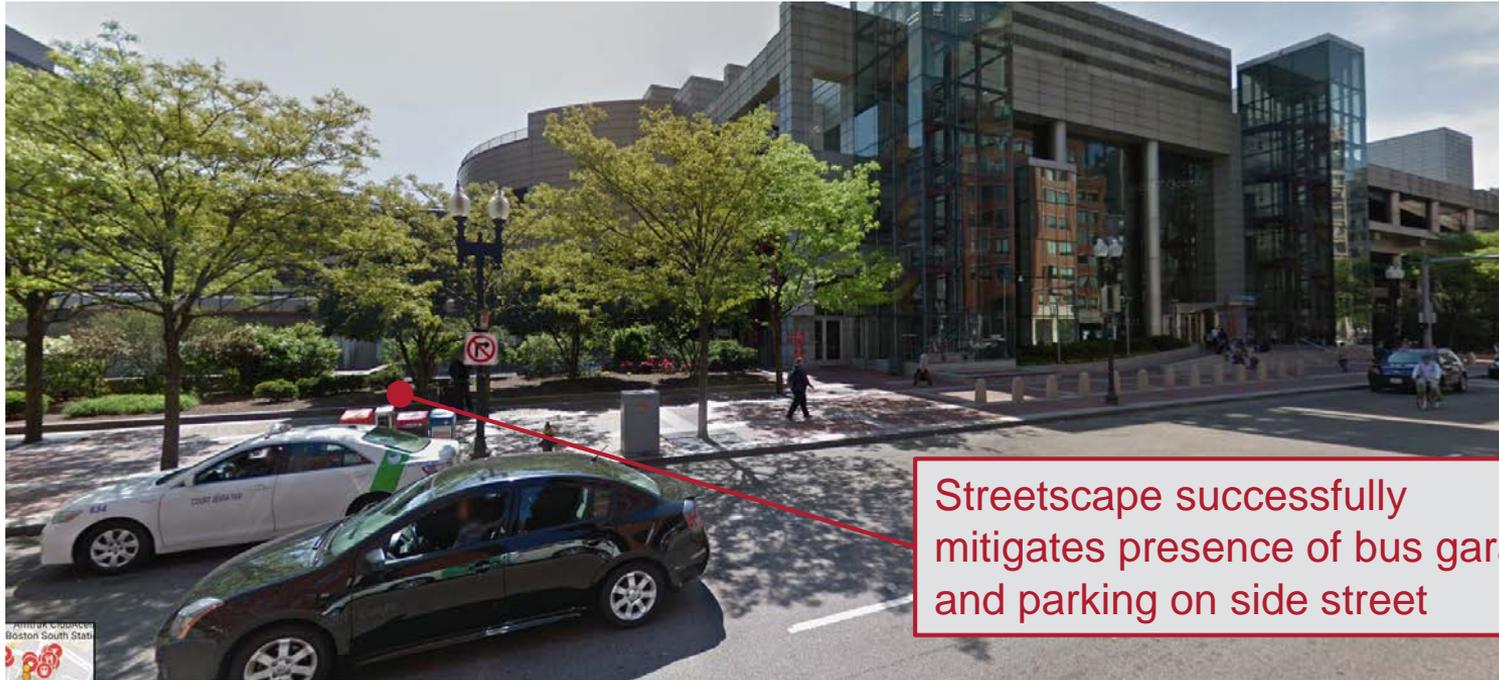


Historic station building with iconic street presence

Bus station and parking in rear, over tracks



## South Station, Boston, MA



Streetscape successfully mitigates presence of bus garage and parking on side street



# I-84 HARTFORD PROJECT

## Transit District Opt. 1

-  Train Station
-  Bus Station
-  Development Parcels





# I-84 HARTFORD PROJECT

## Transit District Opt. 2

-  Train Station
-  Bus Station
-  Development Parcels





# I-84 HARTFORD PROJECT

## Transit District Opt. 3

-  Train Station
-  Bus Station
-  Development Parcels



