



I-84 HARTFORD PROJECT

Multimodal Station Area
Working Session

Rebuilding a Better I-84 in Hartford

October 30, 2017





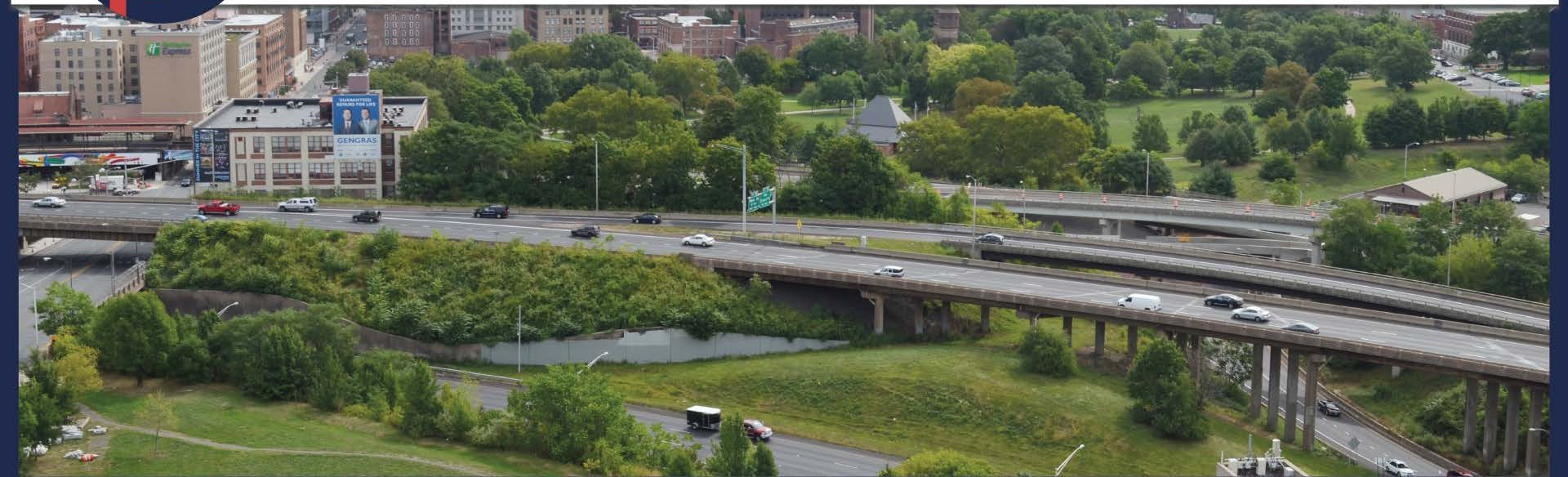
Meeting Agenda

1. Road network opportunities
2. Multi-modal station concepts
3. Next steps





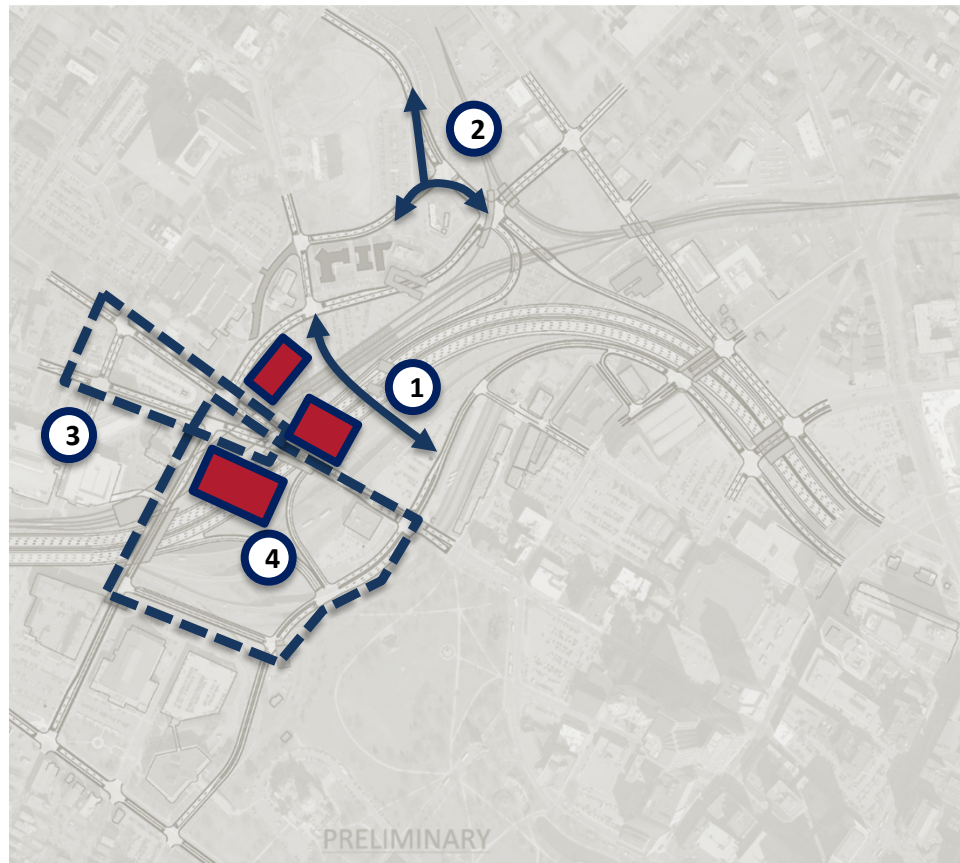
Road Network Opportunities





Introduction

- Last met in August
- Coordination between teaming partners
- Stakeholder meetings to refine network options
- Technical evaluation ongoing





Today's Objectives

- Recap and provide update on joint City / CTDOT work effort
- Hear continued / additional stakeholder concerns
- Explore new ideas

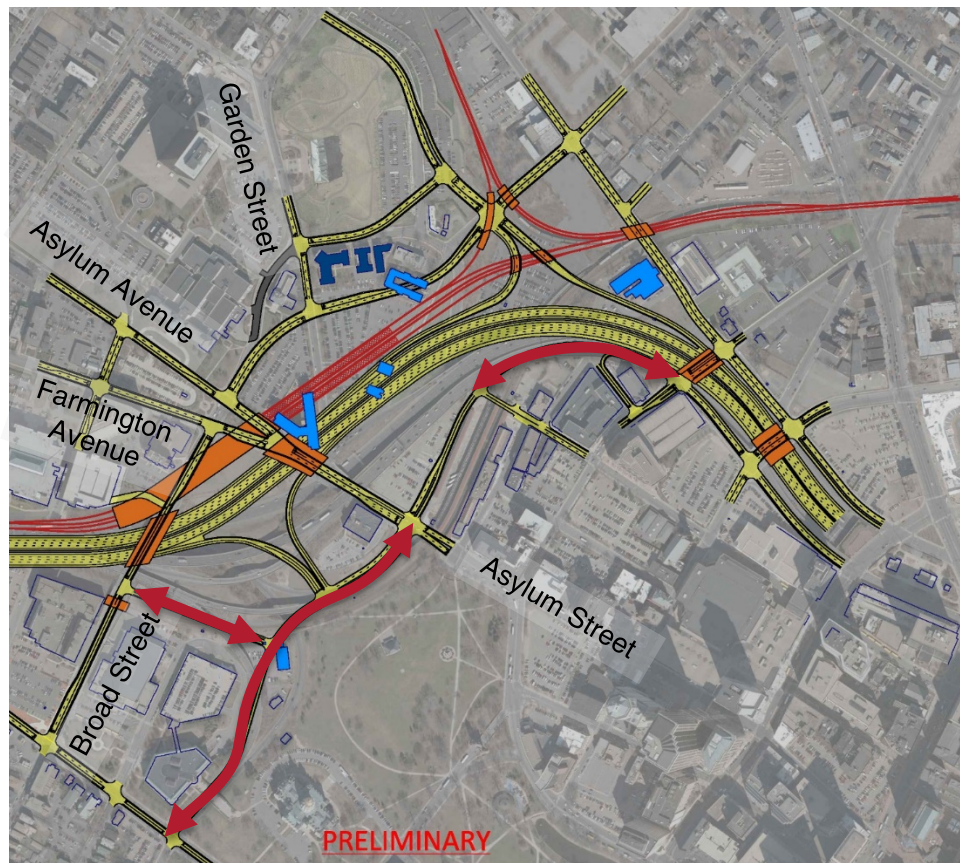
Best Performing Alternative 3B-E5(S)

New / extended roadways:

- Road A (Bushnell Park West)
- Spruce Street extension
- Road B

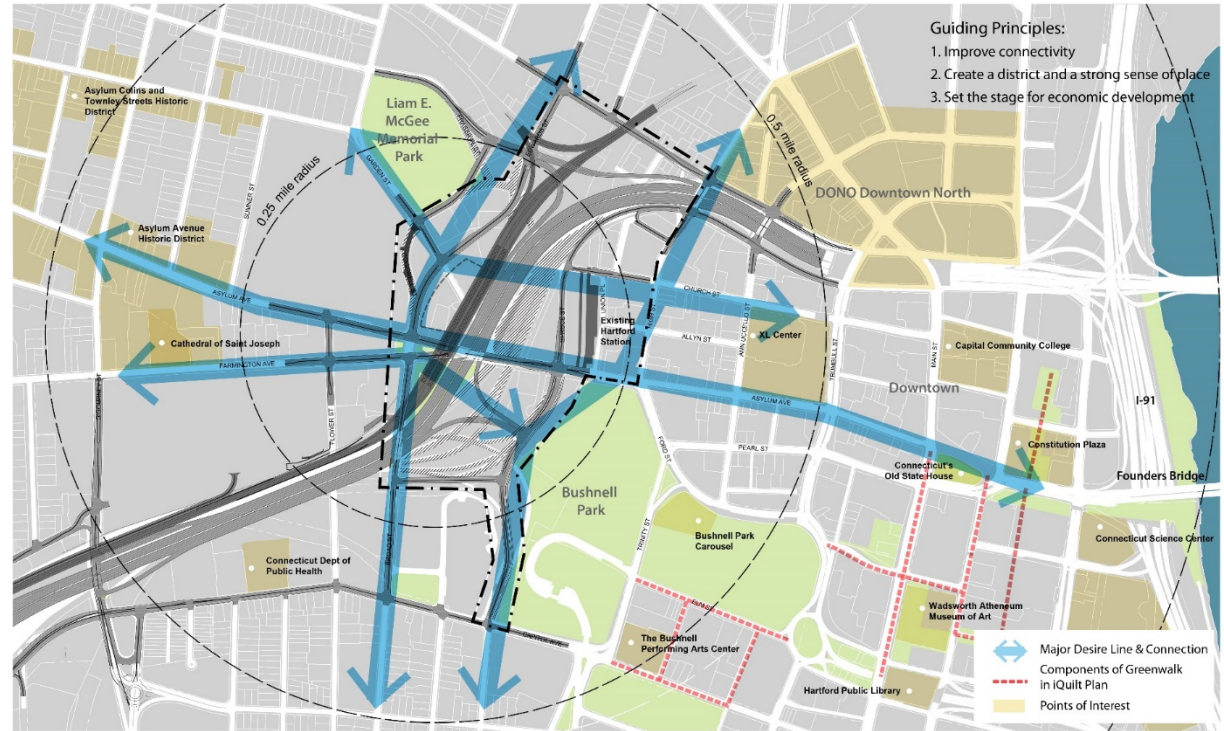
Improved roadways:

- Asylum Ave / St
- Broad St
- Potential disconnection at Farmington Ave / Asylum Ave



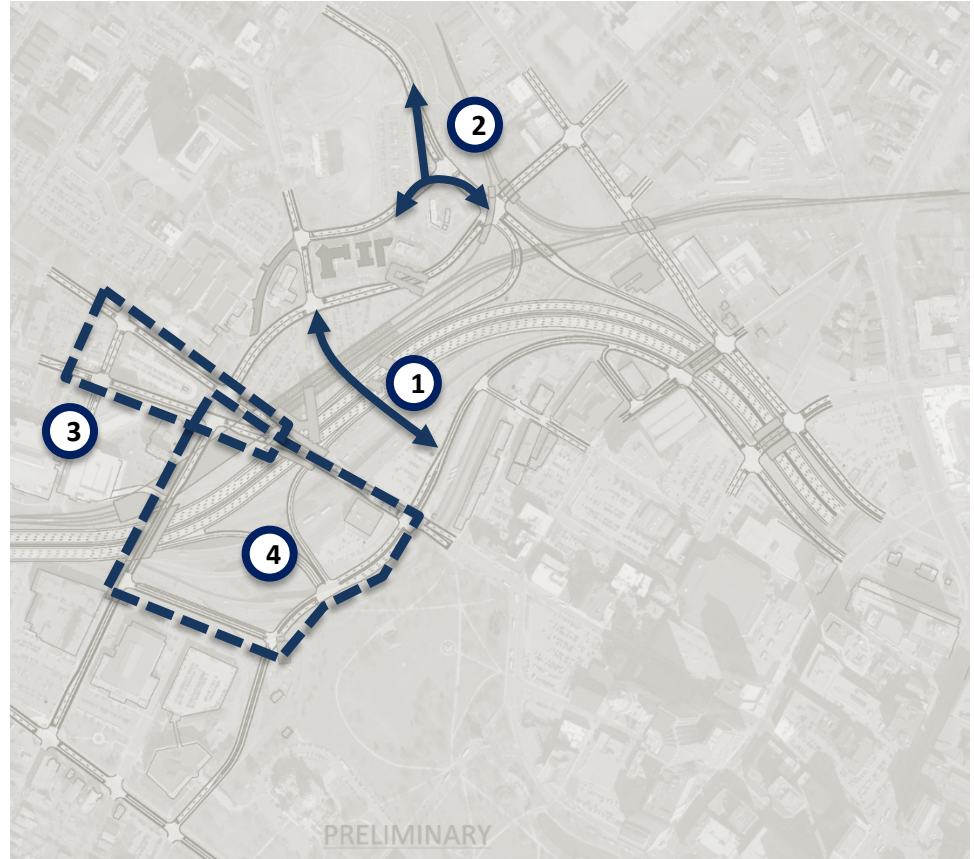
Capital Gateway Master Plan Goals

- Improve connectivity
- Create a strong sense of space
- Set the stage for economic development



Four Focus Areas

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



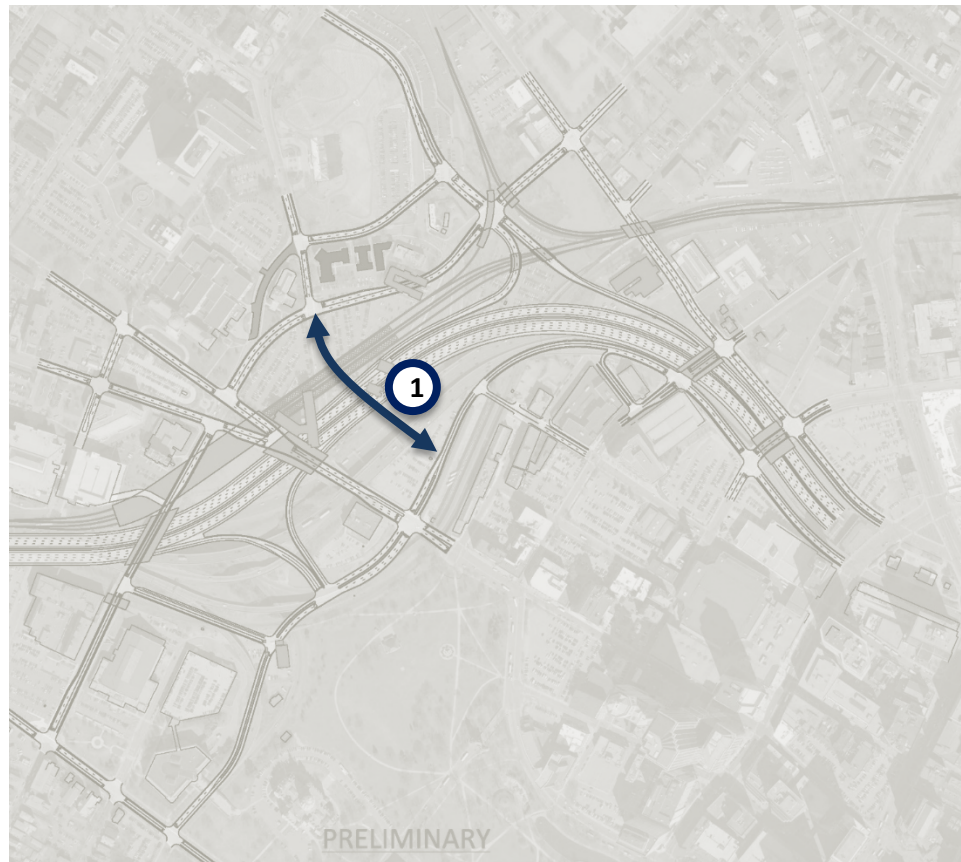


First Focus Area

Garden St Connection

Opportunities:

- Improve connectivity between Asylum Hill & Downtown
- Enhance mobility and traffic
- Provide local road access to development sites
- Direct sightline towards Union Station



Garden St Connection

Opportunity:

- Enhance mobility and traffic
 - Redundancy
 - Key north-south connection

Consideration:

- Steep hill (same as Asylum Ave)

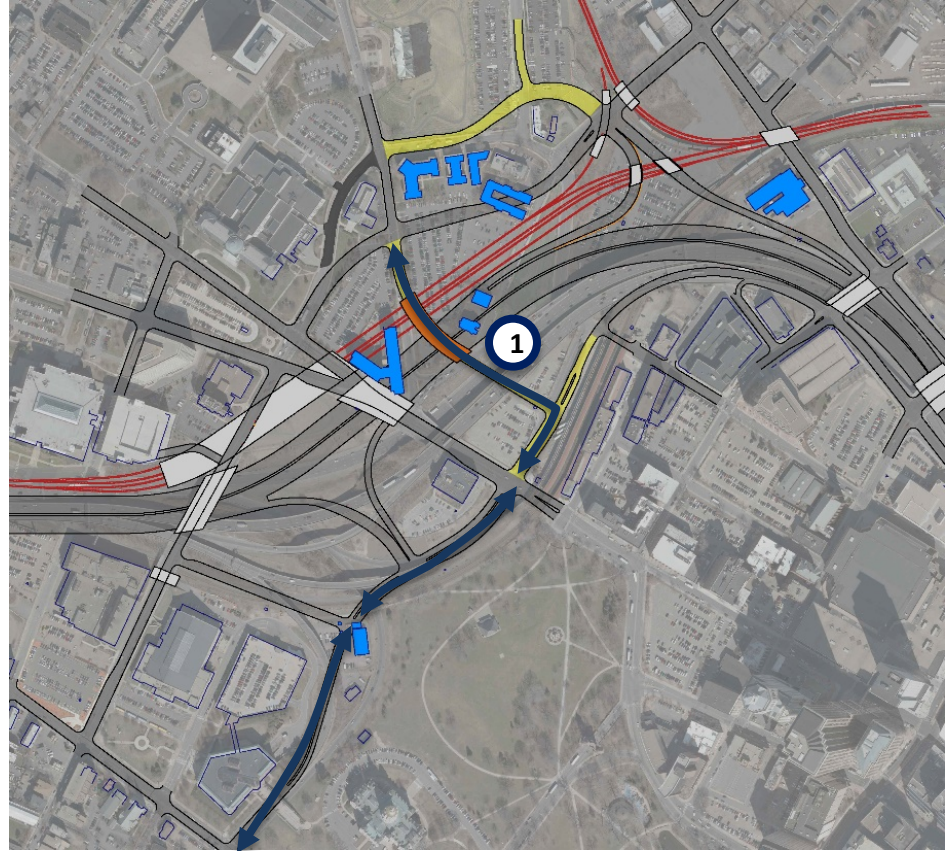




Garden St Connection

Next step:

- Continue analysis on impacts to Union Station



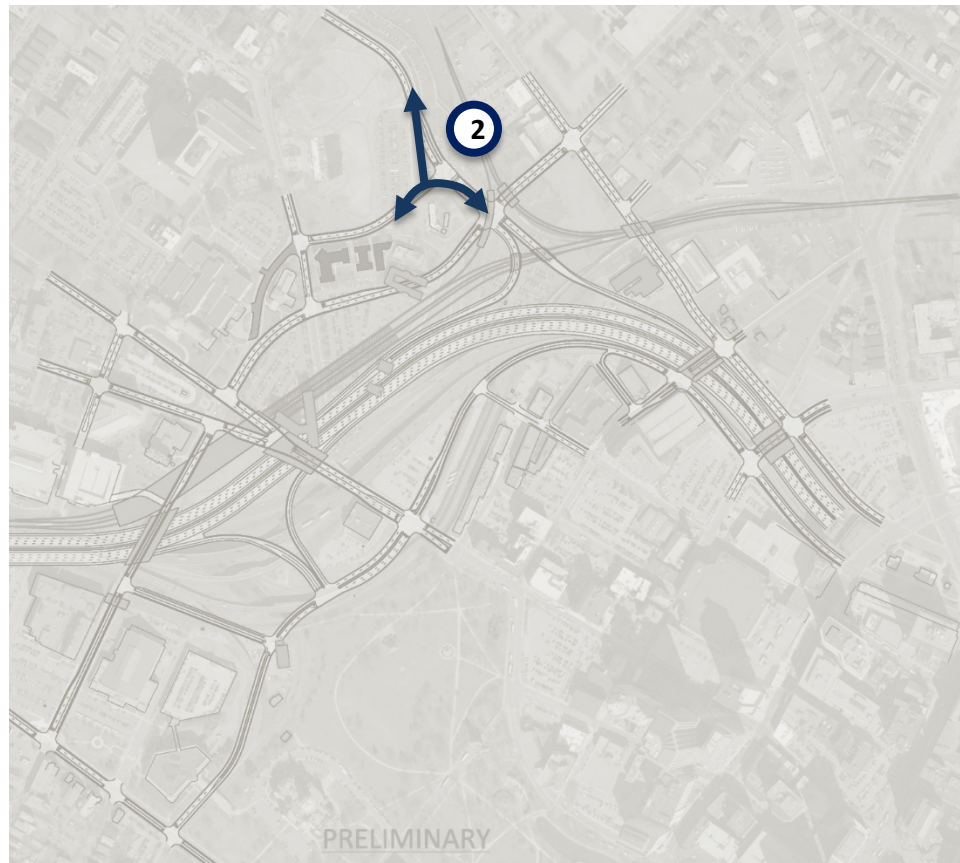


Second Focus Area

Myrtle St Realignment

Opportunities:

- Protect local street characteristics



Myrtle St Realignment

Opportunities:

- Simple solution
- Utilizes existing traffic patterns towards St Francis Hospital
- Improves operations at intersection





Third Focus Area

The Trident

Opportunities:

- Reimagine street character of Farmington Ave, Broad St, and Asylum Ave
- Improve mobility between Downtown and west neighborhoods
- Enhance pedestrian and bicycle mobility





The Trident

Considerations:

- Maintain Cogswell St / Broad St corridor
- Resolve traffic concerns, fatal flaws
 - Ramps that queue onto freeway
 - Intersections with over 120 seconds of delay





The Trident

Options:

1. Discontinuous Broad St
2. Farmington Ave extension
3. Roundabout
4. Western shift



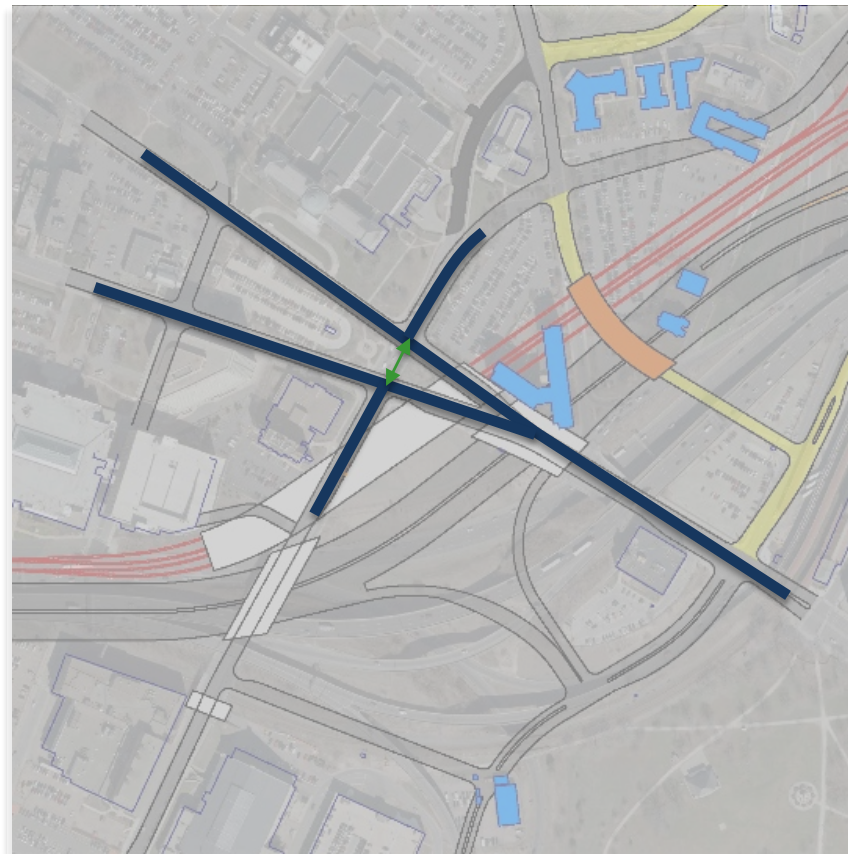


The Trident

Discontinuous Broad St

Opportunities:

- Best traffic performance
- Results in smaller roadway cross-sections
- Maintain north-south pedestrian / bicycle connection (Farmington Ave / Asylum Ave)



The Trident

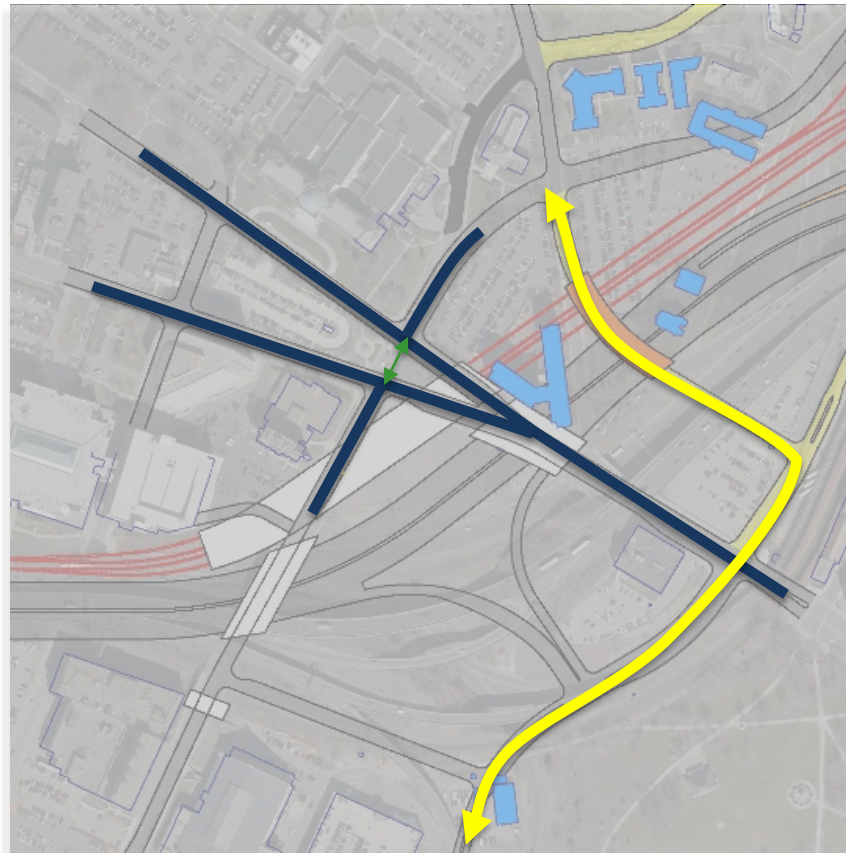
Discontinuous Broad St

Consideration:

- Closure of Broad St between Farmington Ave / Asylum Ave to vehicles

Next step:

- Assess impacts to north-south mobility
 - Road A and Garden Street could help mitigate





The Trident

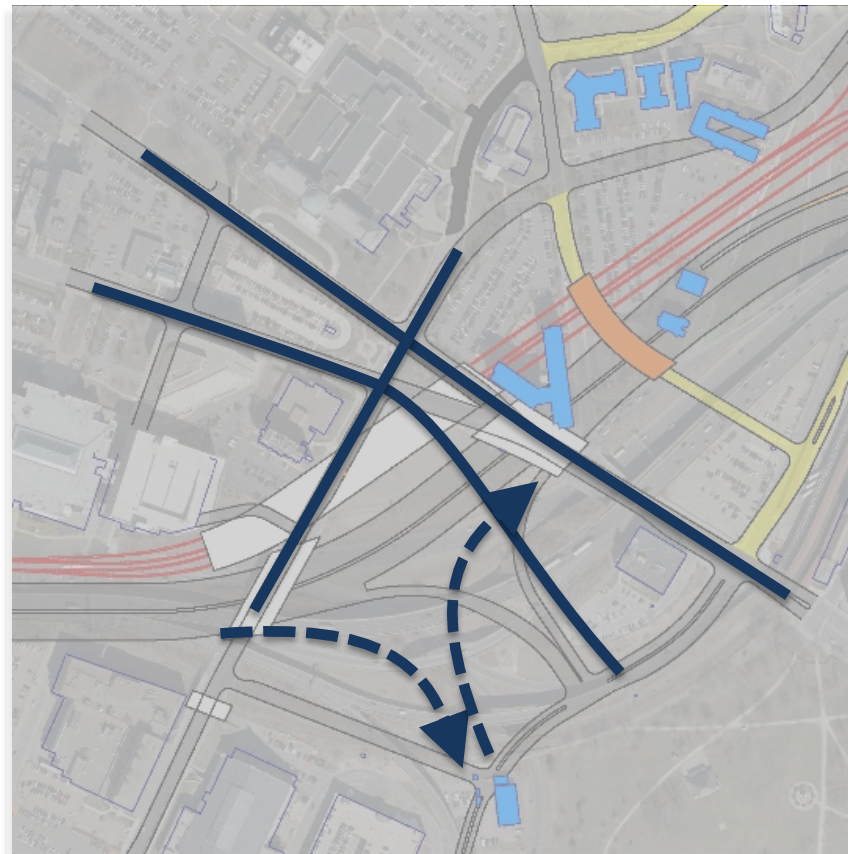
Farmington Extension

Opportunities:

- Enhance east-west mobility / redundancy
- Could allow for Broad St connection

Consideration:

- Traffic operations

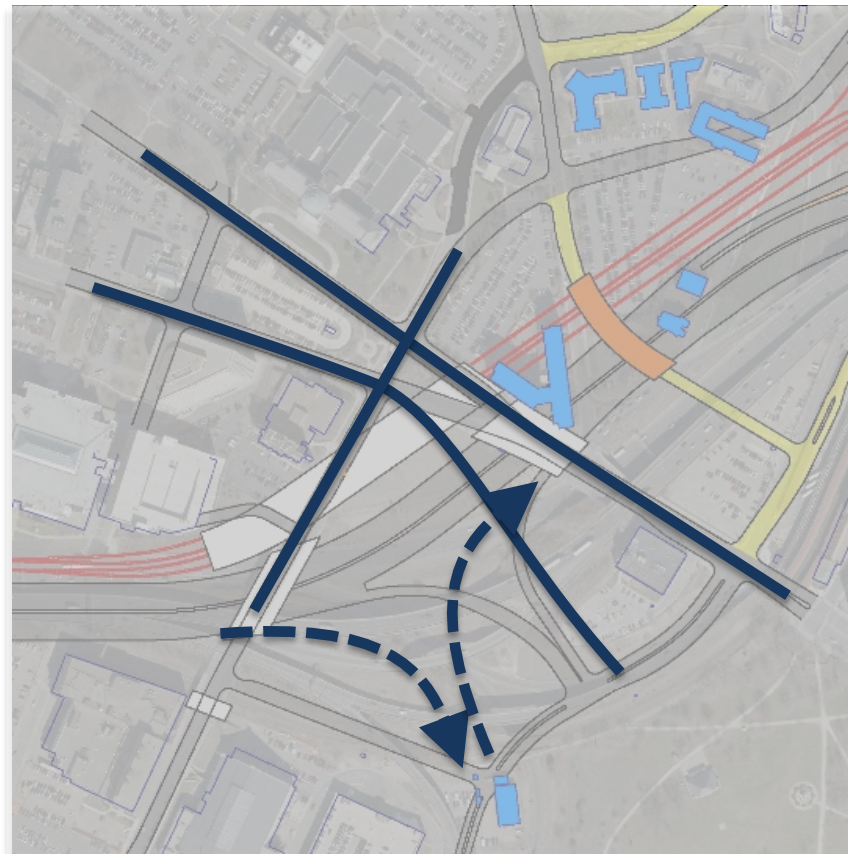


The Trident

Farmington Extension

Next step:

- Assess viability
 - Possible long traffic queues on off-ramp



The Trident

Roundabout

Opportunities:

- Gateway
- Speed control
- Safety

Considerations:

- High volumes
- Complex lane arrangement
- Impedes mobility for all users
- Property impacts



The Trident

Roundabout

Opportunities:

- Gateway
- Speed control
- Safety

Considerations:

- High volumes
- Complex lane arrangement
- Impedes mobility for all users
- Property impacts



The Trident

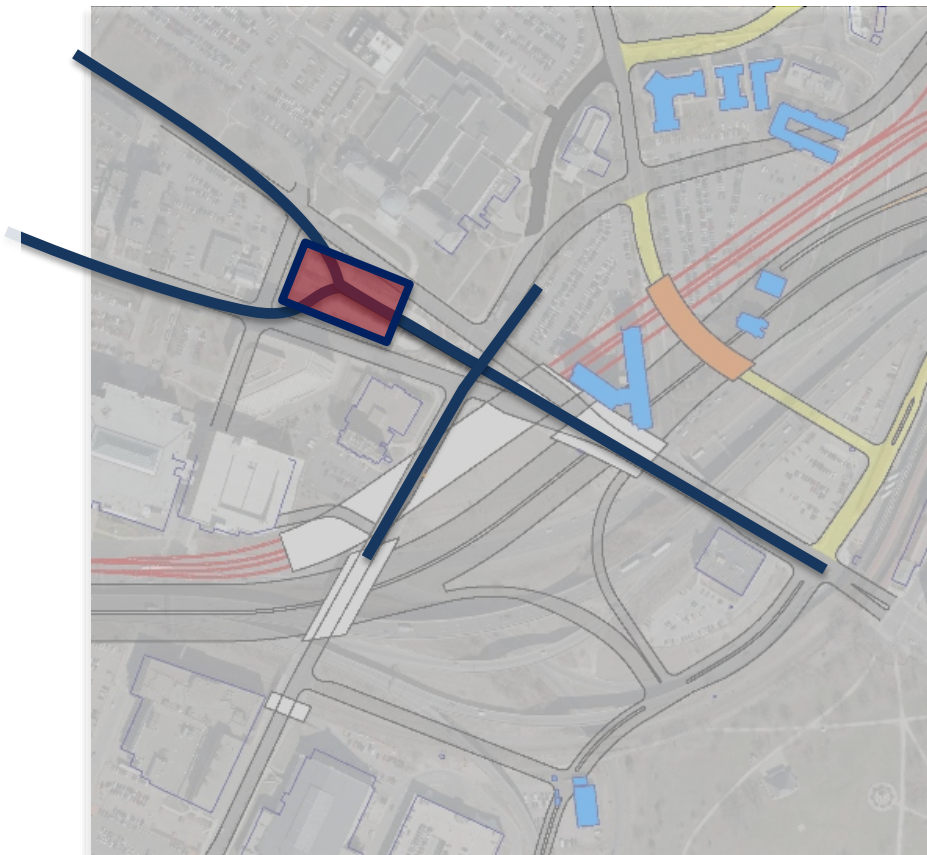
Western Shift

Opportunities:

- Shift Asylum Ave / Farmington Ave intersection west
- Maintain Broad Street as four-way intersection
- Potential Sumner Street extension

Considerations:

- Increase roadway widths
- Impact to DAS parking garage

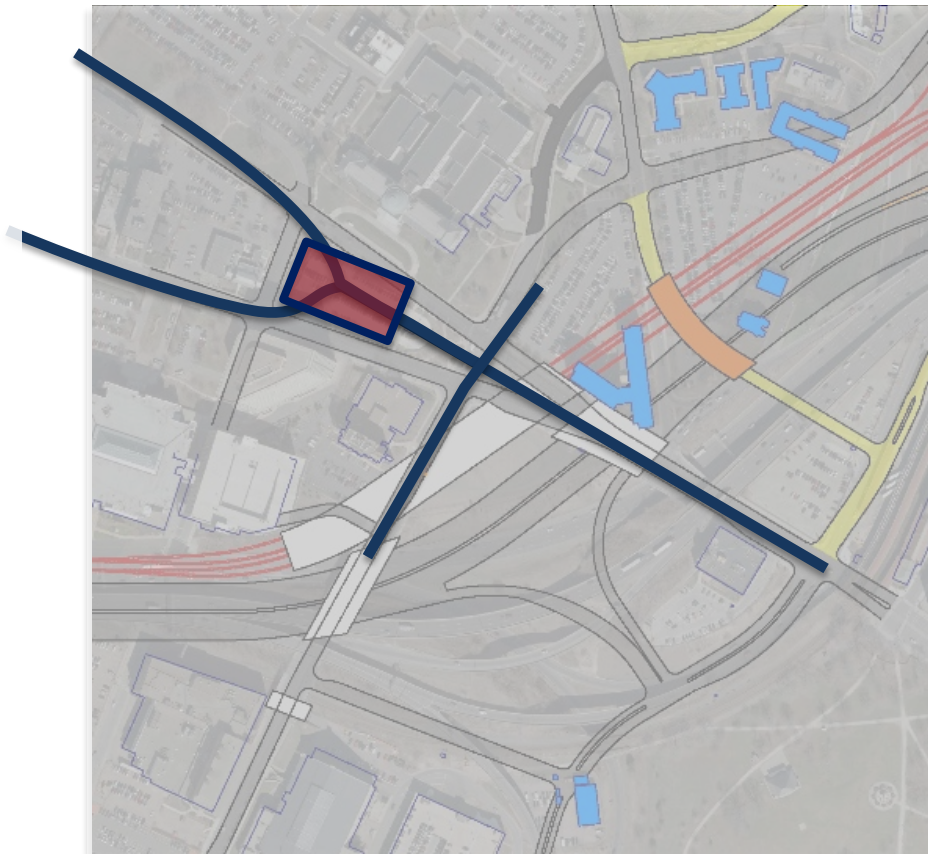


The Trident

Western Shift

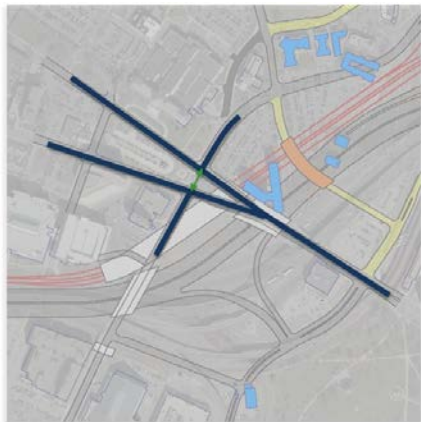
Next steps:

- Confirm impacts
- Assess viability
 - Possible traffic queues between closely spaced intersections





Discussion



Discontinuous Broad St



Farmington Ave extension



Roundabout



Western shift

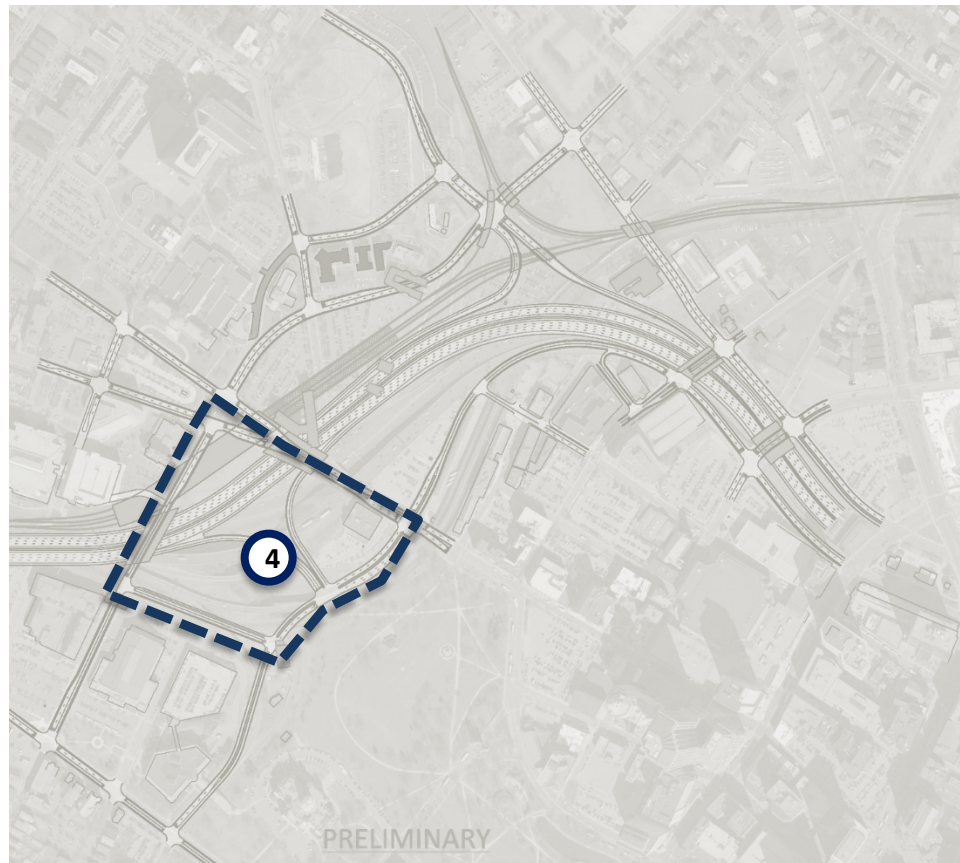


Fourth Focus Area

Asylum South-Bushnell West

Opportunities:

- Create visible front door with Park views
- Provide local road access to development sites
- Assemble blocks that support Downtown development
- Optimize development space and costs



Asylum South-Bushnell West

Objectives:

- Shape Bushnell Park West as front door to park



Asylum South-Bushnell West

Objectives:

- Shape Bushnell Park West as front door to park
- Shift eastbound highway ramps south



Asylum South-Bushnell West

Objectives:

- Shape Bushnell Park West as front door to park
- Shift eastbound highway ramps south
- Add local road in quadrant to improve local access



Asylum South-Bushnell West

Objectives:

- Shape Bushnell Park West as front door to park
- Shift eastbound highway ramps south
- Add local road in quadrant to improve local access

Consideration:

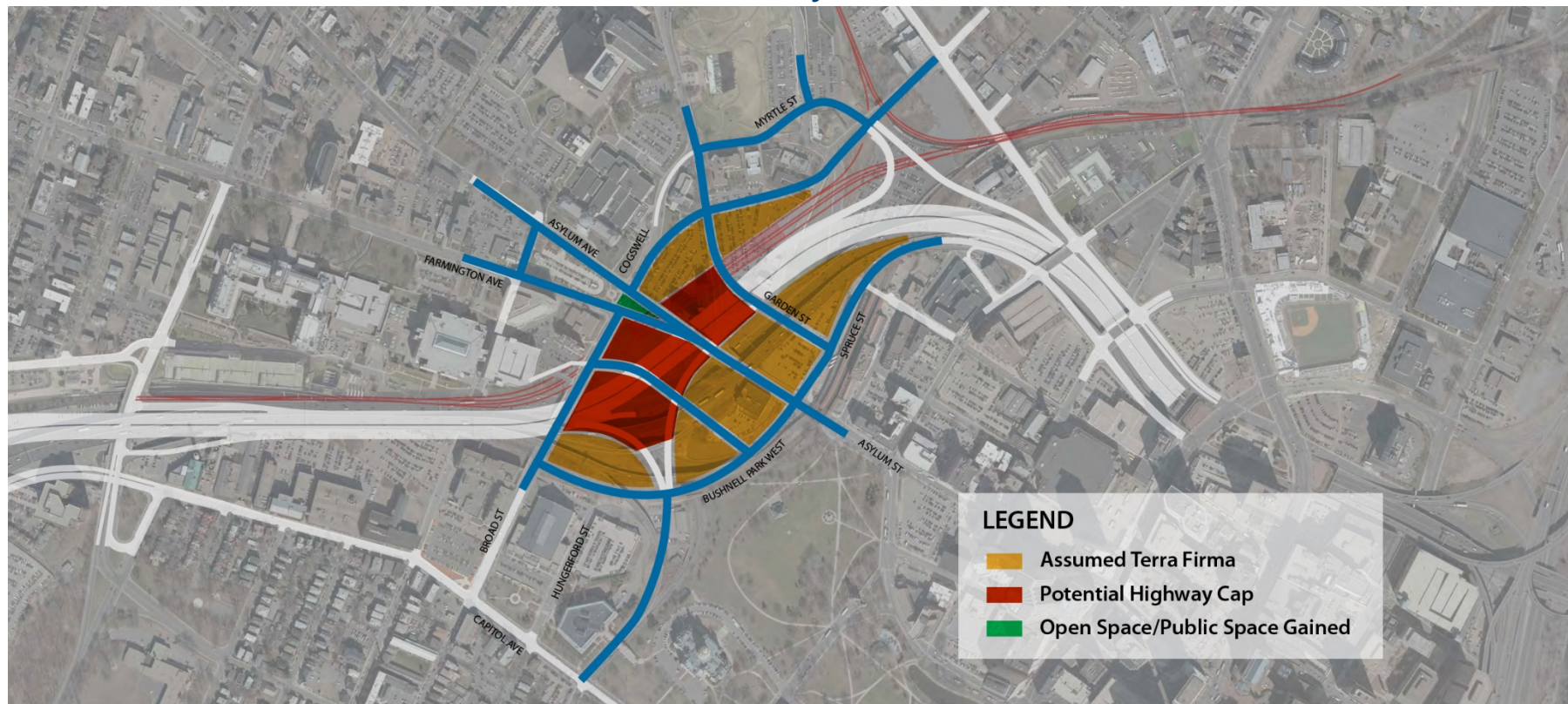
- Manage traffic at ramp intersection





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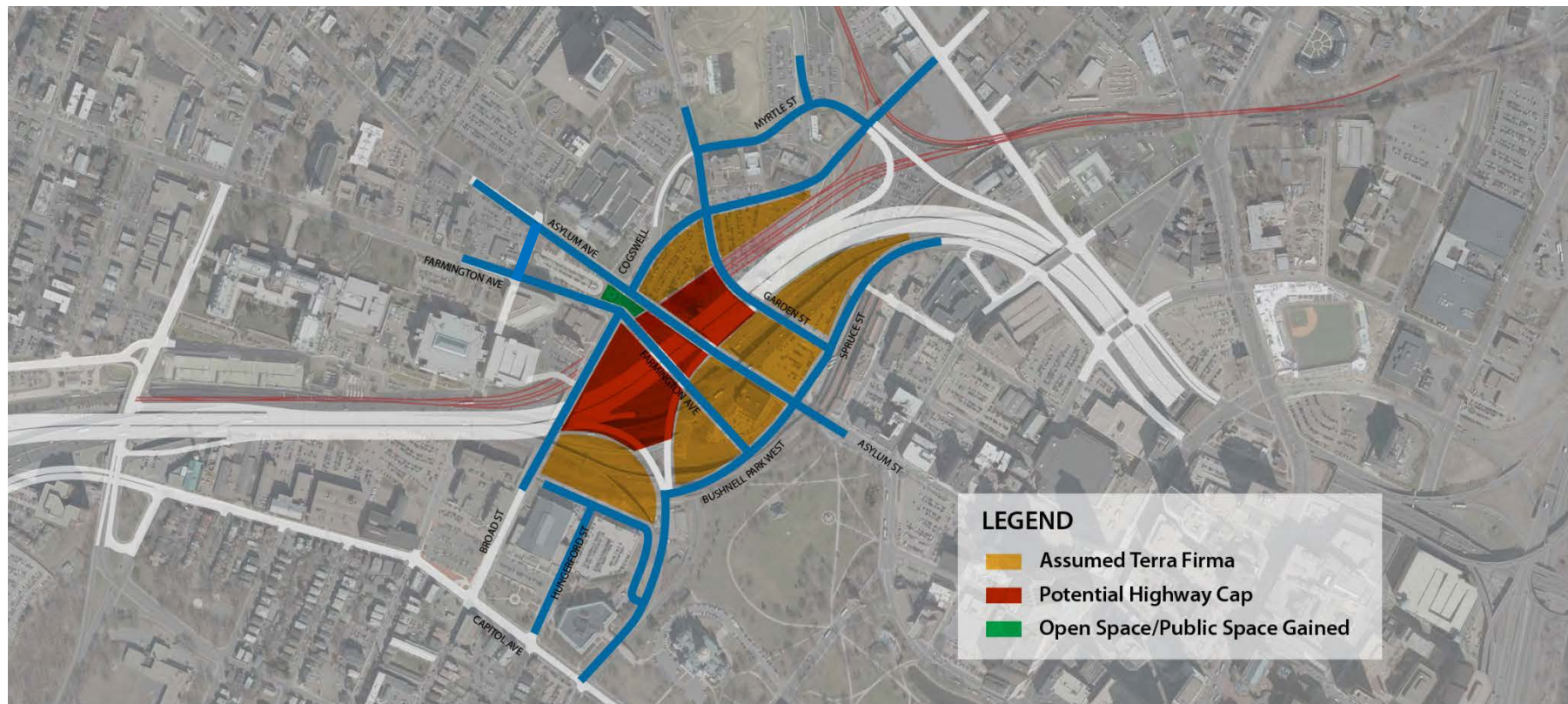
Discontinuous Broad Street Roadway Network





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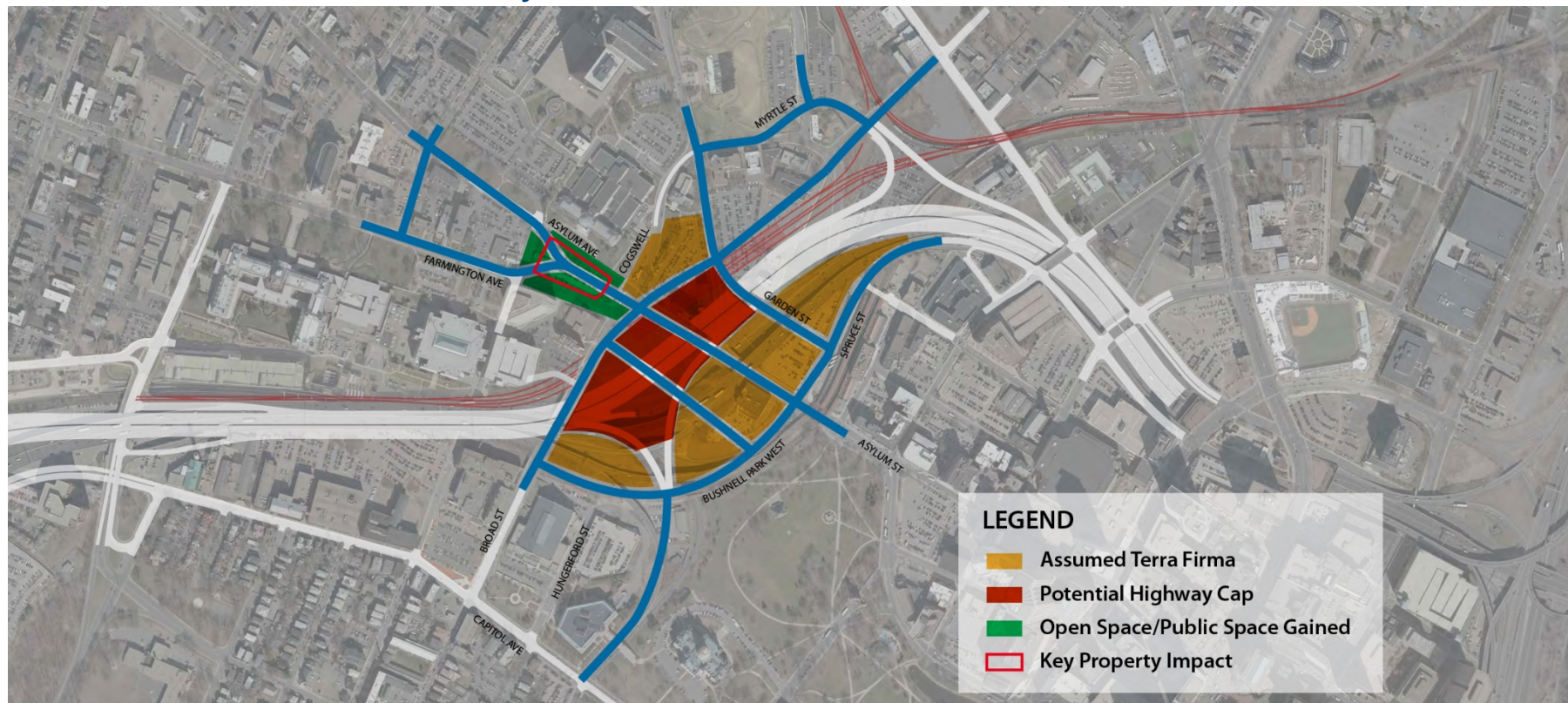
Farmington Ave Extension (With Discontinuous Broad Street) Roadway Network





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Western Shift Roadway Network



Asylum South-Bushnell West

Next step:

- Assess the viability of:
 - Ramps
 - Farmington extension
 - Bushnell Park West alignment
 - Development potential





Discussion

- Which concepts, if any, address your needs for north-south connections?
- Which concepts, if any, address your needs for east-west connections?
- Do any concepts mitigate for the potential closure of Broad St between Farmington Ave / Asylum Ave?



Multimodal Station Planning Concepts





Where We Left Off (Aug 2017 Working Session)

- Discussed context of station siting
- Reviewed conceptual master plan options
- Previewed station concepts



Today's Objectives

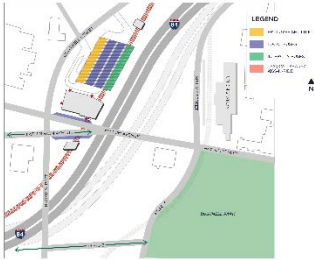
- Review stakeholder input
- Discuss and evaluate station locations and layouts
- Reduce number of station site alternatives



Previously Developed Station Concepts

North of Asylum

CONCEPT A



CONCEPT B



CONCEPT C



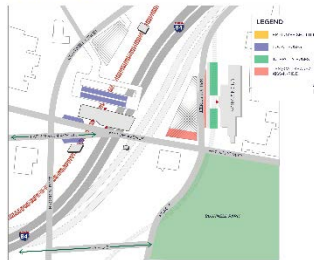
CONCEPT G PHASE 2 LEVEL 2



CONCEPT D PHASE 2



CONCEPT E PHASE 1



CONCEPT F PHASE 2 LEVEL 1





Evaluation Criteria

Station Design	Operational Efficiency	Site Context Sensitivity	Support Economic Development	Walkability
<ul style="list-style-type: none">▪ Station is a visible civic asset▪ Safety and security concerns are minimized through design	<ul style="list-style-type: none">▪ Transferring between modes is convenient▪ Bus access avoids circuitous routings	<ul style="list-style-type: none">▪ Station is well integrated into nearby existing land uses▪ Vehicle access to the site does not overburden adjacent streets	<ul style="list-style-type: none">▪ Site plan maximizes the potential for transit-oriented development surrounding site▪ Station design encourages a lively, viable atmosphere	<ul style="list-style-type: none">▪ Pedestrian and bicycle access into/within the site is intuitive▪ The project provides a pedestrian friendly link between the east and west sides of I-84

North of Asylum Concept

Asylum Plaza

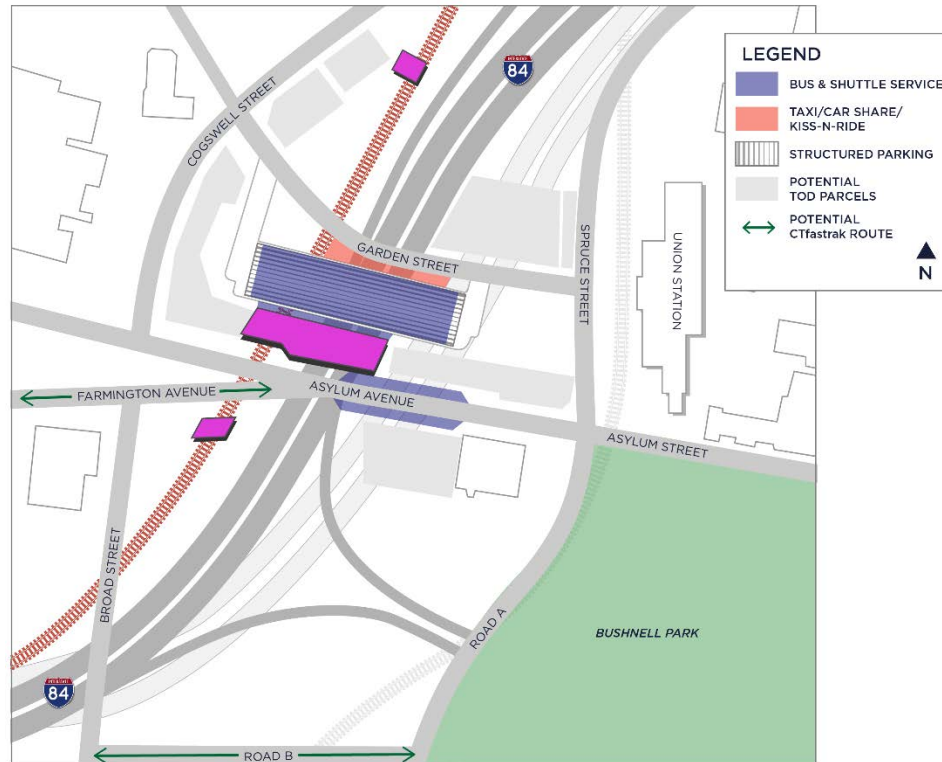
- Rail station facing Asylum Ave with plaza
- Separate bus facility
- Significant overbuild
- Phased construction



North of Asylum Concept

Garden Street Access

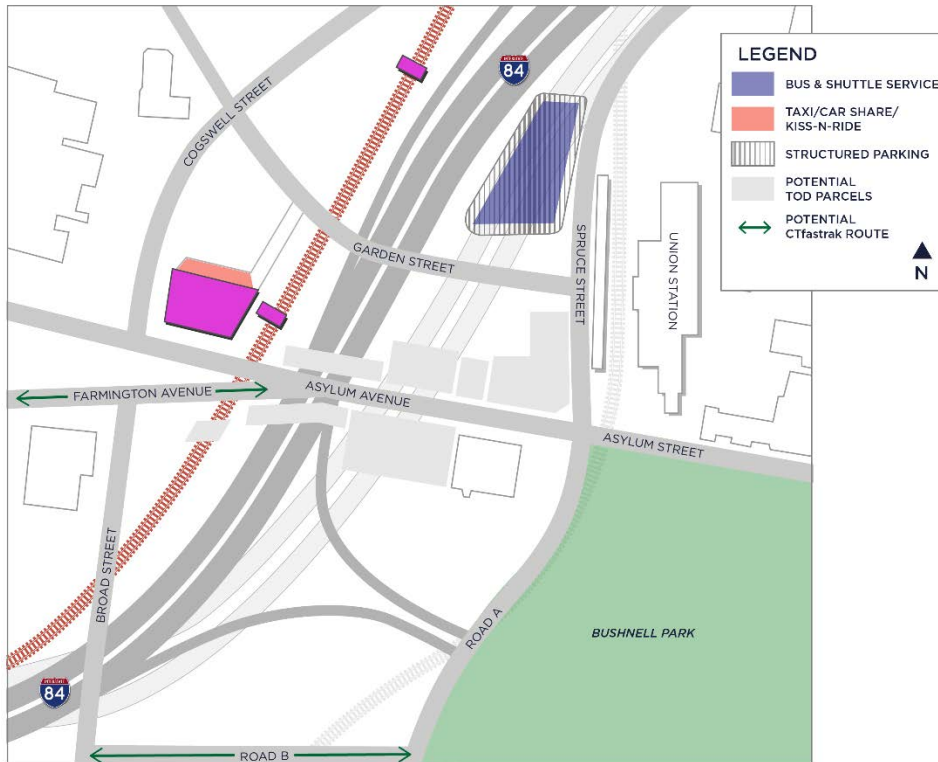
- Combined rail / bus facility
- Pedestrian access from Asylum Ave
- Vehicular / bus access from Garden St
- Significant overbuild
- Phased construction



North of Asylum Concept

No Overbuild

- No infrastructure over highway / rail
- Splits bus and rail facilities

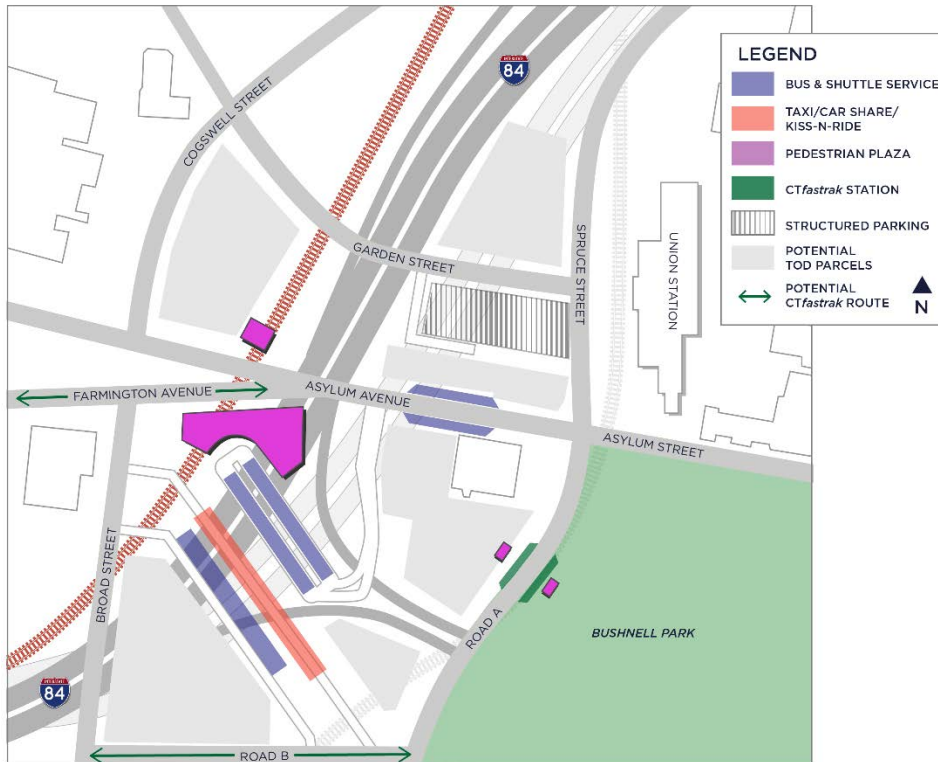




South of Asylum Concept

Capitol View Transitway

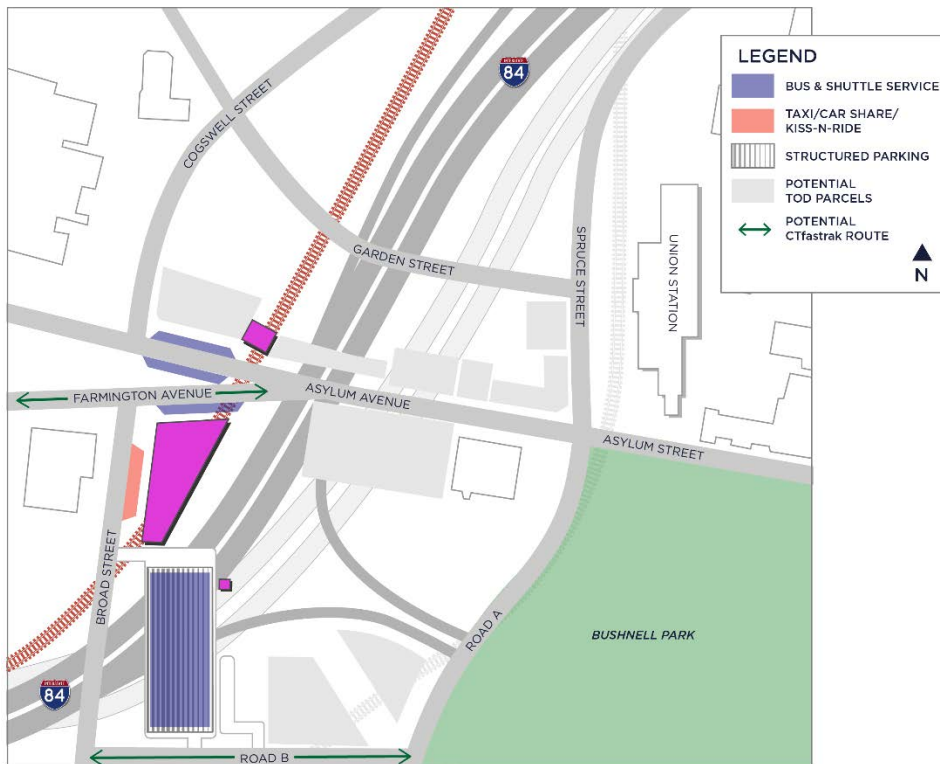
- Rail facility facing Farmington Ave
- Bus facility oriented to Capitol view corridor
- Significant overbuild
- Phased construction



South of Asylum Concept

Broad Street Station

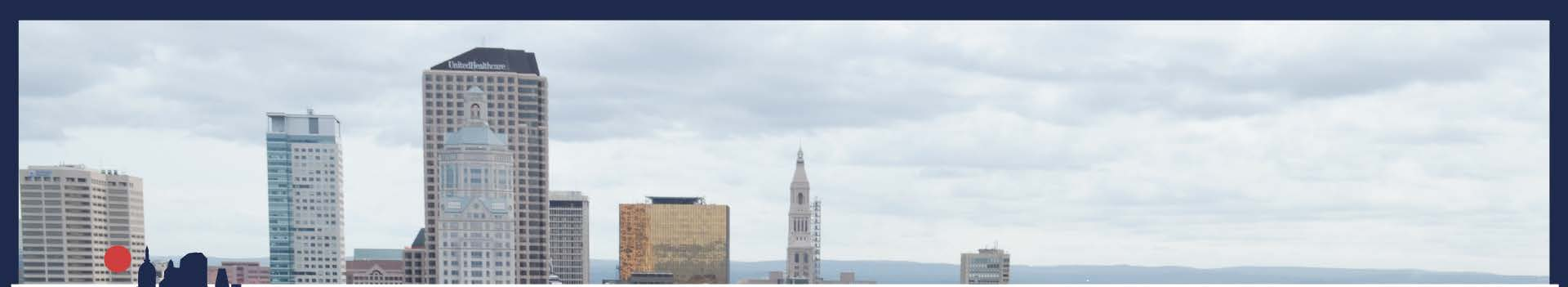
- Rail facility at Farmington Ave / Broad St
- Bus facility above highway
- Access off of Broad St
- Significant overbuild
- Phased construction



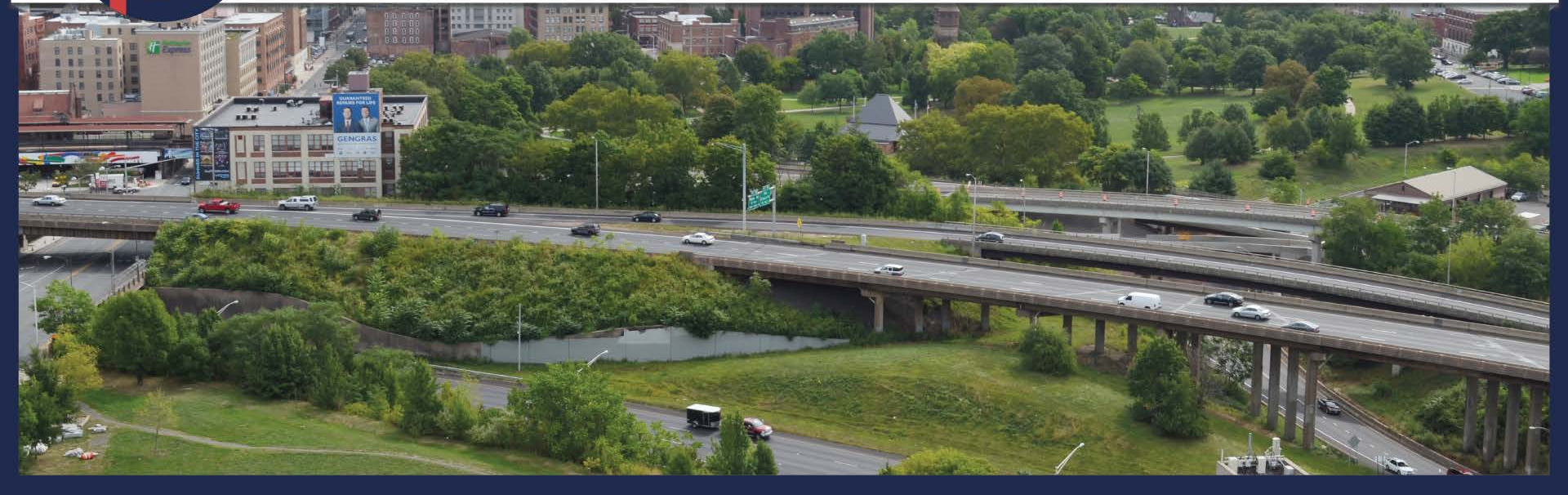


Discussion

- Which station concept do you prefer and why?
- Is there preference for the station to be located either north or south of Asylum Ave?
- Which concept offers the best overall access to the station?



Next Steps





Next Steps

- Incorporate today's feedback
- Continue viability and impact assessment of local road configurations
- Continue refinement of multimodal station concepts
- Present to PAC on November 16th



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THANK YOU!