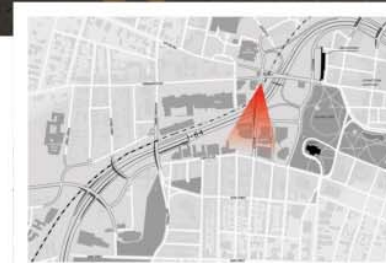


# Broad Street

Potential View Looking South to Courant/Armory



Program Managers:



Consulting Team:

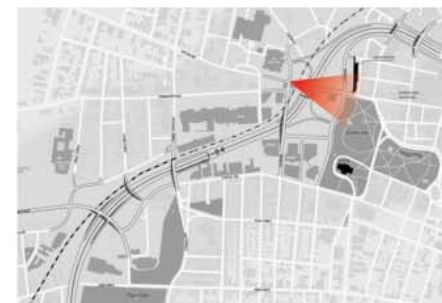


# I-84 Hartford Project



# Asylum Avenue

Potential View Looking East to Downtown Hartford



Program Managers:



Consulting Team:

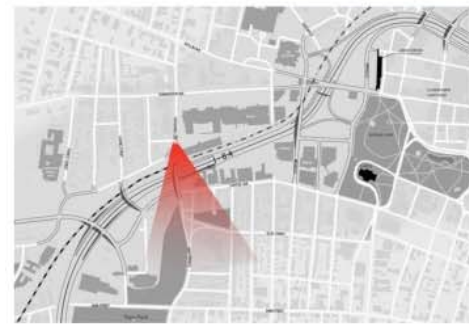


# I-84 Hartford Project



# Sigourney Street

## Potential View Looking South to Park Terrace



Program Managers:



Consulting Team:





# Capitol Avenue

Potential View Looking East to Sigourney and Downtown



Program Managers:



Consulting Team:

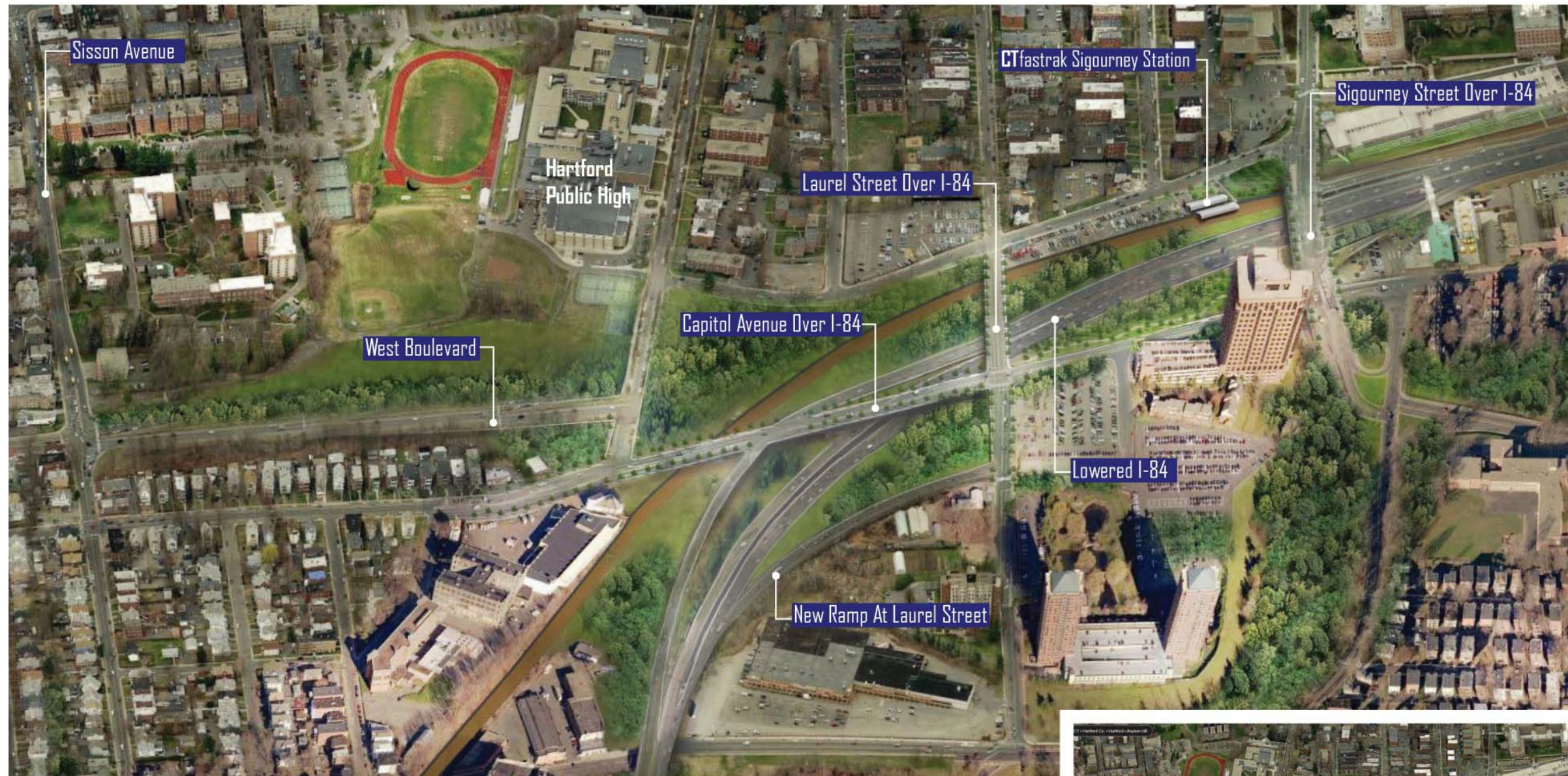


# I-84 Hartford Project



# Sisson Ave / West Blvd / Capitol Ave

Potential View with Lowered Highway



Program Managers:

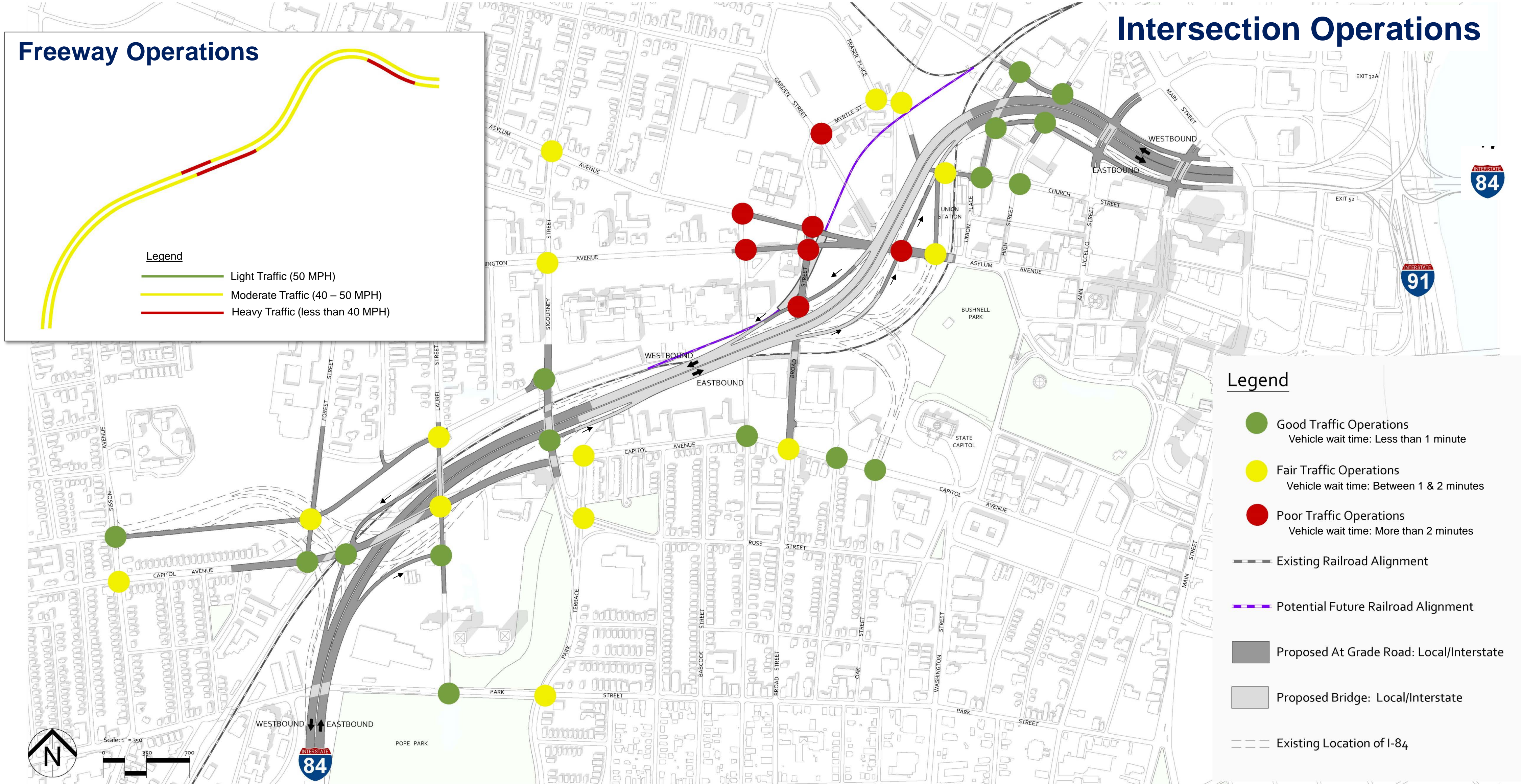


Consulting Team:

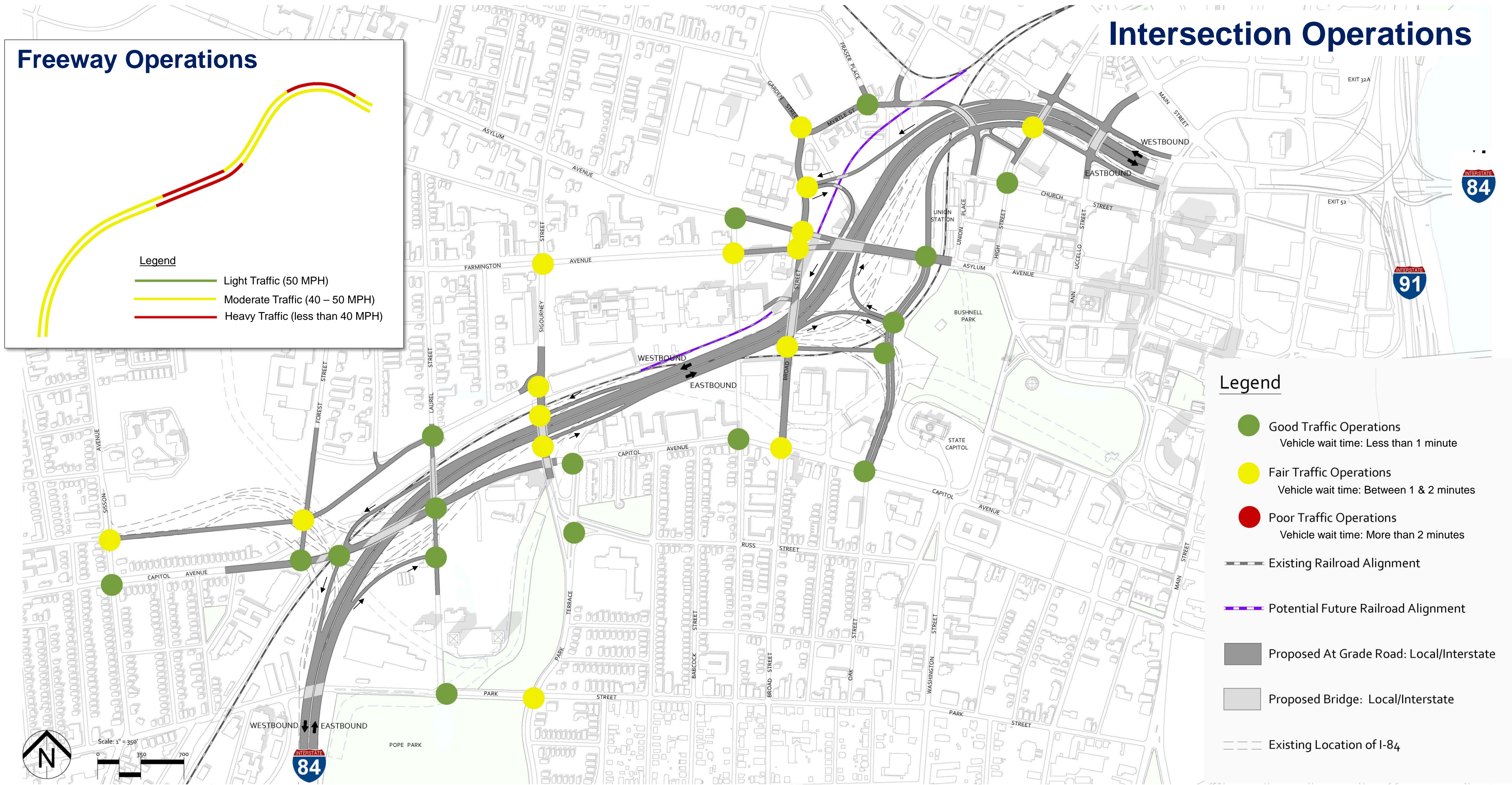


# I-84 Hartford Project

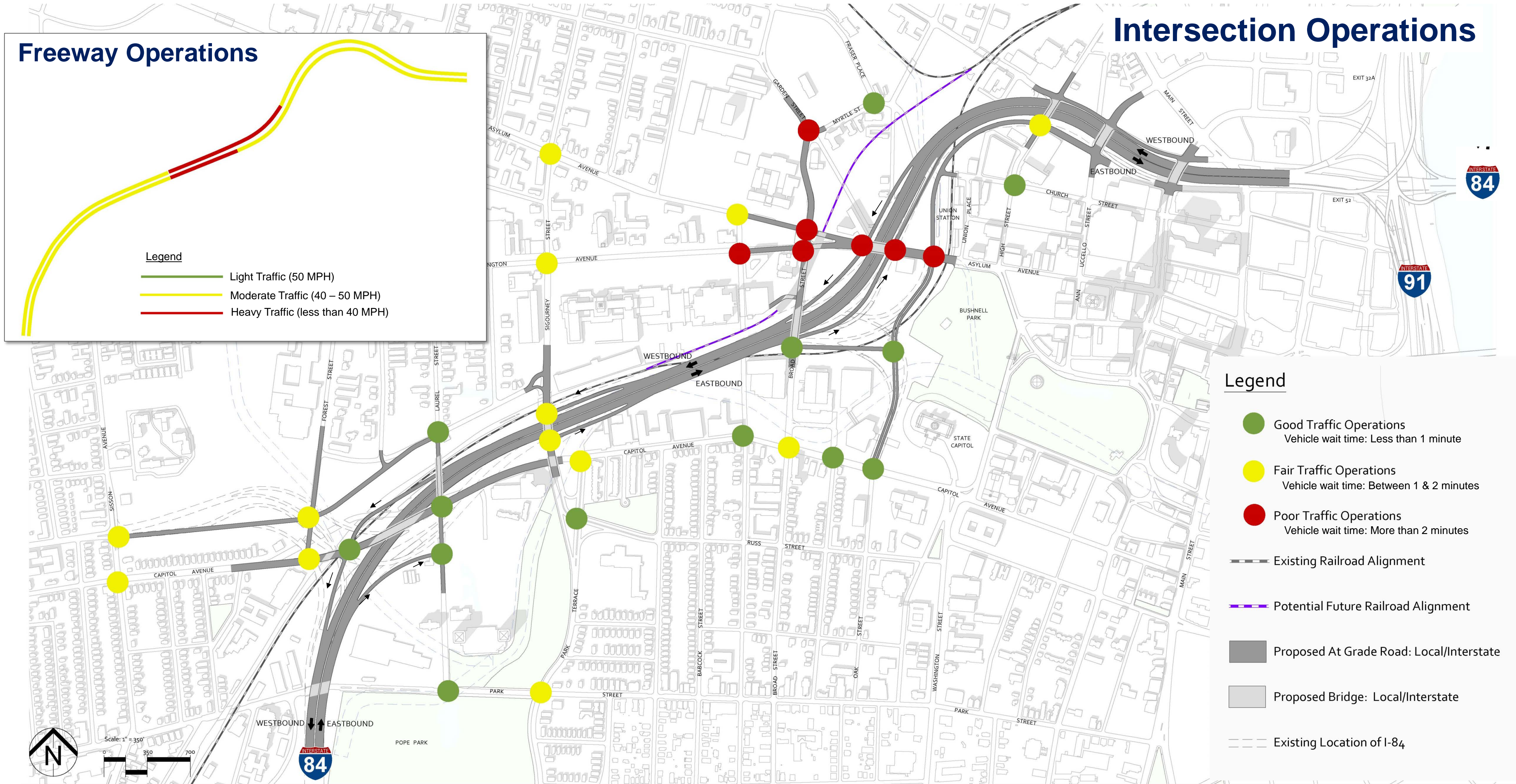




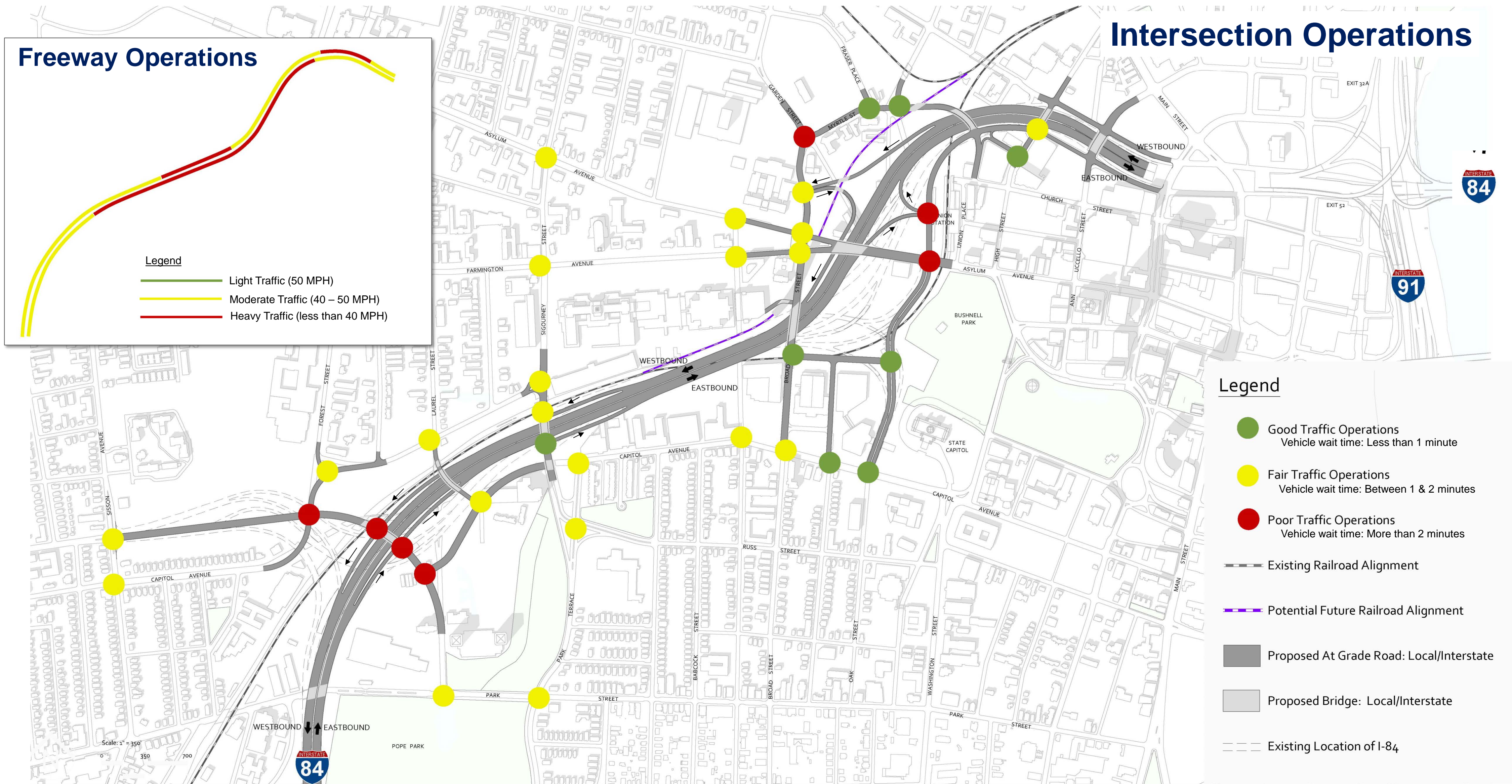




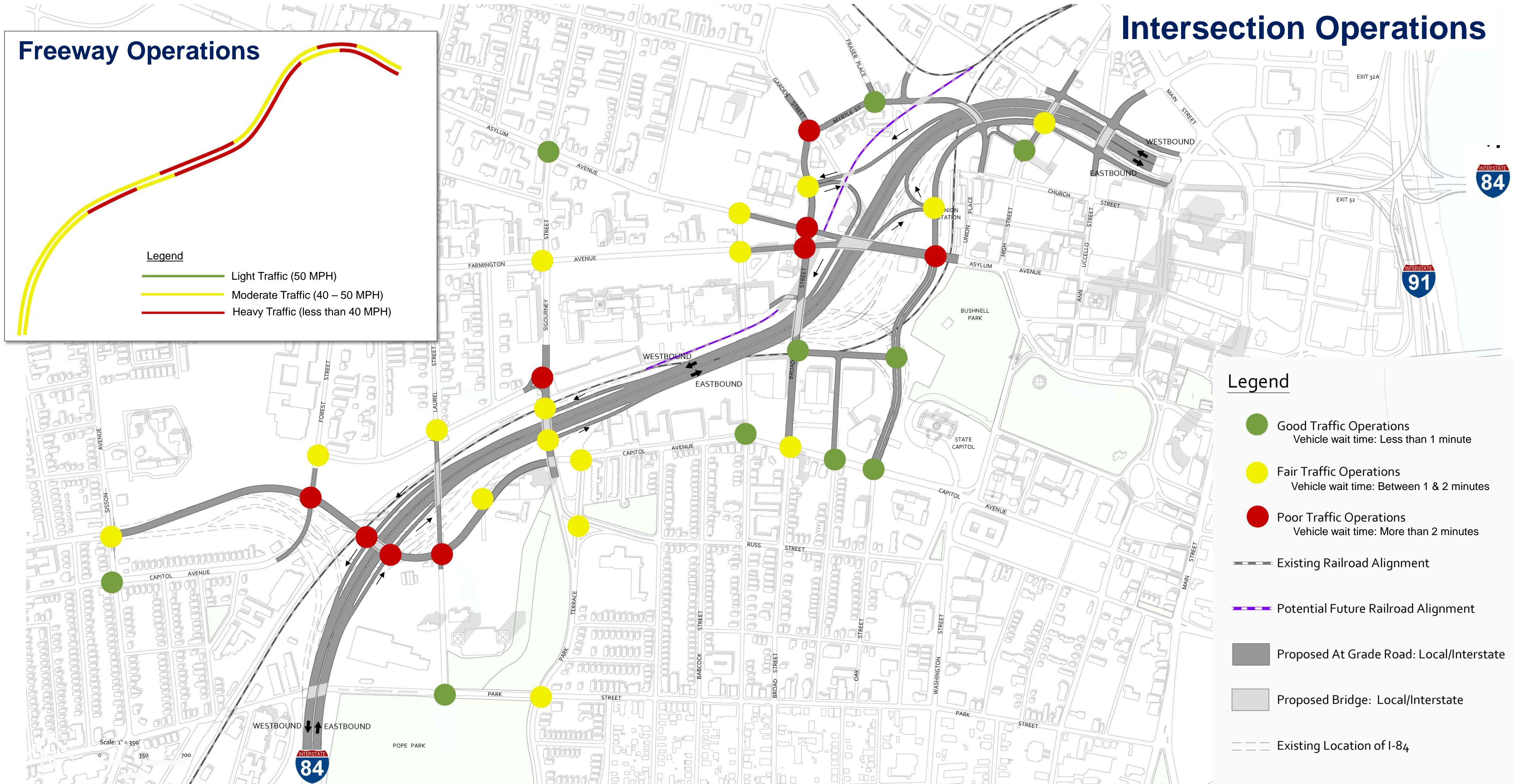






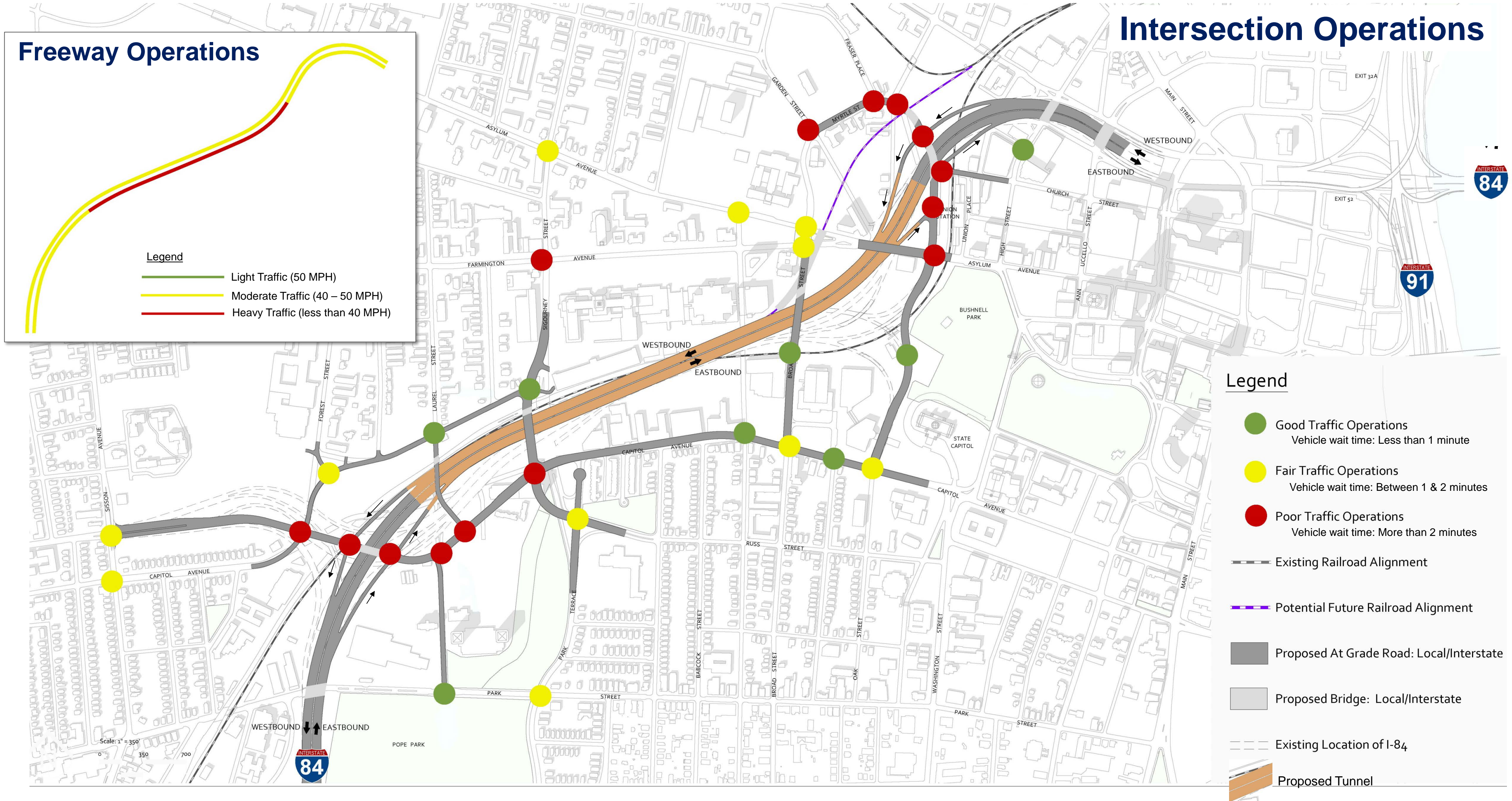






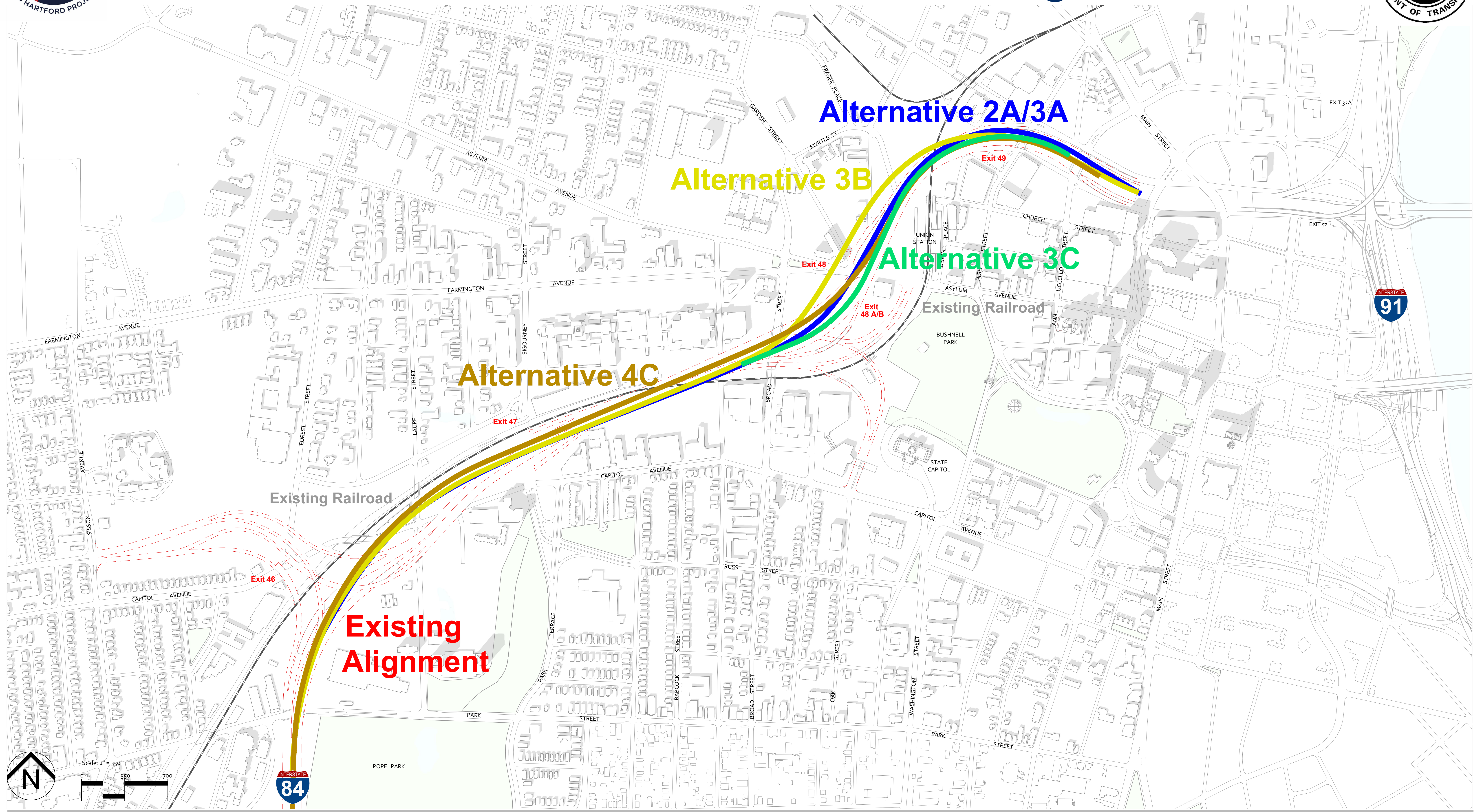


# Alternative 4C: Tunnel





# Mainline Alternatives: Horizontal Alignment



Program Managers:



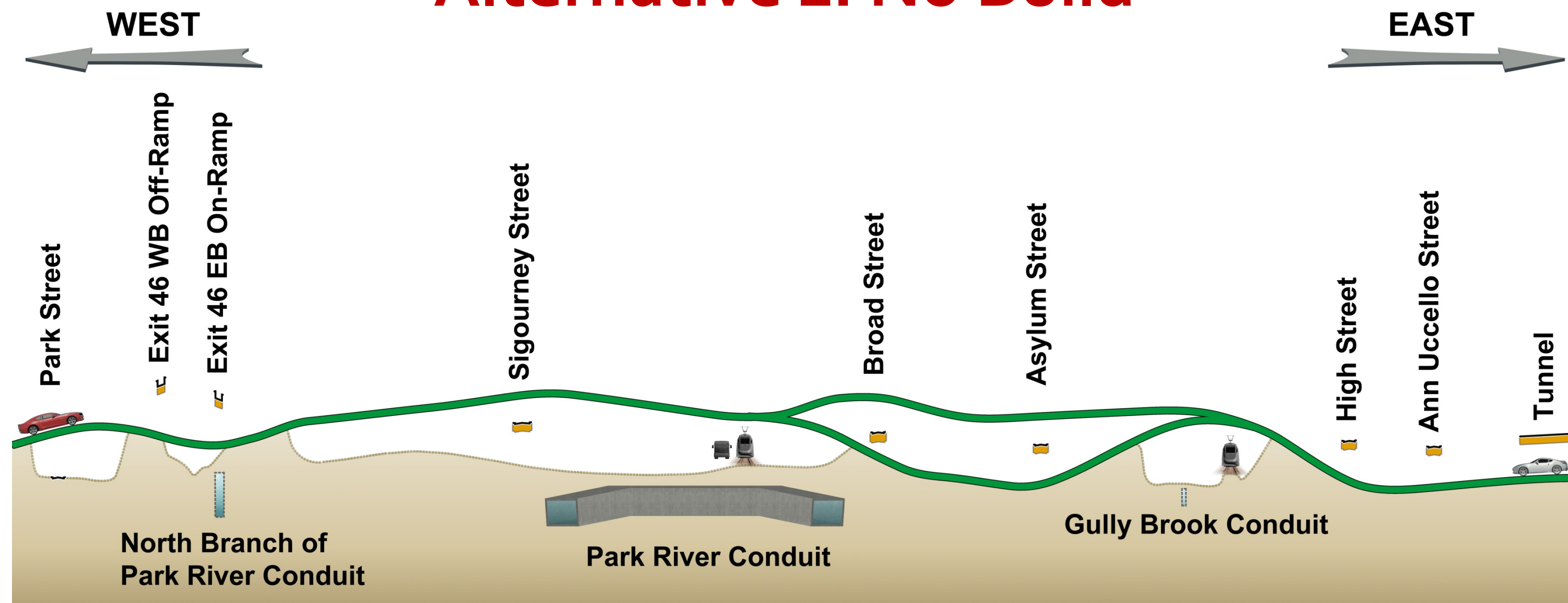
Consulting Team:



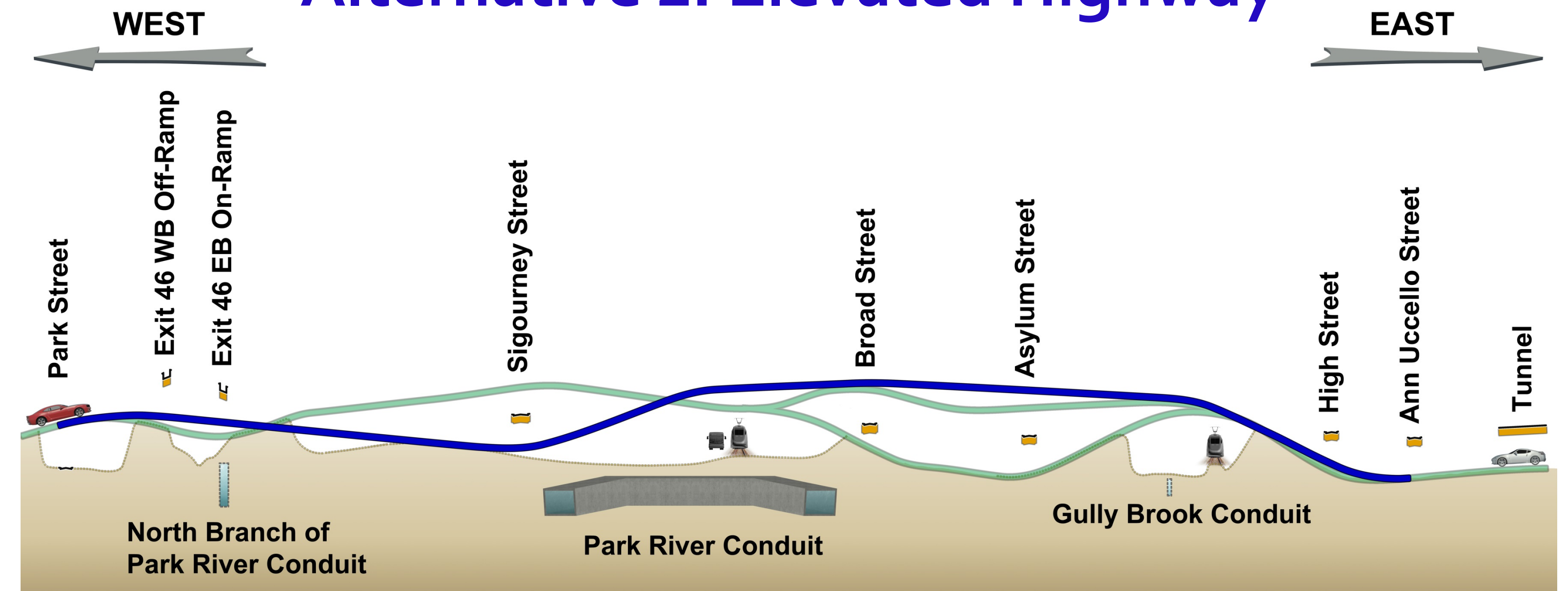


# Mainline Alternatives: Vertical Alignment

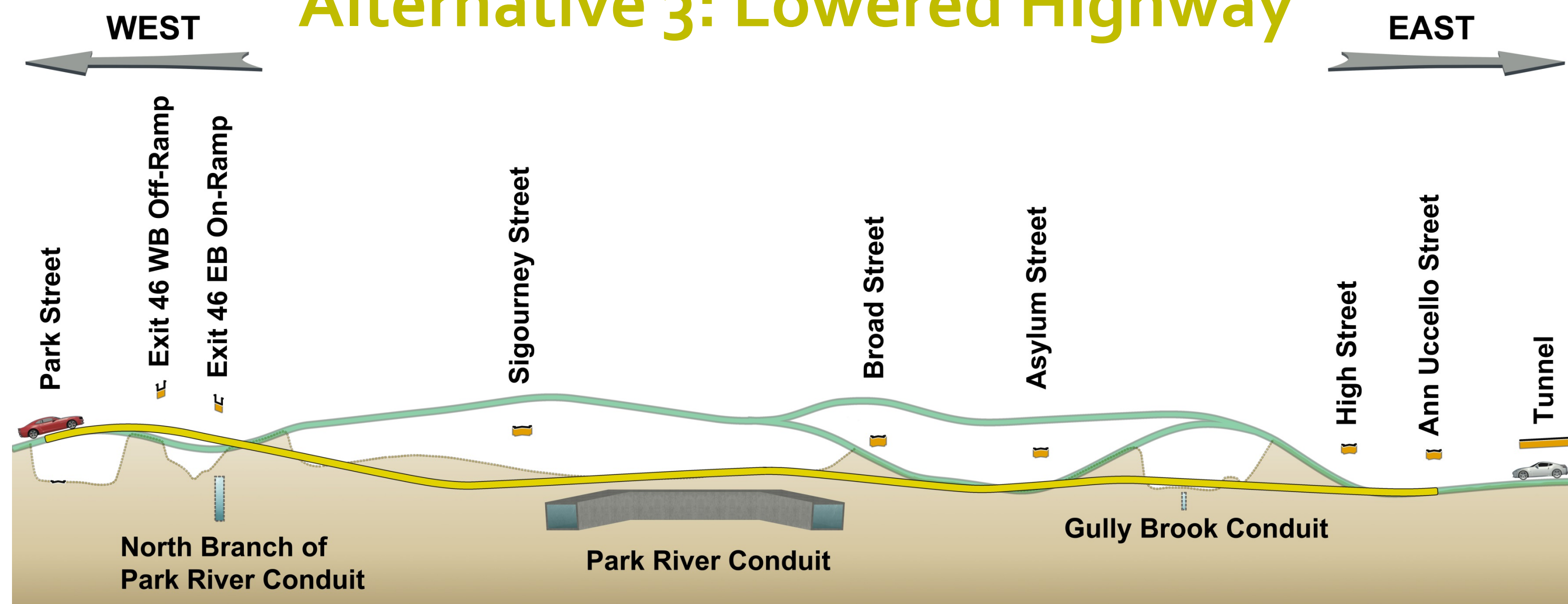
## Alternative 1: No Build



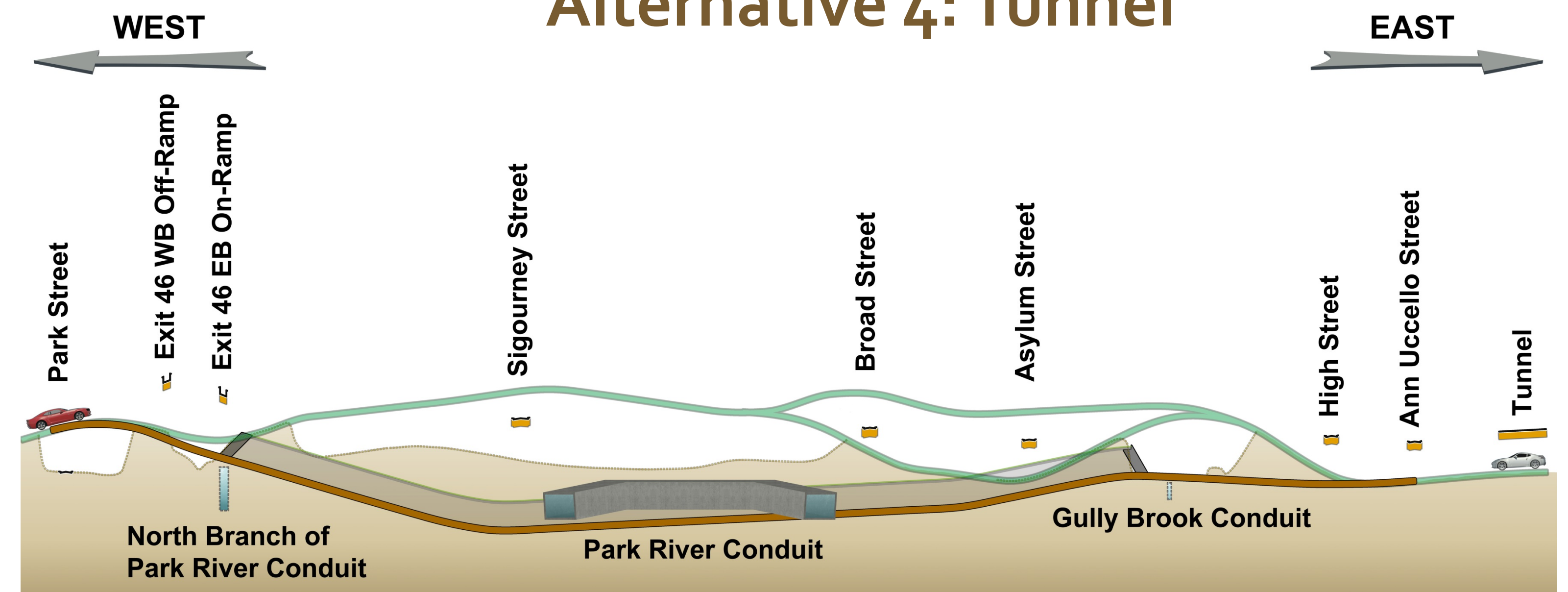
## Alternative 2: Elevated Highway



## Alternative 3: Lowered Highway



## Alternative 4: Tunnel



Program Managers:



Consulting Team:

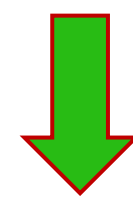






# Alternatives Analysis Overview

We Are Here



June 2014

January 2015

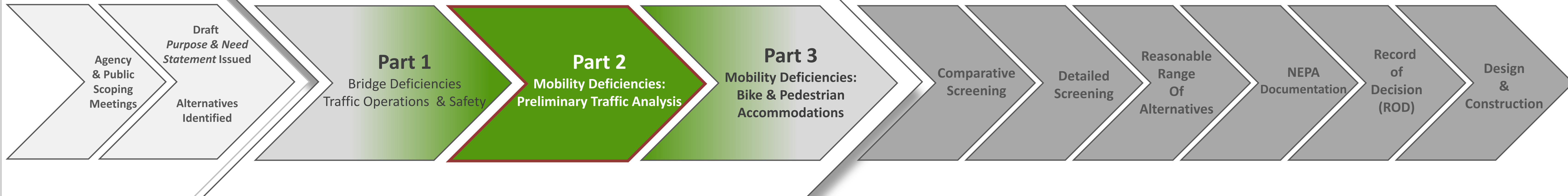
Fall 2015

Summer 2016

Public Involvement

Project Scoping

Initial Screening



75 Alternatives

April OPS

100+ Alternatives

Alternatives Reduced

Preferred Alternative

Program Managers:



Consulting Team:



# I-84 Hartford Project





# Mobility Deficiencies

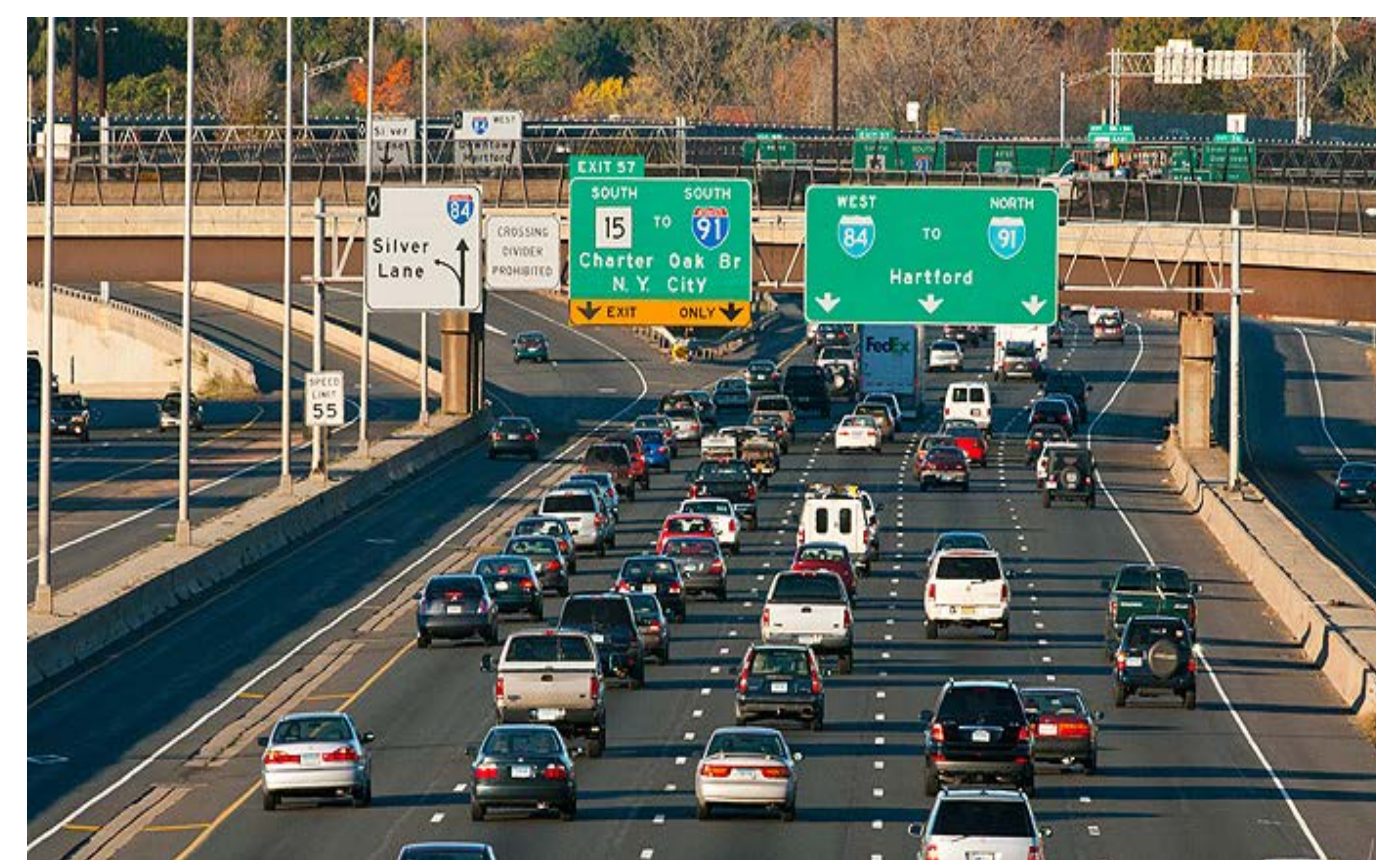
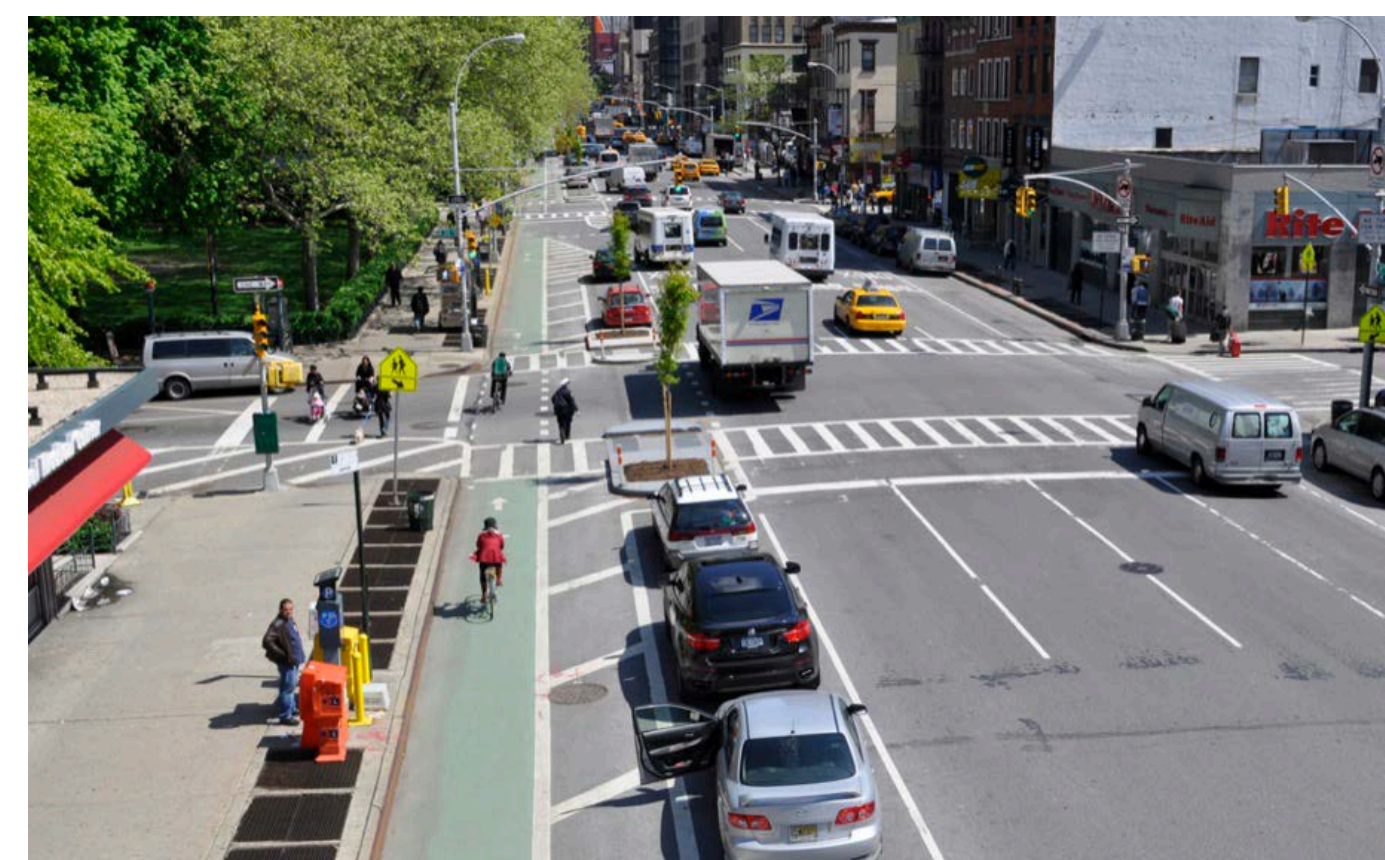
## What is Mobility?

**Mobility** is the ease of movement of vehicles, freight, transit, bicycles and pedestrians through a particular location.

Mobility is effected by several factors including:

- Congestion
- Street width
- Travel speed
- Intersection design
- Provisions for sidewalks and bike lanes

In an urban environment such as Hartford, the built environment contributes to a person's experience and affects an individual's ease of movement.



## Analyzing Mobility Deficiencies is a Two-Step Approach

### **Step 1: Preliminary Traffic Analysis**

Alternatives and interchange options will be analyzed to determine the traffic operations by:

- Evaluating traffic flow on I-84 mainline and its ramps
- Analyzing interchange ramps and local road intersections

This analysis will yield performance ratings of "good", "fair" and "poor". Alternatives that perform poorly with respect to traffic demands will not advance to Step 2 of the mobility screening.

### **Step 2: Bike and Pedestrian Movement**

During this step, the advanced alternatives will be evaluated on how they address bicycle and pedestrian accommodations. The following principles will be applied and assessed:

- Bike lane configurations
- Complete street principles
- Connectivity between neighborhoods and to downtown, as well as several other factors

Program Managers:



Consulting Team:



# I-84 Hartford Project





# What is a Complete Street?

## Complete Streets

**Complete Streets** are designed and operated to enable safe and comfortable access for all users. Creating complete streets is a collaborative design process that balances the needs of:

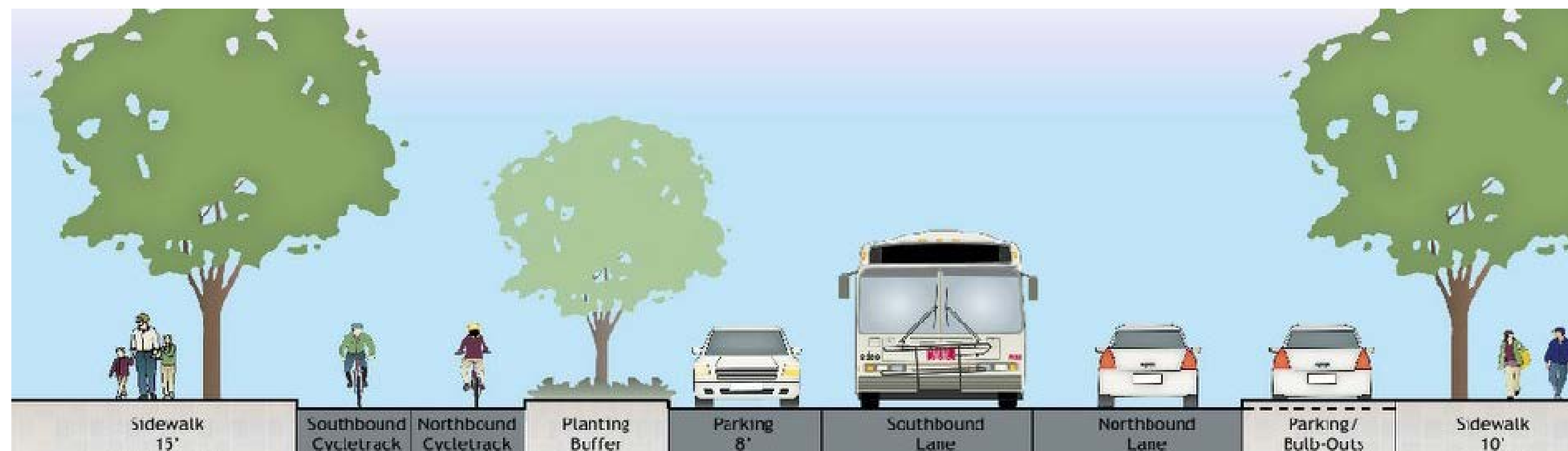
- Public input
- Pedestrians and cyclists
- Cars and trucks
- Buses, taxis, trolleys, etc.
- Freight and delivery
- On street parking
- Public safety and maintenance



## Characteristics of Complete Streets



- People oriented
- Handicap accessibility
- Crosswalks and bike lanes
- Narrow streets/lanes
- Sidewalks and Streetscapes
- Public transit
- Bike racks/lockers
- Landscaping
- Pedestrian scale amenities
- On street parking
- Public spaces



Program Managers:



Consulting Team:



# I-84 Hartford Project



# Potential Building Impacts Map

## PRELIMINARY



Program Managers:



Consulting Team:

