



THE I-84 HARTFORD PROJECT

Traffic & Parking Working Group Meeting # 1

October 3, 2014



THE I-84 HARTFORD PROJECT



Welcome!



U.S. Department of Transportation
Federal Highway Administration



CRCOG **CAPITOL REGION COUNCIL OF GOVERNMENTS**
Working together for a better region.



Agenda

- Project Briefing
 - Introduction to study
 - Review of key findings from Needs and Deficiencies report
 - Traffic Flow
 - Operational deficiencies
 - Congestion
 - City street issues
 - Parking supply and utilization
- Conceptual Planning Work Session
 - Identify traffic issues and access needs
 - Identify critical parking supply needs
 - Discuss future demand for parking and road capacity
- Next Steps / Future Meetings



Where is the Project?

Approximately from Flatbush Avenue to I-91





I-84 Hartford Project Mission

With **active engagement** of the public, **evaluate** all reasonable options for the replacement of I-84 through Hartford and to **build** the resulting project.



First, a little history...

- Rail line built in 1830s
- I-84 built in 1960s
 - Designed to avoid impacting rail
 - Resulting design is mostly elevated



A product of its time...

- I-84 was conceived prior to NEPA / Federal regulations
- Soon after it was built, many realized that its effect on Hartford was not all positive



“The impact of the I-84 freeway upon the physical environments into which it was introduced has been both dramatic and overwhelming.” - 1970 CTDOT & FHWA

- The I-84 Hartford Project provides an opportunity to rethink the previous design

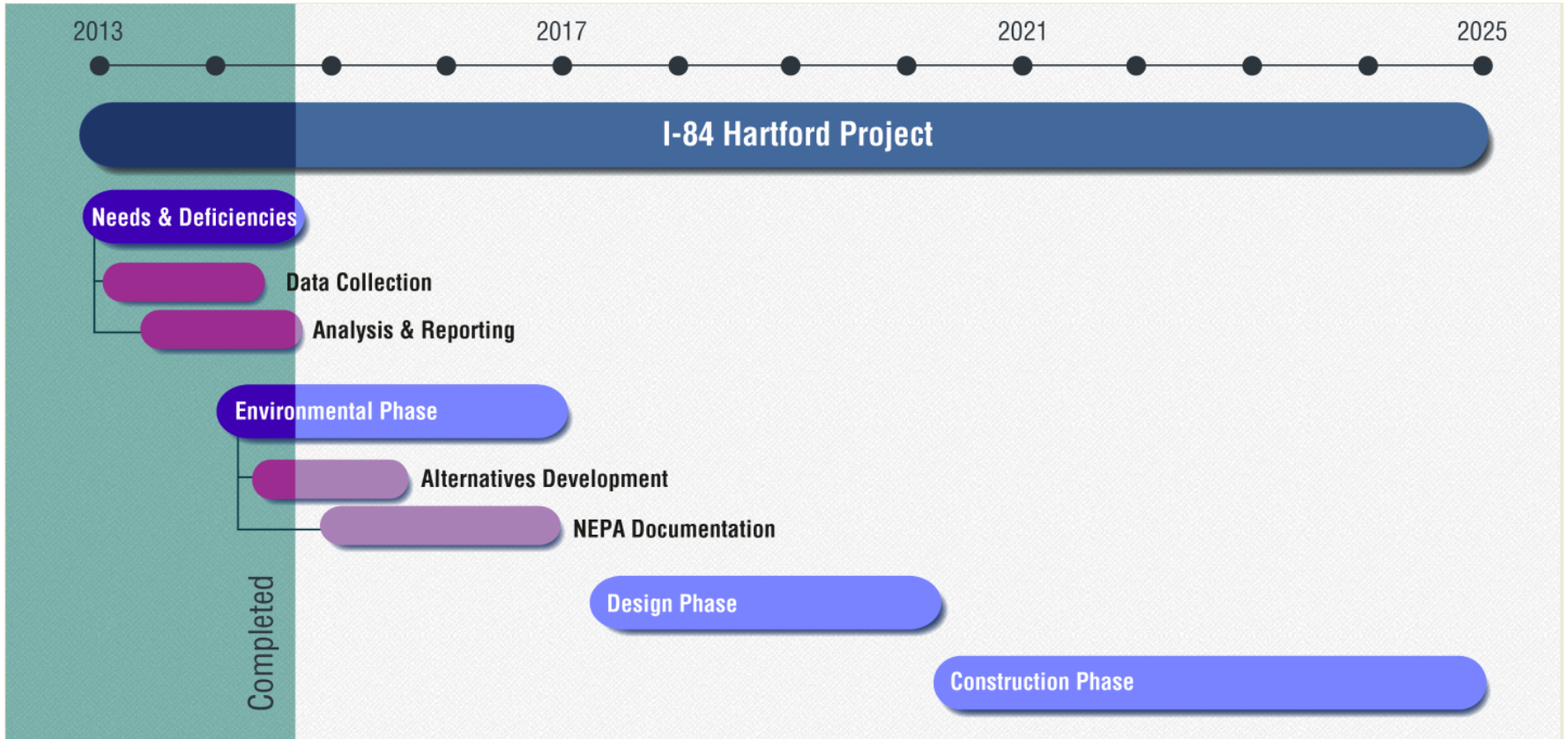
What's the need?

- Bridge Structure Deficiencies
- Traffic Operational and Safety Deficiencies
- Mobility Deficiencies



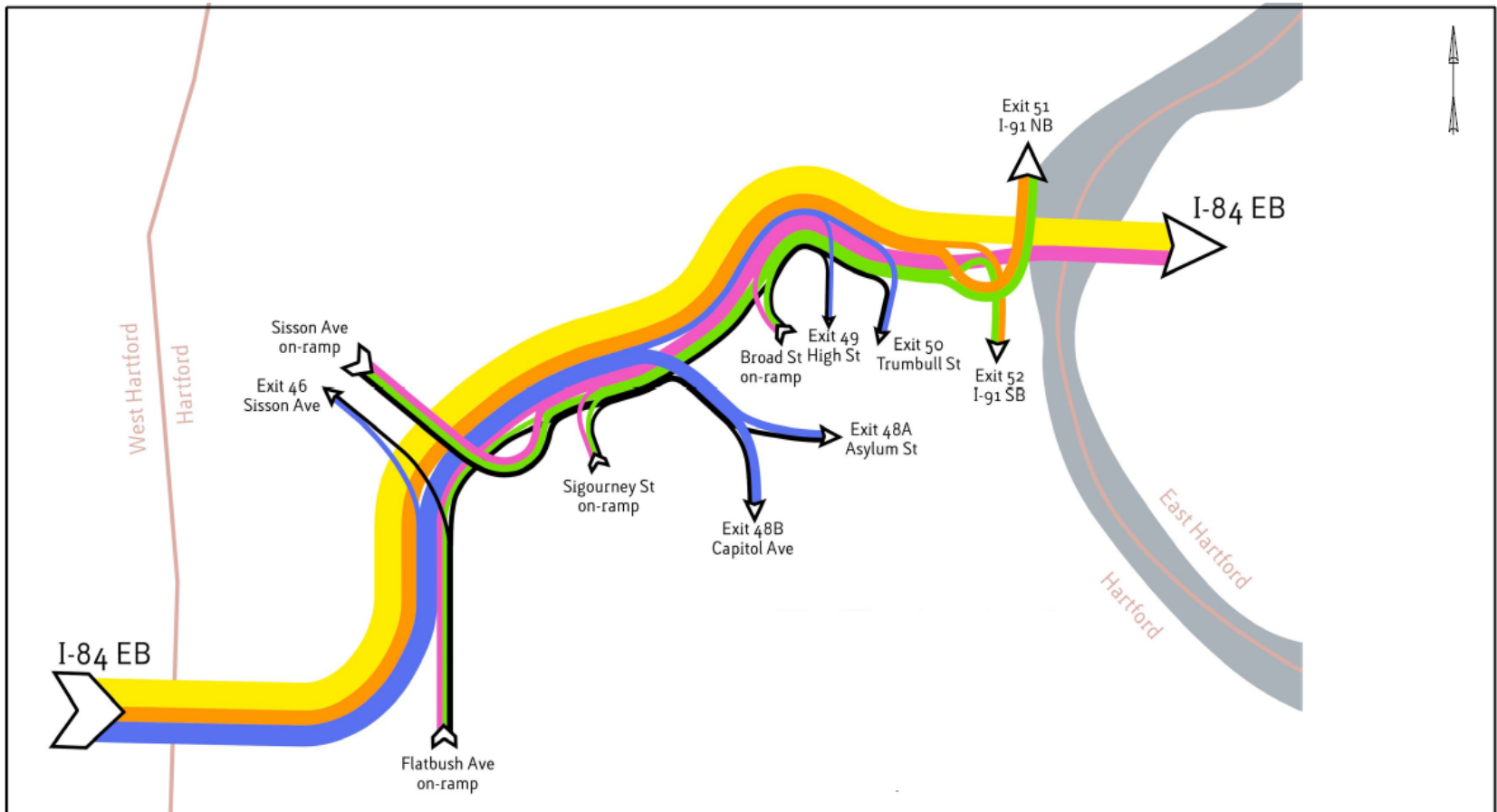


Where we are today





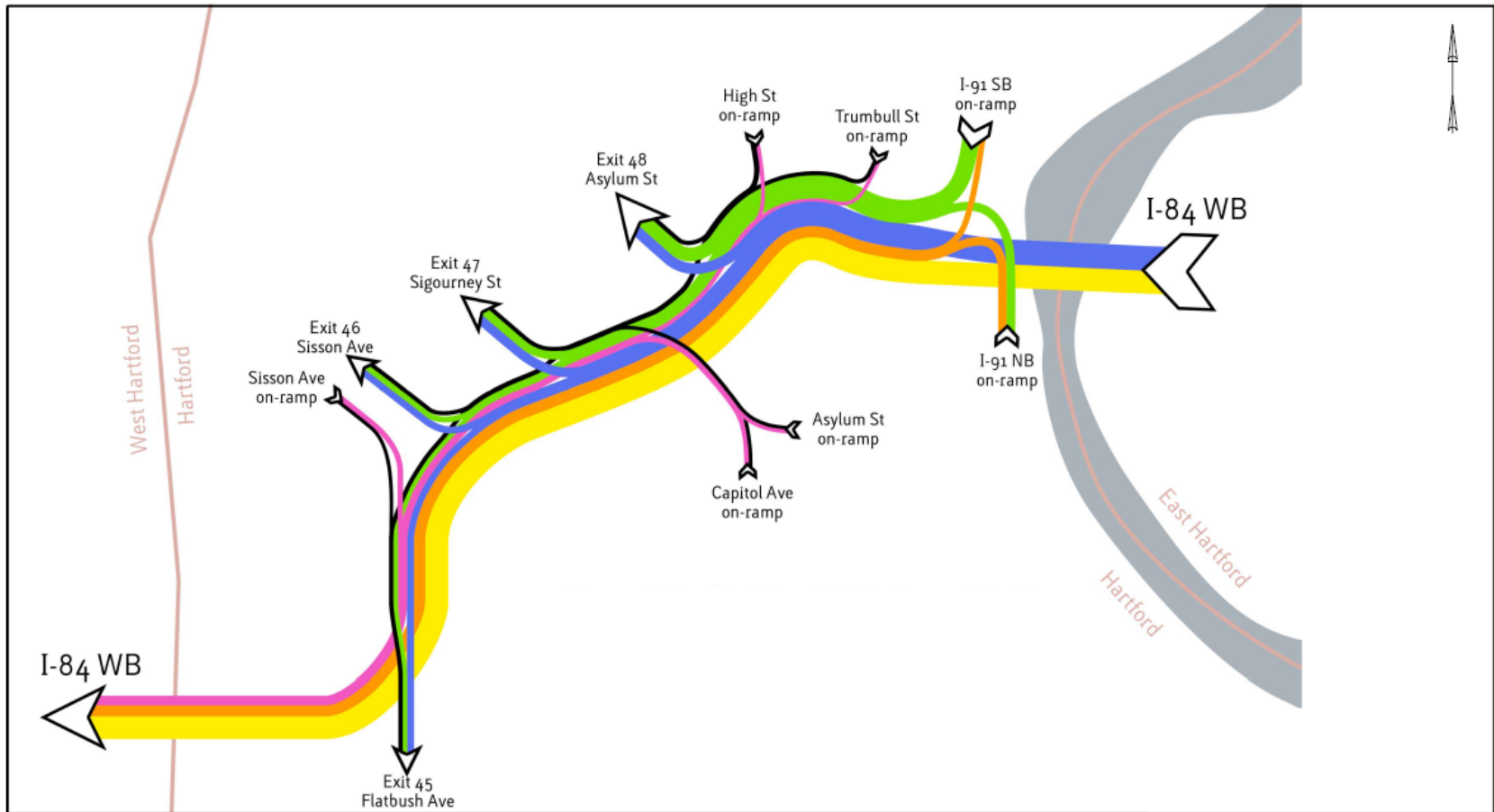
Trip distribution – EB AM peak



LEGEND	
Through Traffic	Yellow
I-84 to I-91	Orange
Inbound Traffic	Blue
Outbound Traffic	Pink
Local to I-91	Green
Local Traffic	Black



Trip distribution – WB AM peak

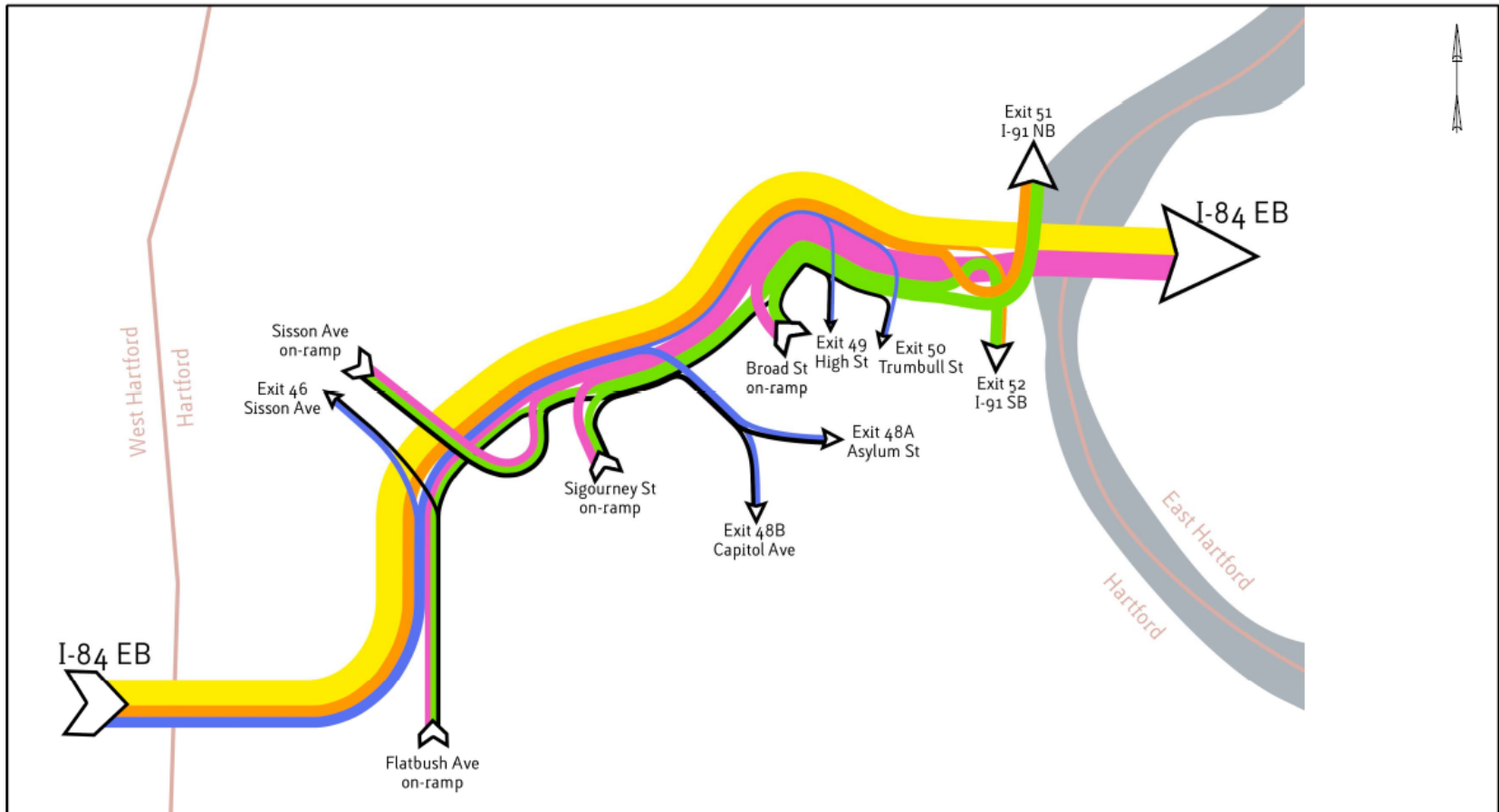


LEGEND	
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	The I-84 Hartford Project	
I-84 Origin Destination Map - Westbound, AM Peak		
Date: 5/19/2014	Drawn By: TranSystems	Figure No: 2-18



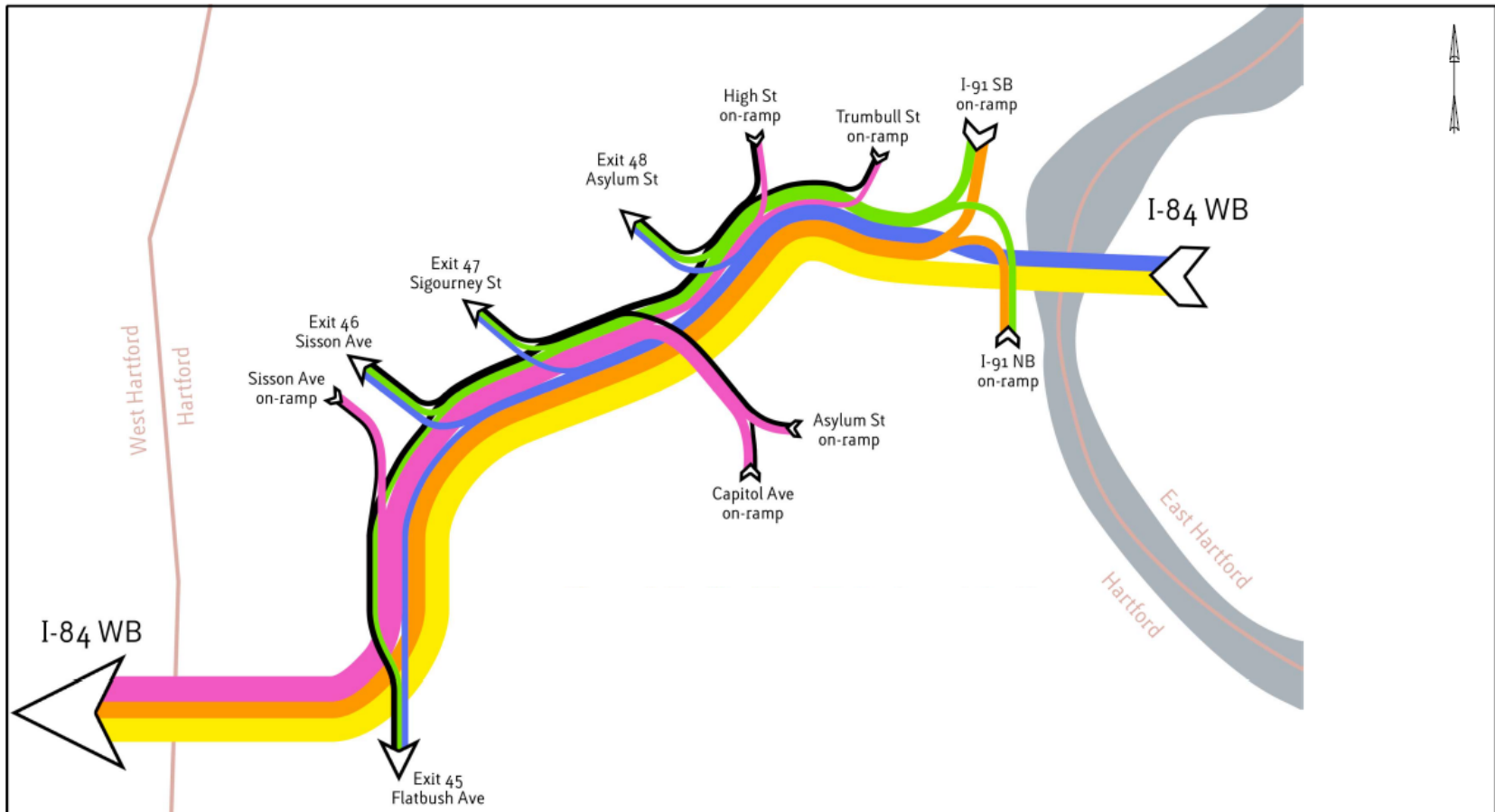
Trip distribution – EB PM peak



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Trip distribution – WB PM peak



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Operational deficiencies

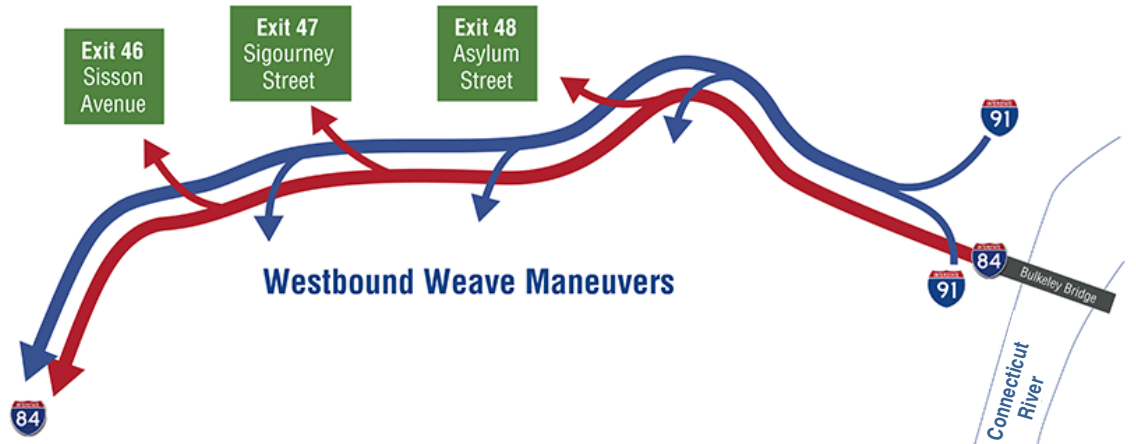
- Left-hand on- and off-ramps
- Multiple lane drops (“exit only”)
- Weave sections
- 8 full or partial interchanges in less than 3 miles



Eastbound



Westbound



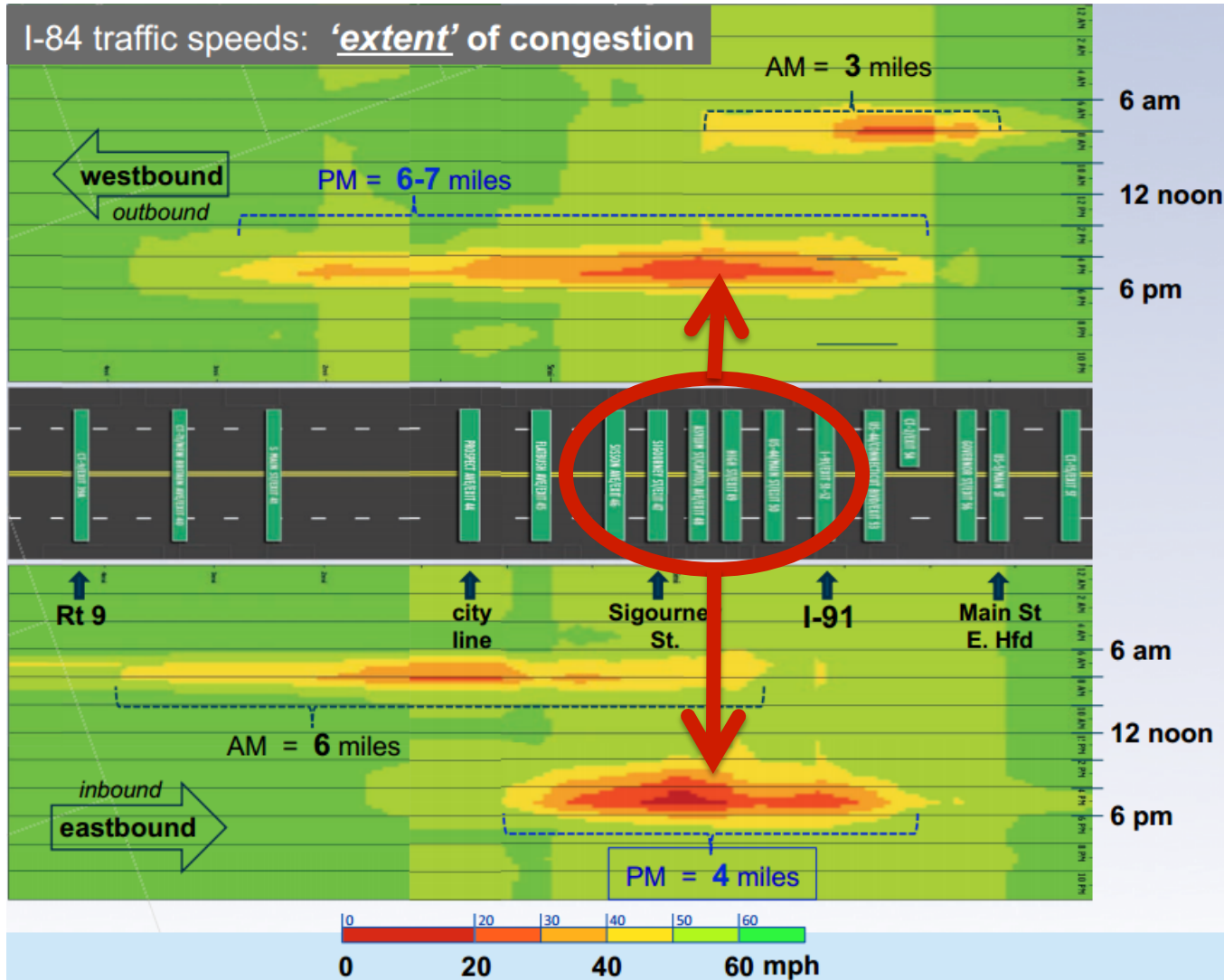
Traffic congestion

- 175,000 = daily traffic volume (higher than I-95)
- 6-7 mile traffic jams
 - Most congested of Hartford freeways (nearly 50% of region's congestion)
 - Less congestion than I-95, but still a problem



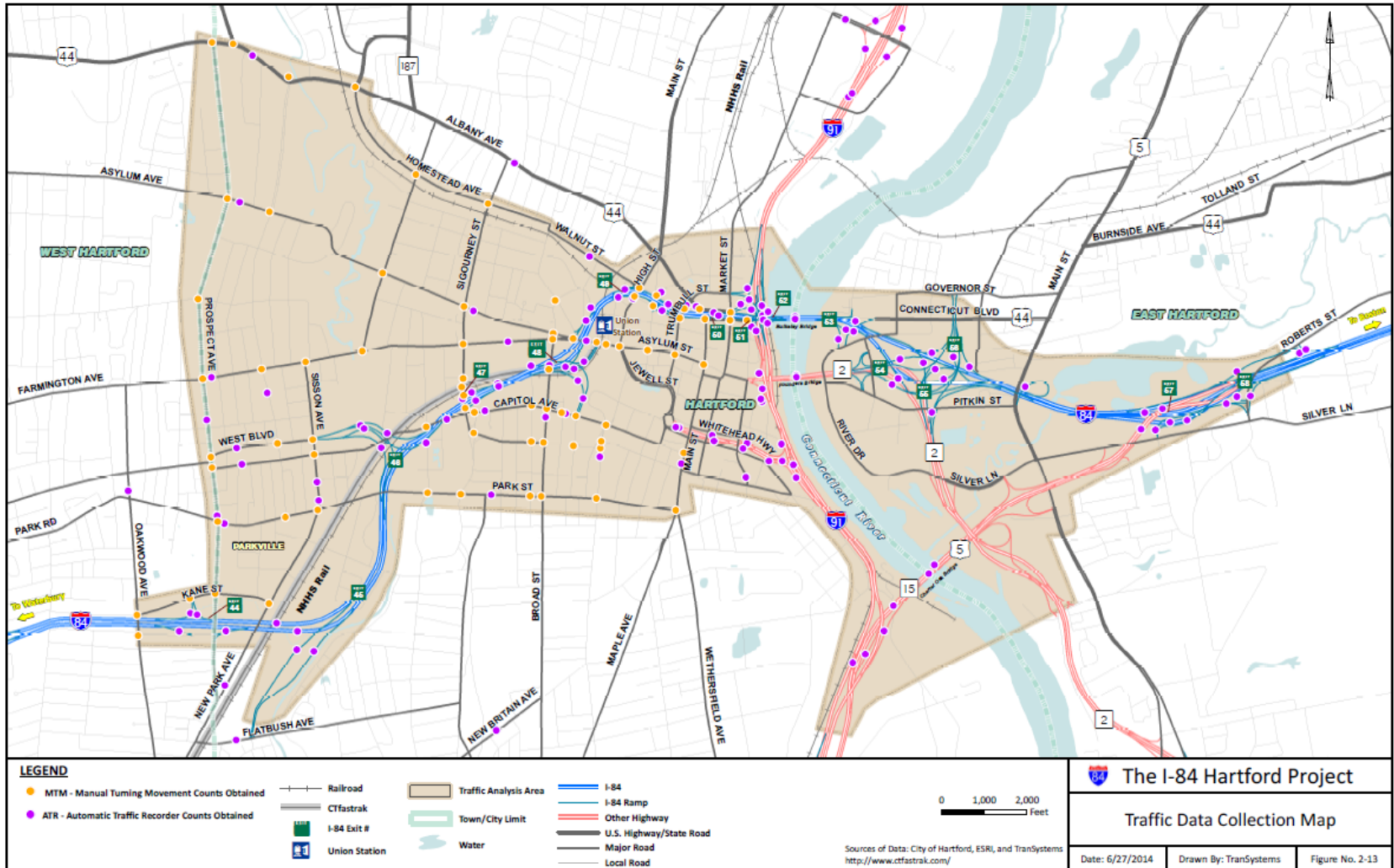


Traffic congestion



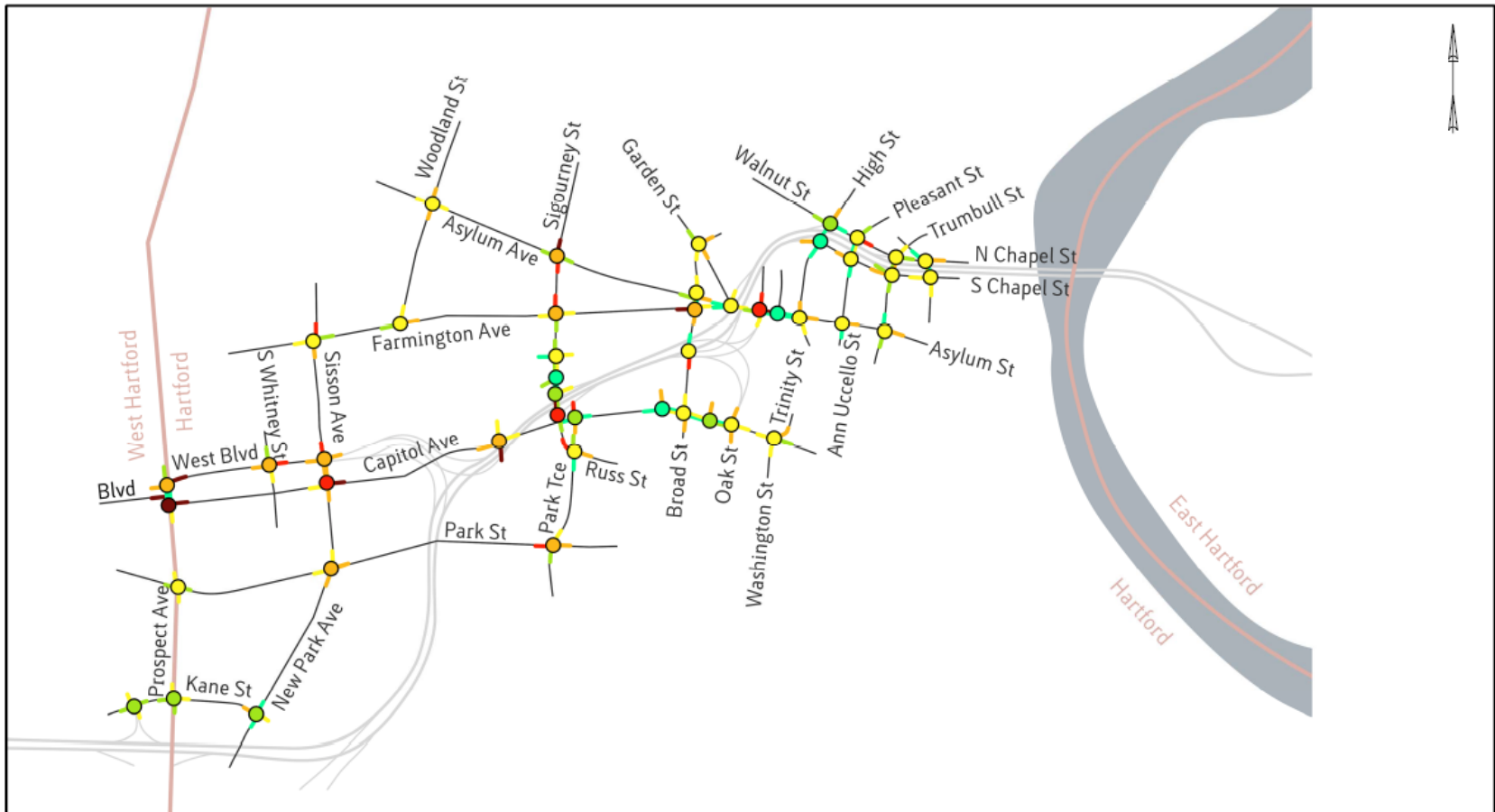


Local road intersection counts



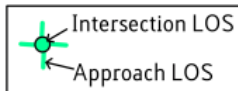


PM intersection LOS

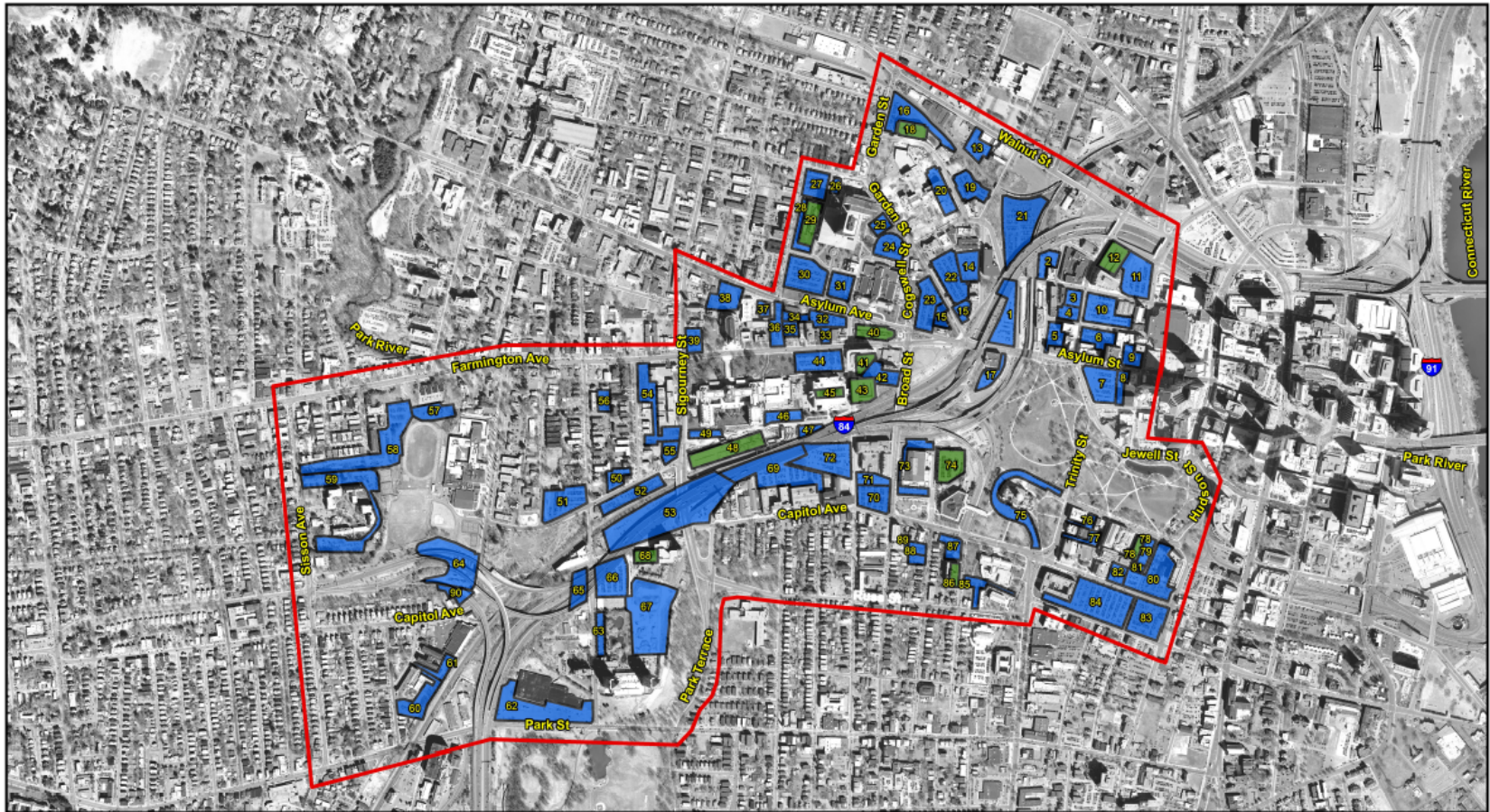


LEGEND

- LOS A
- LOS D
- LOS B
- LOS E
- LOS C
- LOS F



Off-street parking supply



LEGEND

- Parking Lot
- Parking Garage
- Parking-Bicycle-Pedestrian Study Area



Sources of Data: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, swisstopo, and the GIS User Community



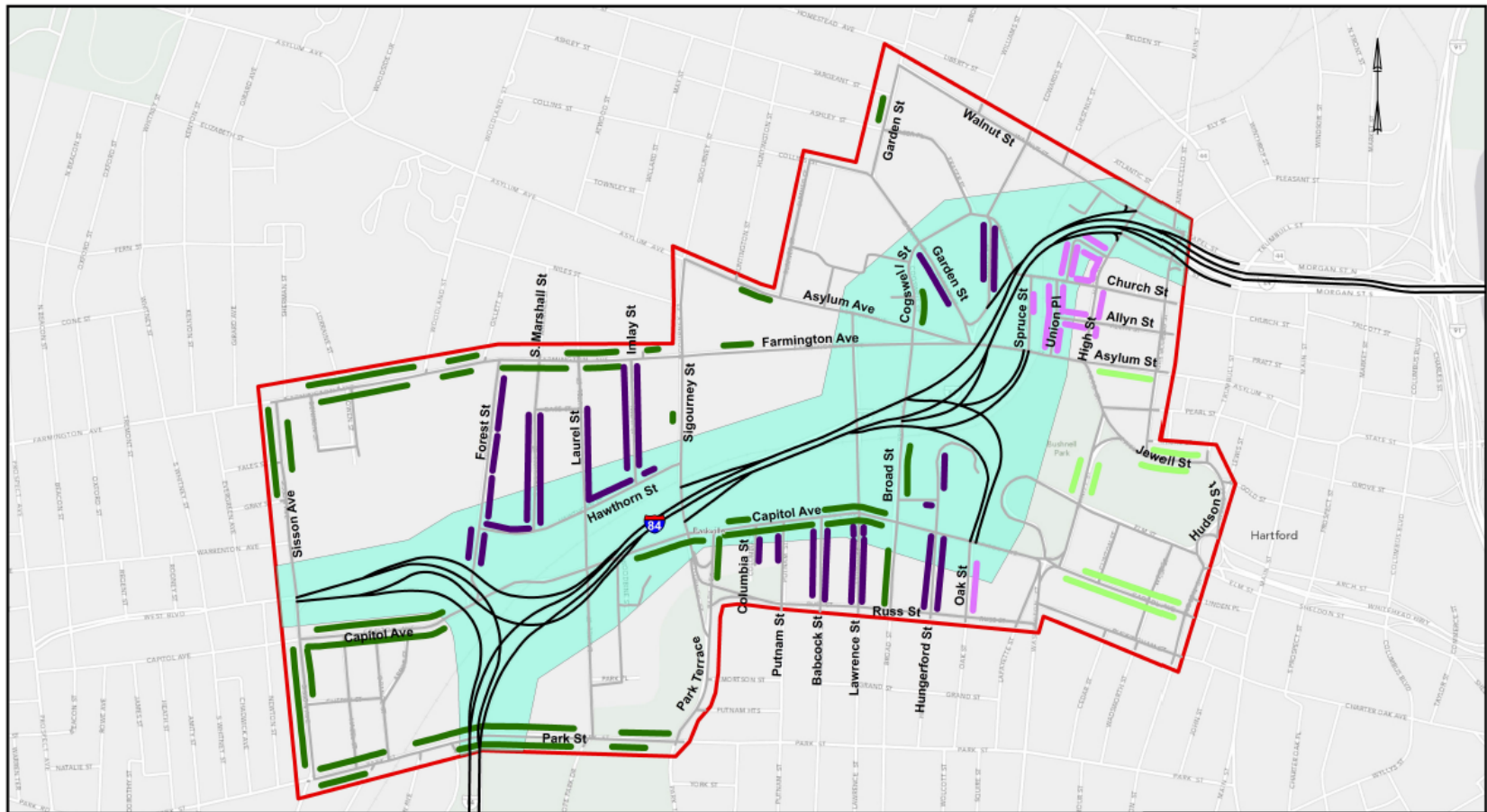
Off-street utilization

Table 2-2: Existing Parking within the Study Area

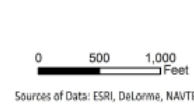
Off-Street Parking	
Public Parking	
<i>Type</i>	<i># of Spaces</i>
Surface Lots	1,522
Structures	<u>1,504</u>
Total Public	3,026
Private Parking	
<i>Type</i>	<i># of Spaces</i>
Surface Lots	12,146
Structures	<u>6,436</u>
Total Private	18,582
Total Off-Street Parking:	21,608
On-Street Parking	
<i>Type</i>	<i># of Spaces</i>
Metered- Coin	56
Metered- Pay-to-Park	192
Unmetered	970
Total On-Street Parking:	1,218
Total Parking	22,826



On-street parking supply



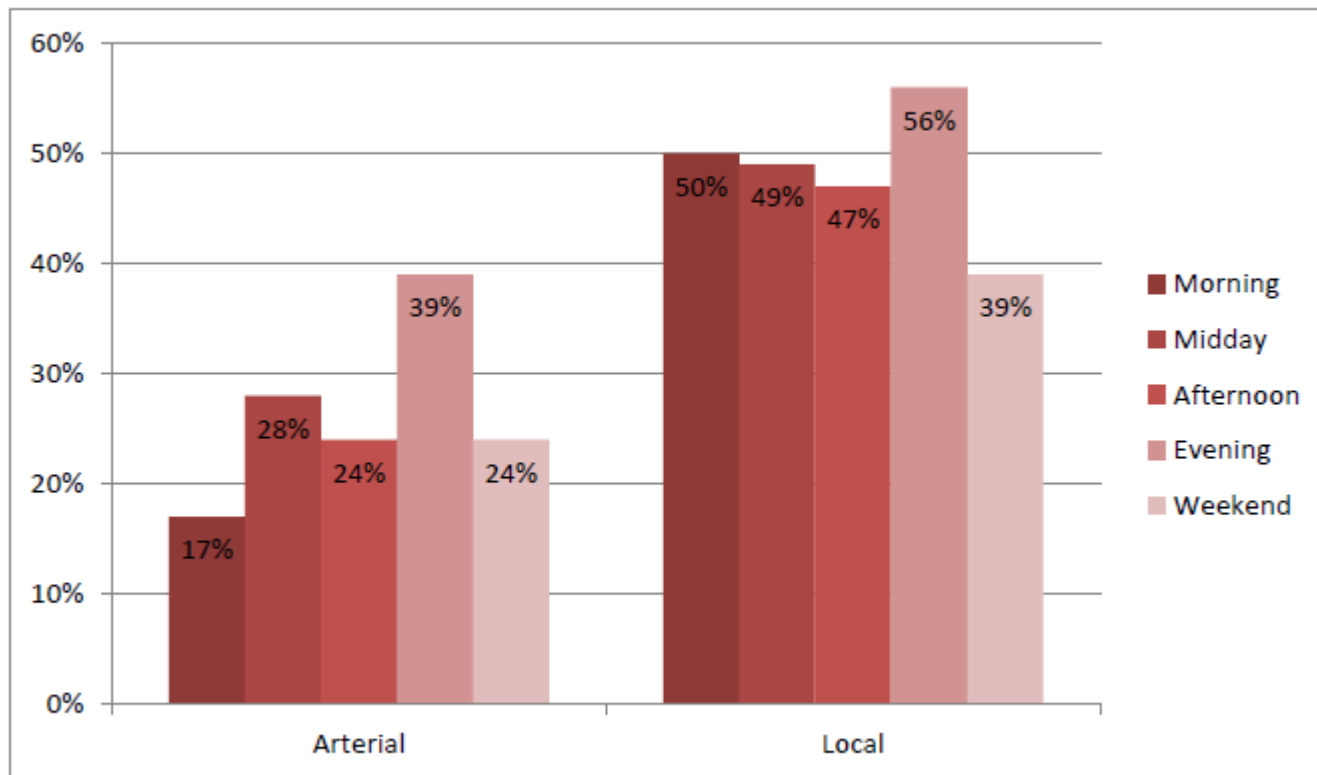
- LEGEND**
- █ Arterial Road Parking
 - █ Local Road Parking
 - █ Local Road Metered Parking
 - █ Arterial Road Metered Parking
 - I-84
 - Roads
 - Parking-Bicycle-Pedestrian Study Area
 - Local Road Study Area



The I-84 Hartford Project		
On-Street Curbside Parking Map		
Date: 4/28/2014	Drawn By: Parsons Brinckerhoff	Figure 2-6

On-street utilization

Figure 2-7: Average Utilization of On-Street Curbside Parking



Parking utilization data is presented on a street by street basis in the Parking Appendix, A.3.2.



Conceptual Planning Work Session

- Identify traffic issues and access needs
- Identify critical parking supply needs
- Discuss future demand for parking and road capacity



Thank You!

We deeply appreciate your time and your commitment to helping us reach the best possible solution for the State, the region and the City.

Your I-84 Hartford Project Team