I-84 HARTFORD PROJECT

Traffic and Parking Working Group Meeting #4

October 5, 2015

Meeting Agenda & Objectives

- Overview/Update
- Freeway Analysis
- Local Road Intersection Analysis
- Preliminary parking impacts & potential mitigation measures
- Q and A

Freeway Analysis

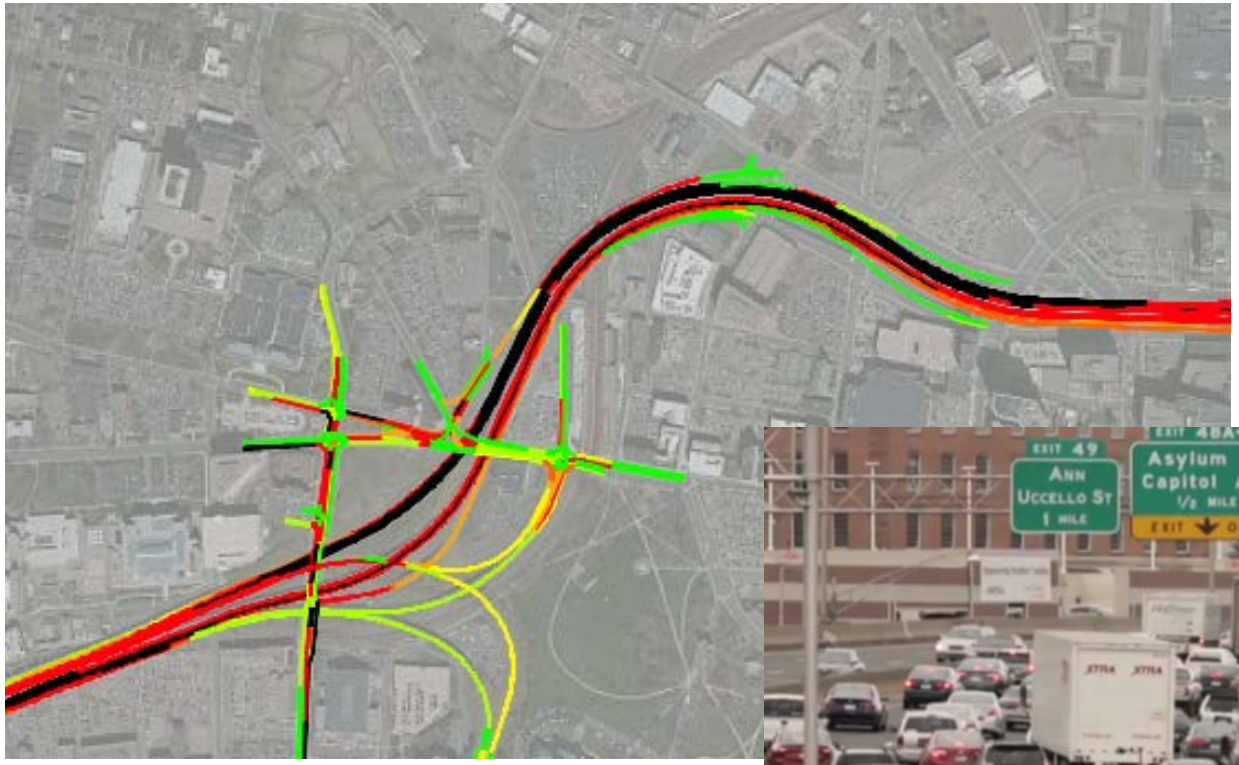
Why does the existing freeway operate so poorly?

- Operational Deficiencies
- No Shoulders
  - Accidents
  - Disabled Vehicles
  - Sightlines
- Too many interchanges
  - 8 full or partial in 2.5 miles

Why does the existing freeway operate so poorly?

- High Volume – 175,000 cars a day
- Poor geometry
- I-91 Interchange bottleneck
- Poor intersection operations affect freeway
  - Asylum Street WB off-ramp
  - Sigourney Street WB off-ramp

Existing Freeway Analysis



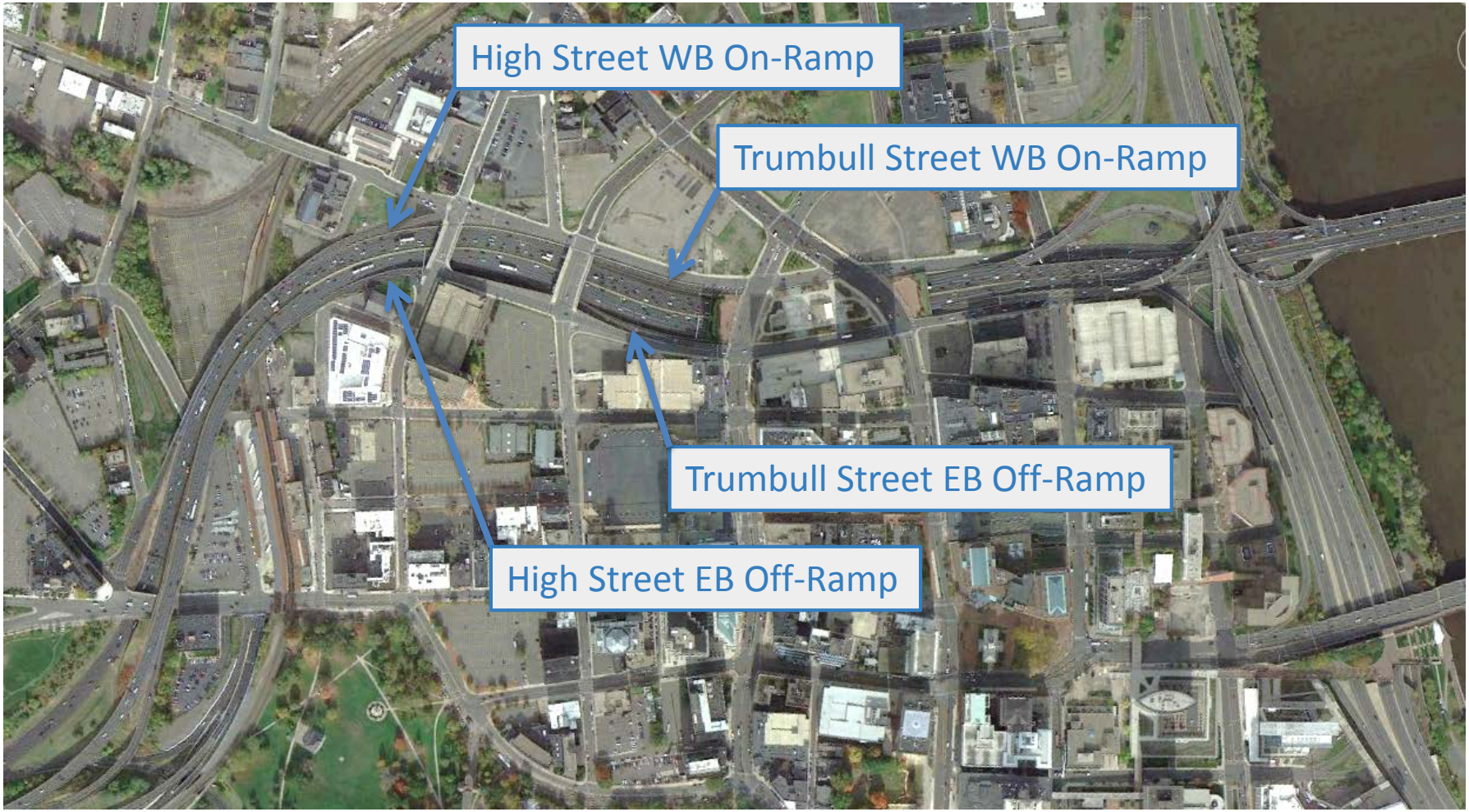
What can we do with our alternatives to improve the freeway?

- Increase ramp spacing
- Eliminate some ramps
- Add full-width shoulders
- Improve geometry
- Improve intersections

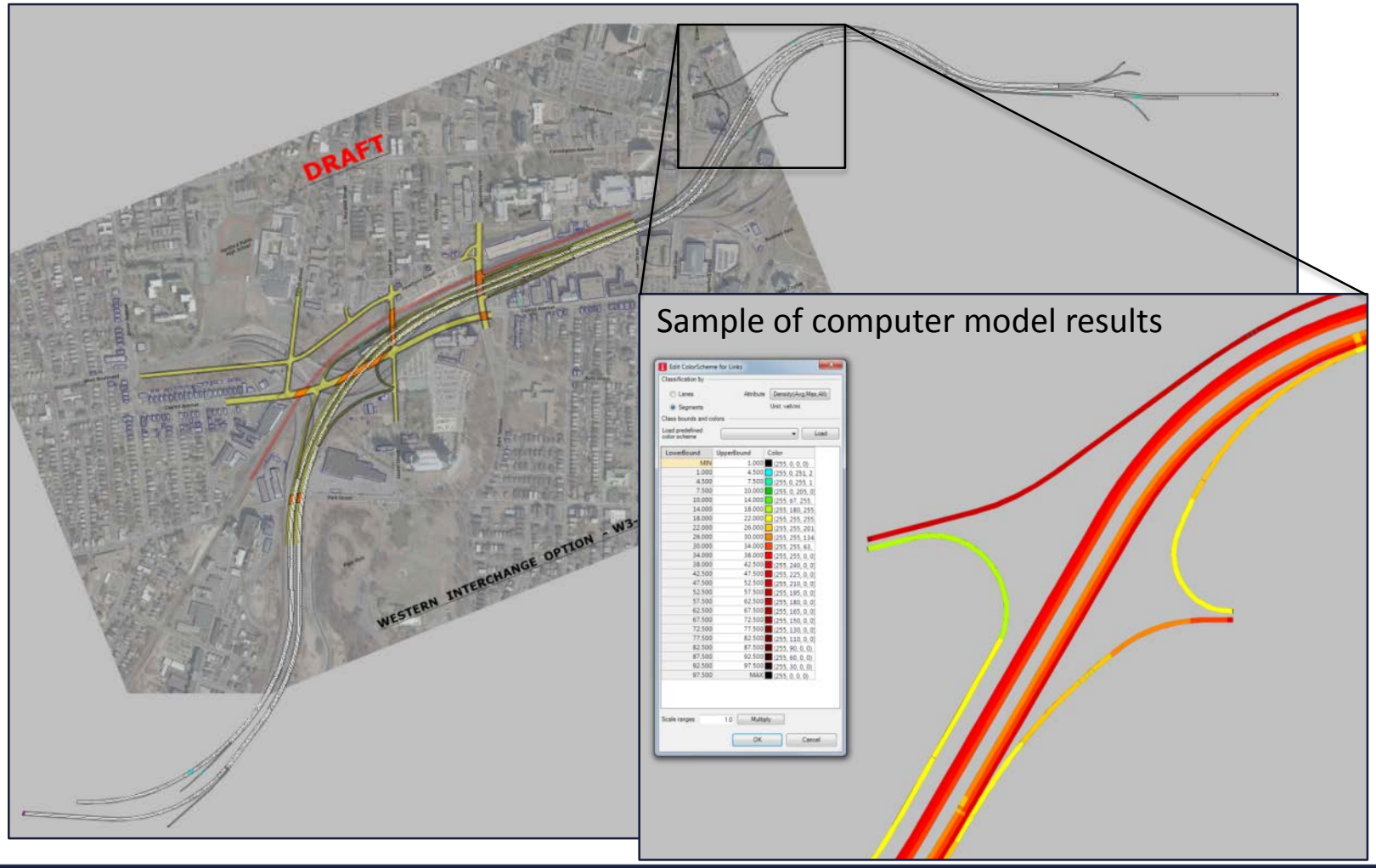
We can't change…

- Traffic Volumes
  - ~0.2% Growth/year
  - No bypass
- I-91 Interchange
  - Eliminate bottleneck
  - Increase capacity

Proposed Ramp Closures



Alternatives Analysis - Freeway



Intersection Analysis

Why do the local road intersections operate so poorly?

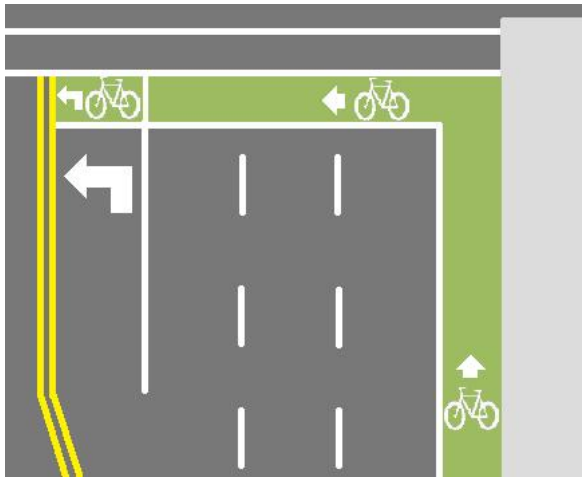
- High volume/capacity
- Lack of signal coordination
- Poor intersection spacing/geometry
- Poor mainline operations affect intersections
  - Capitol Avenue
  - Broad Street
  - Sigourney Street

What can we do with our alternatives to improve the intersection operations?

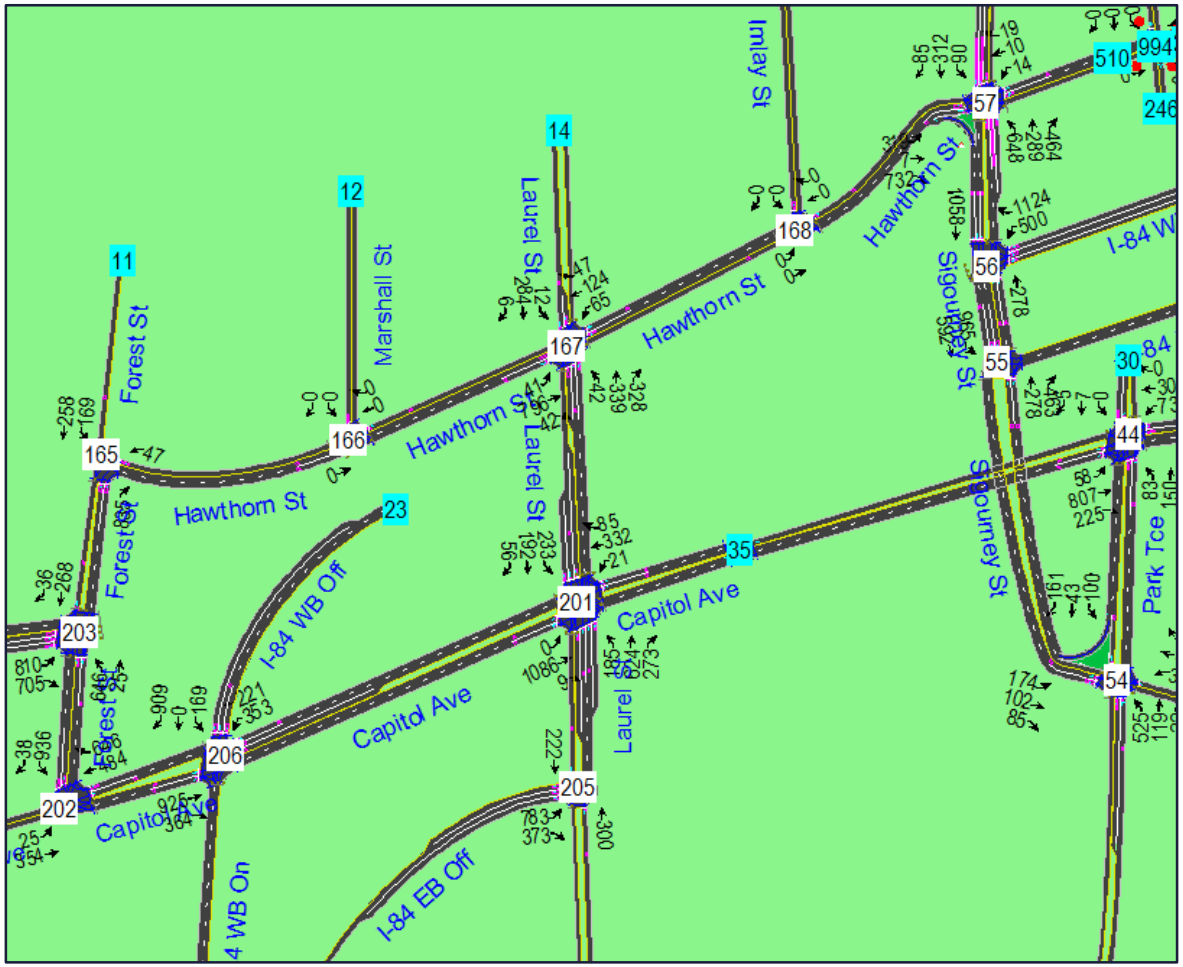
- Make signals more efficient (coordination)
- Improve intersection spacing
- Add redundancy in local road network
  - New north/south road along Bushnell Park
  - New frontage roads on east end
  - New east/west road on west end
- Improve the freeway operations

Local Road Assumptions

- Minimize Roadway Width
  - 10-foot travel lanes
- Pedestrian/Bike Friendly
  - 5 foot shoulder / bike lane
  - Full pedestrian phase



Local Road Model

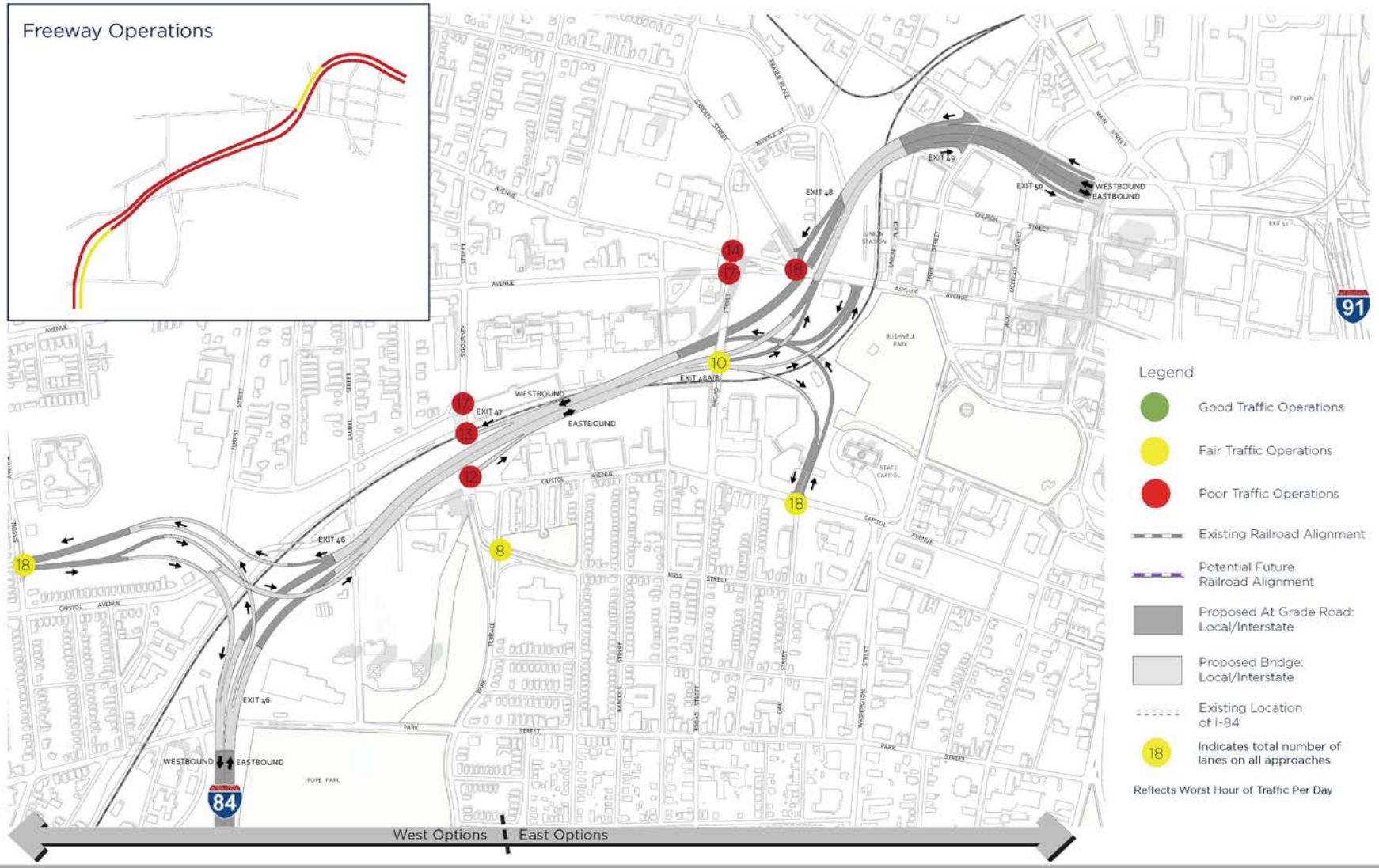


I-84 HARTFORD PROJECT

PRELIMINARY TRAFFIC ANALYSIS

EXISTING CONDITIONS

Intersection Operation

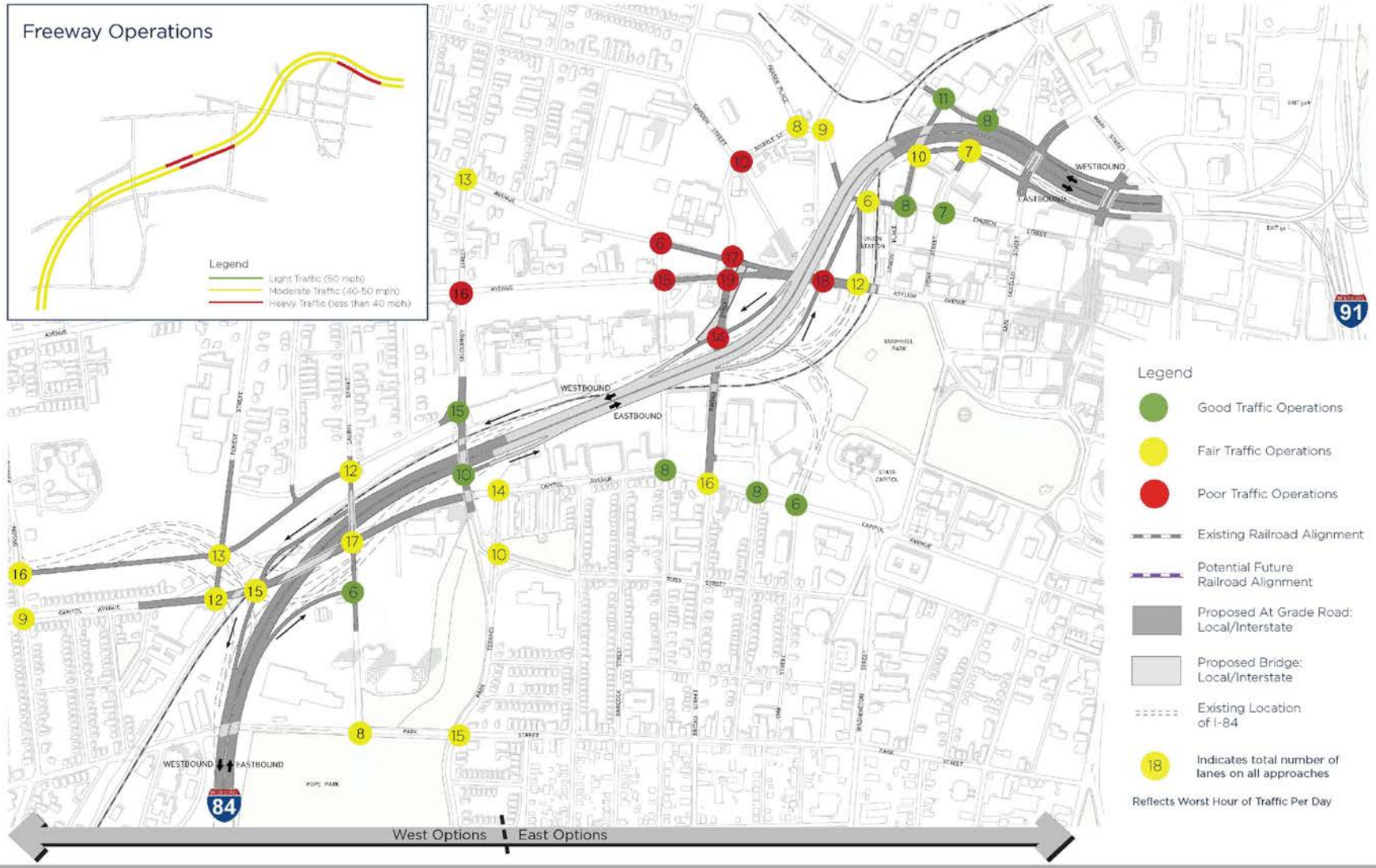


I-84 HARTFORD PROJECT

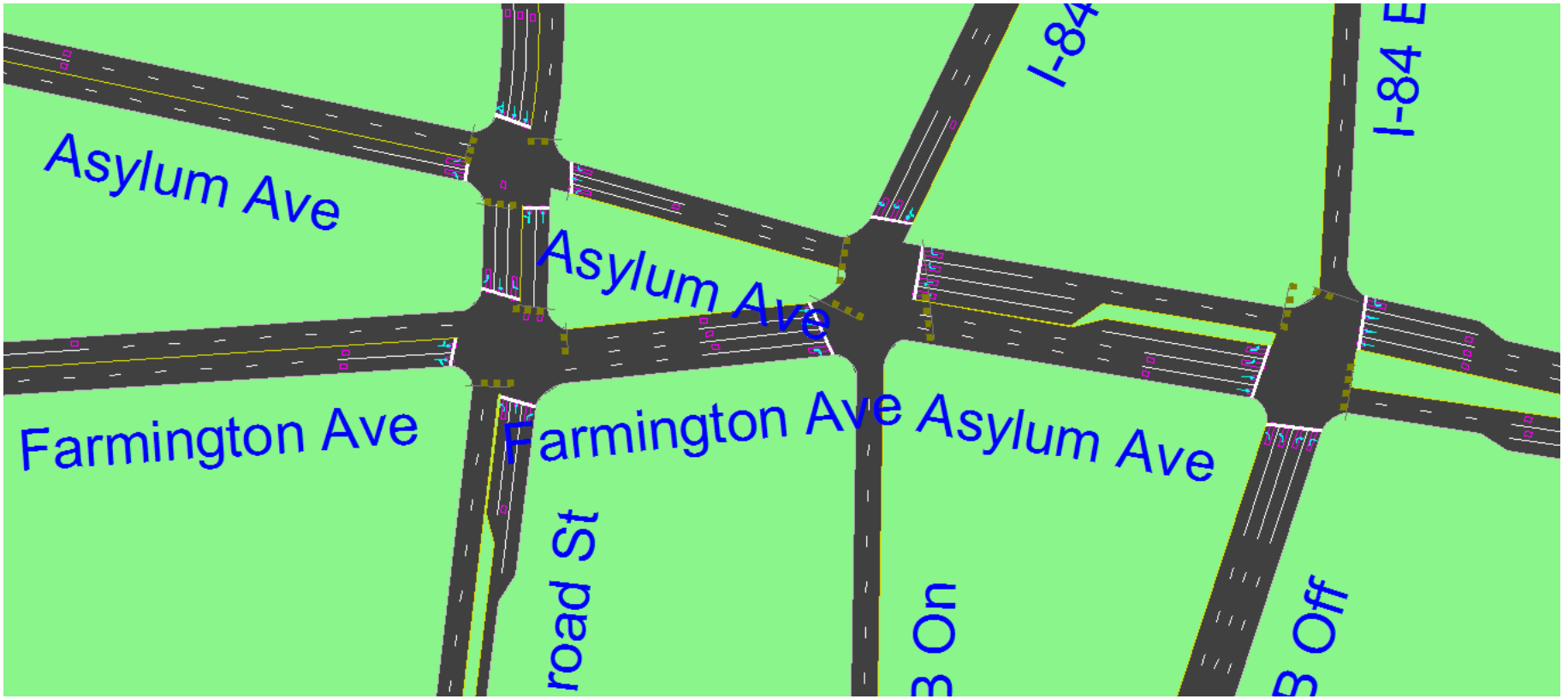
PRELIMINARY TRAFFIC ANALYSIS

ALTERNATIVE 2A: W3-2/E3 Elevated

Intersection Operation



Ramps on Asylum Street

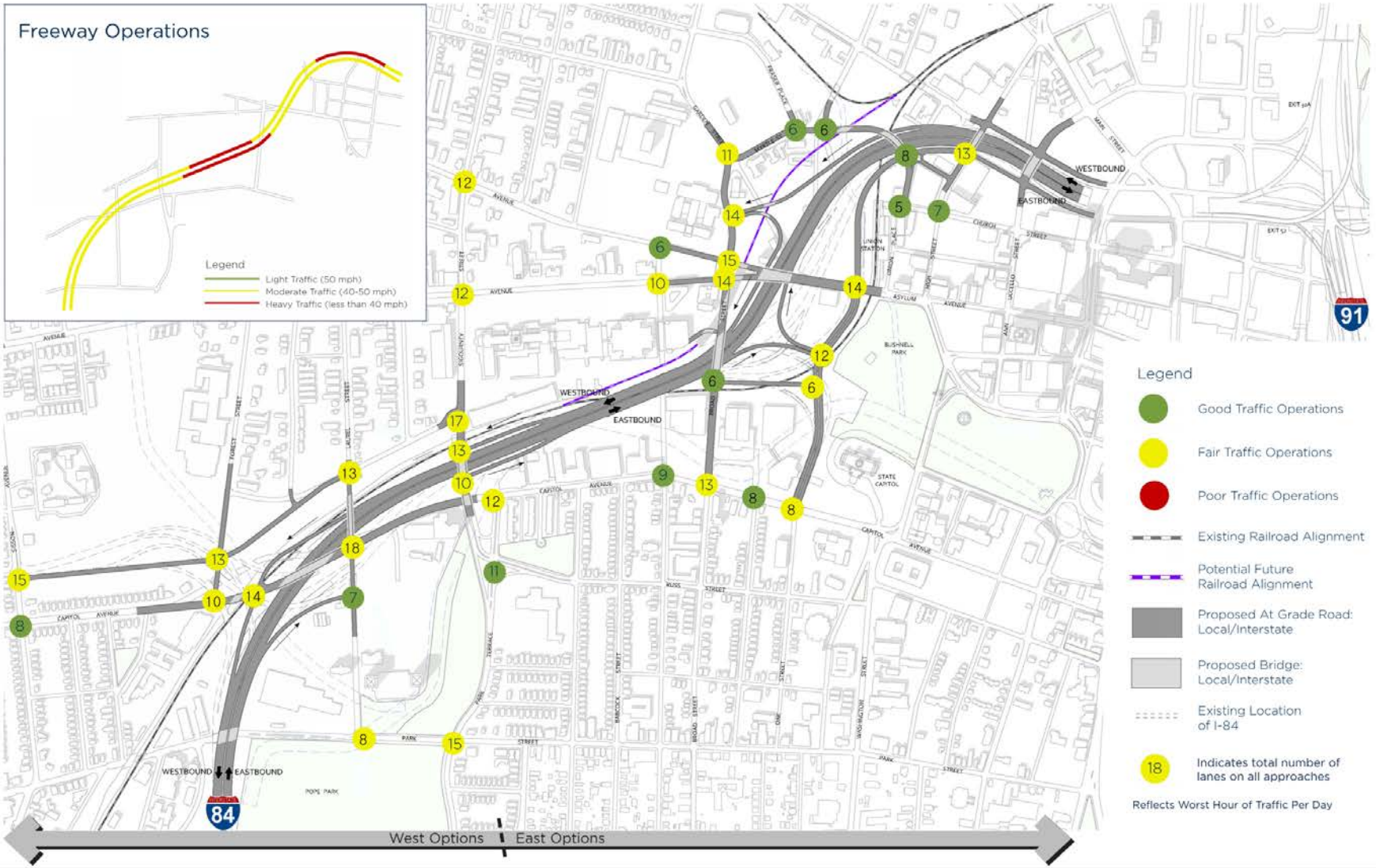


I-84 HARTFORD PROJECT

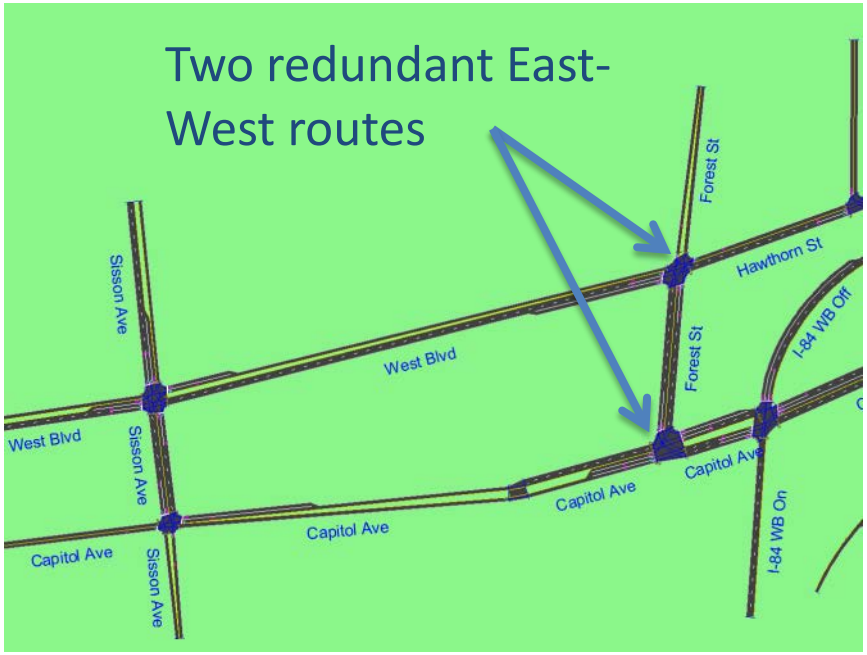
PRELIMINARY TRAFFIC ANALYSIS

ALTERNATIVE 3B: W3-2/E2 (S) Lowered

Intersection Operation



West End Local Road Operations

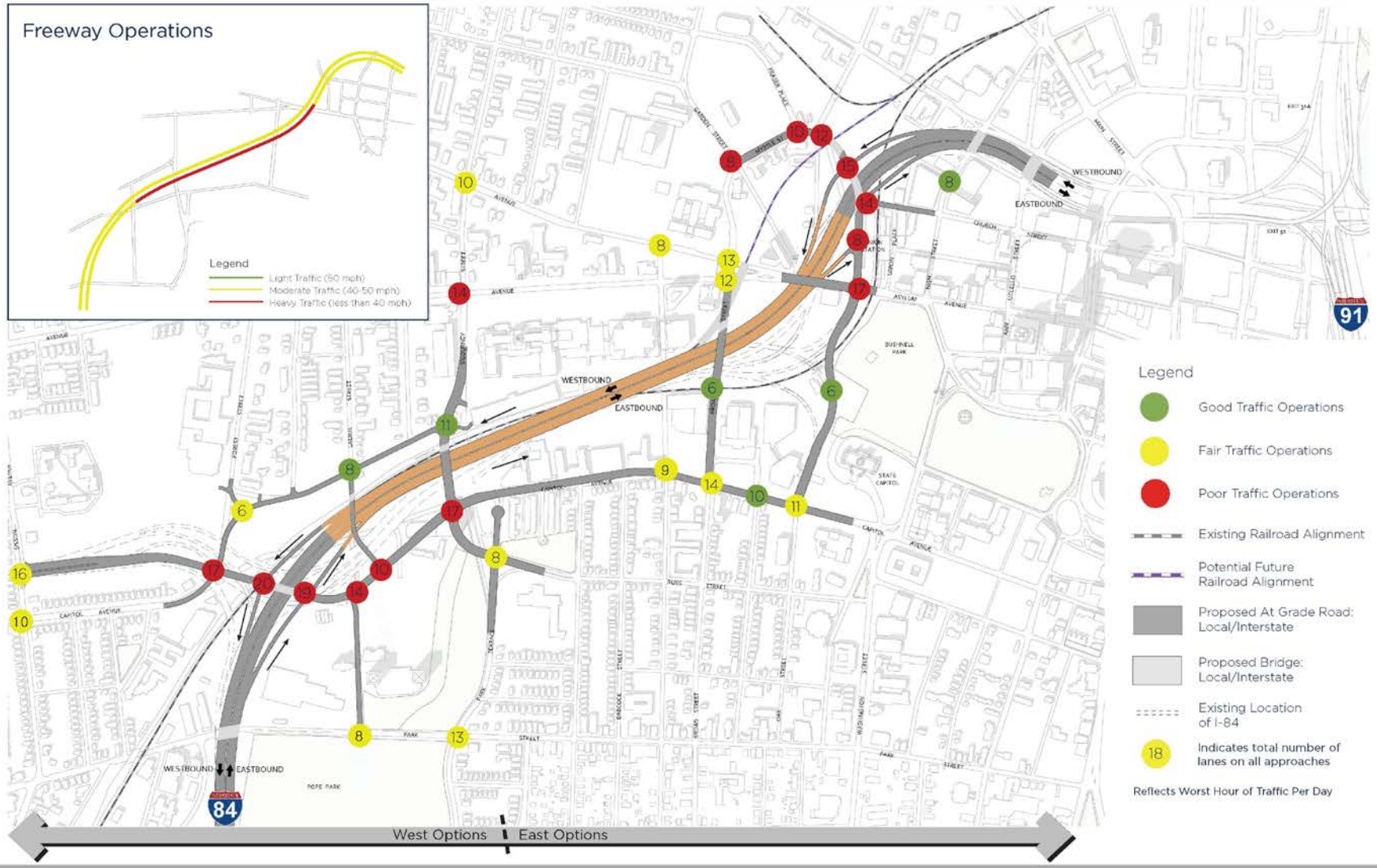


I-84 HARTFORD PROJECT

PRELIMINARY TRAFFIC ANALYSIS

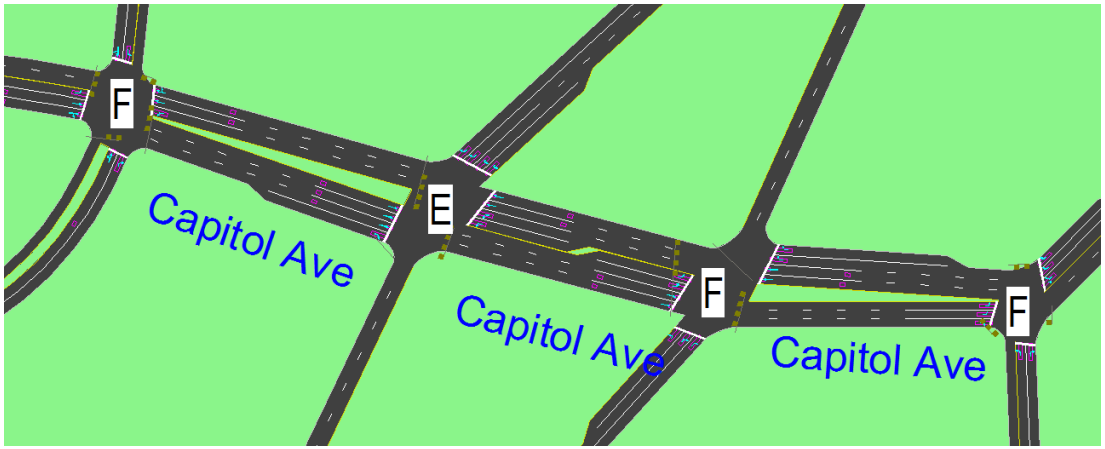
ALTERNATIVE 4C Tunnel

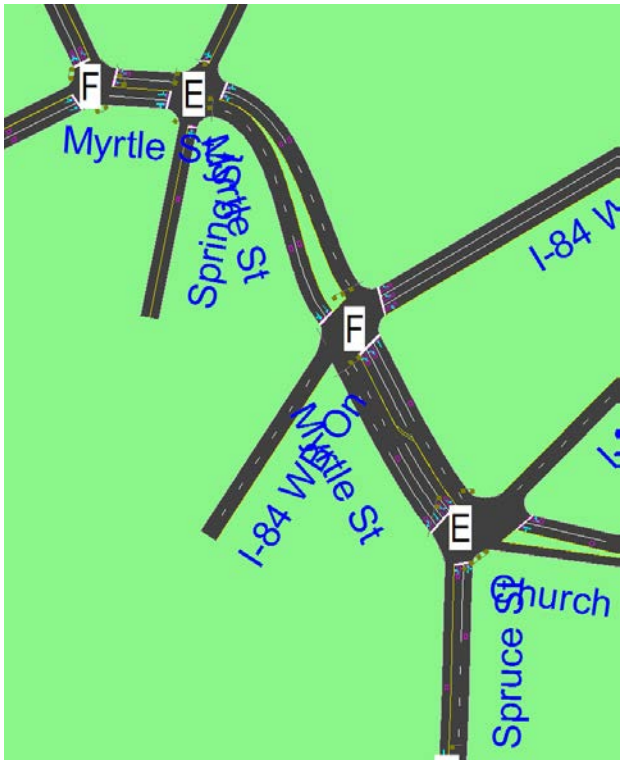
Intersection Operation



Alternative 4 (Tunneled Highway)

- Wide intersections
- Volume greater than capacity
- Poor intersections would affect freeway





Options Moving Forward

Alternative 3A: Option E5(S)

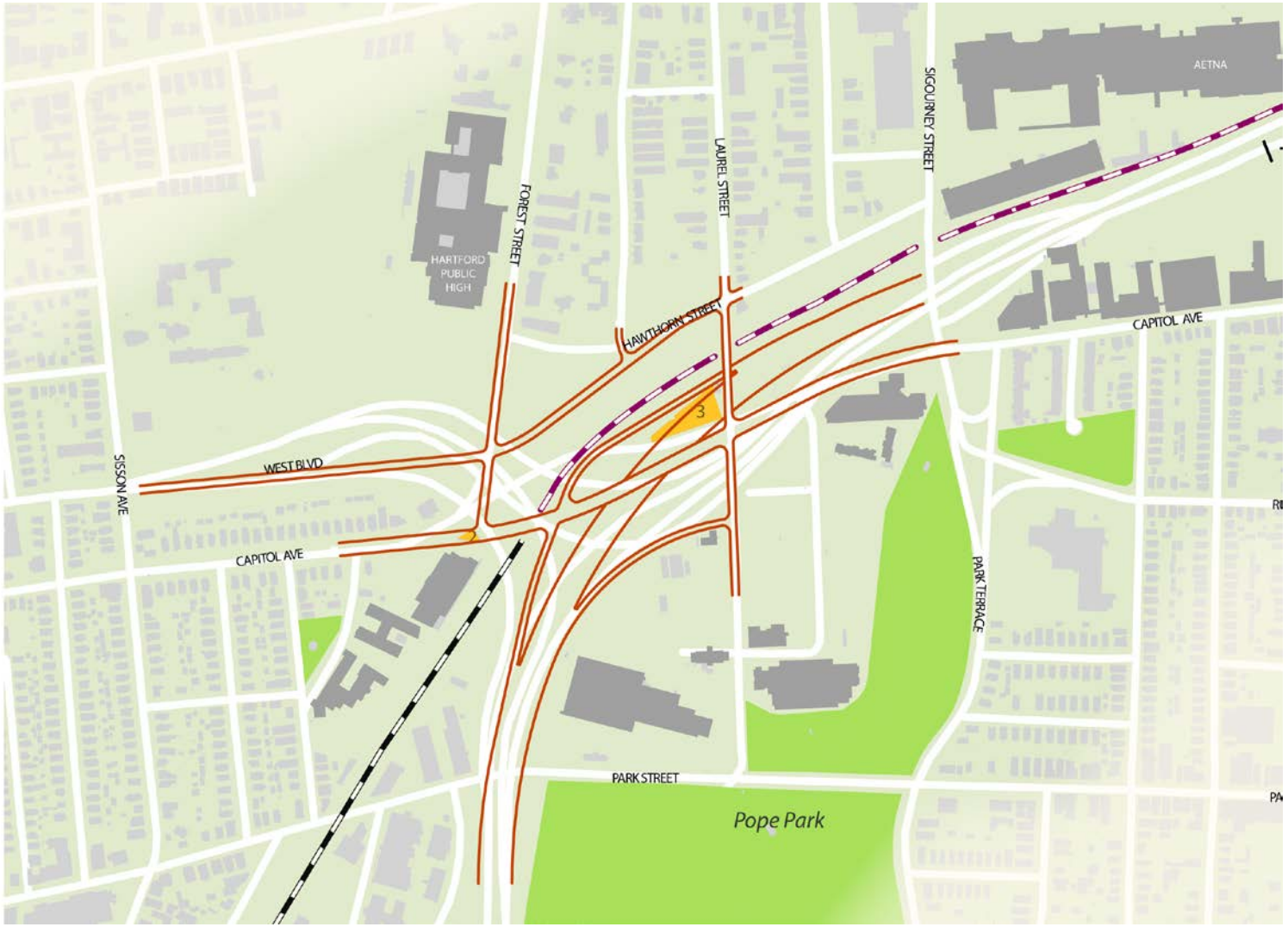
Alternative 3B: Option E2(S)

Alternative 3B: Option E3(S)

Alternative 3B: Option E4(S)

Alternative 3: Option W3-1

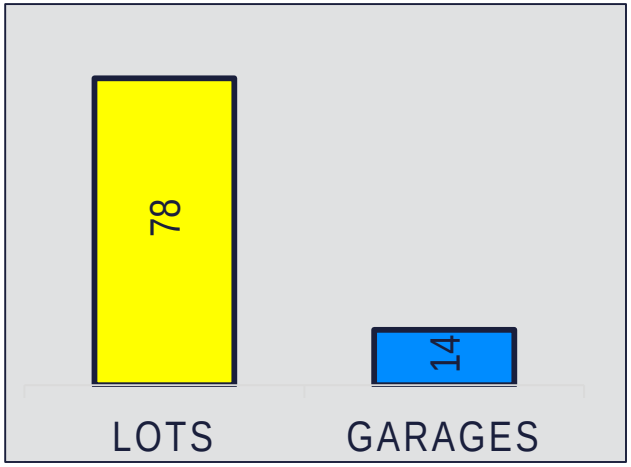
Alternative 3: Option W3-2

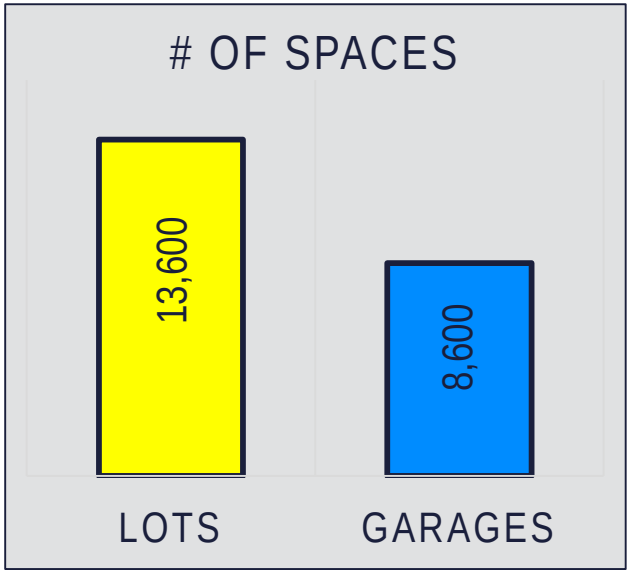


Alternative 3: Option W3-3

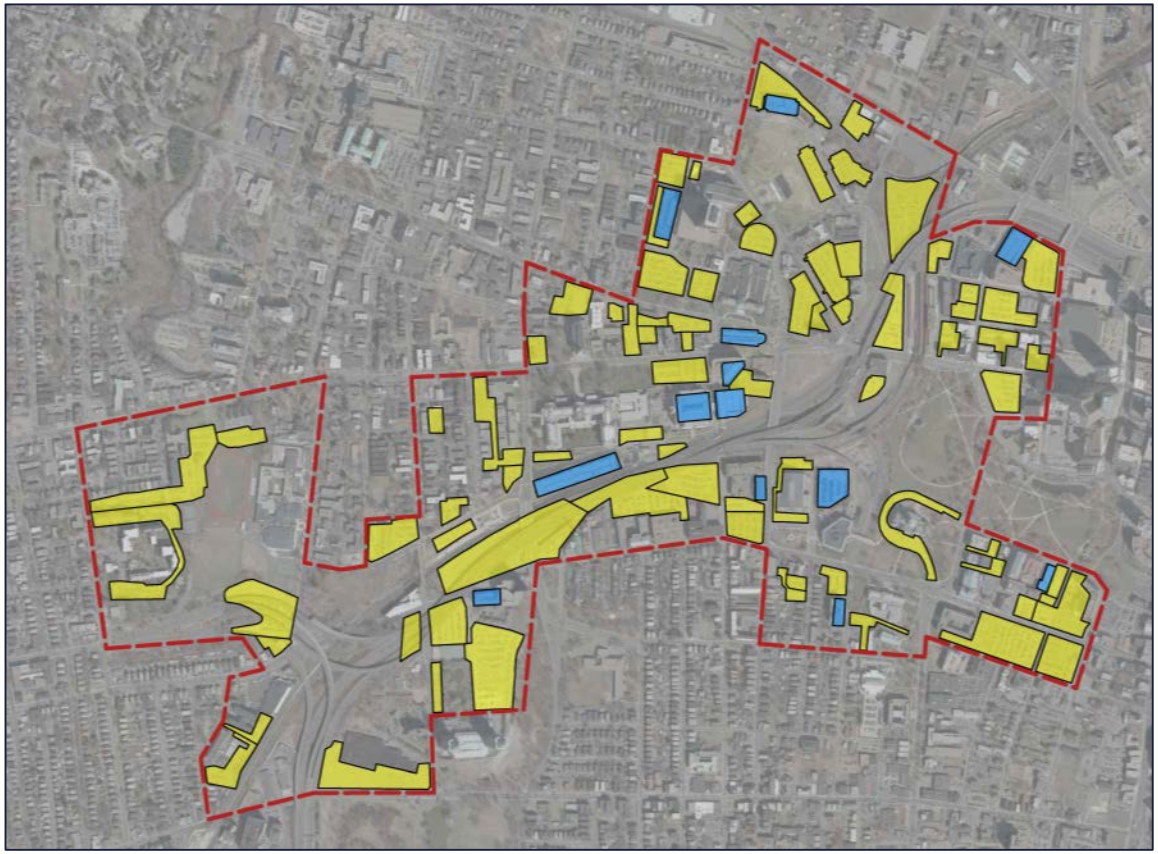
Potential Parking Impacts

Existing Parking within the Study Area





- 92 total parking facilities
- ~ 22,200 parking spaces
- Parking occupies 135 acres



Updated Potential Parking Impacts

User	Estimated Parking Impacts
Aetna Parking Impacts	1,200
The Hartford Parking Impacts	900
Hartford Courant Parking Impacts	150 - 400
State/DAS Parking Impacts	1,100 - 1,400
Union Station Parking Impacts	50 - 215
Total Residential Parking Impacts	275
I-84 Project Potential Parking Impacts	3,675 - 4,390

- Based on alternatives moving forward
- Range to capture preliminary nature of design
- All impacts to surface lots

Summary of Stakeholder Parking Meetings

- Meetings with: Courant, Aetna, GHTD, DAS & the Hartford
- Project team explained potential impacts and mitigation opportunities
- Stakeholders provided information on usage and long-term capacity needs

Potential Parking Mitigation

Parking Opportunities - East

Parking Opportunities - West

Q&A