

Report of Meeting

Date and Time: Wednesday, July 29, 2015, 12:30 - 7 PM

Location: Hartford Public Library, SANDS / Ropkins Branch

Subject: Open Planning Studio #2

1. Meeting Schedule and Attendance

The second Open Planning Studio occurred on Wednesday, June 29, 2015 from 12:30 to 7 PM. The meeting consisted of an open house where members of the public could obtain information and talk with project staff about the I-84 corridor and study process. There were information boards set up around the room and a computer station that allowed participants to see 3D simulation of the corridor with select alternatives. In addition, a 20-minute continuous rolling presentation played during the entire day.

At least 20 members of the public signed in at the meeting. Three Public Advisory Committee (PAC) members attended the meeting.

2. Boards

There were seven boards set up around perimeter of the room. They included:

- I-84 Hartford existing conditions map
- Potential building impacts map
- Mainline alternatives: vertical alignment
- Mainline alternatives: horizontal alignment
- Alternatives analysis overview
- What is a complete street?
- Mobility Deficiencies

There were six smaller boards located in the center table that displayed traffic operations of the surrounding roads for six of the interchange options. Five boards that showed visualizations of select streets were also displayed.

3. Rolling Presentation

Topics covered in the presentation include:

- Meeting agenda
- April / May OPS highlights, lessons learned
- Alternatives screening process
- Overview of alternatives
- Bridge deficiencies
- Safety and operations
- Mobility: moving people and goods
- Mobility: a balanced approach

- Alternatives, vertical
- Alternatives, horizontal
- Interchange options
- Traffic analysis
- Tunnel alternatives update
- Future meetings and events

4. One-on-One Discussion at the Open Planning Studio

- Some new attendees asked questions on about the background of the project.
- Most people asked what is new since the April / May 2015 Open Planning Studio. These people were then typically most interested in the newer traffic analysis information.
- Most agreed or were supportive of the information on the traffic analysis boards.
- One attendee had specific questions related to potential property impacts near Edwards Street.
- Another attendee had specific questions related to potential property impacts at the Knox Foundation.
- There was general discussion about traffic / development near the stadium development.
- There was support to keep the Sigourney Street ramps open.
- There was a comment that the State never should have never removed tolls.
- There were statements that some property takes are okay if they are for the greater good of the Project and the City.
- One person voiced support that economic development opportunities have the same weight as traffic operations.
- There was a comment requesting an east bound off ramp on Park Street.
- One attendee stated that he did not support an interchange at Laurel Street.
- One attendee expressed support for the lower highway alternative, in that it allowed the interstate to be “disentangled” from the railroad. This person stated that the tunnel was far too expensive compared to the lowered highway alternative, though it still could achieve some great benefits. This person also requested copies of the interchange options graphics and traffic analysis done to date.

5. Written Comments Received at the Open Planning Studio

- A. Please keep the Sigourney Street entrance/exit in Hartford open. The closing of the off-ramp would cause additional crowding on the Asylum Avenue exit. During peak hours, traffic could possibly back up to under the tunnel, further compromising traffic exiting I-91 South and make the process of merging left on I-84 west more difficult.
- B. I would favor option 3: mainly at grade. Results in less of an impact. Noise shouldn't be a problem.
- C. On Alternative 3B: W3-2/E2(S) or Alternative W3-2/E3(S): Can you put off-ramp from I-84 Eastbound to Park Street on east side of highway just before it actually goes over Park Street onto viaduct piers. Laurel Street. Is residential with senior housing and Park Place Towers. Park Street. Businesses are more easily accessible in this manner.