



## REPORT OF MEETING

**Date and Time: Tuesday, September 13, 2016, 12 - 8 PM**

**Location: Fellowship Hall, Immanuel Congregational Church, 10 Woodland Street, Hartford**

**Subject: Open Planning Studio #10**

### 1. Meeting Advertising

The Project Team advertised the tenth Open Planning Studio in the following ways:

- Creating a press release and sending it out via the Connecticut Department of Transportation Communications Office and a direct email to select news sources.
- Creating a visually appealing flyer which was distributed and displayed at libraries, community centers, neighborhood meetings, churches, pop up events, and local business gathering places. Many walk-in attendees heard about the OPS at the previous week's meeting of the Asylum Hill Neighborhood Association, or via announcements and an I-84 Hartford Project pop-up event on Sunday, September 11<sup>th</sup> at Immanuel Congregational Church.
- Sending two e-bulletins to the 1600 person contact list before the event. One e-bulletin went out more than two weeks prior to the event, and the other went out the day before the event.
- Posting the event details to social media (Facebook and Twitter) at least two times prior to the event.
- Developing English / Spanish newspaper display ads which were submitted and printed in the following publications before the event:
  - Hartford Courant
  - Hartford News
  - La Voz Hispana
  - Identidad Latina
  - The West Indian American
  - Viva Hartford
  - Northend Agent's
- Submitting event information to the following local/neighborhood communications:
  - West End Civic Association Newsletter
  - Asylum Hill Association Newsletter
  - Frog Hollow NRZ
  - Sodo NRZ
  - Parkville Revitalization Association
  - Broad Street Happenings (Trinity/Behind the Rocks)
  - Golden Ager Newsletter (East Hartford)
  - Real Hartford

## **2. Meeting Schedule and Attendance**

The Open Planning Studio (OPS) took place on Tuesday, September 13<sup>th</sup> from 12 to 8 PM. The meeting consisted of Urban Design and Bicycle, Pedestrian and Transit Working Group sessions, as well as an open house where members of the public could obtain project information and speak directly with Project Team members. There were informational boards set up around the room, a computer station that allowed participants to see a three dimensional (3-D) simulation of the alternatives, and an interactive smart board that allowed participants to markup design plans with their own concerns and ideas. Individuals from the public were able to watch and join members of the project team in charrette-style design work and view a self-guided PowerPoint presentation on the project.

85 members of the public attended the OPS.

## **3. Informational Boards**

Several informational boards were placed around the perimeter of the room. They included:

1. I-84 Study Area Map
2. Existing Conditions
3. Integrating I-84 Into the City- Corridor Plan
4. Integrating I-84 Into the City- Cap and Decking Precedents
5. Integrating I-84 Into the City- East-side vignettes
6. Integrating I-84 Into the City- West-side vignettes
7. Laurel Street rendering
8. Sigourney Street rendering (updated)
9. Broad Street rendering (updated)
10. Ann Street rendering
11. Sisson Avenue rendering
12. Asylum Street renderings
13. Capitol Avenue rendering
14. Park Street rendering
15. Multi-Use Greenway rendering
16. Potential TOD Opportunities

## **4. Meeting Overview and Discussion**

OPS participants were free to ask questions and offer comments, walk around the room and view a number of boards on display, engage with a self-guided PowerPoint presentation, take a 3-D tour of the alternatives with a member of the Project Team, or join Project Team members in a charrette-style design process. An Urban Design session was held from 2 to 3:30 PM and a Bicycle, Pedestrian and Transit session was held from 5:30 to 7 PM.

This OPS focused on the question of how to hide the highway. Many of the informational boards covered this topic, as did the Urban Design session in even greater detail. Design considerations covered included possible capping of the interstate, expanded bridge decking for local streets that would pass over I-84, landscaping, berms, and other noise and visual screening techniques.

## **5. Urban Design Discussion**

Mitch Glass of Goody Clancy, discussed new concepts that can minimize the visual impact of the highway. Details of this discussion are can be found in the 9/13/2016 Urban Design Working Group Report of Meeting.

## **6. Bicycle, Pedestrian, and Transit Discussion**

Francisco Gomes, of Fitzgerald & Halliday, Inc. (FHI), discussed the details of local streets. He reminded those in attendance that the at-grade highway would have a smaller footprint than existing conditions, allowing for new development opportunities and complete streets design. Details of this discussion are can be found in the 9/13/2016 Bicycle, Pedestrian, and Transit Working Group Report of Meeting.

## **7. Written Comments**

- One crosstown bus! Preferably along Prospect Ave from (say) University of Hartford all the way to (say) Westfarms Mall- connecting the East-West lines of Asylum, Farmington, Capitol, Park etc. etc. which would connect workers going to (say) St. Francis Hosp., Hartford Hosp., UCONN Health Center, as well as all the downtown businesses, would be one relatively simple solution to traffic within the city of Hartford.