



I-84 HARTFORD PROJECT

An architectural rendering of a modern urban street. The street features a central asphalt road with double yellow lines, flanked by green-painted bike lanes. Pedestrians are walking on the sidewalks, and a cyclist is riding in the bike lane. The scene is lined with trees and streetlights, creating a vibrant and pedestrian-friendly atmosphere.

I-84 Hartford Project **Public Advisory Committee Meeting #12**

June 14, 2016



Meeting Agenda

1. Recap April Meeting
2. Alternatives Analysis
3. Screening Report
4. Predictive Routing Tool
5. Public Involvement



Recap of April OPS

- April 20th – 21st
- PAC, Working Groups
- Informal design discussions
- Youth activities





PAC Meeting #11

- Parker Memorial Community Center
- 39 attendees
- Discussed recommendation to remove Alts 2 and 4
- Presented new capped options
- Introduced east-west greenway concept



Other events

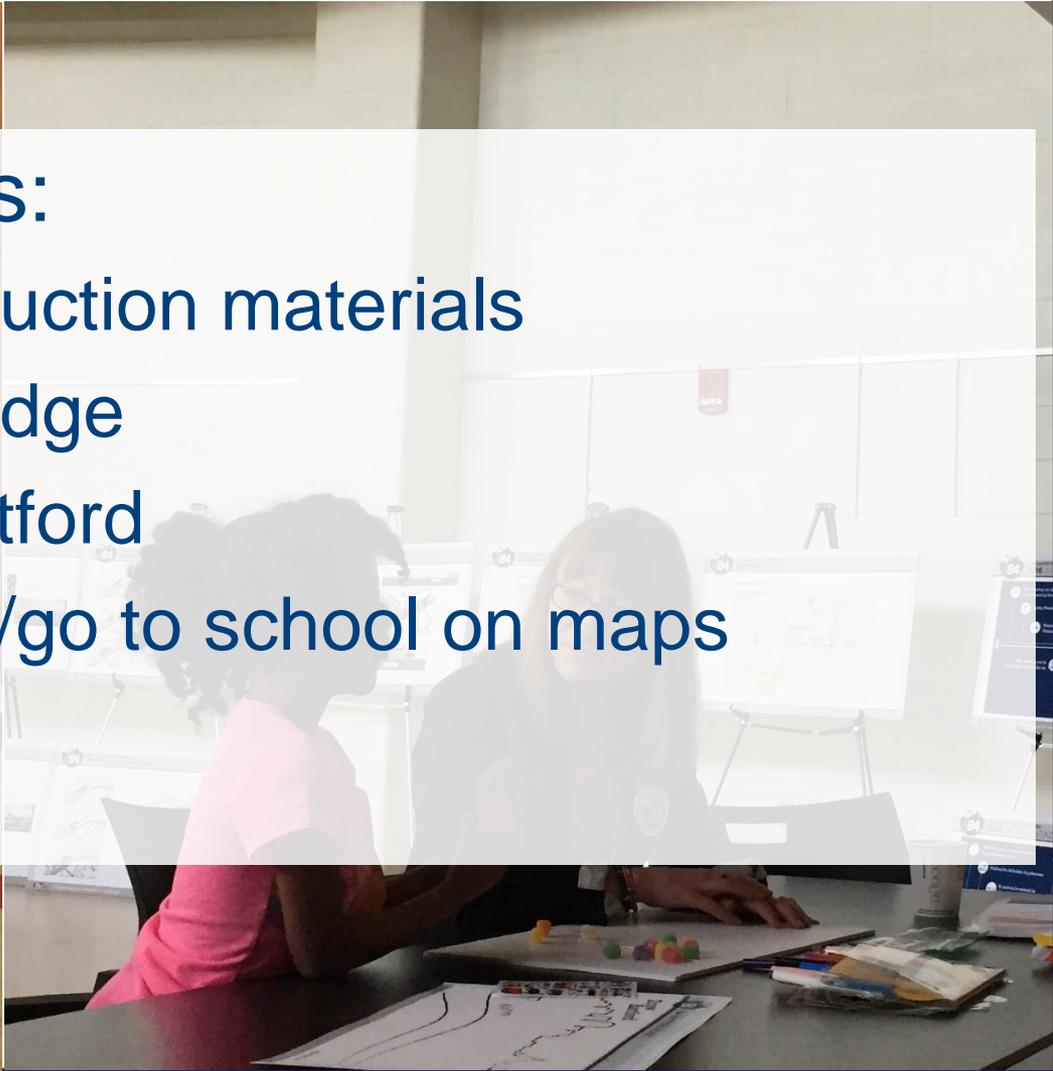
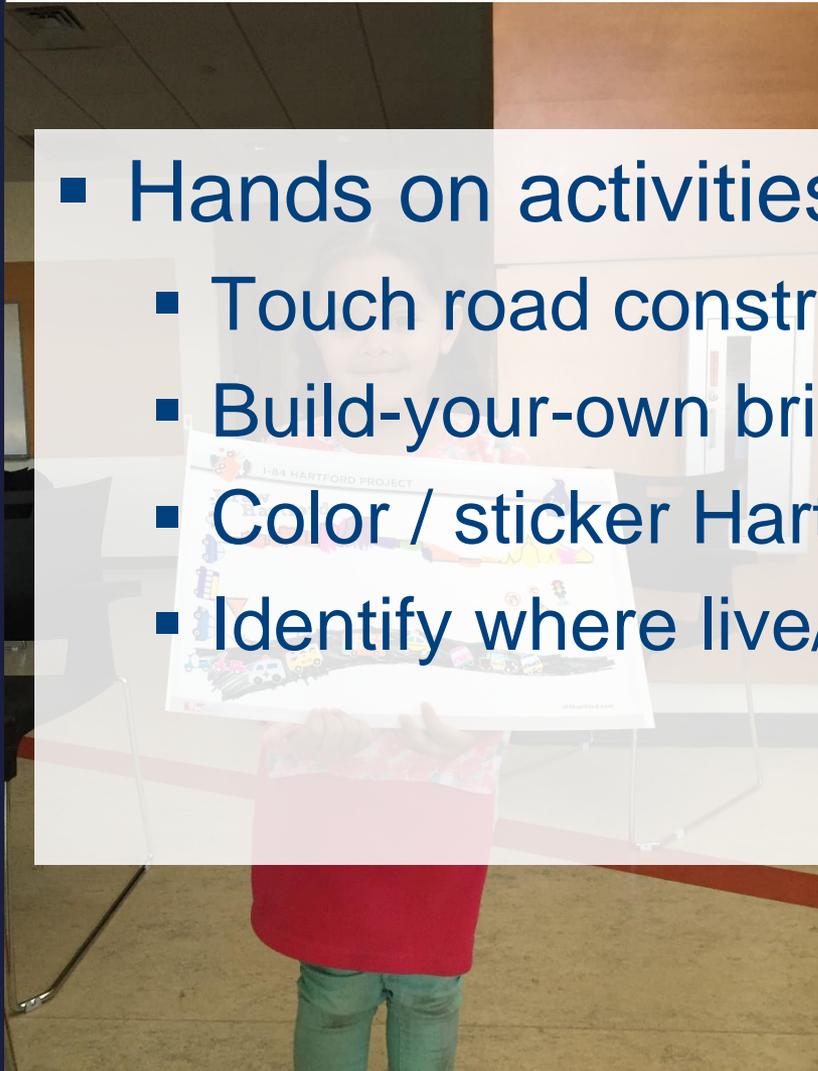
- Urban Design Working Group
- Bike/Ped/Transit Working Group
- Traffic and Parking Working Group





Youth Activities

- Hands on activities:
 - Touch road construction materials
 - Build-your-own bridge
 - Color / sticker Hartford
 - Identify where live/go to school on maps





Alternatives Analysis Update



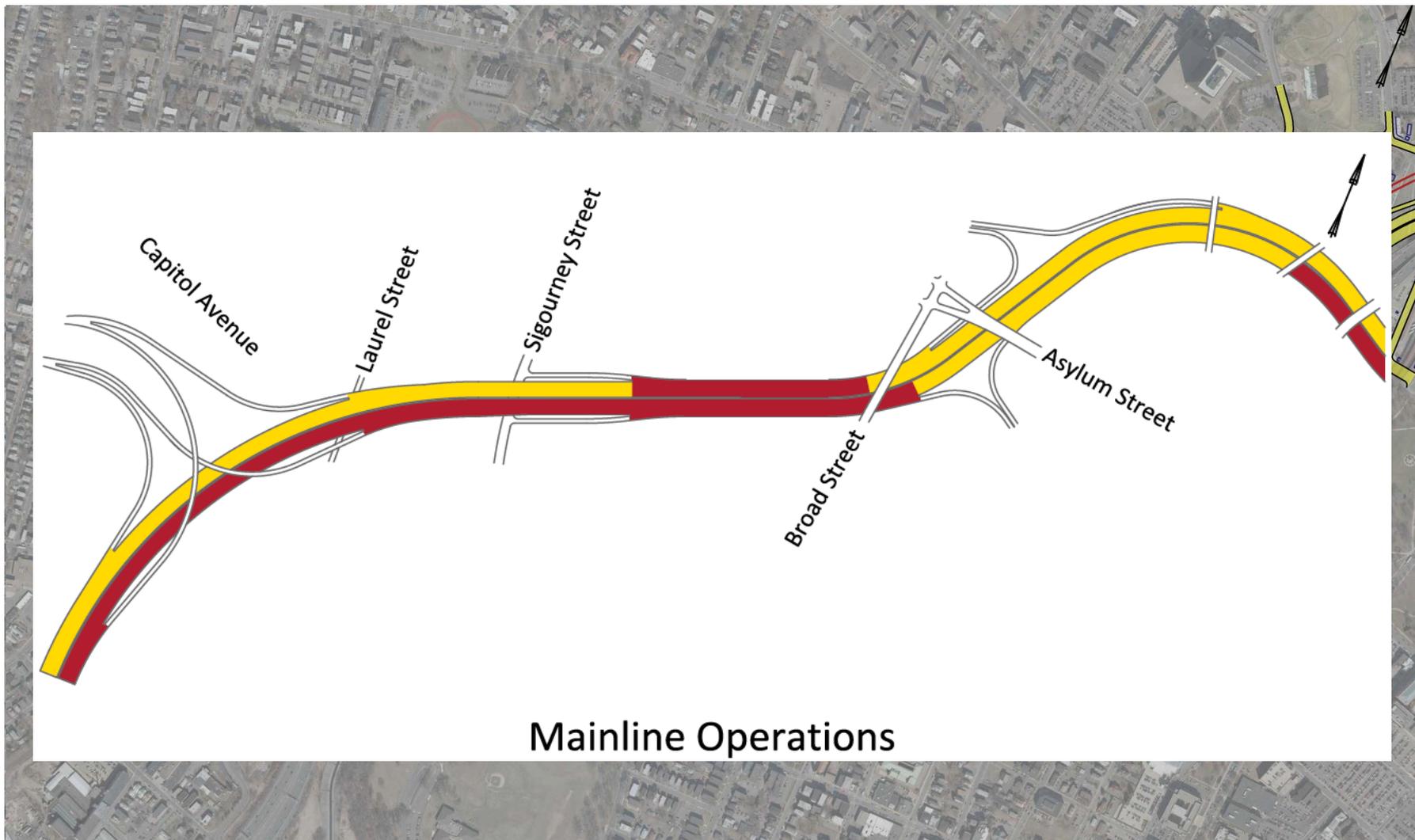


Parkville Meeting

- Concerns over access to New Park Ave business district
- Requested analysis of new ramp system with direct connection to Sisson Avenue
- Project Team prepared routing diagrams to illustrate vehicular paths



Interchange W7



Mainline Operations



Interchange Option W7

- Pros
 - High speed direct connection to Sisson Ave.
 - Good local road traffic operations
 - No changes to travel patterns
- Limitations
 - Poor highway traffic operations
 - Potential safety concerns
 - No improvement to local network connectivity
 - No developable land created
 - Visual barrier
 - Cost



Interchange W3-3



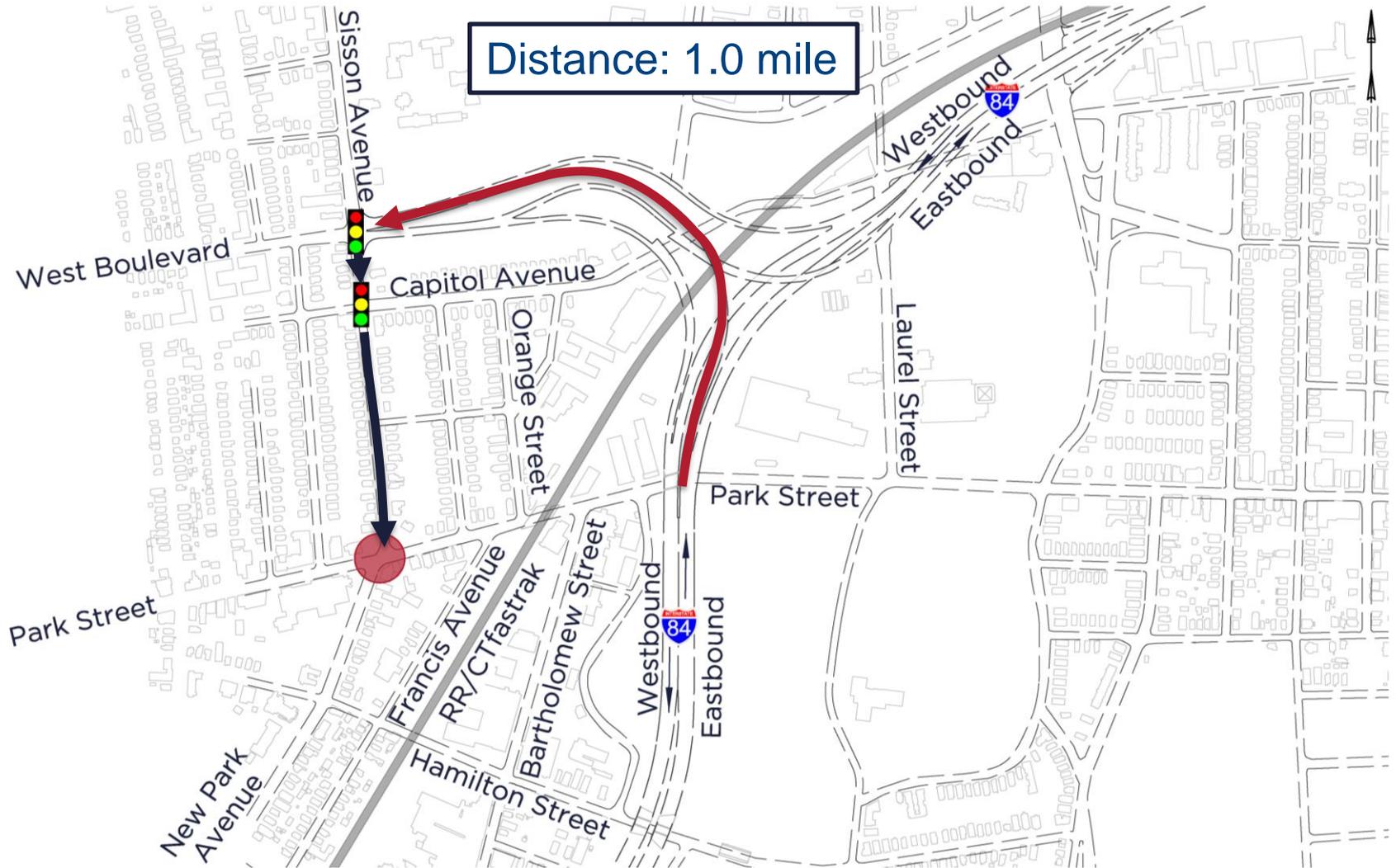


Interchange W3-3

- W3 was revised based on Parkville OPS in August
- Pros
 - Good Traffic Operations (local and highway)
 - Improved east/west connectivity
 - Creates development opportunities
 - Eliminates visual barrier
 - Improves Bike / Ped connections
 - Network redundancy
 - Development opportunities
- Impacts more properties

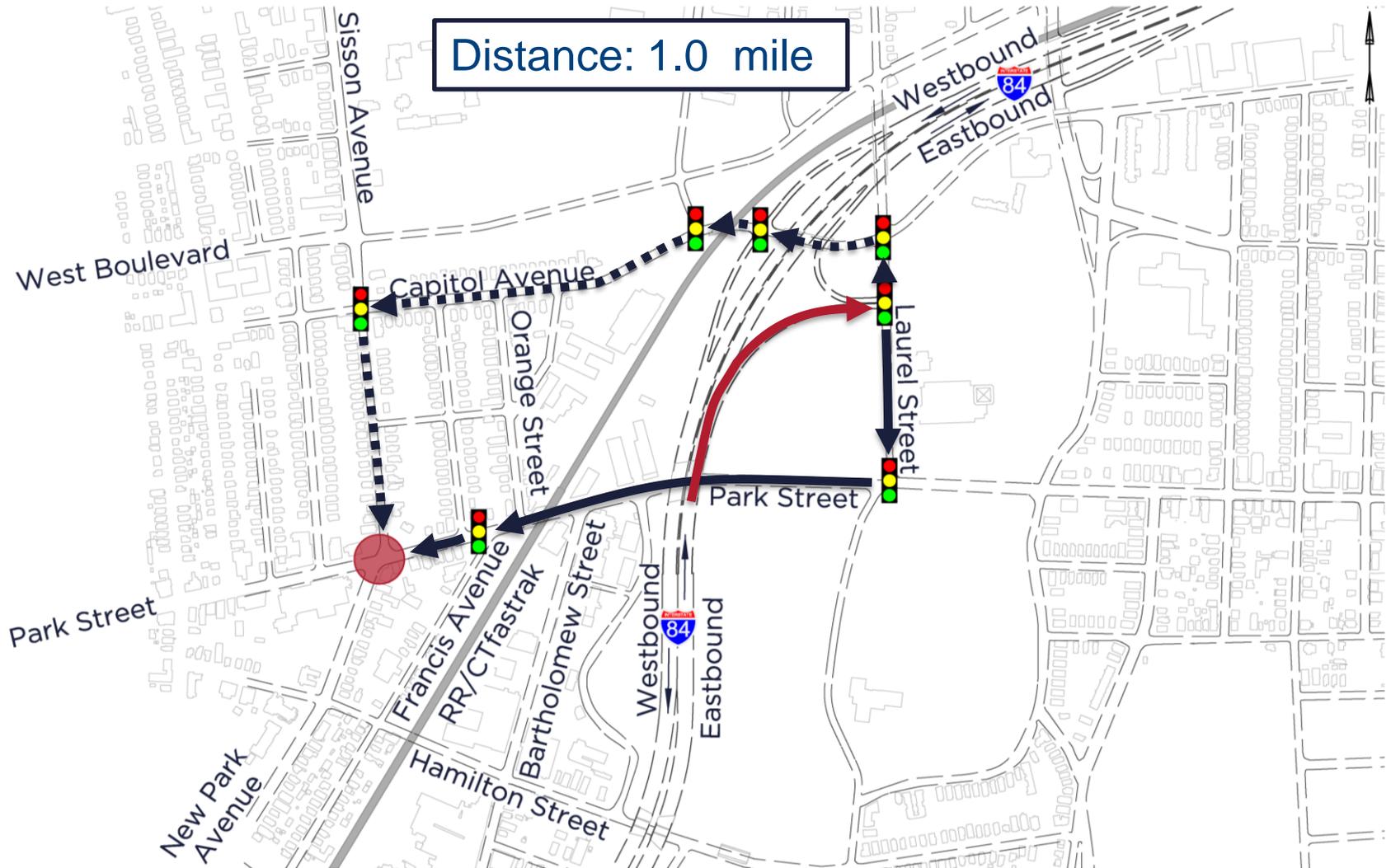


To Parkville from the west - Existing



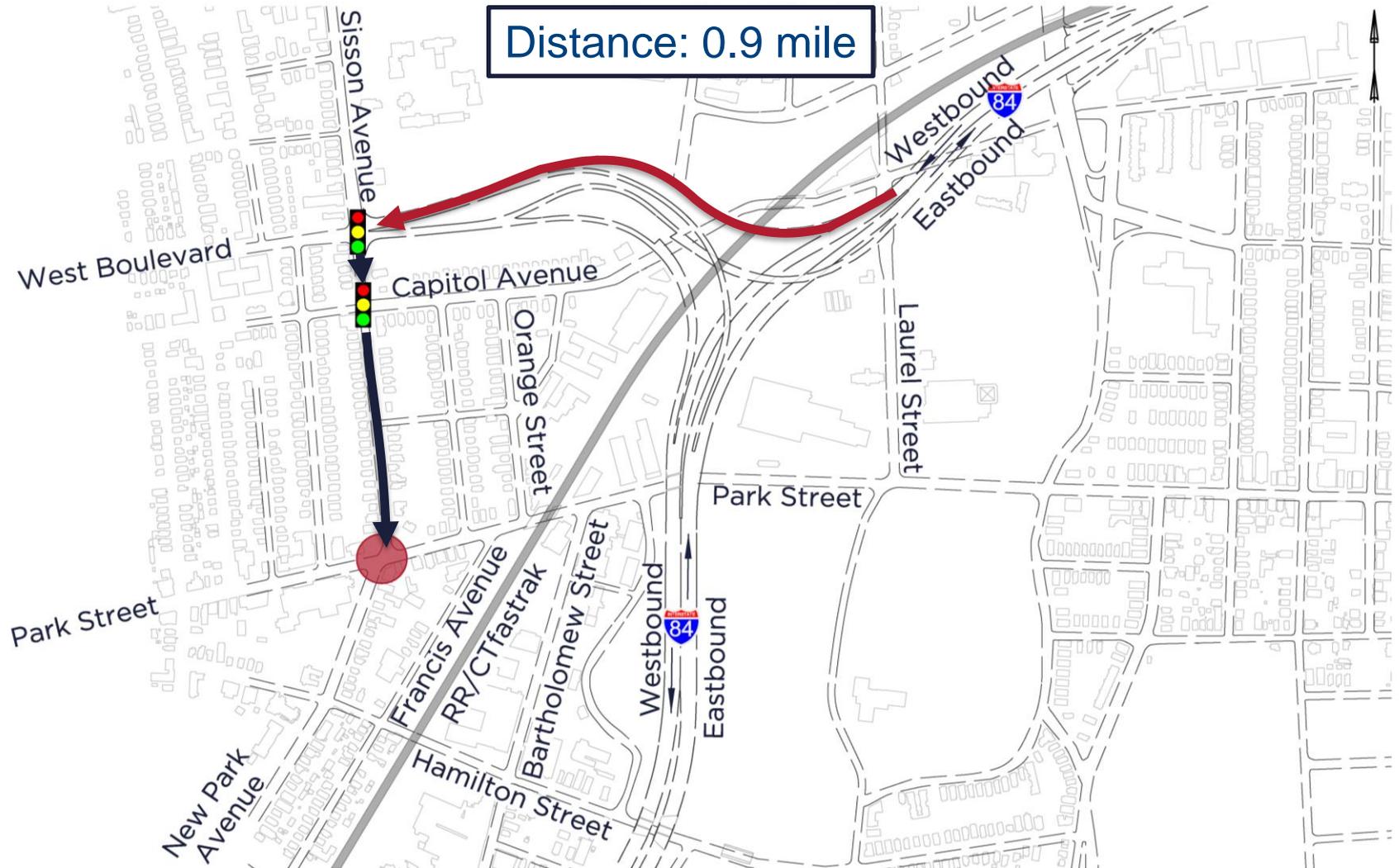


To Parkville from the west – W3-3



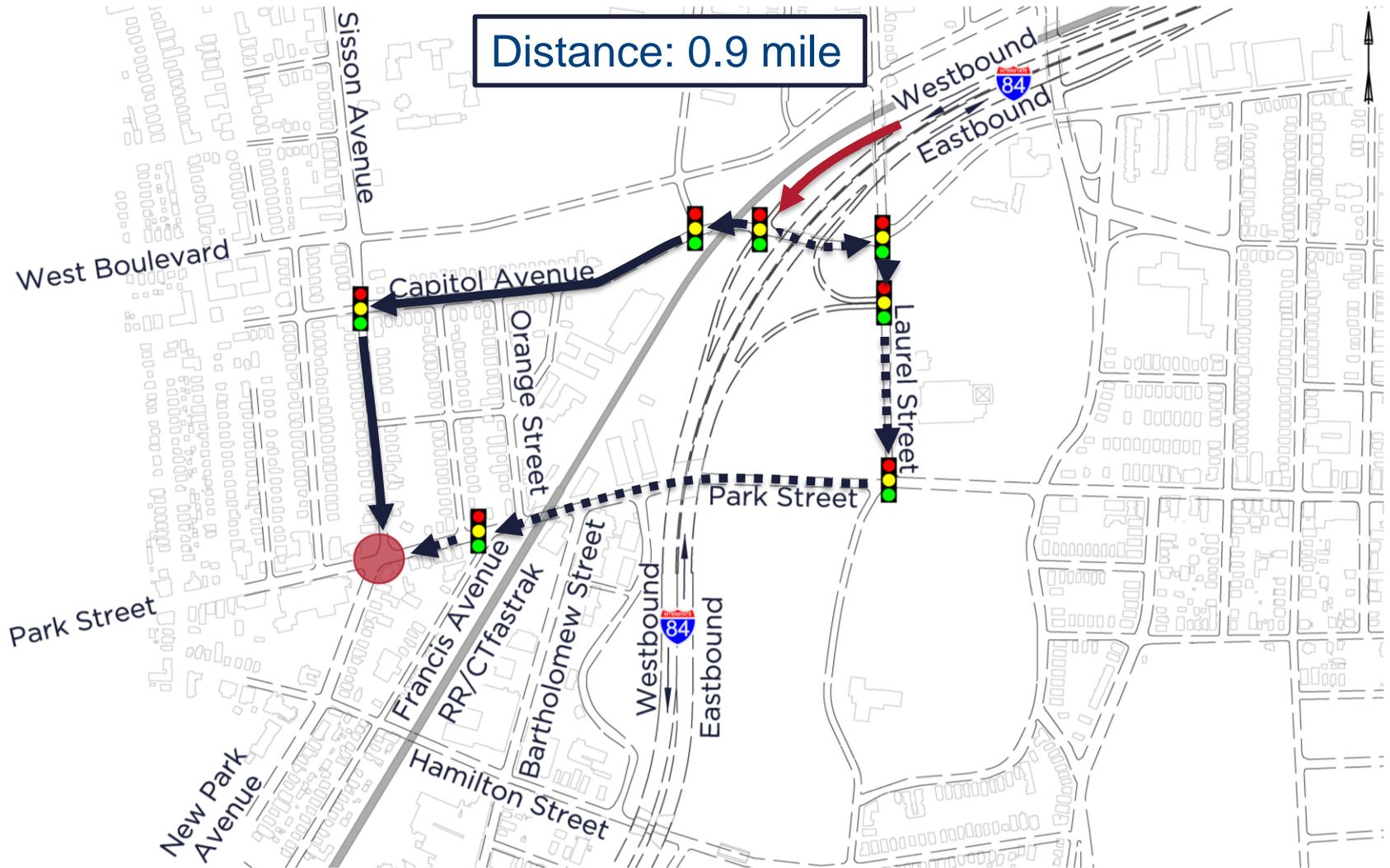


To Parkville from the east - Existing





To Parkville from the east – W3-3

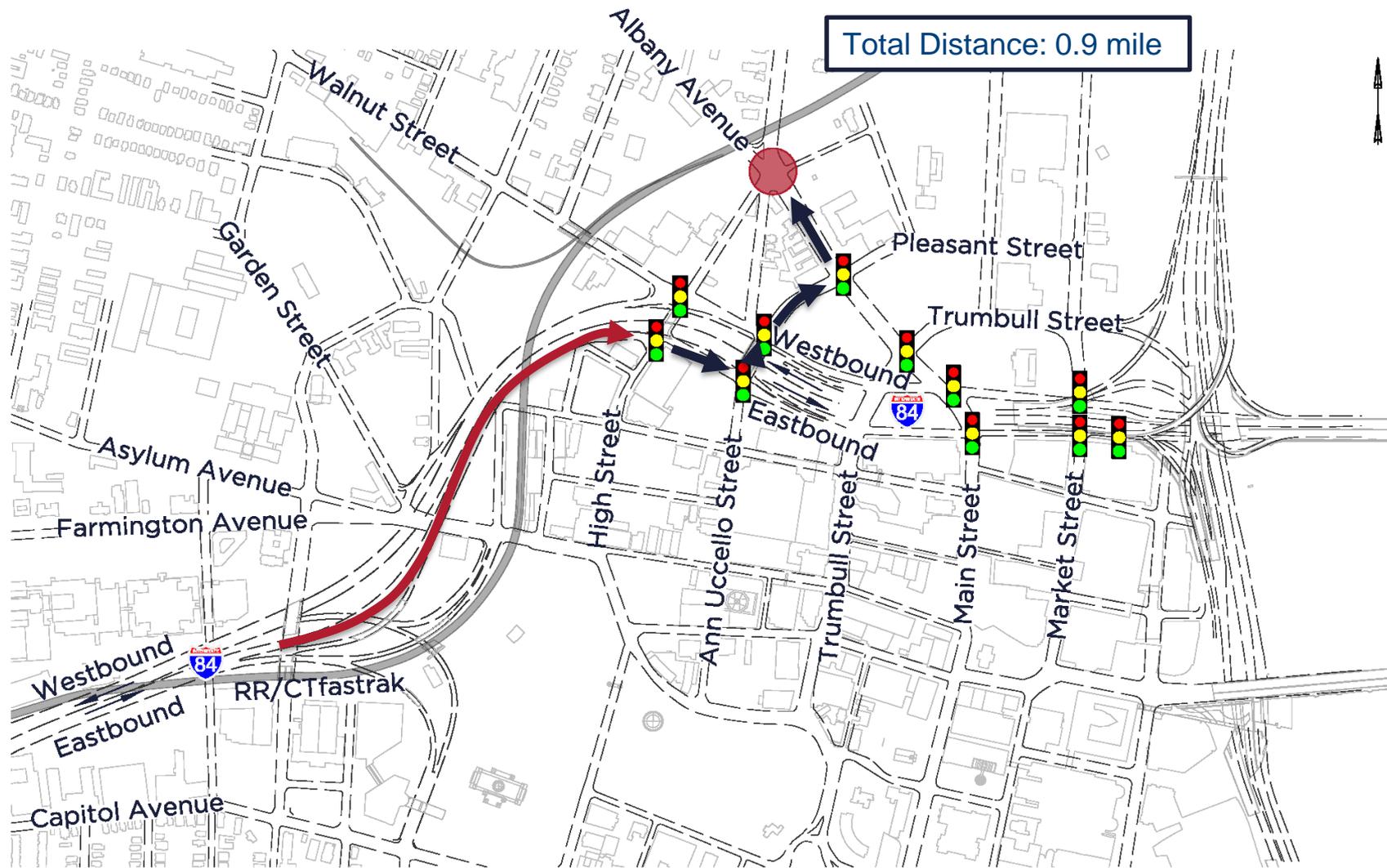


Upper Albany Meetings

- Access to Albany Avenue
 - Major commercial corridor
 - High/Trumbull ramps important
- Benefit to neighborhood uncertain
 - Concern about rising cost of living
 - New development will threaten existing businesses
- Job opportunities are essential

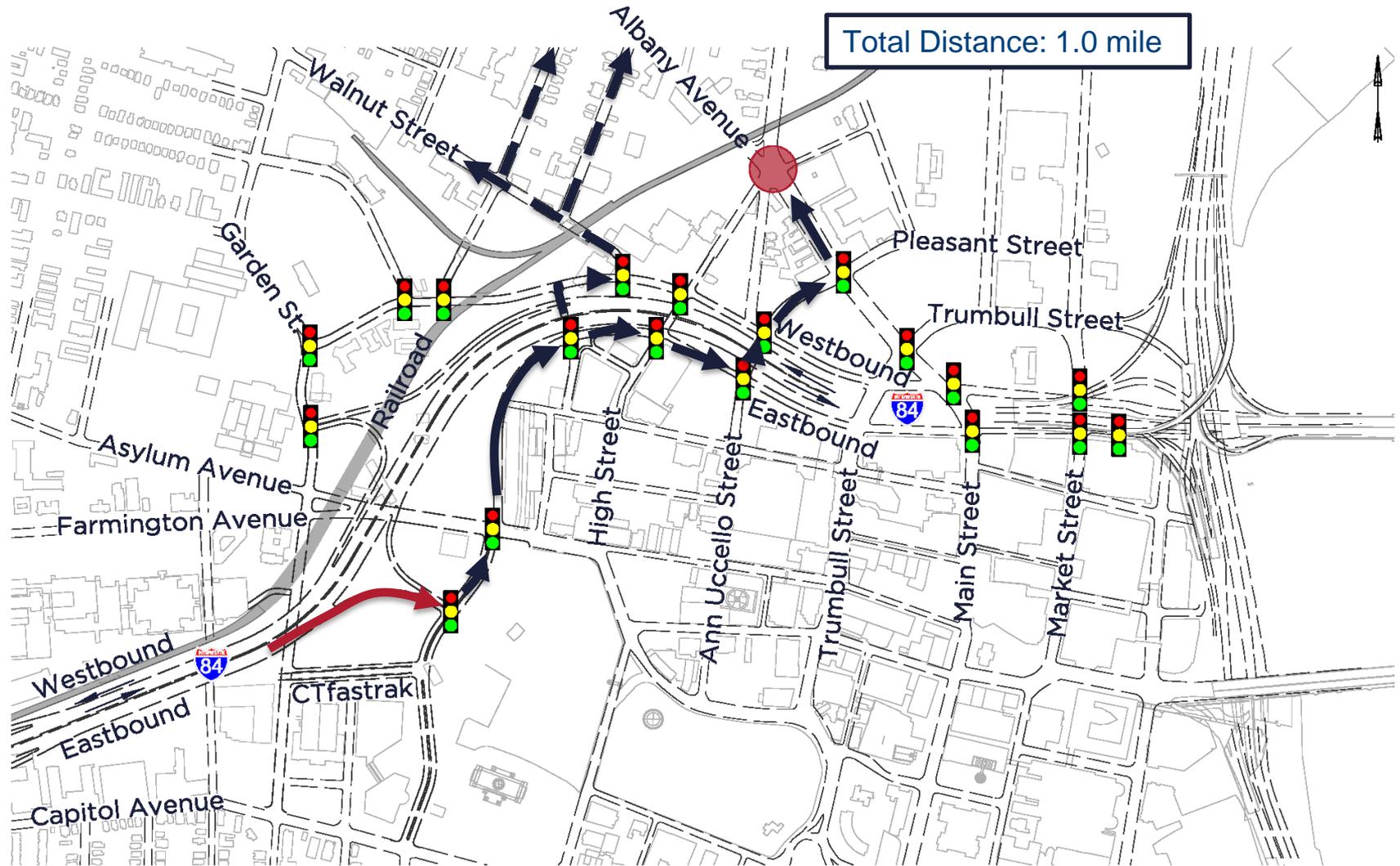


To Albany Ave. at Main St. from the west - Existing



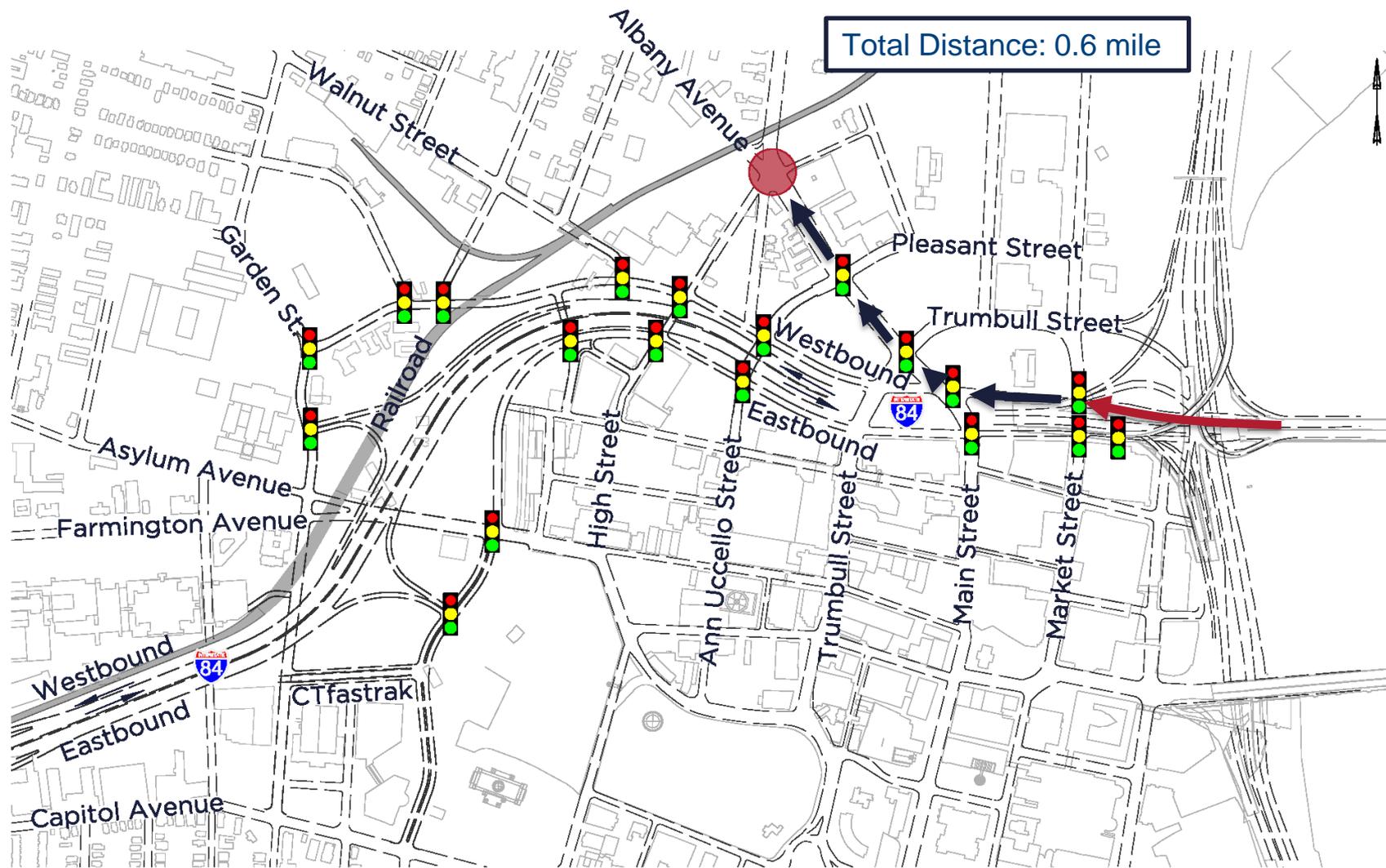


To Albany Ave. at Main St. from the west - Proposed





To Albany Ave. at Main St. from the east - Proposed



Coordination with The Hartford

- Several recent stakeholder meetings
- Understand The Hartford's goals
- Initiate planning of rail station annex





PAC Feedback survey





I-84 HARTFORD PROJECT

The Project Team is refining options for shielding the highway from neighborhoods, providing new connections across I-84, and creating a new east-west greenway.

We are looking for your help in determining which options achieve these objectives bearing in mind:

1. Value (how important is it?)
2. Cost (is it a wise investment?)



Options developed so far...

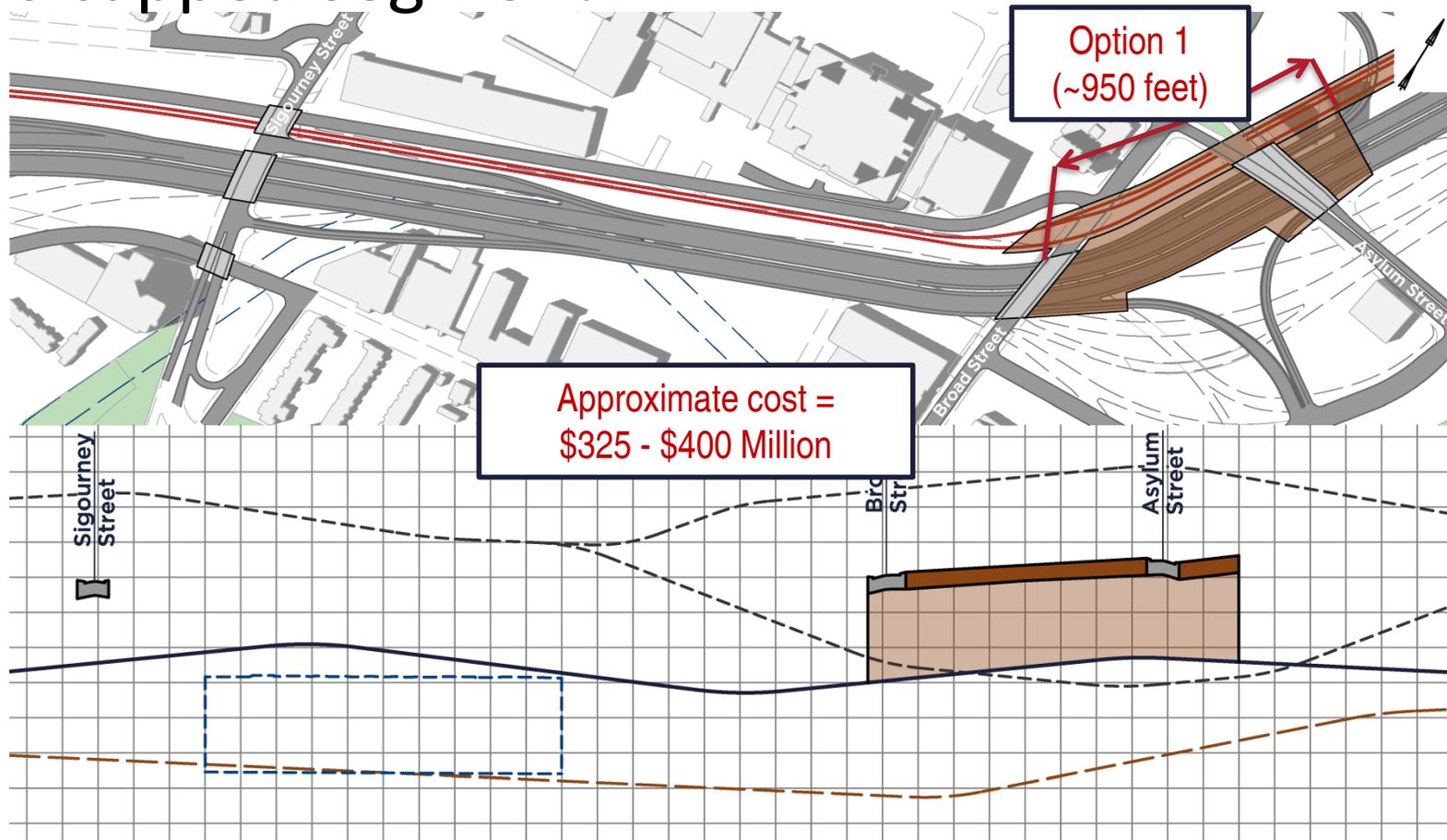
■ ~~Tunnel~~

- Capping I-84 (full or partial)
- Noise/visual walls/landscaping
- Elevated greenway

* Tunnel and full cap from Asylum to Capitol Avenue are prohibitively expensive

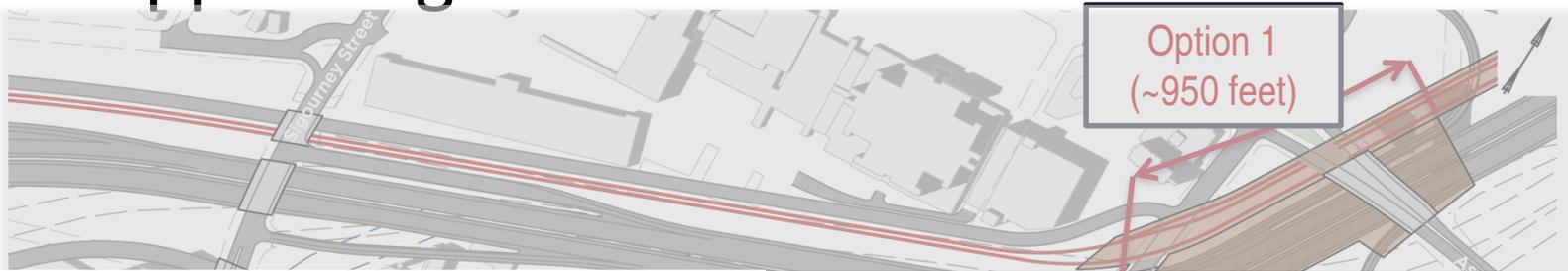


How important to the I-84 Hartford project is this capped segment?

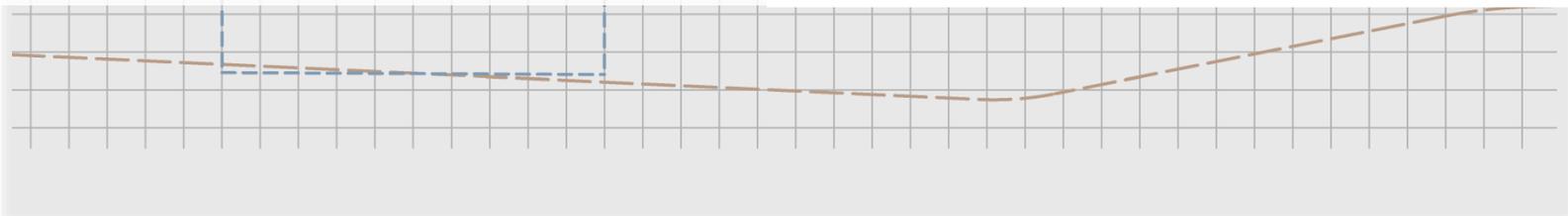
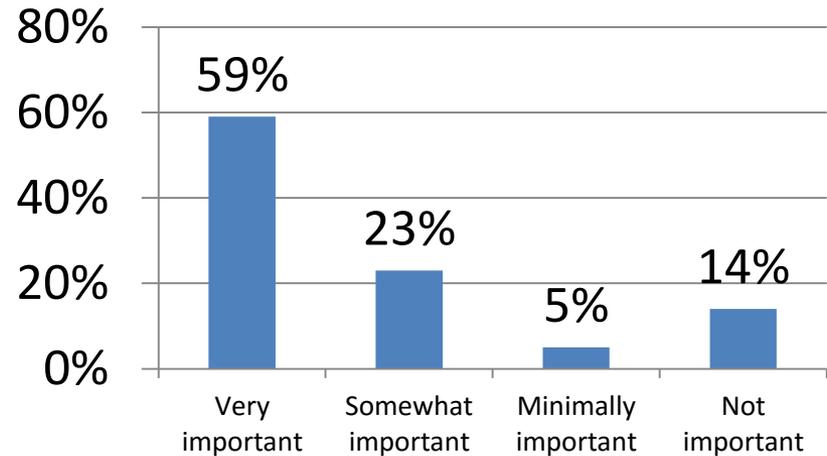




How important to the I-84 Hartford project is this capped segment?

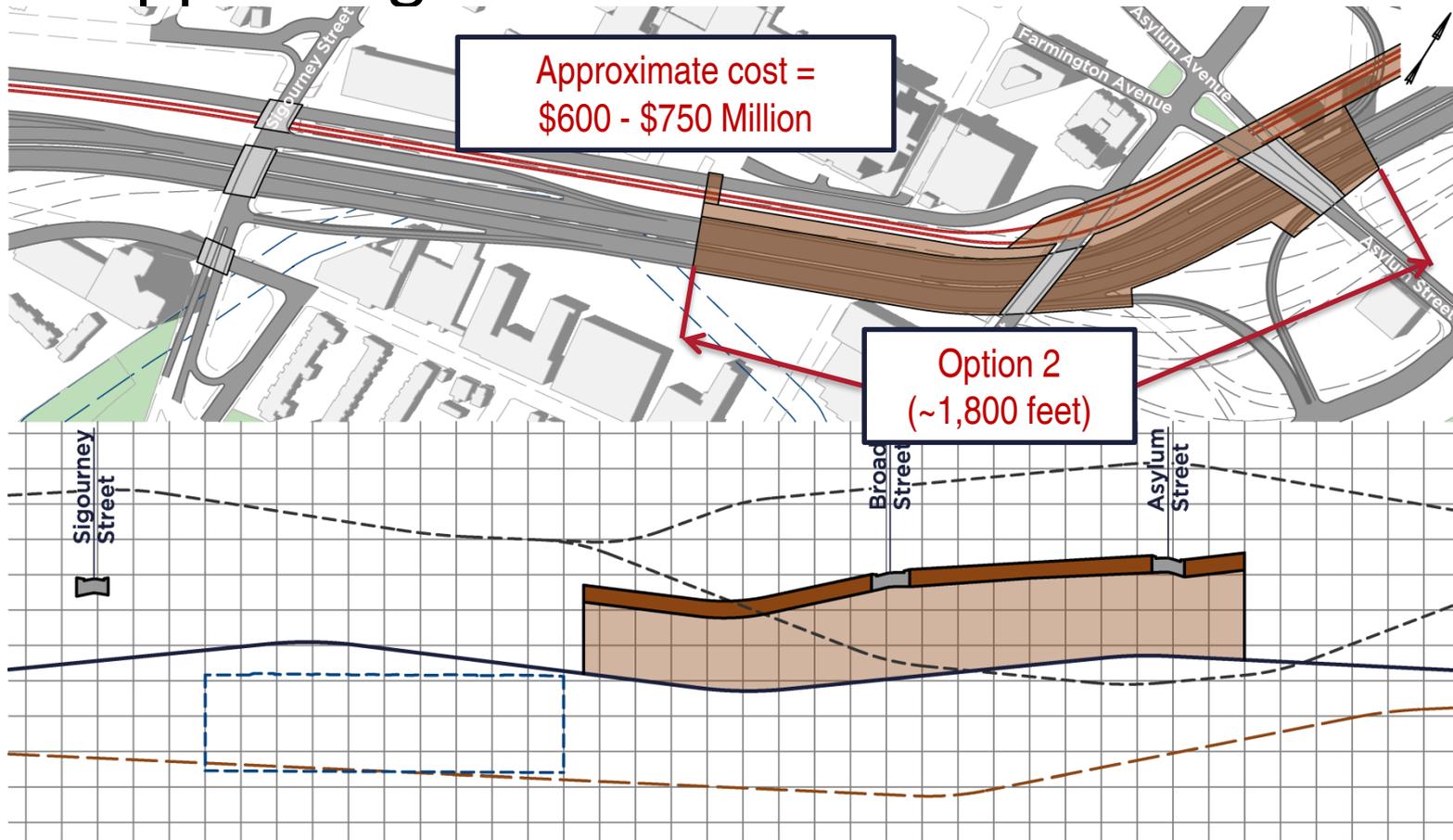


- Very important
- Somewhat important
- Minimally important
- Not important



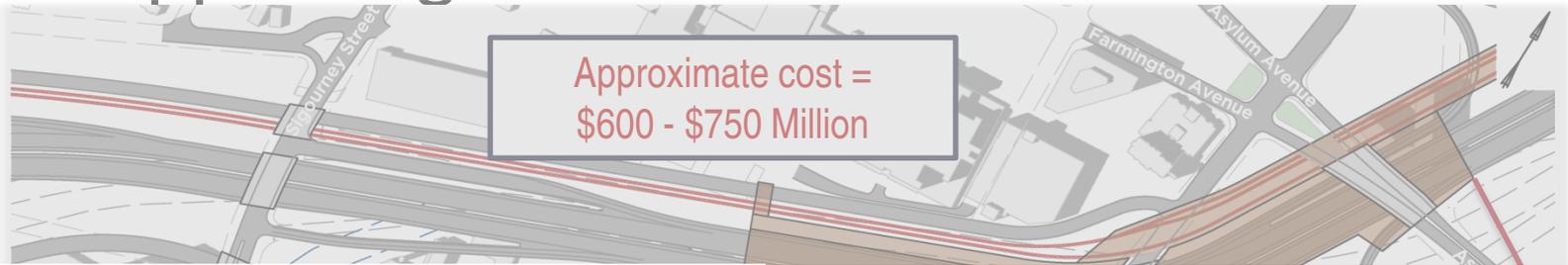


How important to the I-84 Hartford project is this capped segment?

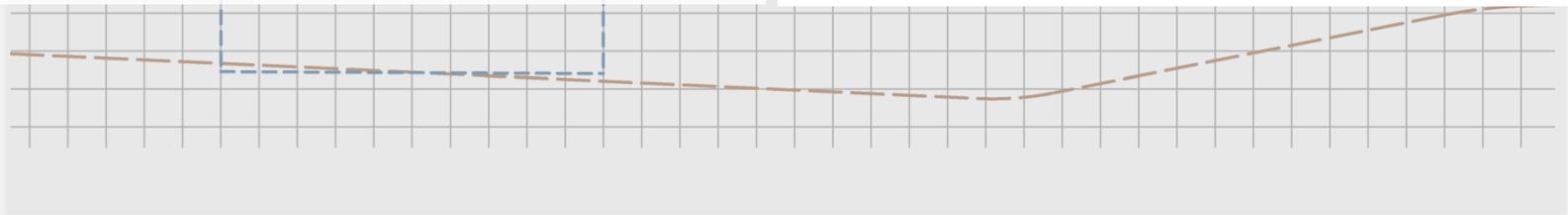
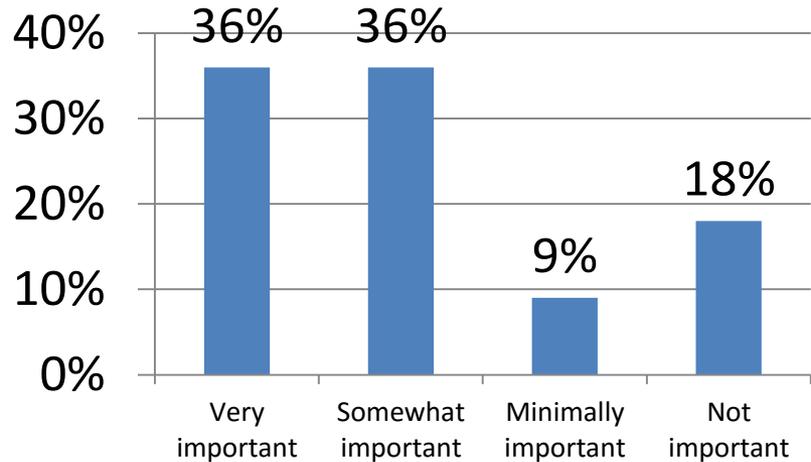




How important to the I-84 Hartford project is this capped segment?

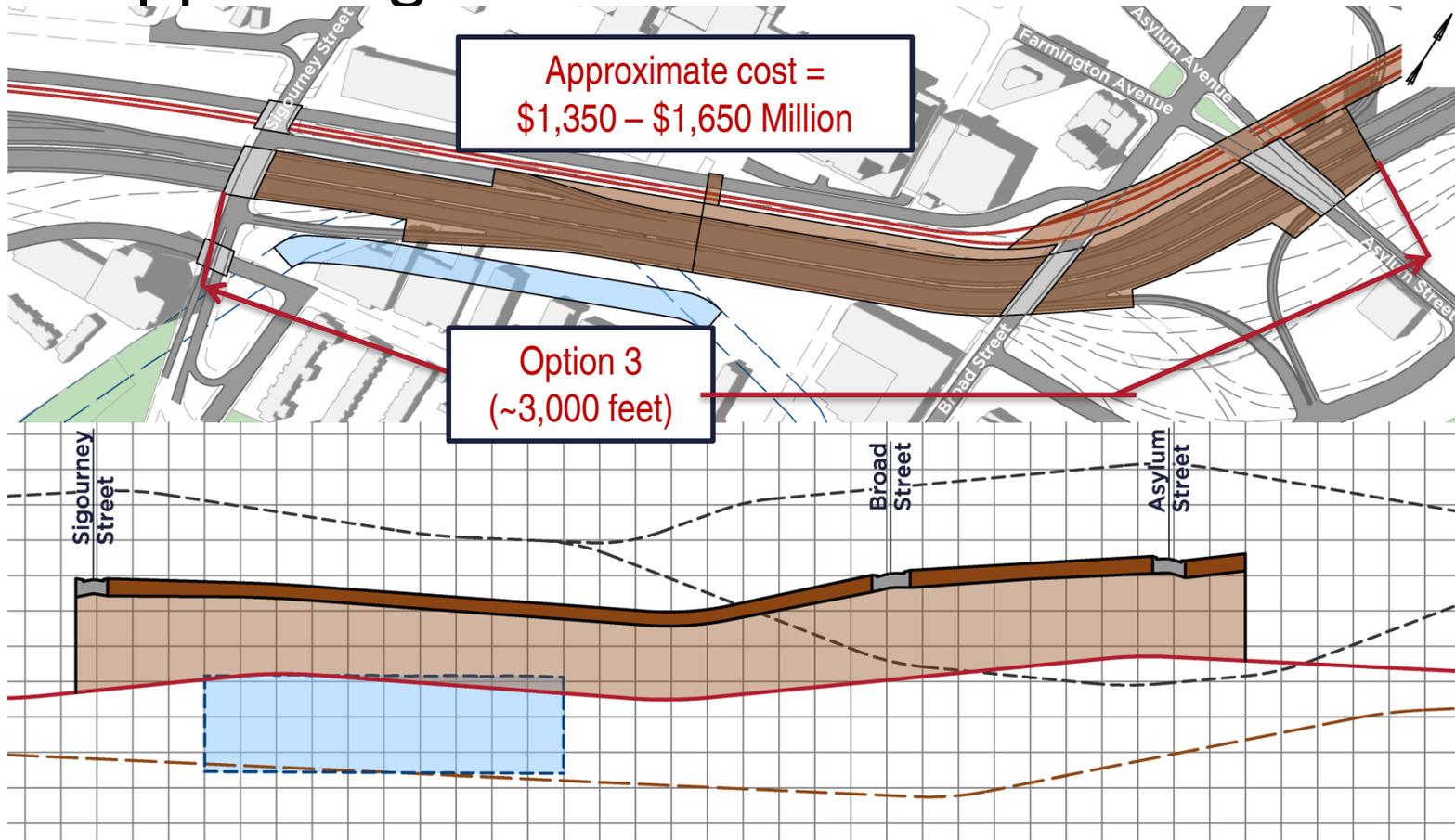


- Very important
- Somewhat important
- Minimally important
- Not important





How important to the I-84 Hartford project is this capped segment?

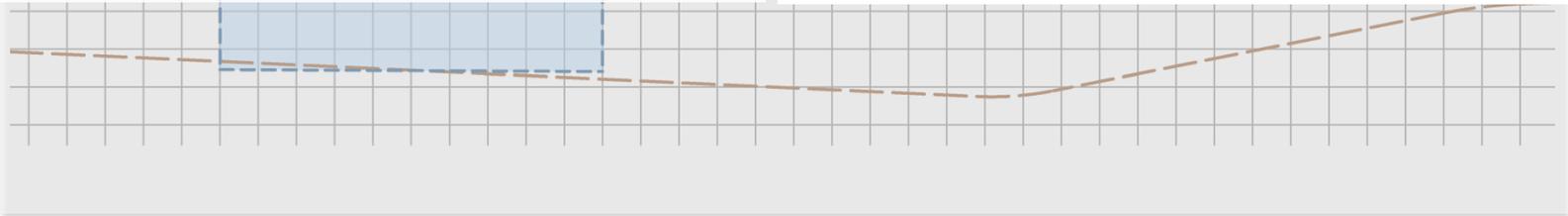
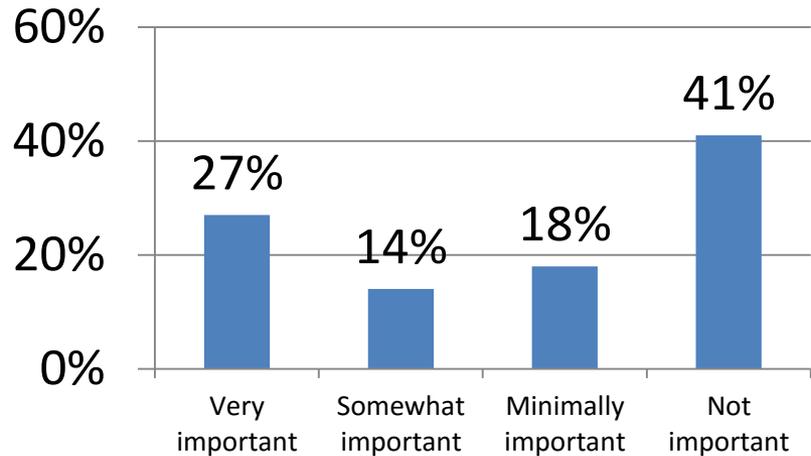




How important to the I-84 Hartford project is this capped segment?

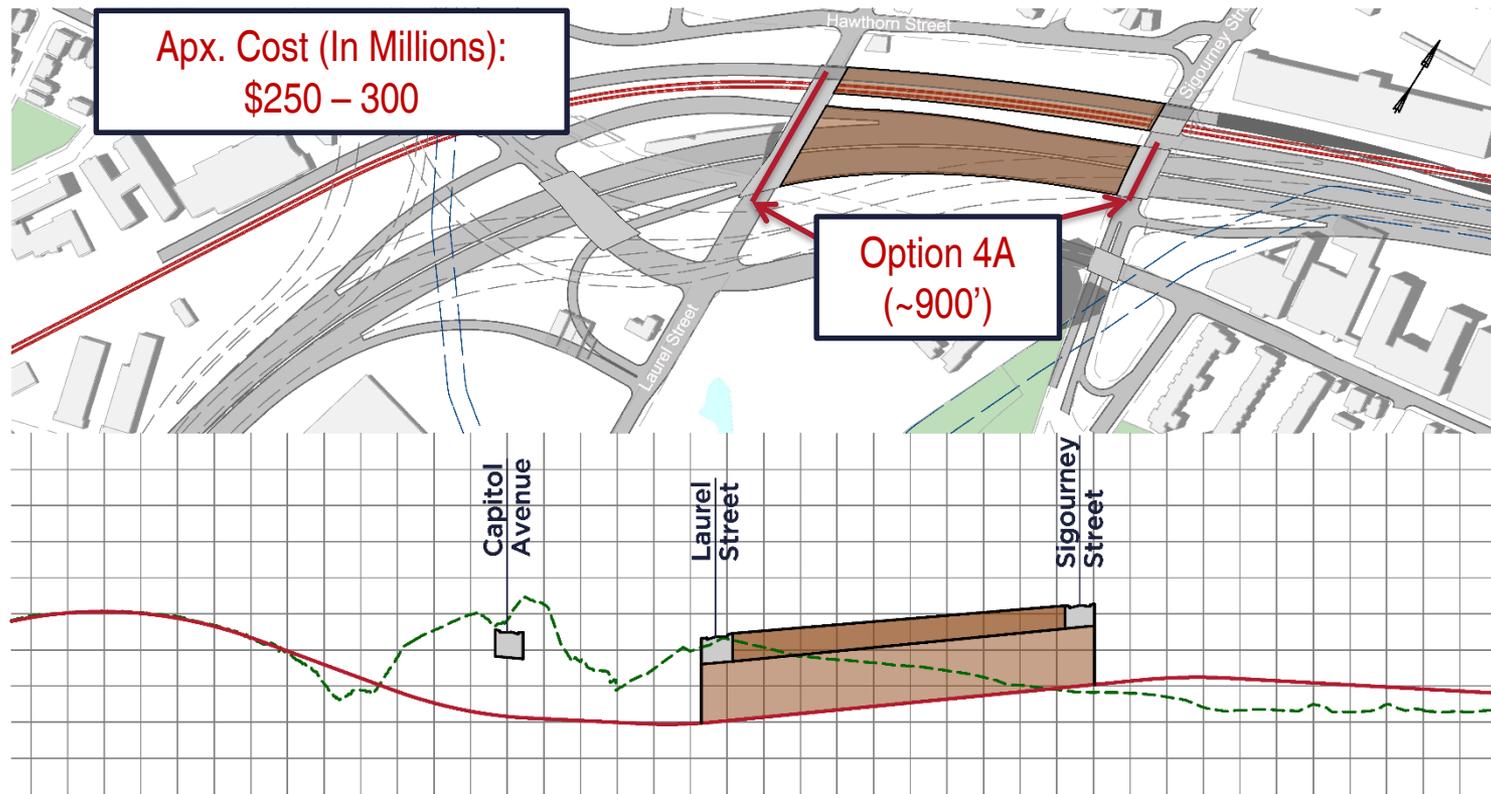


- Very important
- Somewhat important
- Minimally important
- Not important



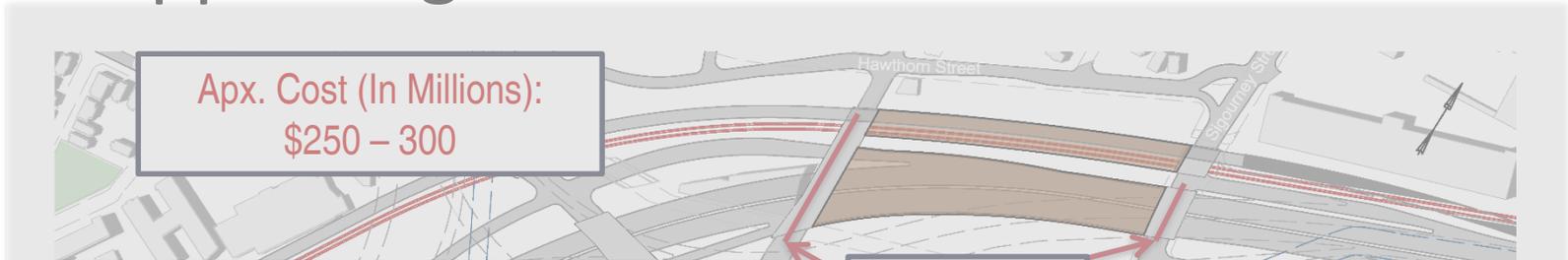


How important to the I-84 Hartford project is this capped segment?

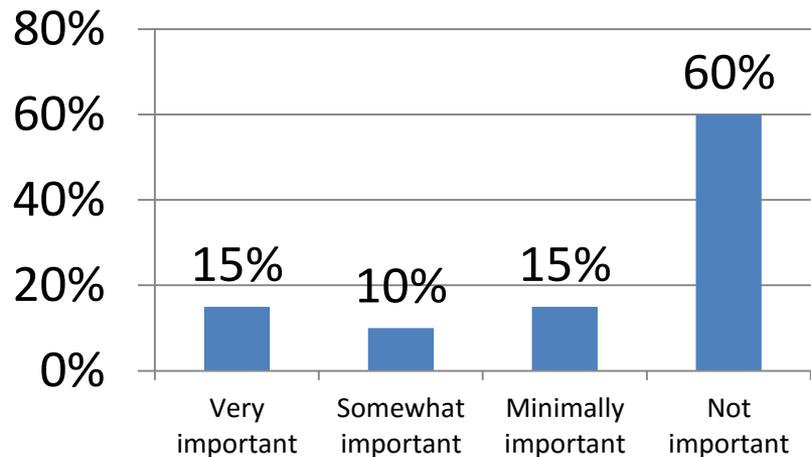




How important to the I-84 Hartford project is this capped segment?

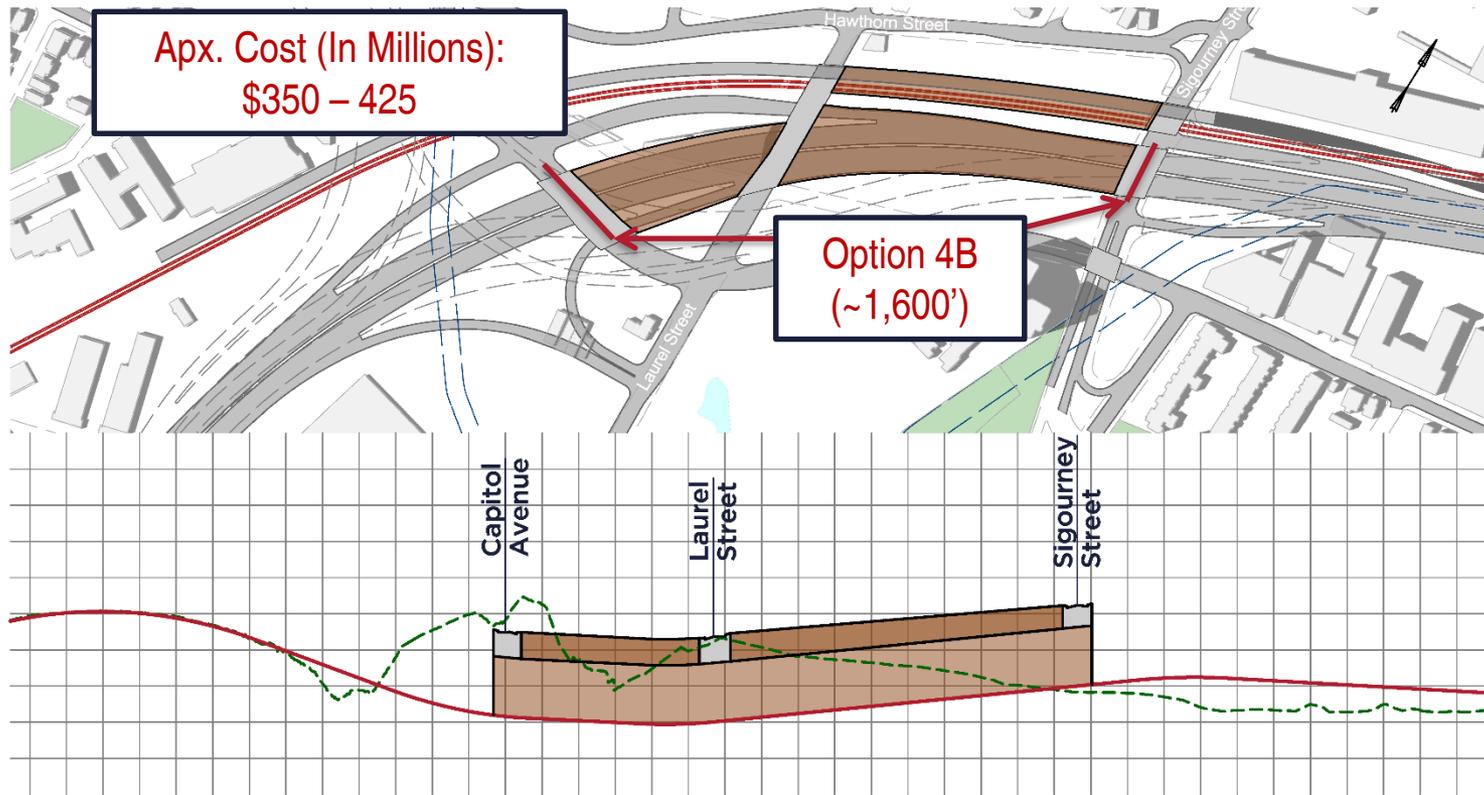


- Very important
- Somewhat important
- Minimally important
- Not important





How important to the I-84 Hartford project is this capped segment?

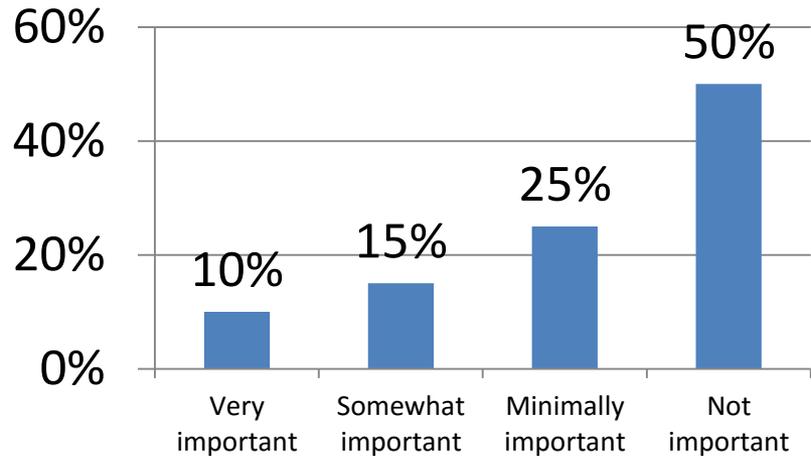




How important to the I-84 Hartford project is this capped segment?

Apx. Cost (In Millions):
\$350 – 425

- Very important
- Somewhat important
- Minimally important
- Not important





How important to the I-84 Hartford project is the east-west greenway concept?

- New linear park for Hartford
- Connects neighborhoods, Bushnell Park, Union Station, Downtown
- Accessible to bikes and pedestrians
- Commuting and recreation
- Total cost of \$200-240 million for elevated option

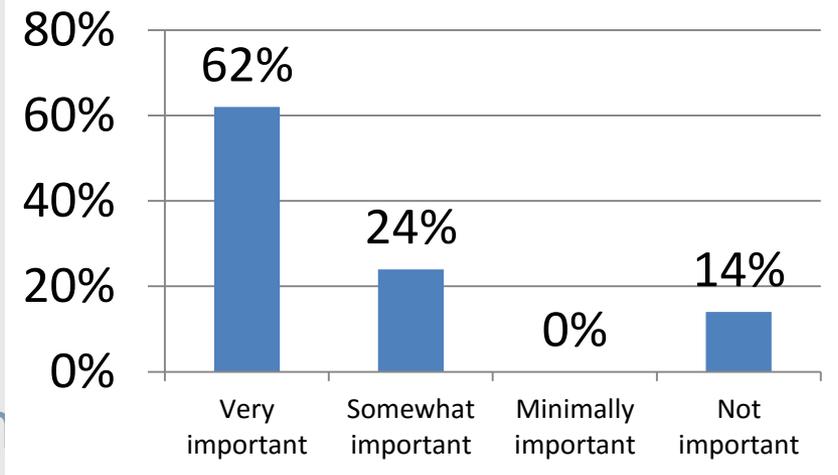


World-class design: *Hartford's "High Line" park*



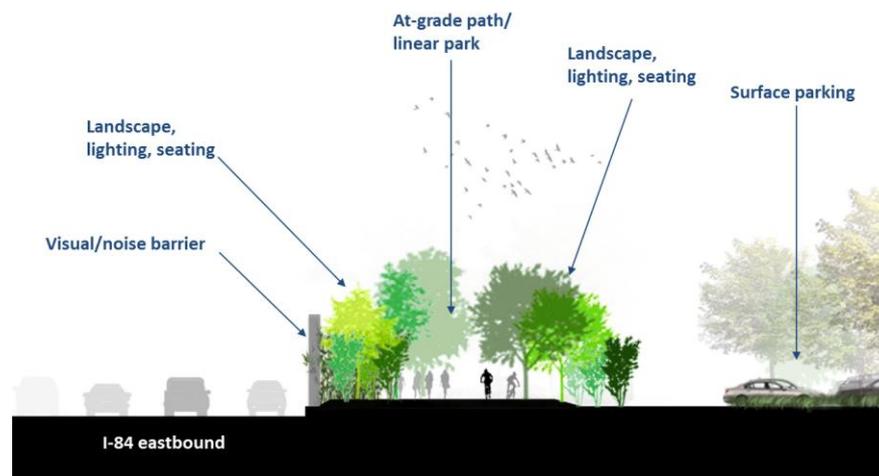
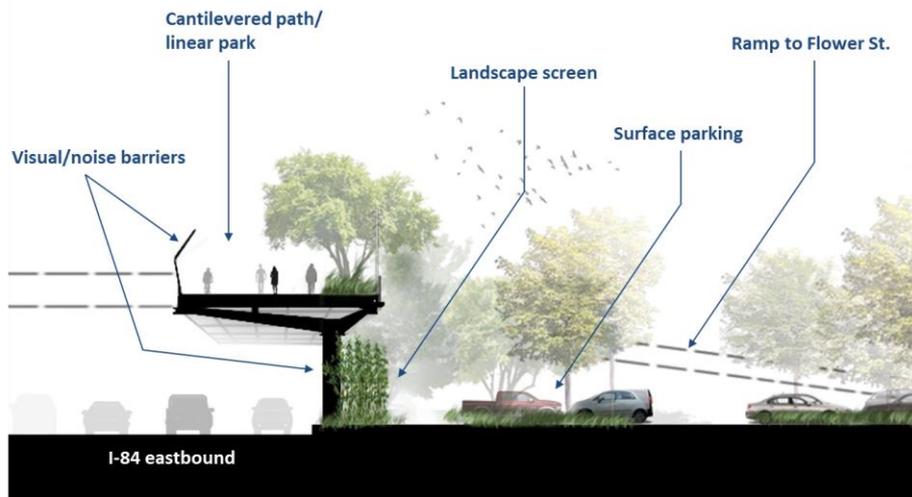
How important to the I-84 Hartford project is the east-west greenway concept?

- New linear park for Hartford
- Connects neighborhoods, Business Park, Union
- **Very important**
- **Somewhat important**
- **Minimally important**
- **Not important**
- Commuting and recreation
- Total cost of \$200-240 million for elevated option

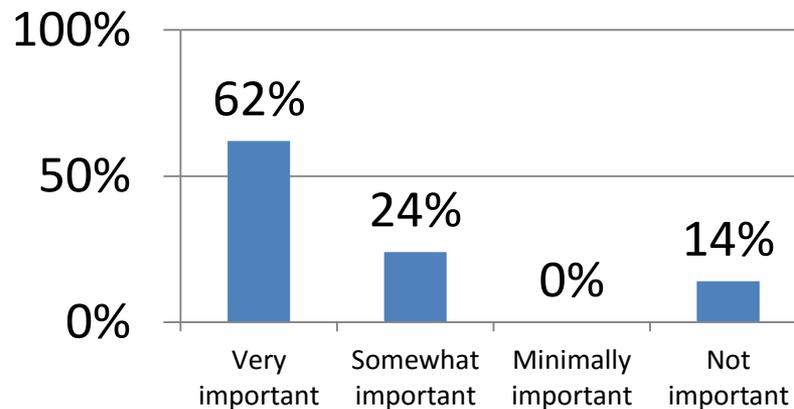


World-class design: *Hartford's "High Line" park*

If a greenway is part of the Project, should it be elevated or at-grade?



- 1 – elevated
- 2 – At-grade



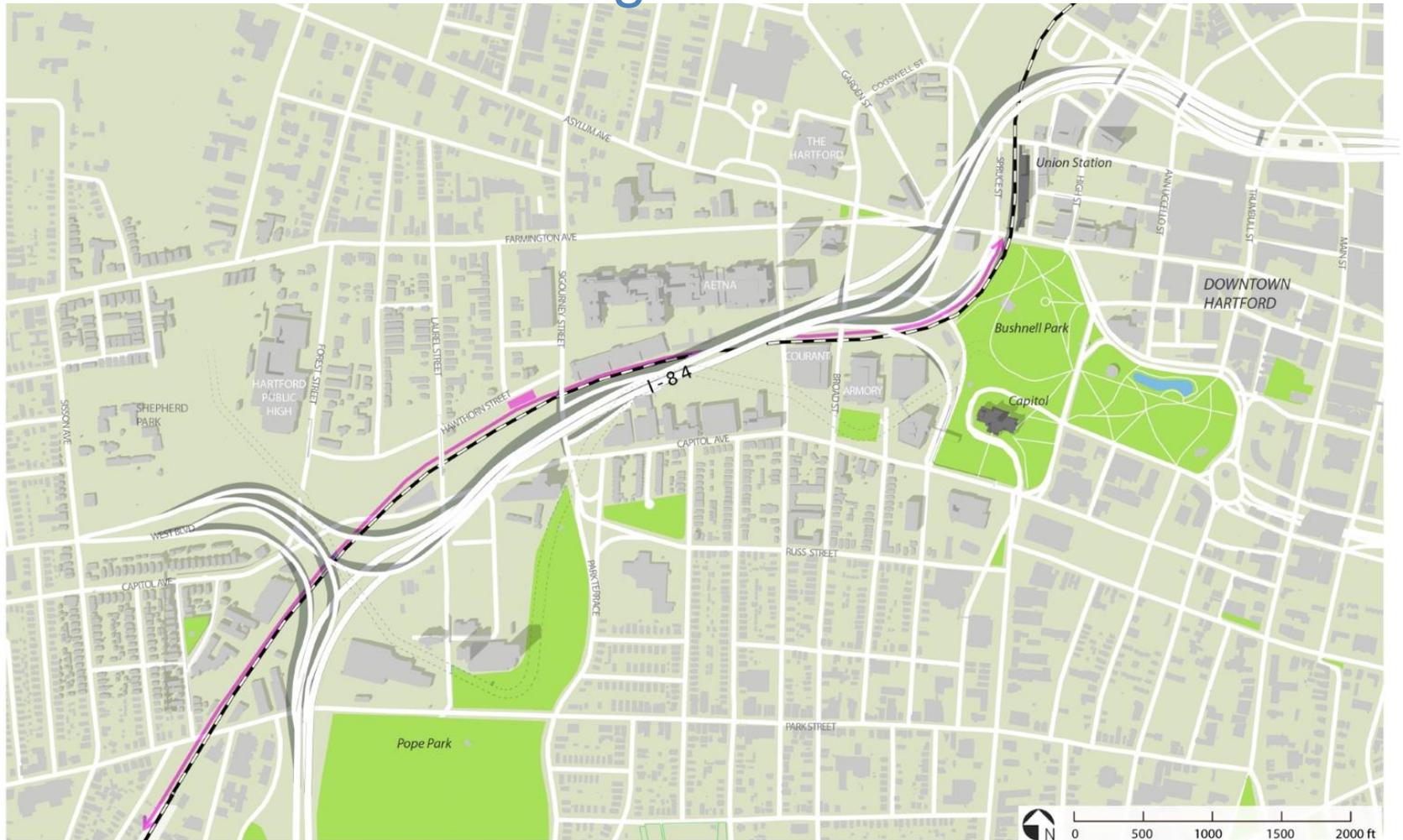


Urban Design Opportunities





I-84 Corridor Existing Conditions



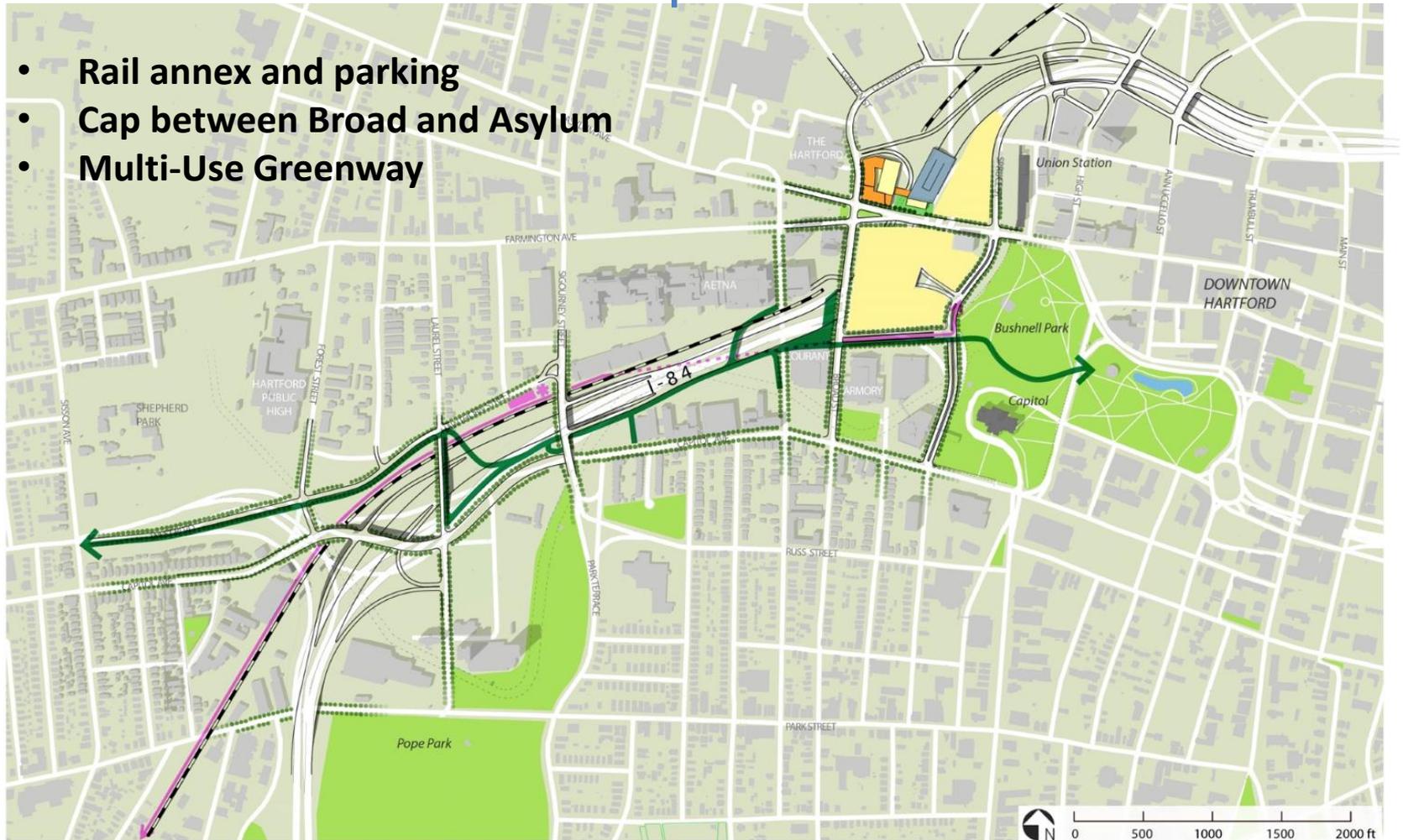
I-84 Corridor Public Improvements

- New lowered highway
- On/off ramps
- Relocated rail
- CTfastrak refinements
- Enhanced local streets
- New local streets



I-84 Corridor Public Improvements

- Rail annex and parking
- Cap between Broad and Asylum
- Multi-Use Greenway



I-84 Corridor Private Investment Opportunities

- Mixed-use development
- Transit-oriented development
- New public space





Asylum/Broad/Bushnell Park Existing Conditions



I-84 Viaduct and ramps

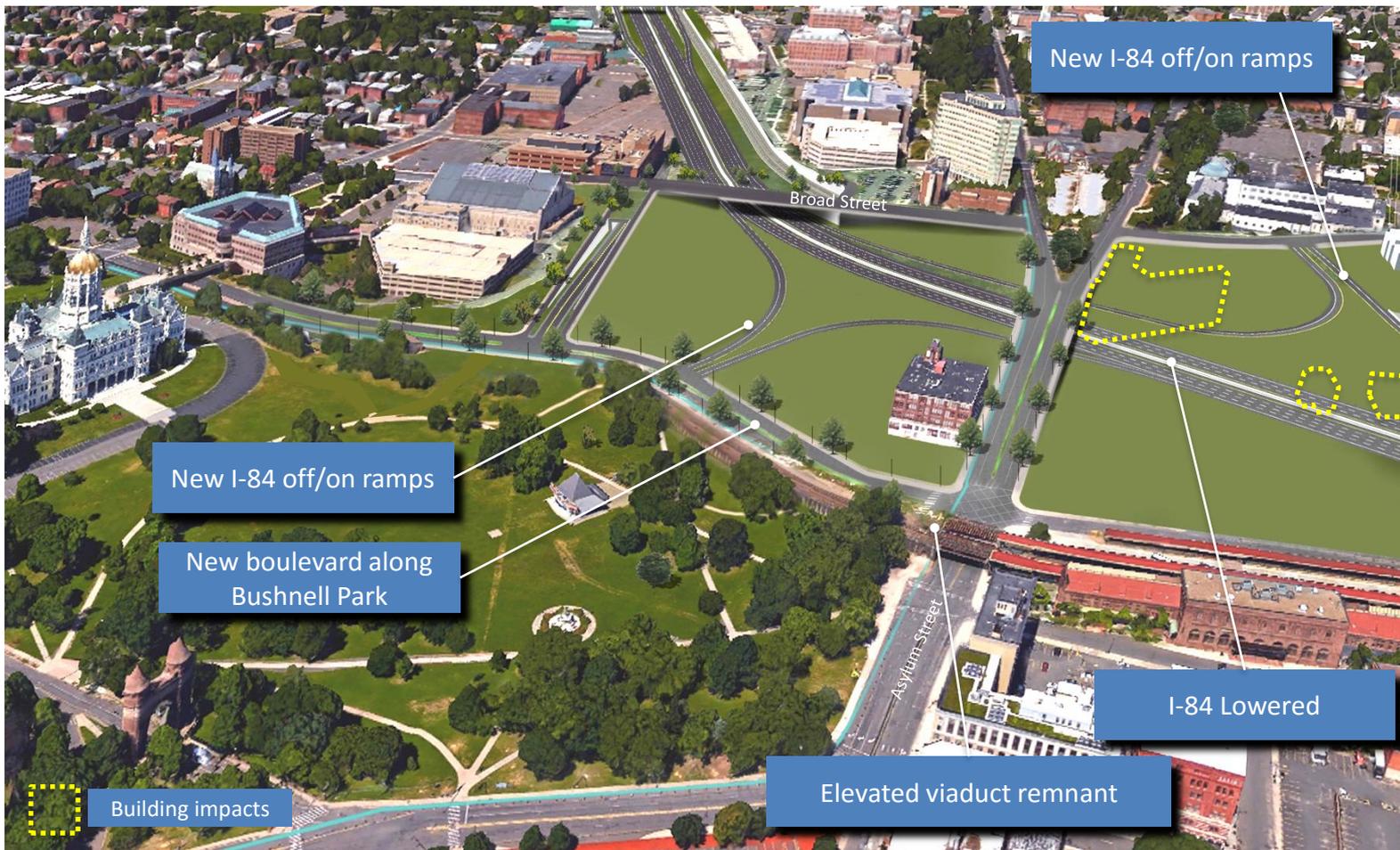
Broad Street

Asylum Street

Elevated rail viaduct



Asylum/Broad/Bushnell Park Lowered Highway



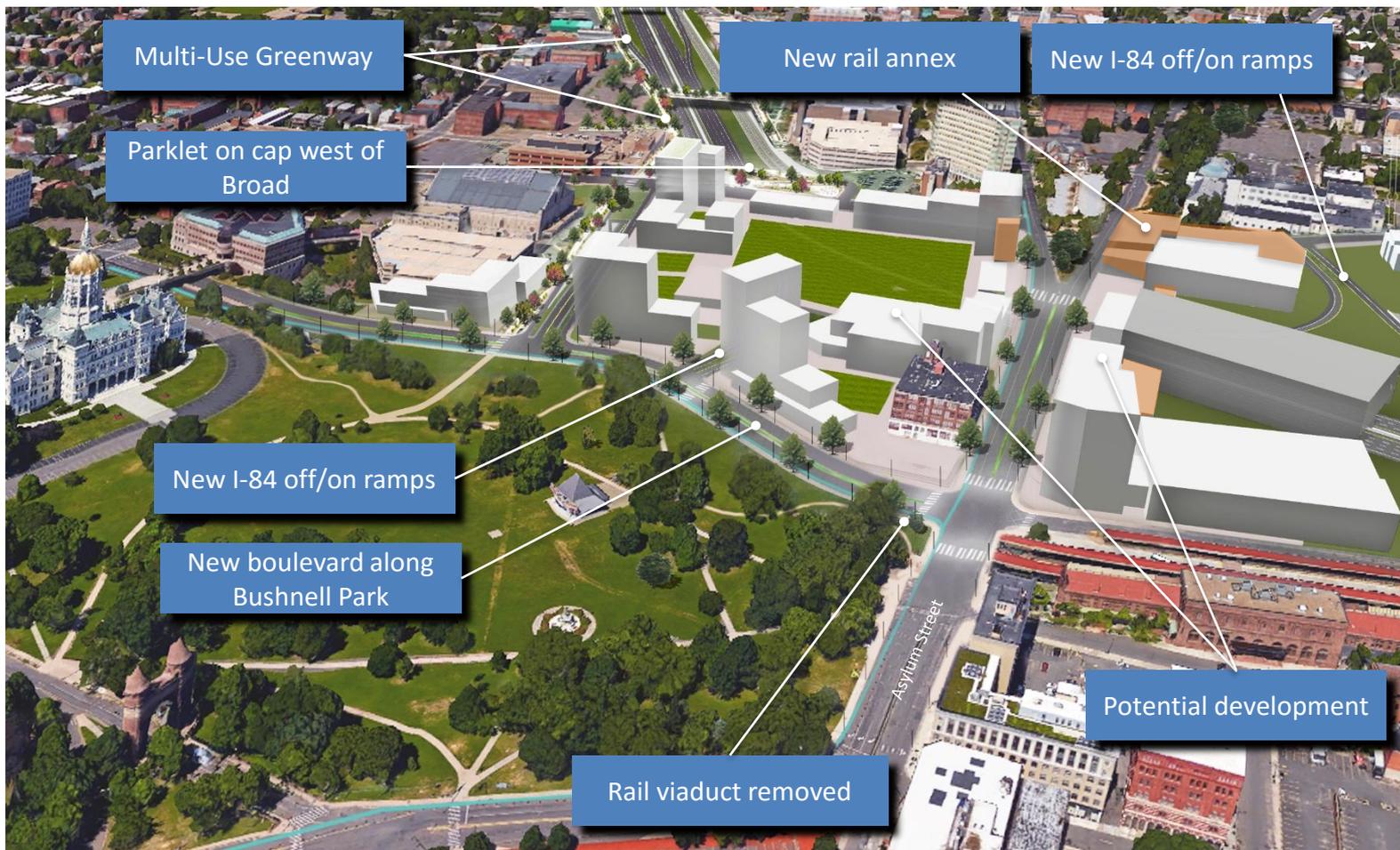


Asylum/Broad/Bushnell Park Lowered Highway, Greenway, and Cap





Asylum/Broad/Bushnell Park Potential Development





View from Flower Street towards I-84

Existing conditions





View from Flower Street towards I-84 Lowered Highway Alternative





View from Flower Street towards I-84 With elevated greenway and barrier wall





View from Flower Street towards I-84

With greenway, barrier wall, landscape, and ramp





Bicycle and Pedestrian Accommodations



Protected Intersections





NEPA Efforts





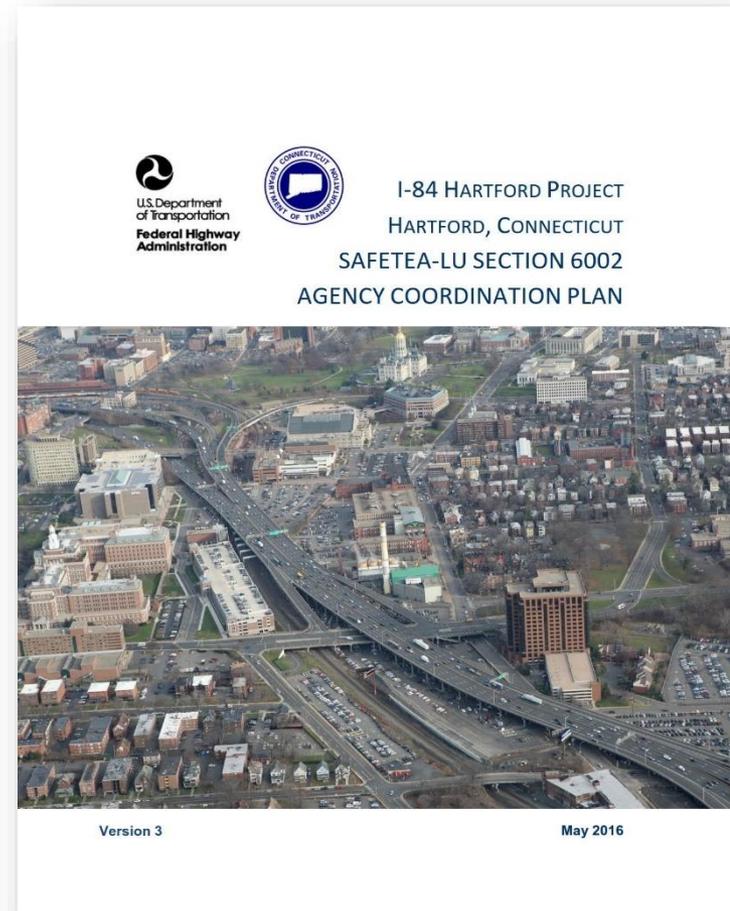
Purpose and Need Update

- Minor revisions/reformatting
- CTDOT/FHWA concurrence received
- Under PAC P&N Working Group Review
- Under cooperating and participating agency review



Agency Coordination Plan

- Revised to reflect EIS
- Revised to embellish methodology section
- Under cooperating and participating agency review





Agency Coordination Meeting

- Meeting #6 on May 17, 2016
- Topics discussed include:
 - Revised Purpose and Need
 - Revised Agency Coordination Plan
 - Alternatives Development Update
 - Methodologies
 - Agency dialogue on historic resource impacts



NEPA/CEPA Schedule

- Major DEIS Chapters underway
- DEIS distribution/public review Summer 2017
- Holding ROD date of 4th Quarter 2018

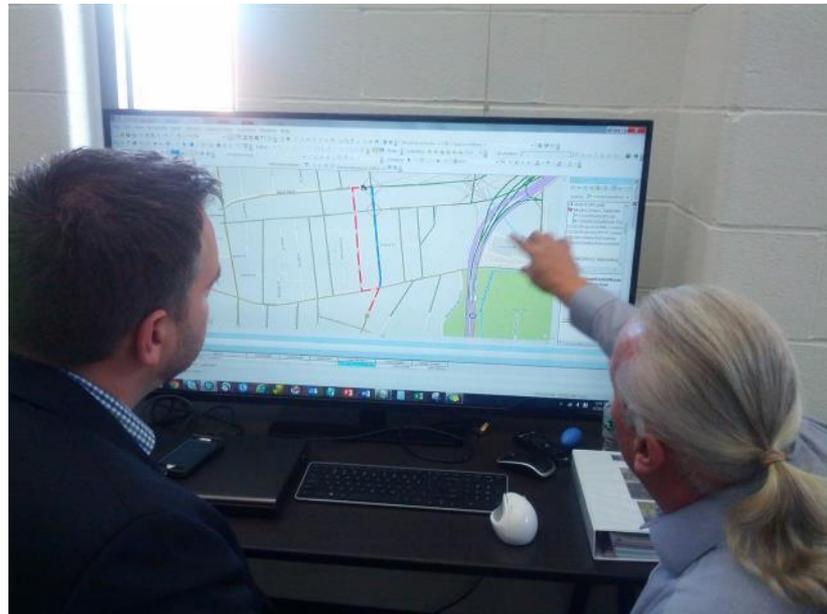


84 Online Travel Routing Tool



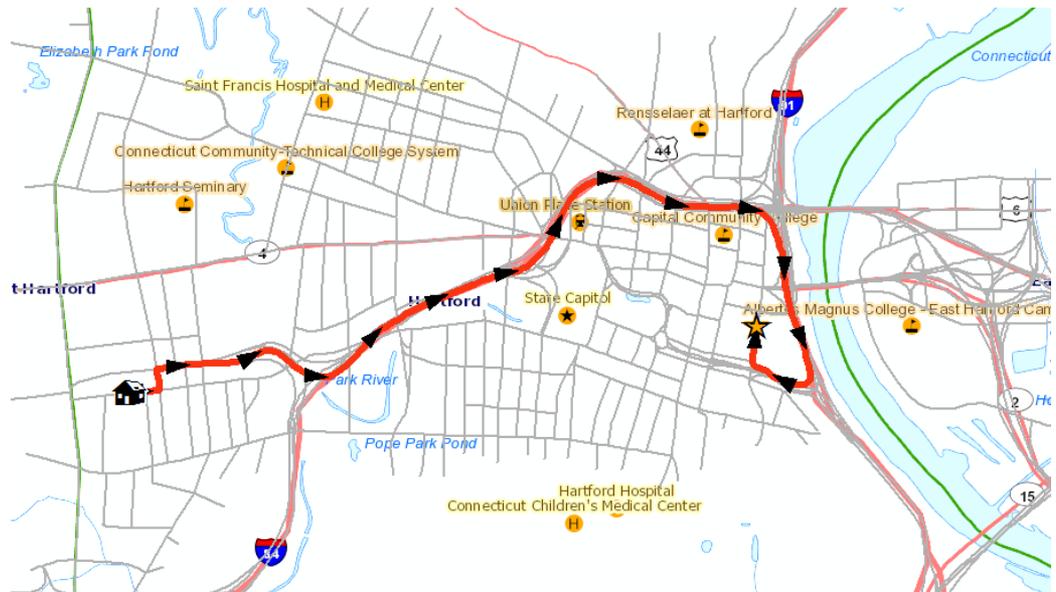
Origin – Destination Travel Time Tool

- BETA tested at April PAC/OPS:
 - Generates travel times using segmental and intersection delay
 - Creates shortest path by time
 - Limited to our ‘sub area model’



Origin – Destination Travel Time Tool

- Takeaways/Enhancements:
 - Enhance routing logic
 - Add missing traffic control elements
 - Provide alternate route options
 - Improve appearance for public consumption
 - Other modes





Public Involvement



Recent Stakeholder Meetings

- Hartford.Health.Works, 4/27
- Parkville NRZ, 5/11
- The Hartford, 5/13
- Upper Albany, 5/18 & 6/2
- CREC/RSCO, 6/9



Other Recent Events

- Museum Academy Exhibition Night, 5/5
- Know Good Market, Parkville, 5/12
- NINA Walk, 5/25
- CICD Puerto Rican Parade, 6/5





Next Steps





Spring/Summer 2016

- Preliminary Screening Report finalized by June 2016
- FHWA to issue EA or EIS determination end June 2016
- I-91/I-84 Interchange Study to begin this summer
- Improvements to online interactive tools underway



Thank You!

Thank you for your time. We appreciate your commitment to helping us reach the best possible solution for the State of Connecticut, the Capitol Region, and the City of Hartford.

-Your I-84 Hartford Project Team