



# 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. A car is driving in the center of the road. The scene is set in a lush, green environment with trees and streetlights.

## I-84 Hartford Project **Public Advisory Committee Meeting #13**

October 4, 2016



## New PAC Members / Organizations

- Yvonne Matthews, AHNA
- Jennifer Cassidy, Business for Downtown Hartford
- Mark Teare, St. Francis Hospital
- Bruce Donald, East Coast Greenway
- Christine Vieira CREC
- Gene Stewart – Peter Pan Bus



# Meeting Agenda

1. Welcome / introduction of new members
2. June & September Open Planning Studio recap
3. Strategies to integrate the highway
4. East end design collaboration
5. I-84 / I-91 Interchange Study
6. Environmental documentation update
7. Outreach



# Recap of June OPS

- June 14<sup>th</sup> – 15<sup>th</sup>
- PAC
- Urban Design Working Group
- Bicycle, Pedestrian and Transit Working Group
- Youth activities
- All Spanish day on June 15<sup>th</sup>





# Recap of September OPS

- September 13<sup>th</sup>
- Urban Design Working Session
- Bicycle, Pedestrian and Transit Working Session
- 85 members of the public attended





# Urban Design Goals, Challenges and Strategies





# I-84 Corridor

## *Challenges of Integrating I-84 into the City*

- Overcoming neighborhood discontinuity
- Mitigating visual impact
- Mitigating noise impact
- Creating quality local streets for peds / bikes
- Creating attractive places



# I-84 Corridor

## *Strategies and Tools to Overcome I-84 Challenges*

- Capping
- Buildings / streets over lowered highway
- Expanded decking for bridges
- Landscape / raised planters
- Topography
- Screening walls



# Example Strategies

## *Capping and Plaza – Hartford, CT*





# Example Strategies

## *Capping and Buildings – Hartford, CT*





# Example Strategies

## *Capping and Buildings – Hartford, CT*





# Example Strategies

*Capping and Buildings – Columbus, OH*





# Example Strategies

*Capping and Buildings – Columbus, OH*





# Example Strategies

*Decking and Landscape – Columbus, OH*





# I-84 Corridor

## *Strategies and Tools to Overcome I-84 Challenges*

- Exploring strategies and tools that may be most appropriate
- Will continue to explore these ideas in the next 3-4 months
- Feedback is critical now to help frame recommendations



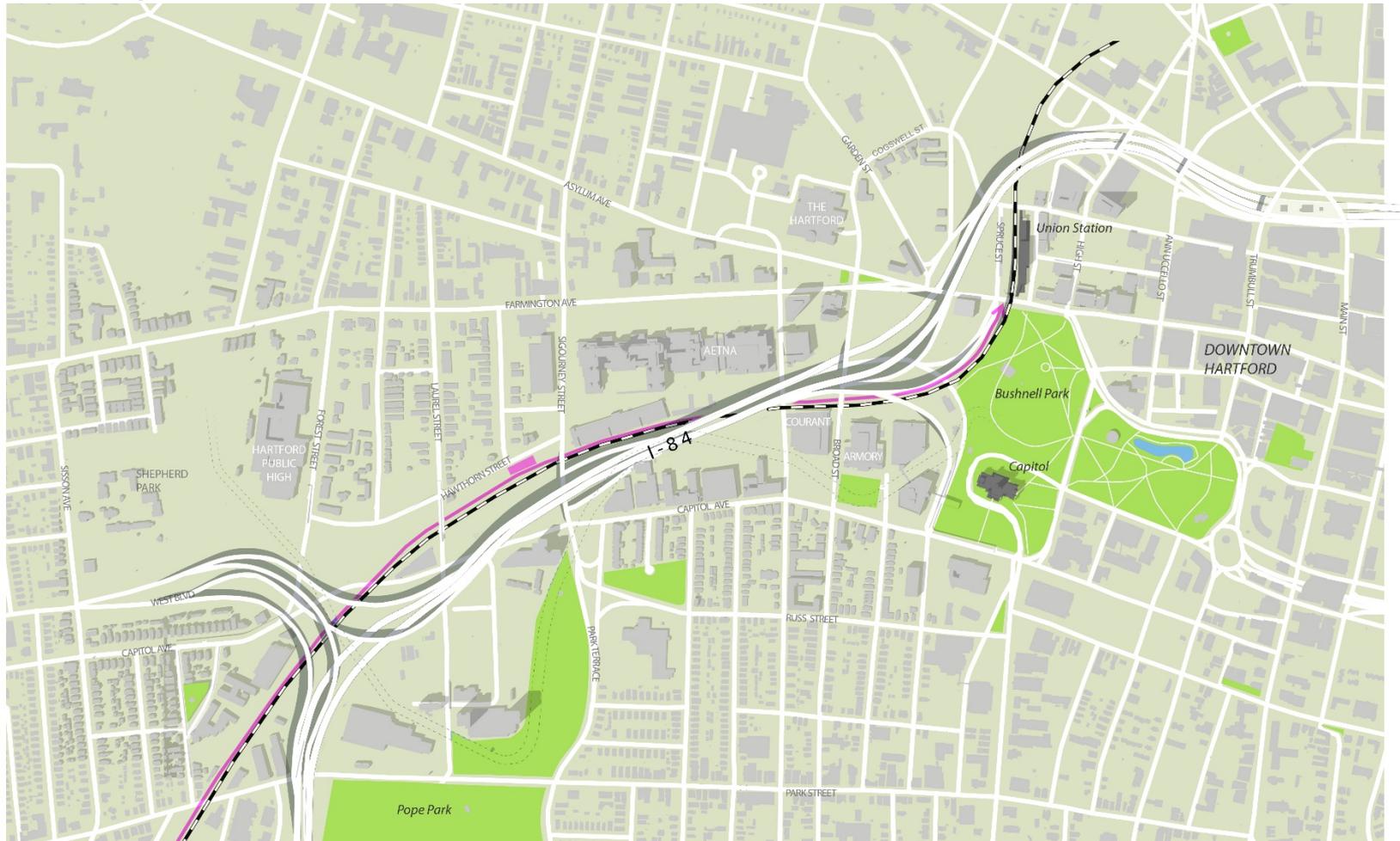
# Corridor Analysis





# I-84 Corridor

## *Existing Conditions*

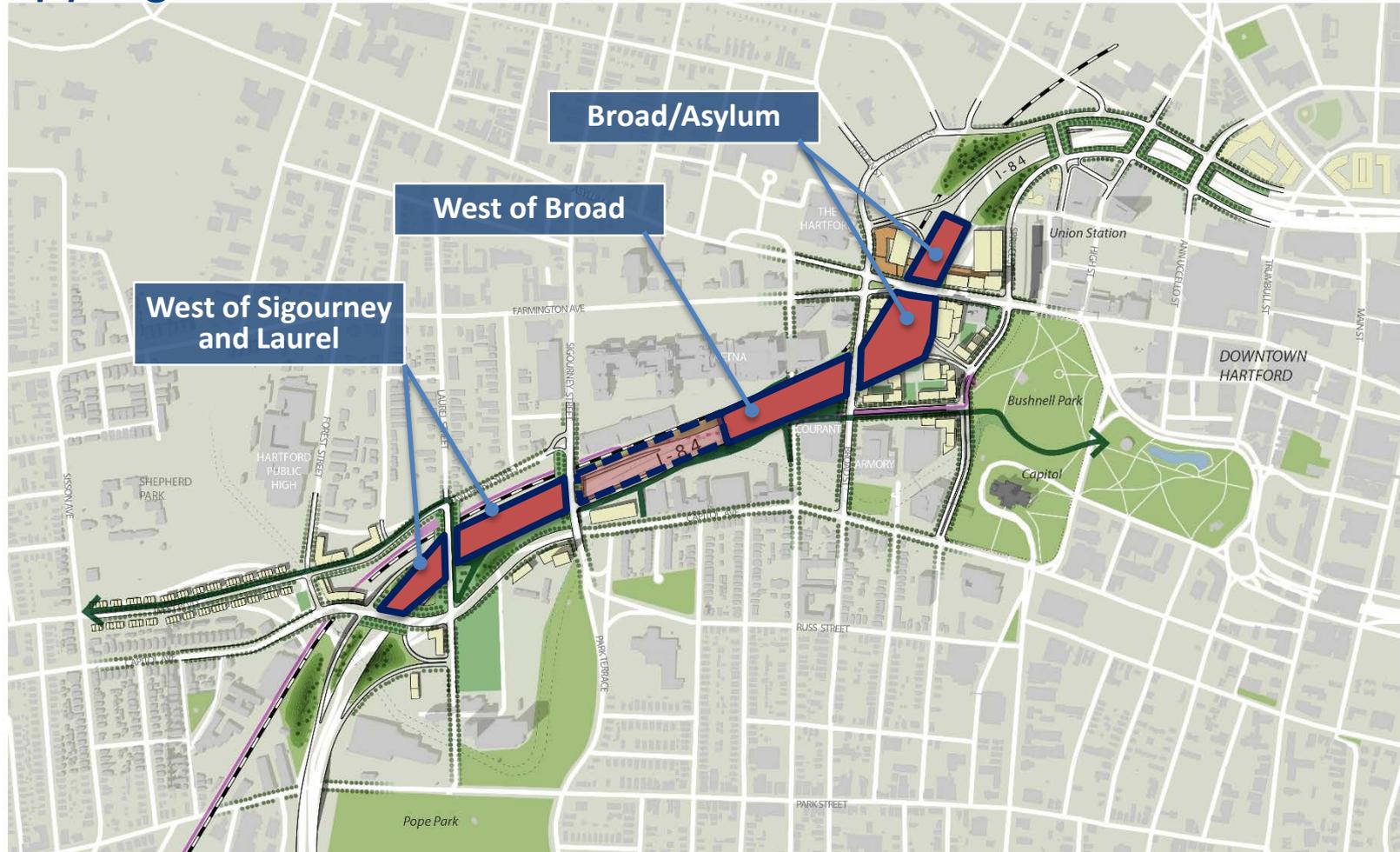






# I-84 Corridor

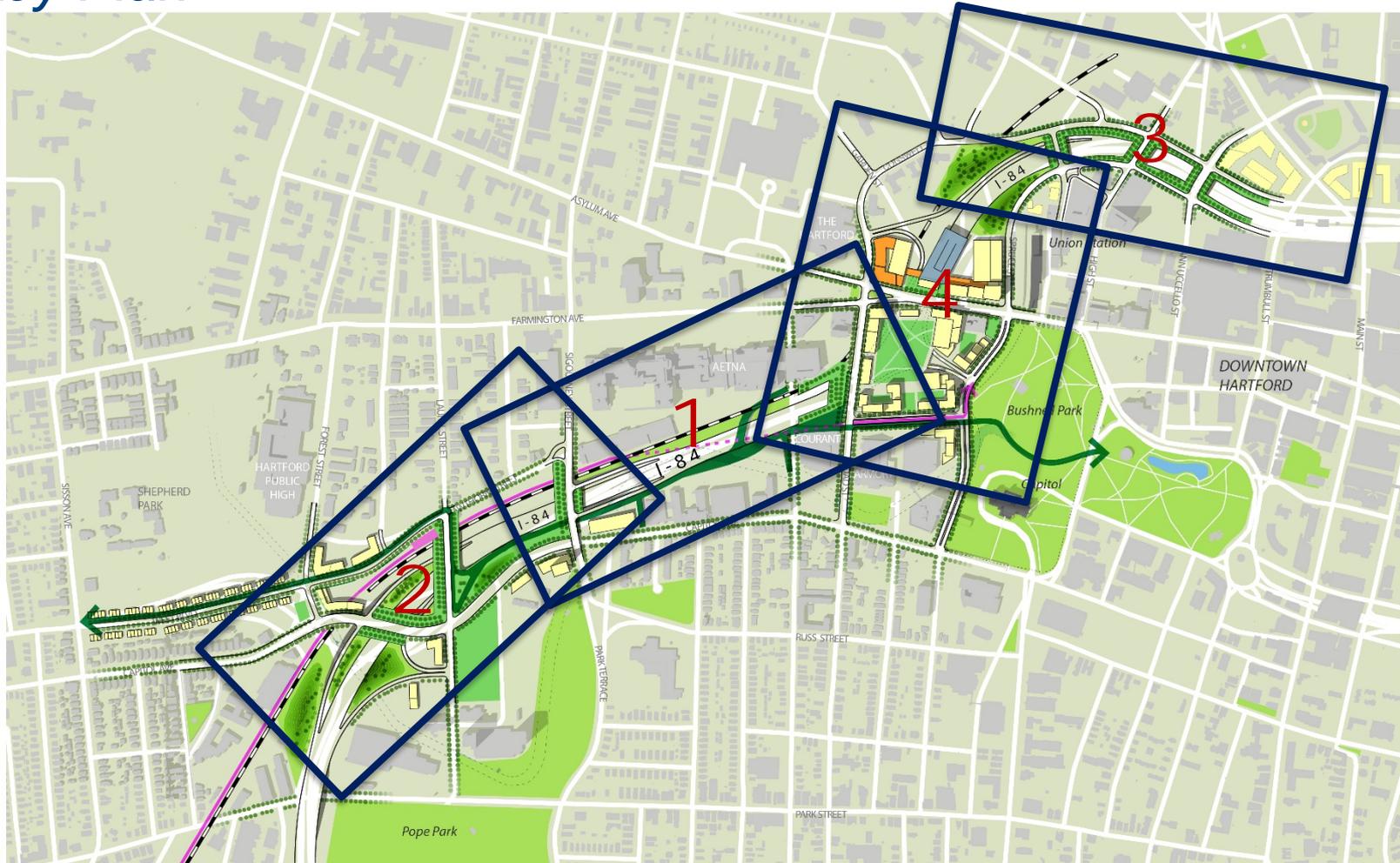
## *Capping Scenarios Studied*





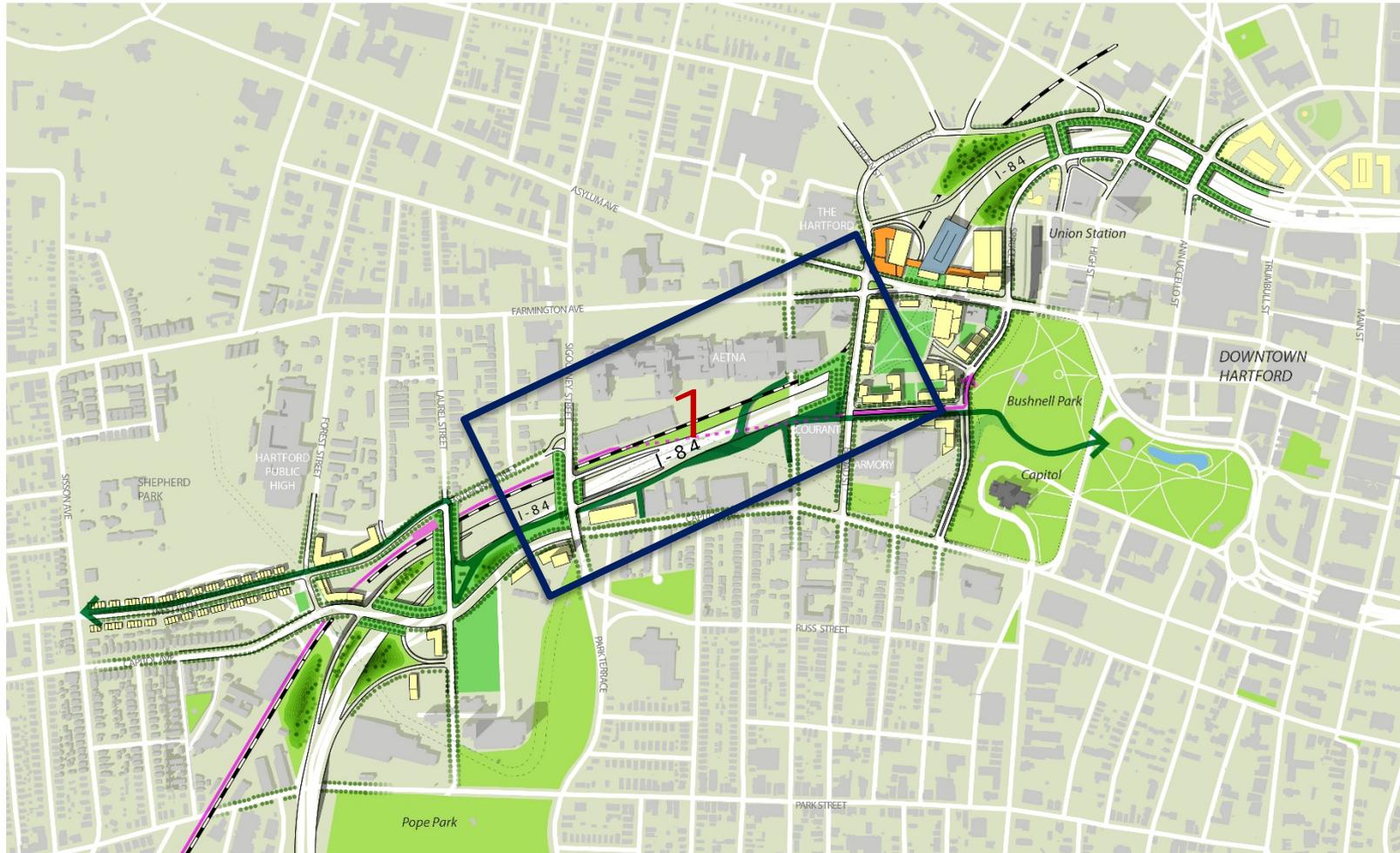
# I-84 Corridor

## Key Plan





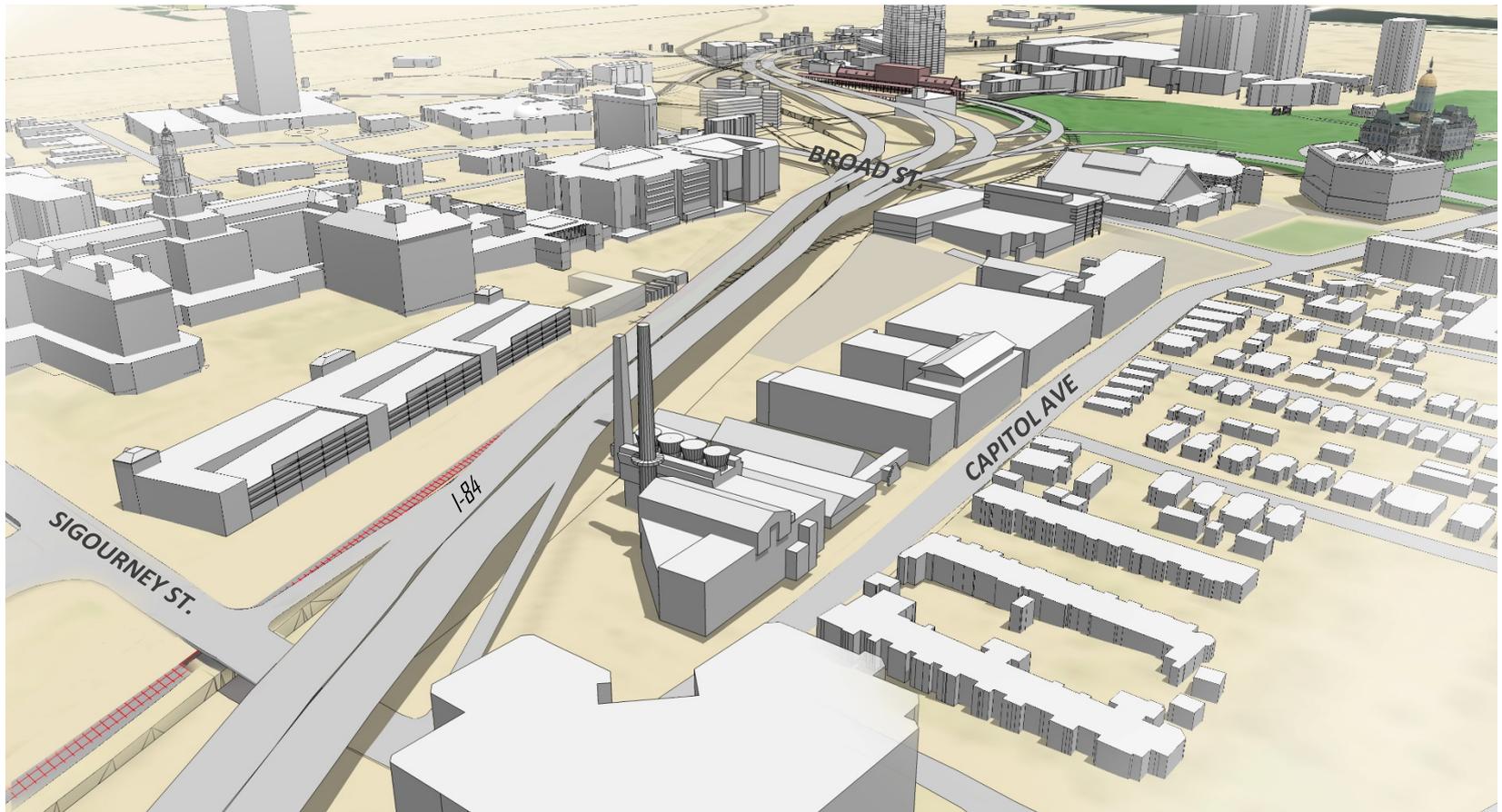
# I-84 between Broad and Sigourney





# I-84 between Broad and Sigourney

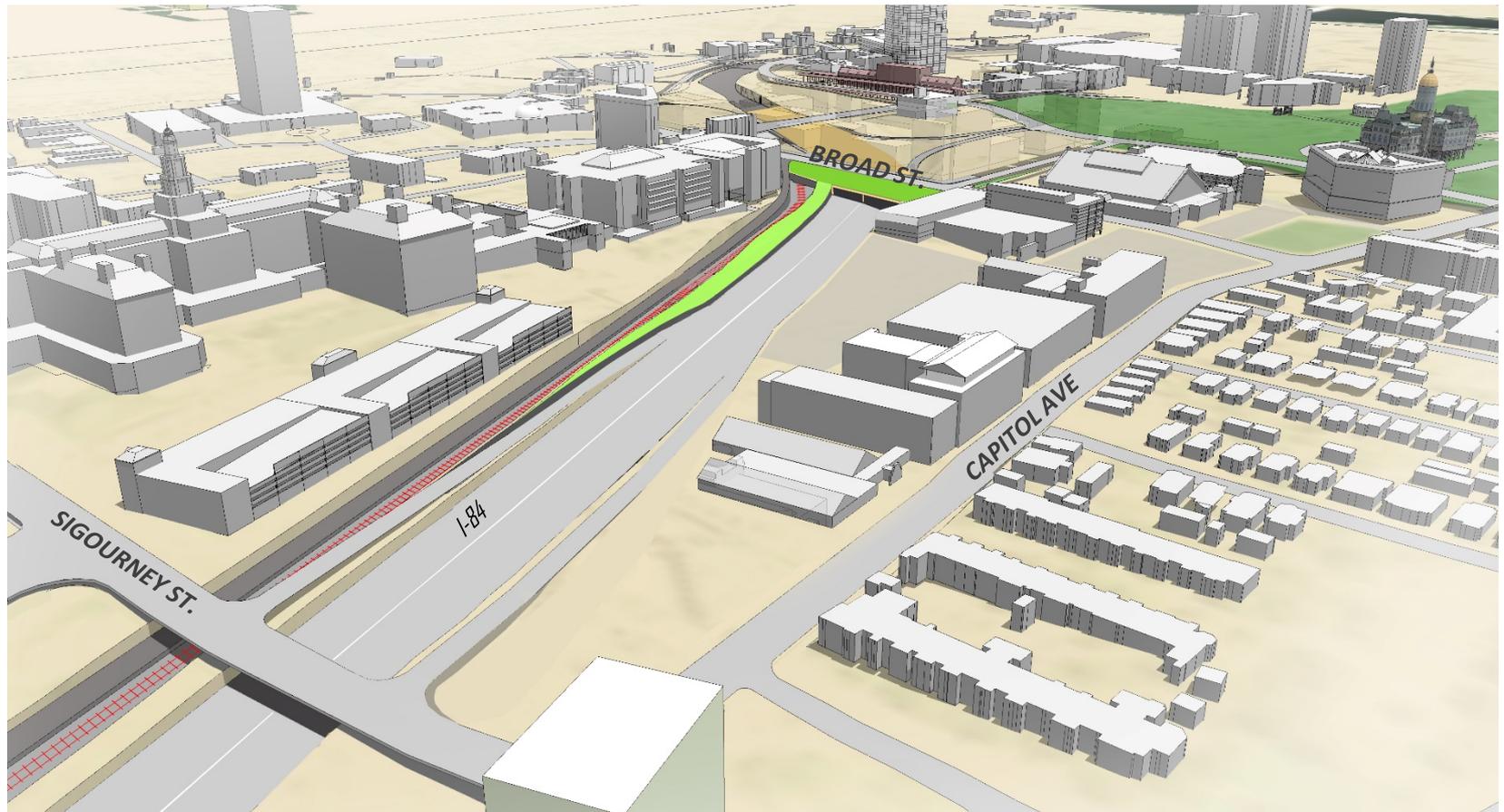
*Existing Conditions*





# I-84 between Broad and Sigourney

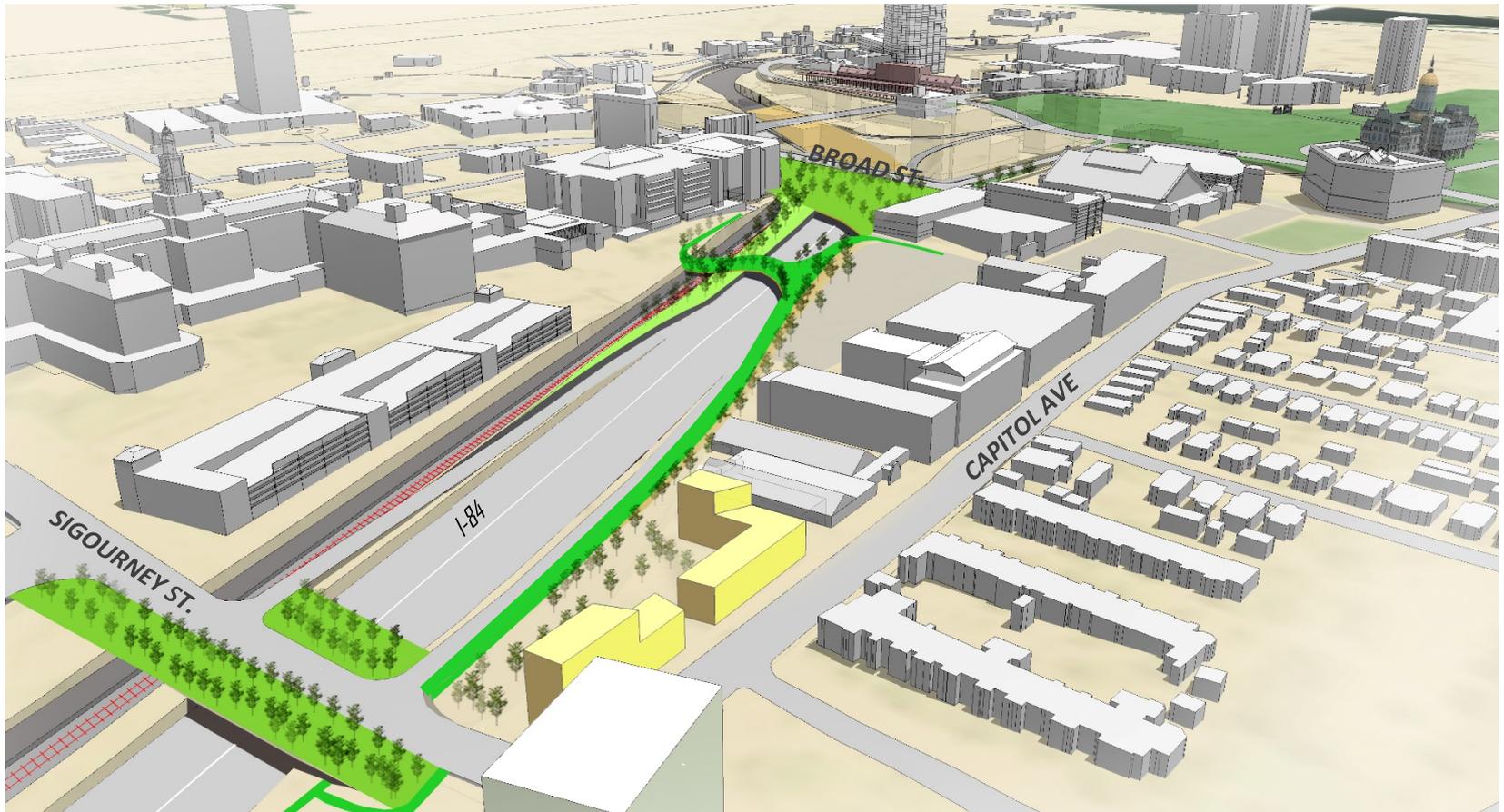
## *Basic Improvements*





# I-84 between Broad and Sigourney

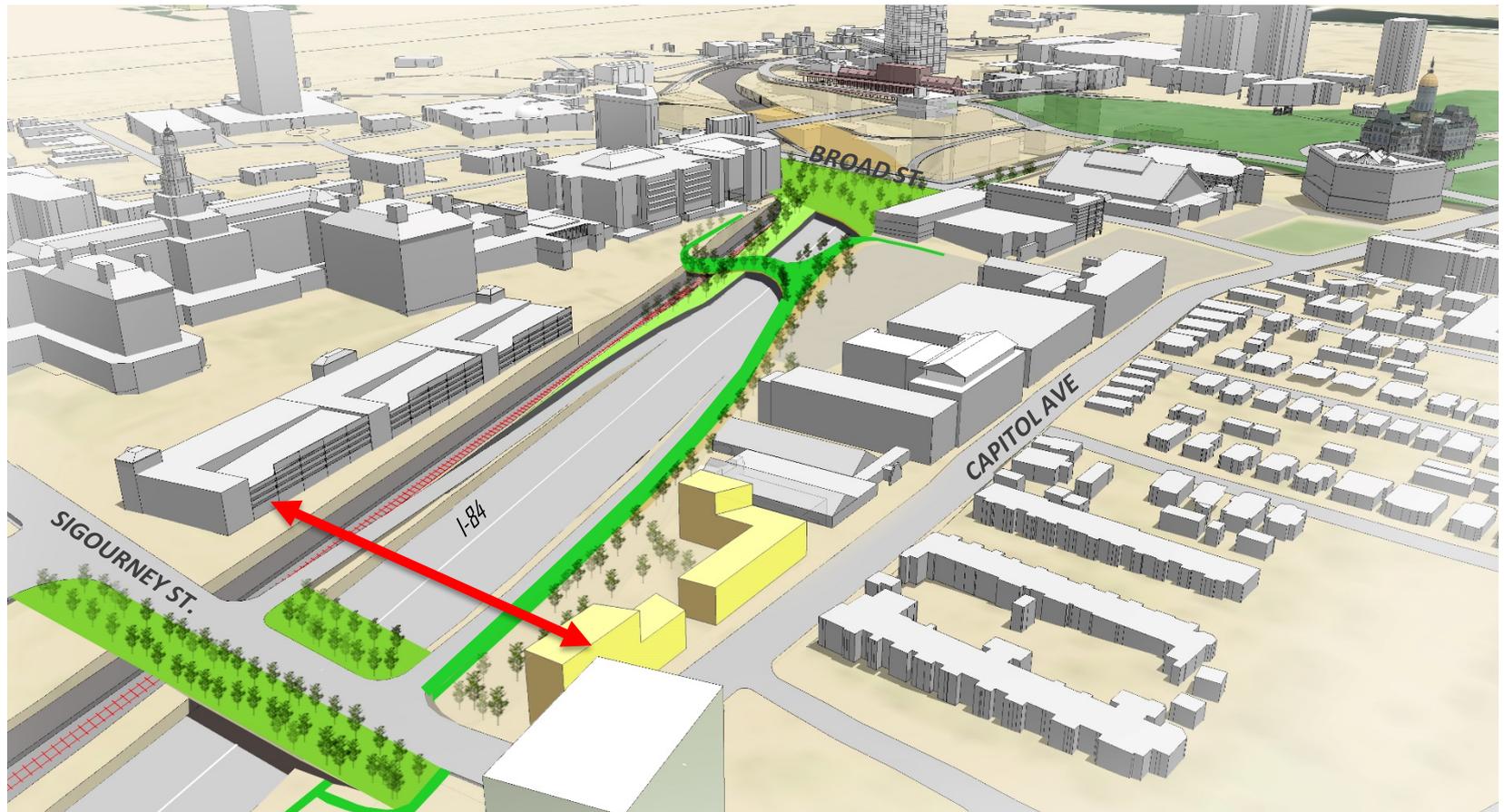
*Enhanced Improvements*





# I-84 between Broad and Sigourney

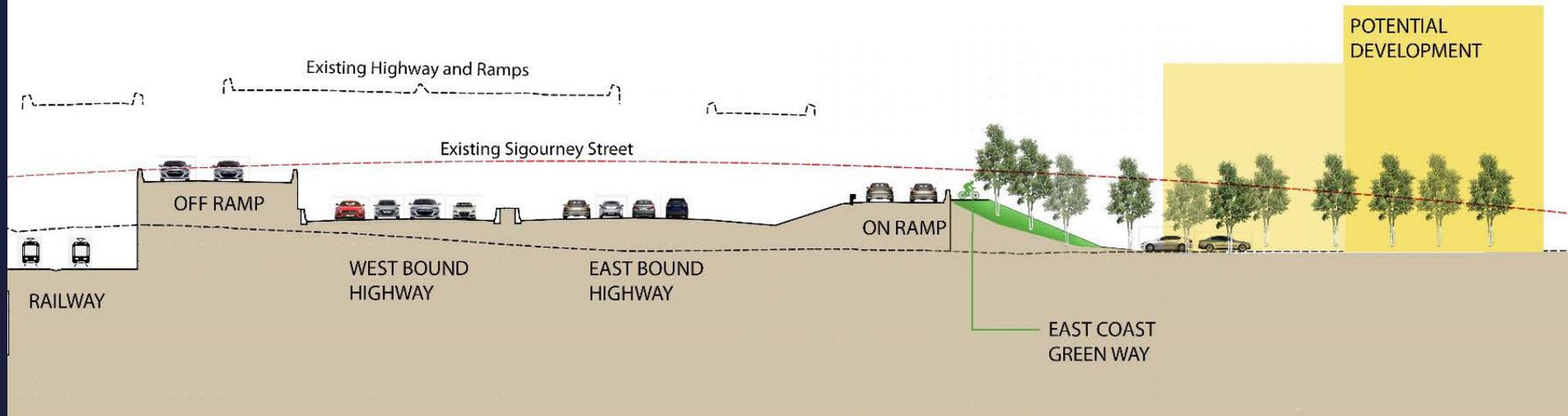
*Cross section*





# I-84 between Broad and Sigourney

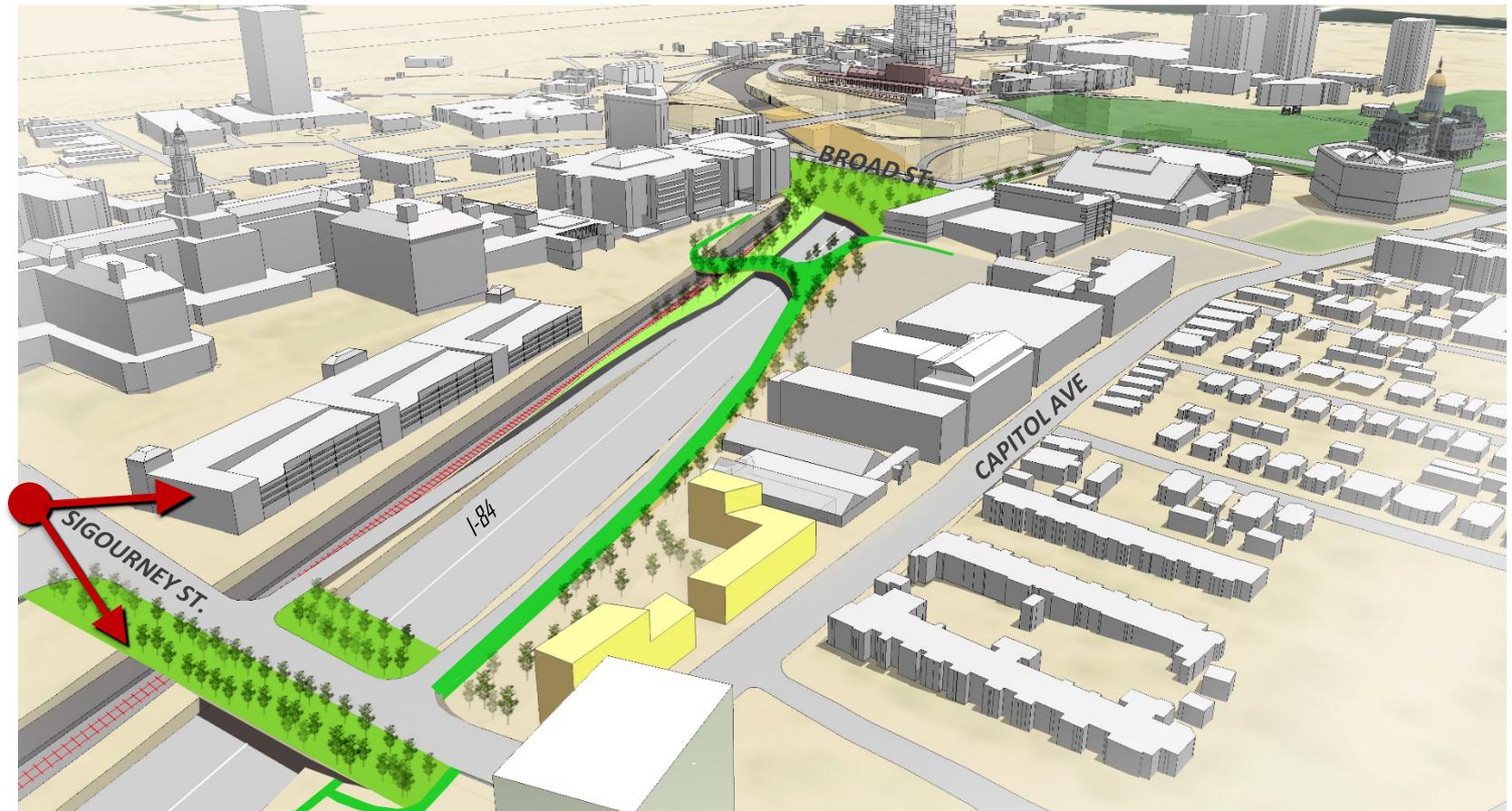
## *Cross section*





# I-84 between Broad and Sigourney

*View from Sigourney Street*





# Sigourney Street looking towards I-84

*Existing*

Elevated I-84 viaduct

Limited sidewalk space/no bike lanes

Elevated I-84 viaduct





# Sigourney Street looking towards I-84

*Potential*



Dedicated bike lane/cycle track

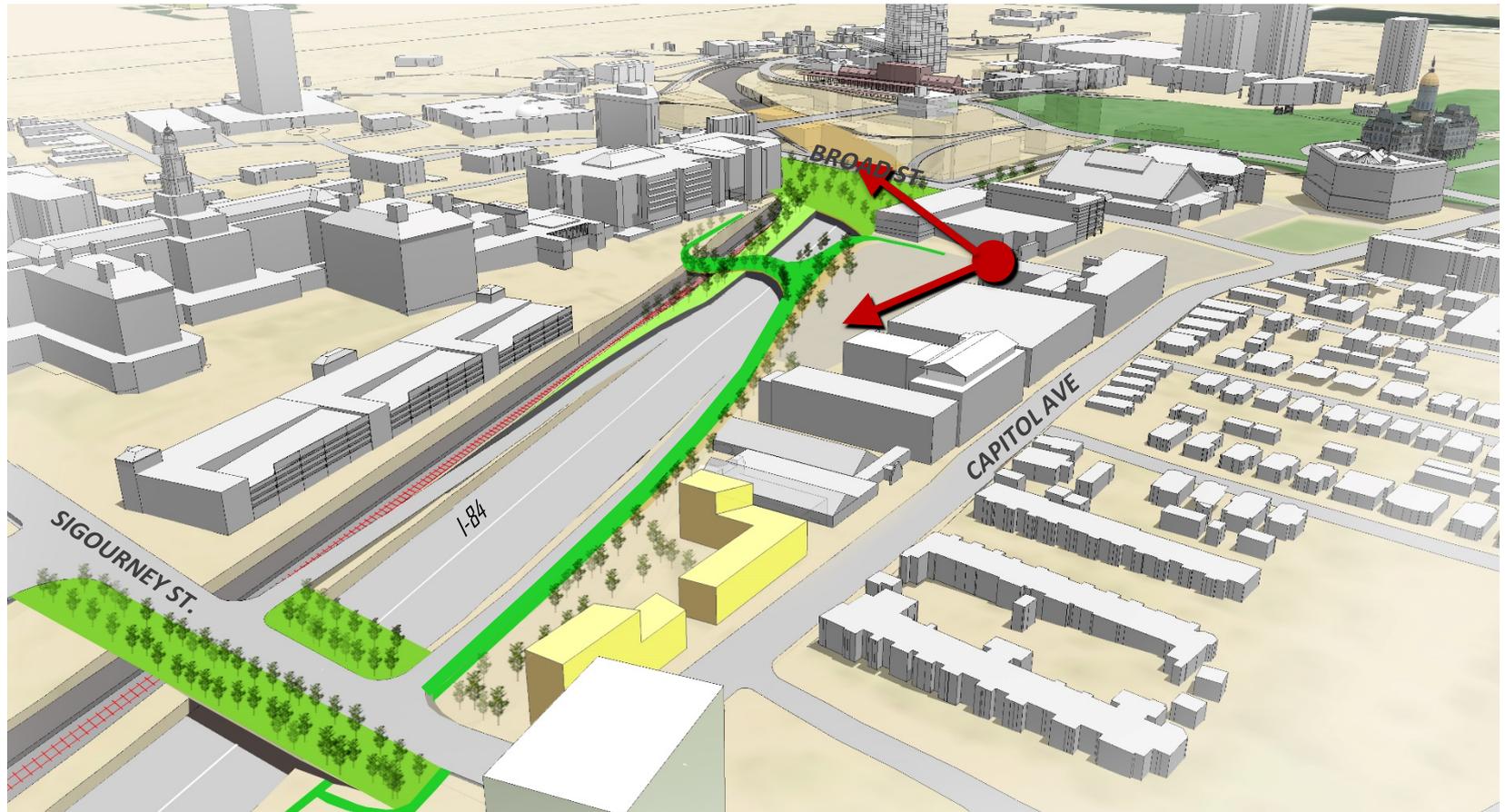
Landscape area on expanded deck

Screening wall to block view of I-84



# I-84 between Broad and Sigourney

View from Flower Street





# View from Flower Street towards I-84

*Existing Conditions*



Aetna

Elevated I-84  
viaduct

Flower St





# View from Flower Street towards I-84

*Lowered Highway Alternative*



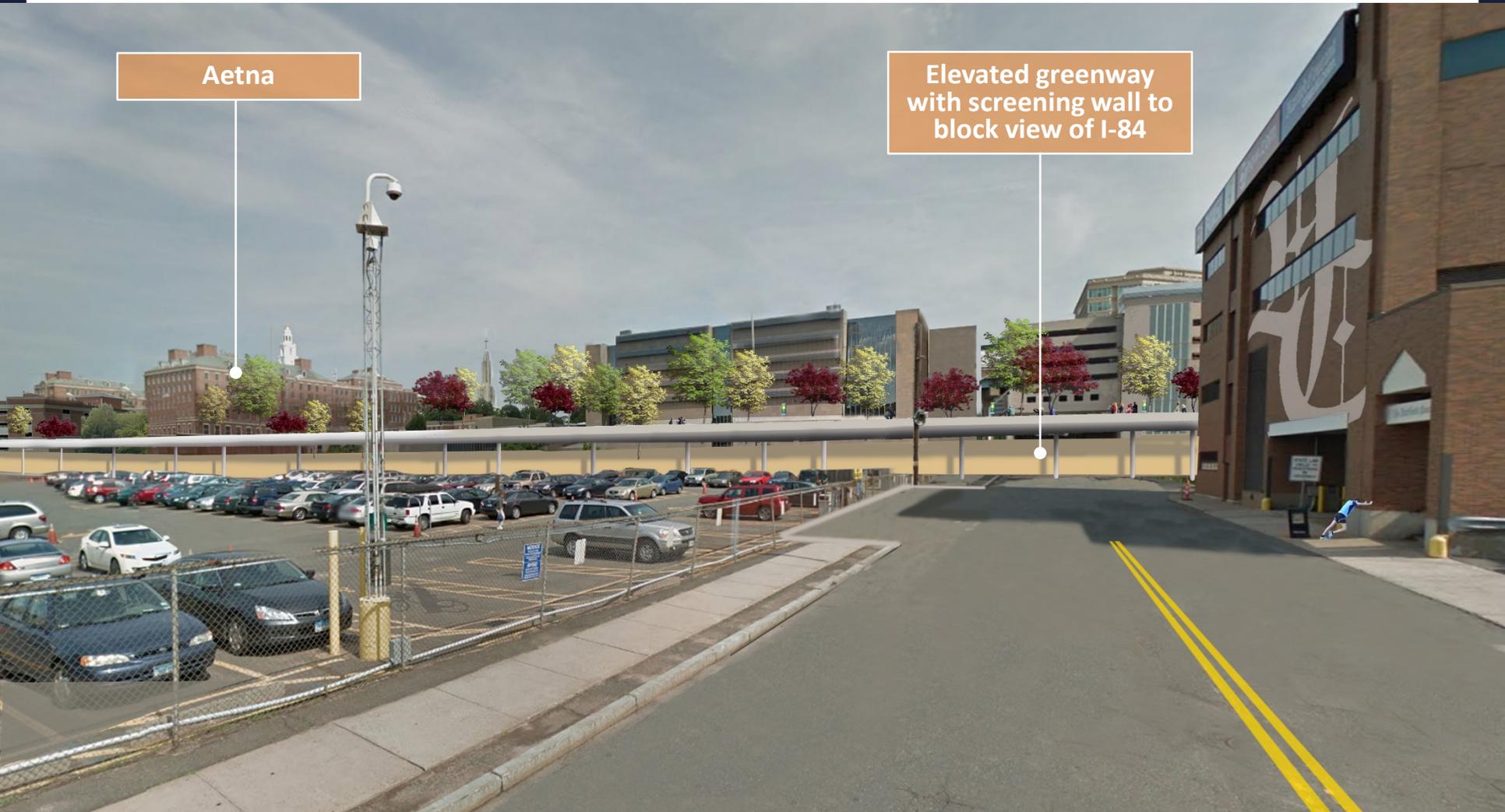
Aetna

Lowered I-84 with  
rail behind



# View from Flower Street towards I-84

*With elevated greenway and barrier wall*



Aetna

Elevated greenway  
with screening wall to  
block view of I-84



# View from Flower Street towards I-84

*With Greenway, Barrier Wall, Landscape, and Ramp*





# Case Studies: World Class Trails





# The 606 (Bloomingdale Trail)

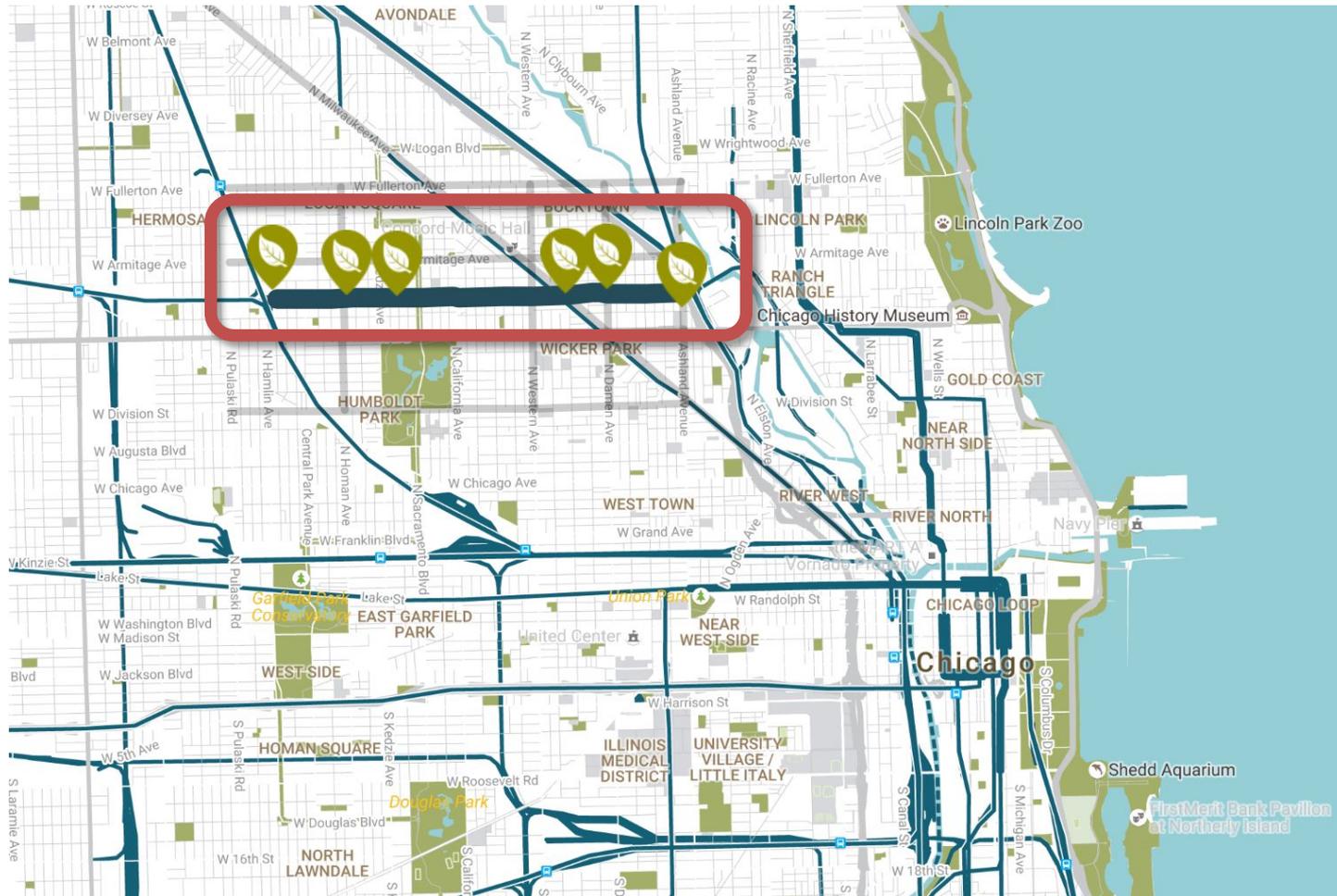
*Chicago, IL*

- 2.7 mile long east / west linear park
- Former elevated freight rail line
- 10-year timeline for planning, design, and construction
- \$95 million:
  - \$50m federal
  - \$10m city
  - \$35m TPL
- Maintained by private contractor managed by Park District





# The 606, Chicago, IL





# The 606, Chicago, IL





# The 606, Chicago, IL



Section A



# The 606, Chicago, IL





# The 606, Chicago, IL

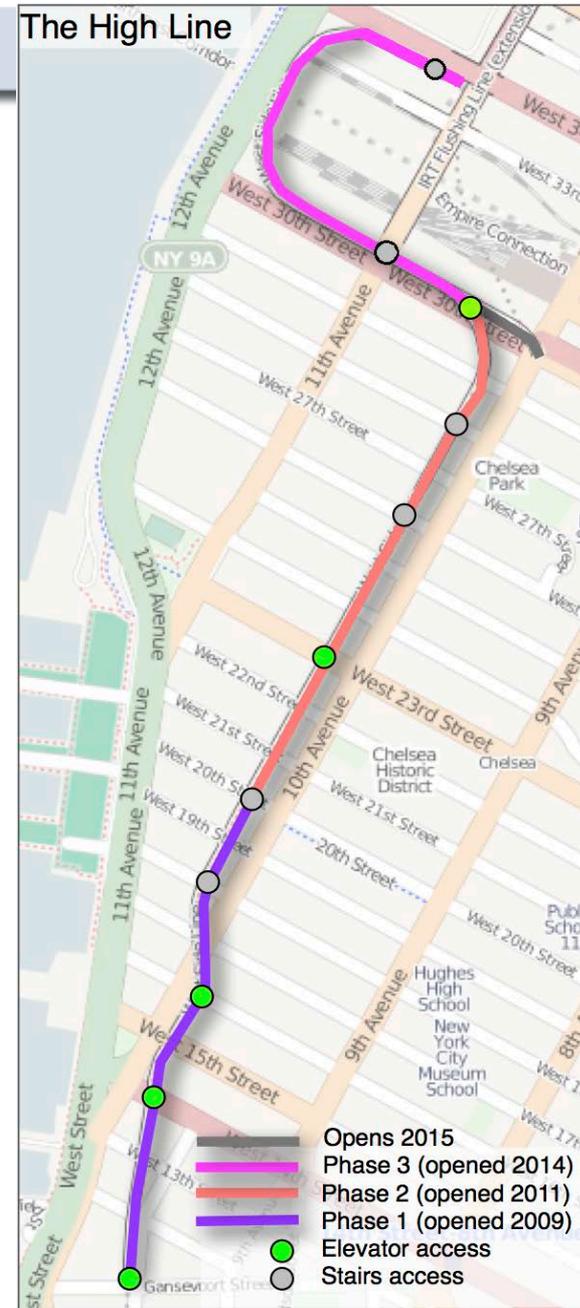




# The High Line

*New York, NY*

- 1.5 mile long north / south linear park
- Former elevated freight rail line
- Initiated in 1999 by non-profit Friends of the High Line
- \$190 million approx:
  - \$ 20m federal
  - \$120m city
  - \$ 50m non-profit
- Spurred substantial economic development – 5 million visitors annually





# The High Line, New York, NY

*View Before*





# The High Line, New York, NY

*View After*





# The High Line, New York, NY

*Pedestrian Destination*





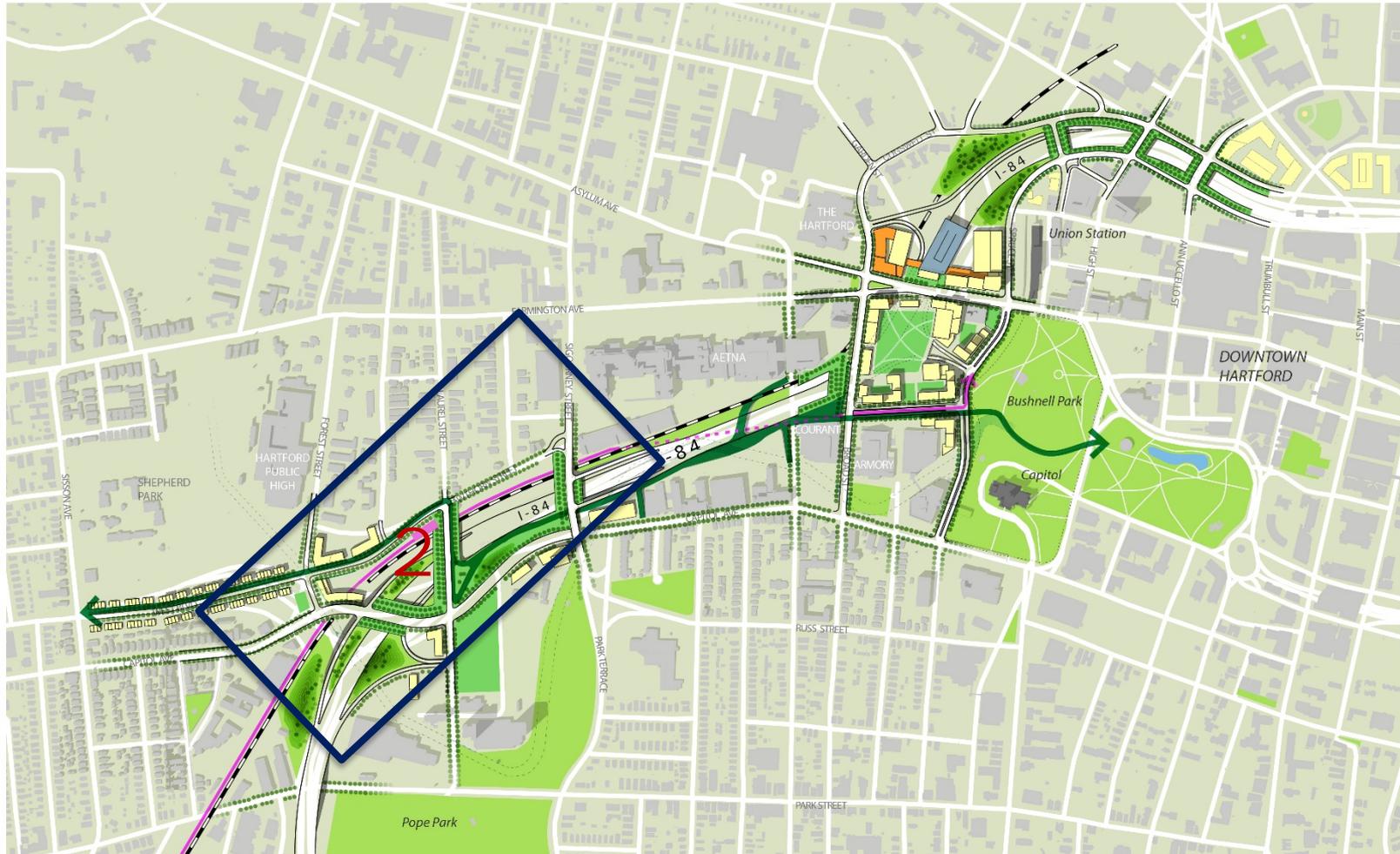
# The High Line, New York, NY

*Relationship to Ground Level*





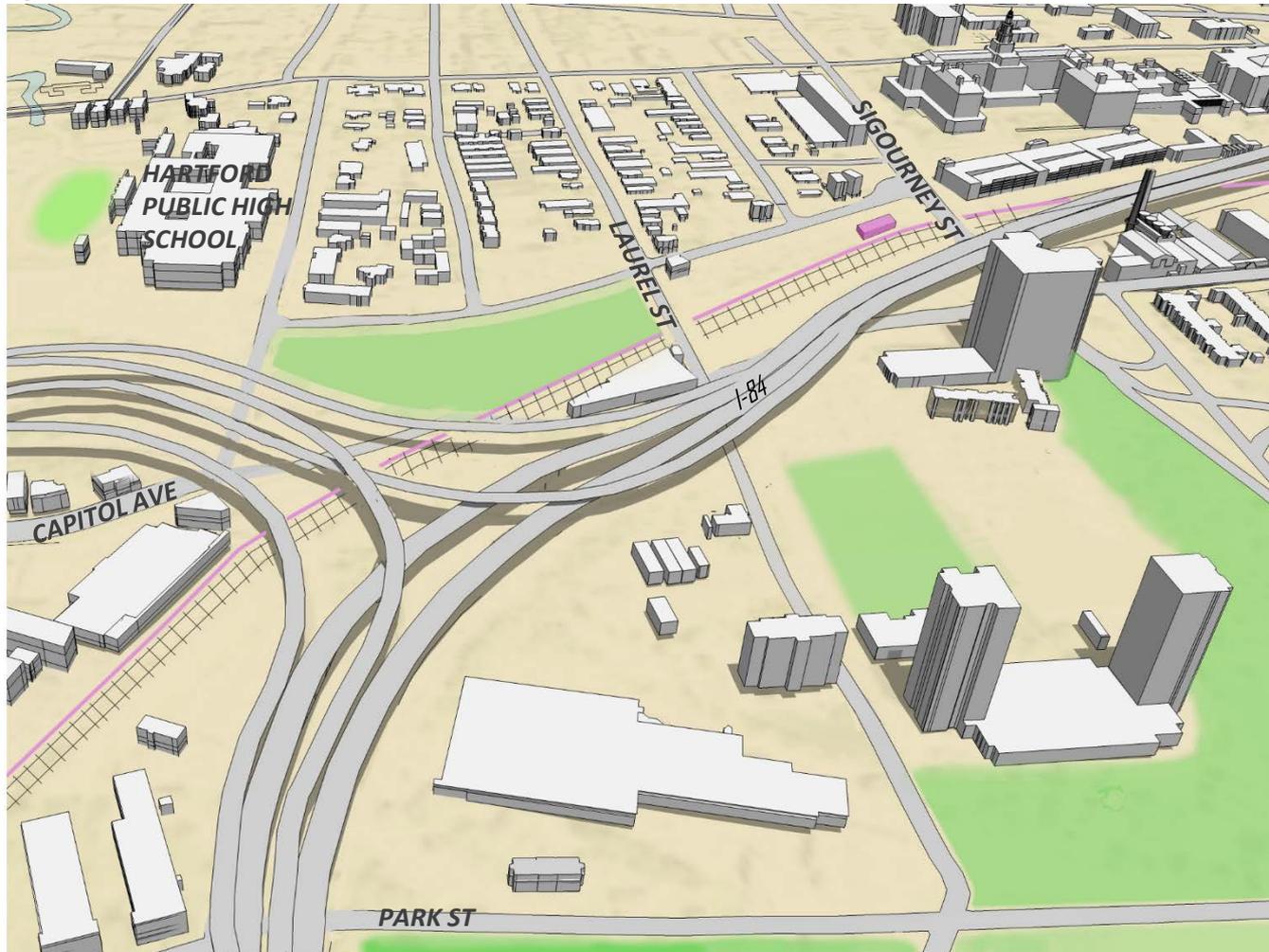
# I-84 between Park and Sigourney





# I-84 between Park and Sigourney

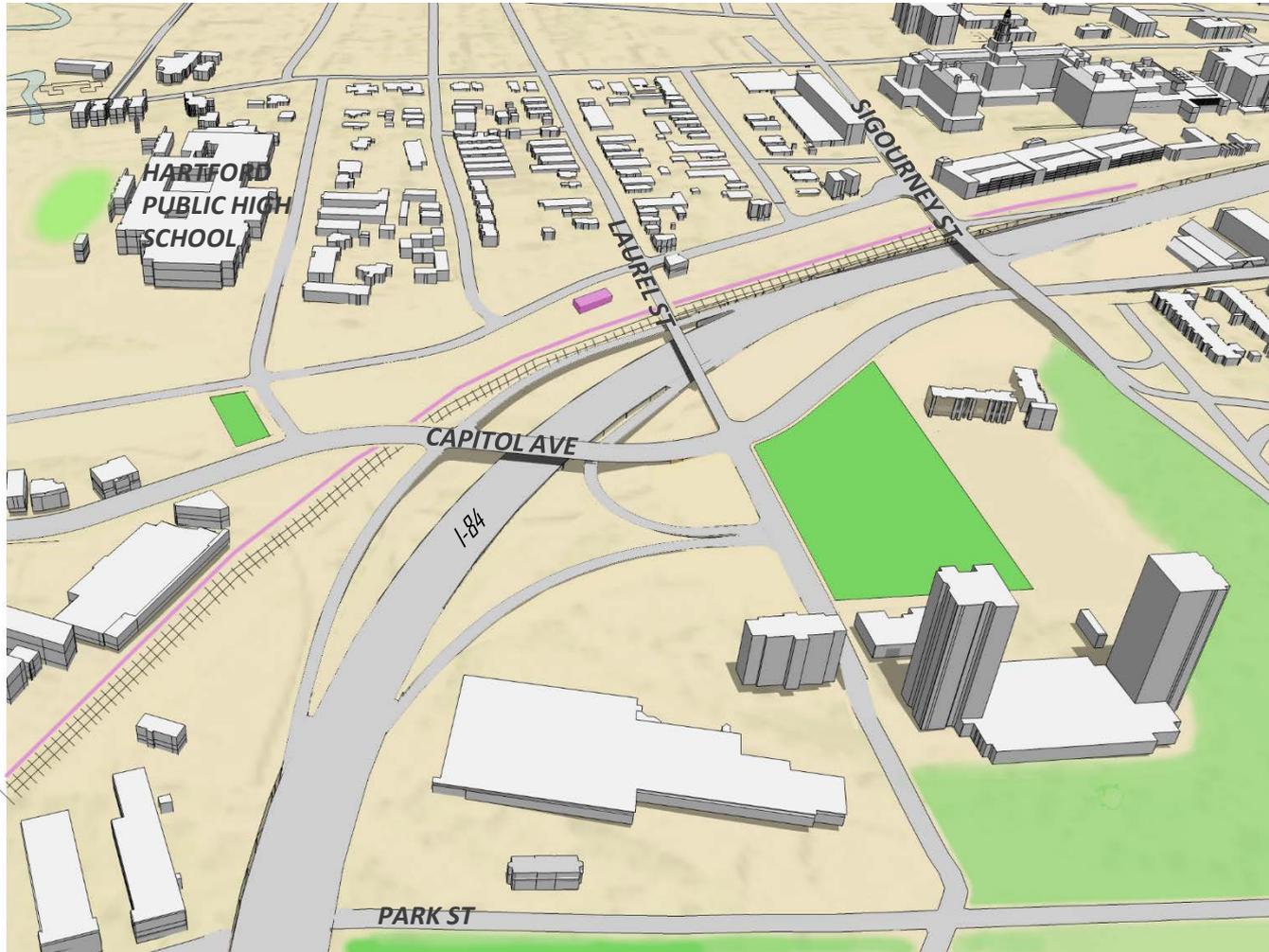
*Existing*





# I-84 between Park and Sigourney

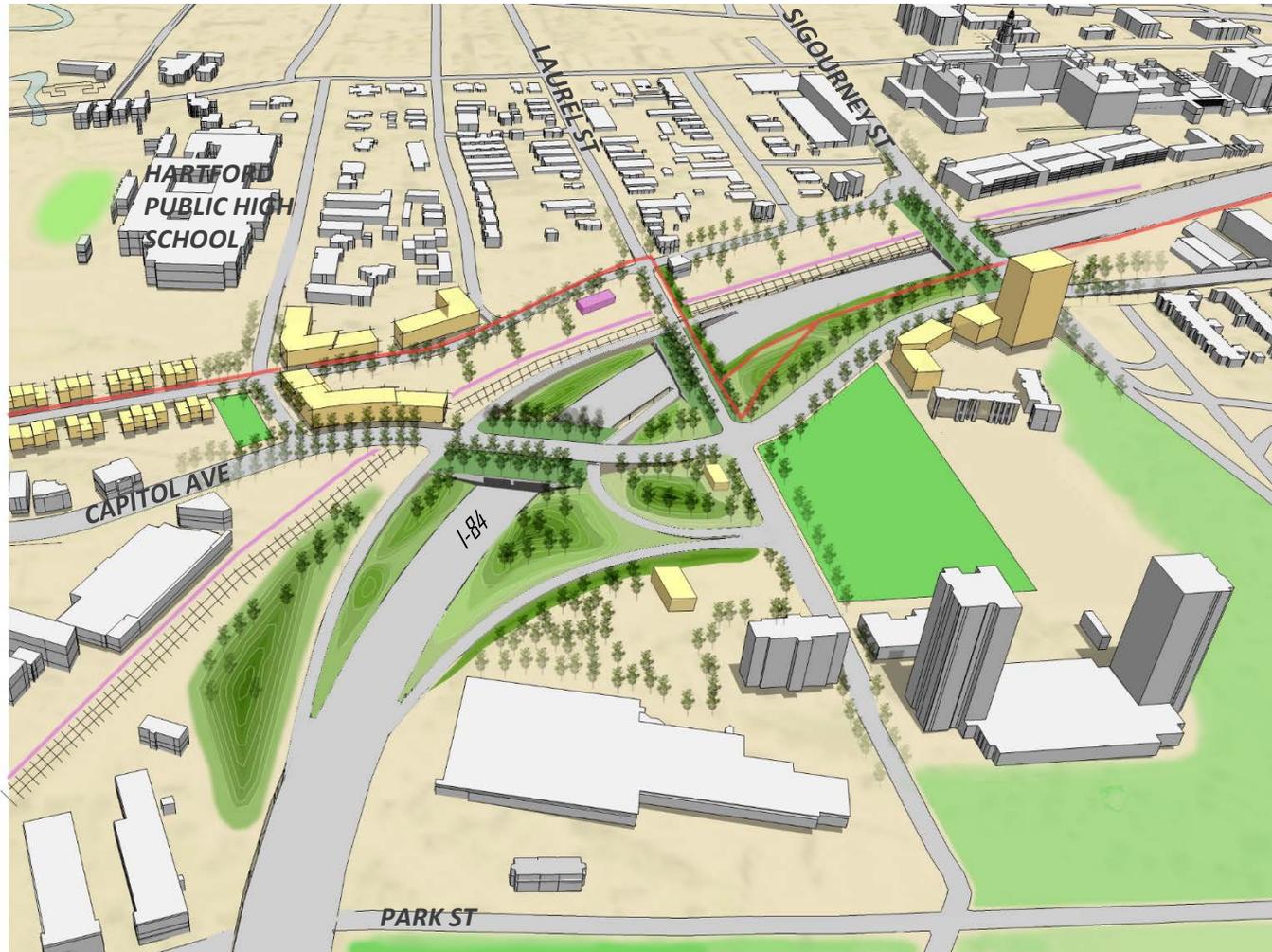
## *Basic Improvements*





# I-84 between Park and Sigourney

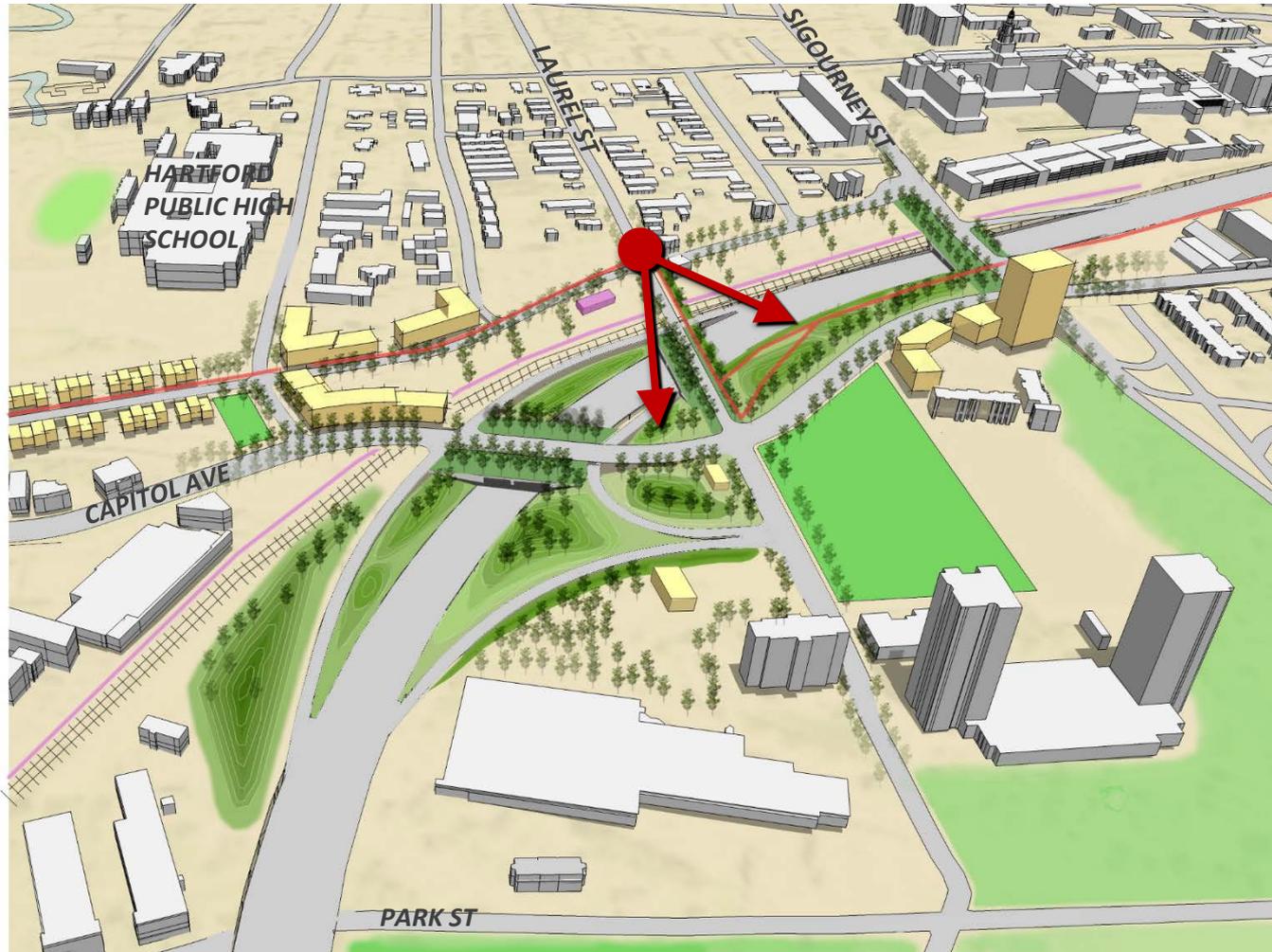
## *Enhanced Improvements*





# I-84 between Park and Sigourney

## *Enhanced Improvements*





# Laurel Street Looking South

*Existing*

Connecticut  
Street View - Jul 2015

View of elevated I-84 viaduct

Limited sidewalk space/no bike lanes





# Laurel Street Looking South

## *Potential*



Screening wall to hide lowered highway

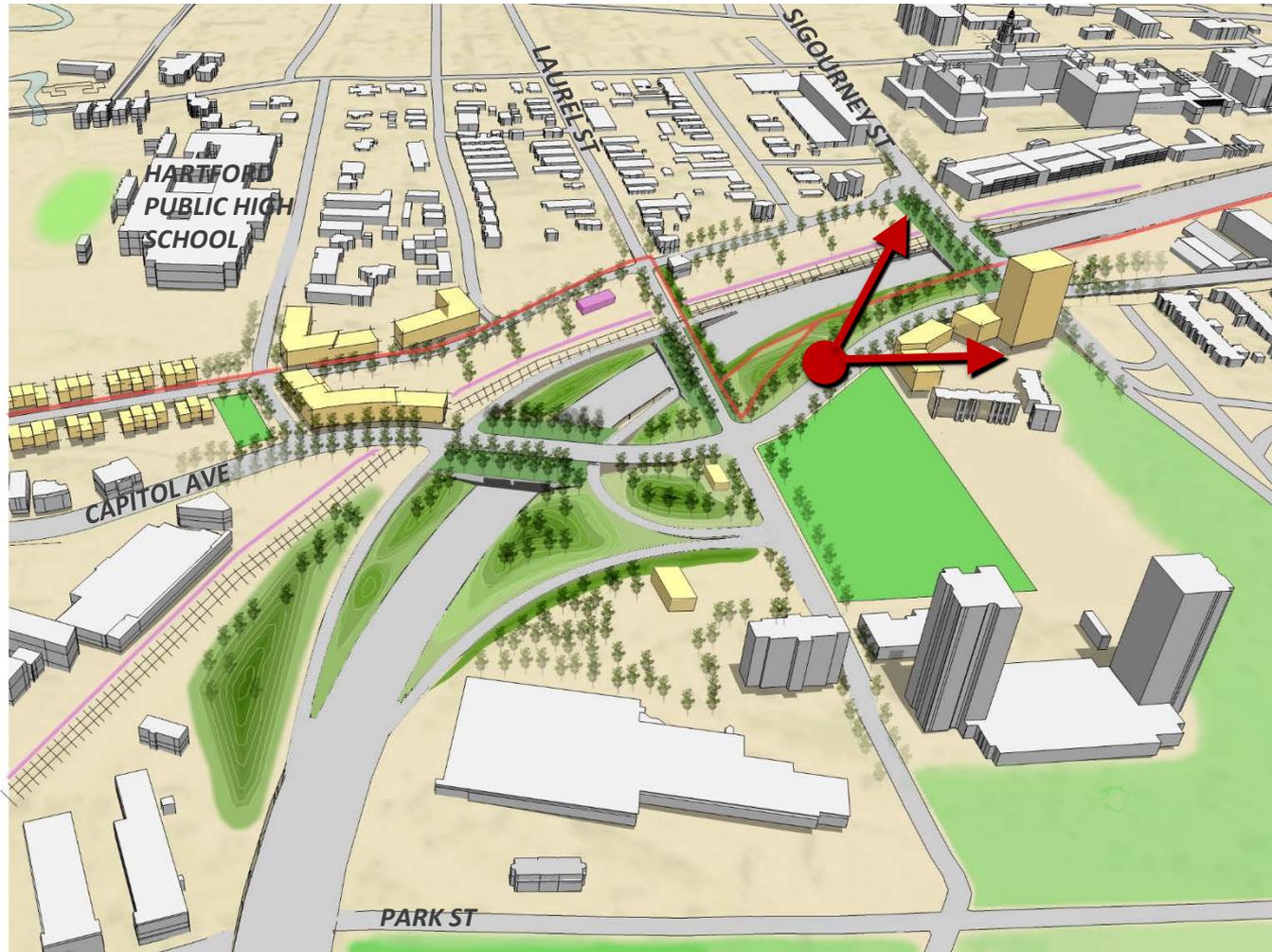
Multi-use greenway on expanded deck

Dedicated Laurel Street bike lanes



# I-84 between Park and Sigourney

## *Enhanced Improvements*



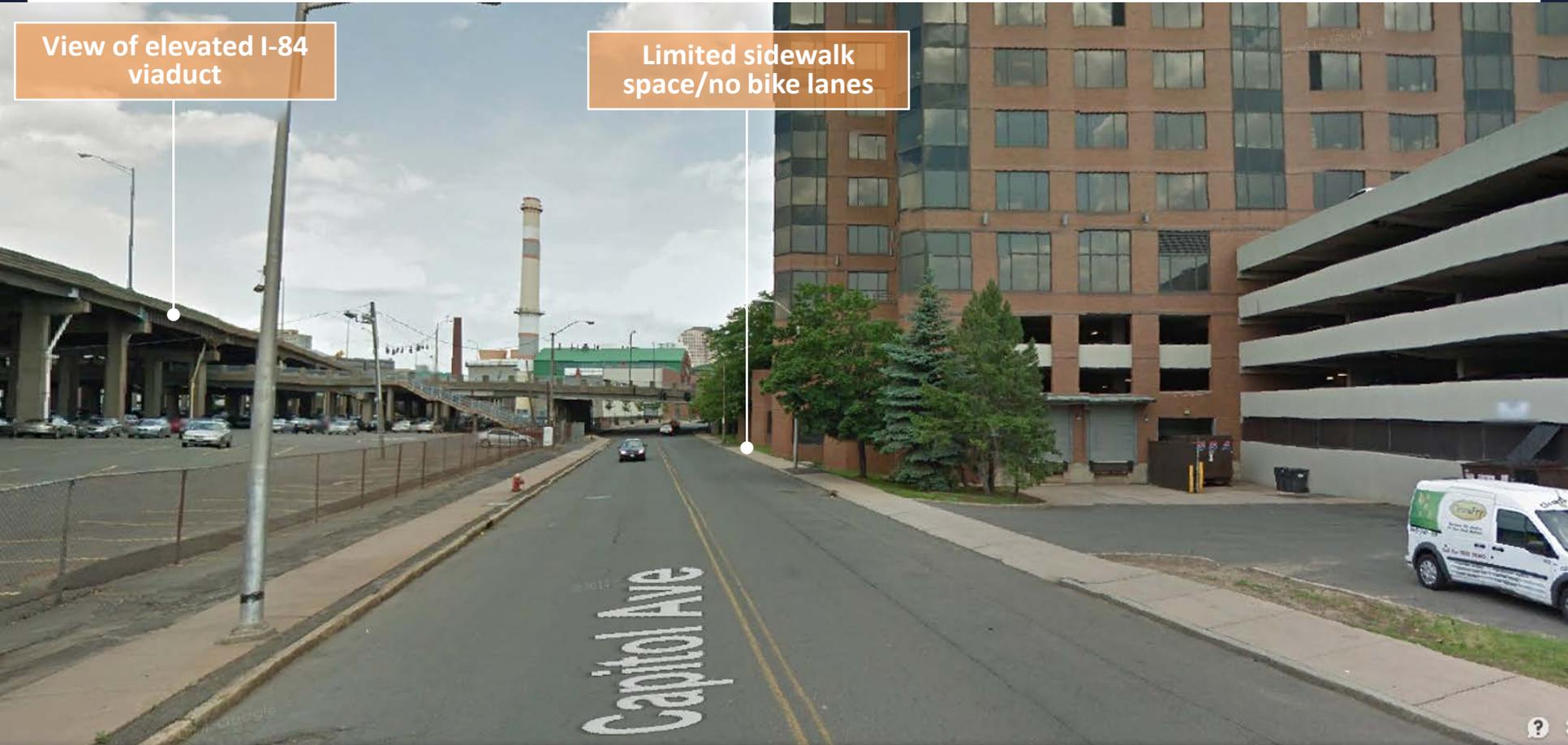


# Capitol Avenue Looking East

*Existing*

View of elevated I-84 viaduct

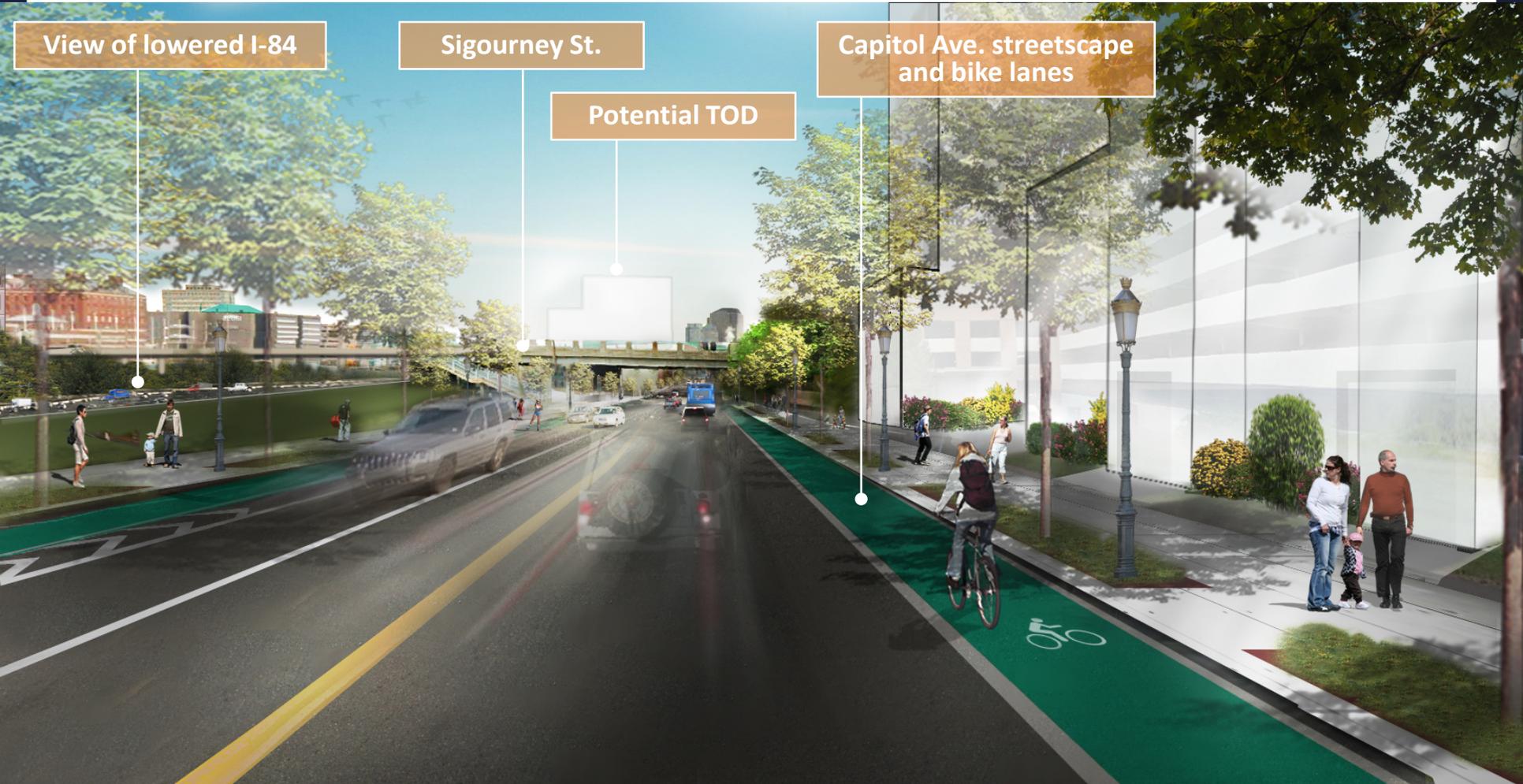
Limited sidewalk space/no bike lanes





# Capitol Avenue Looking East

## *Basic Improvements*



View of lowered I-84

Sigourney St.

Potential TOD

Capitol Ave. streetscape  
and bike lanes



# Capitol Avenue Looking East

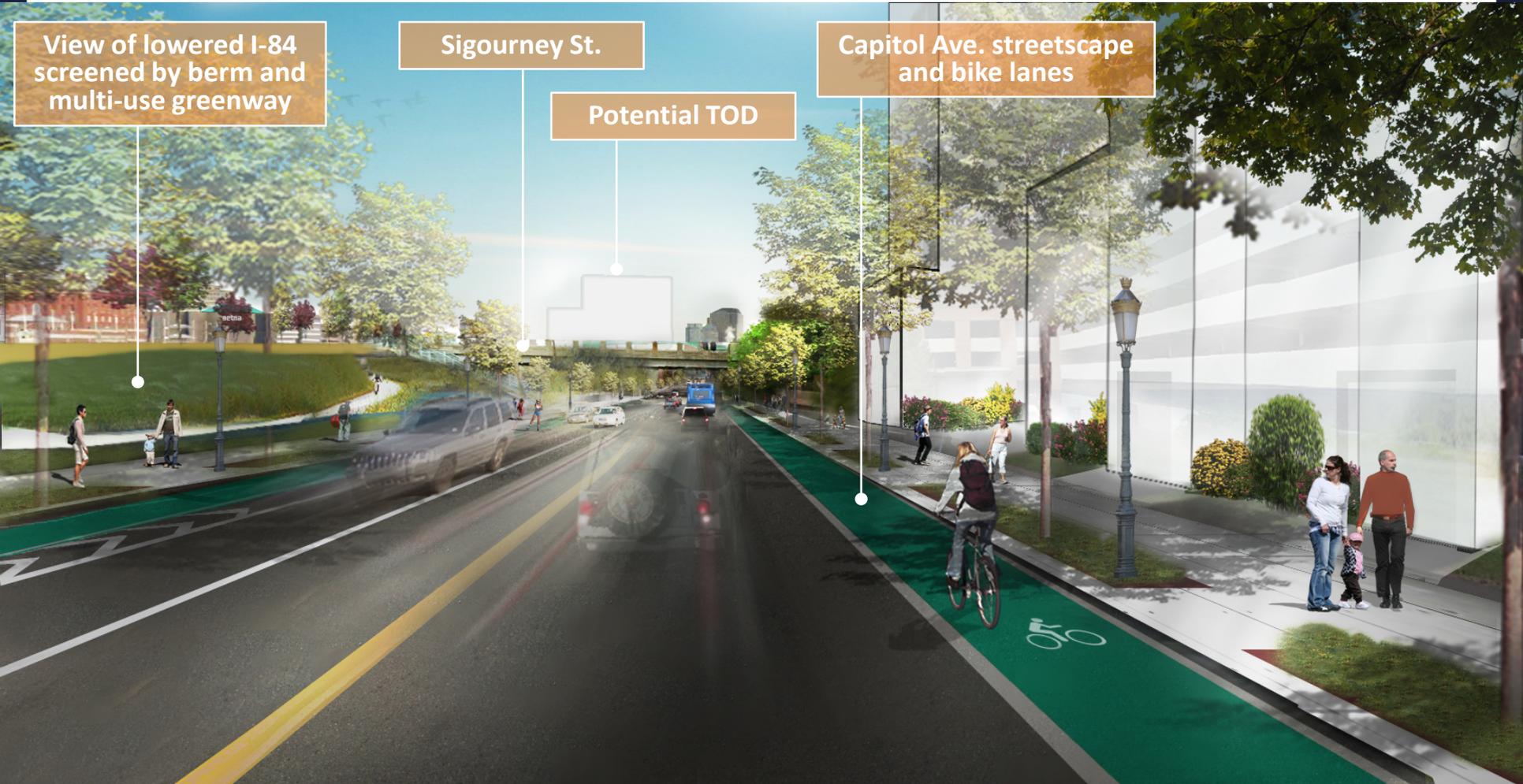
*With Topography to Screen View of I-84*

View of lowered I-84 screened by berm and multi-use greenway

Sigourney St.

Potential TOD

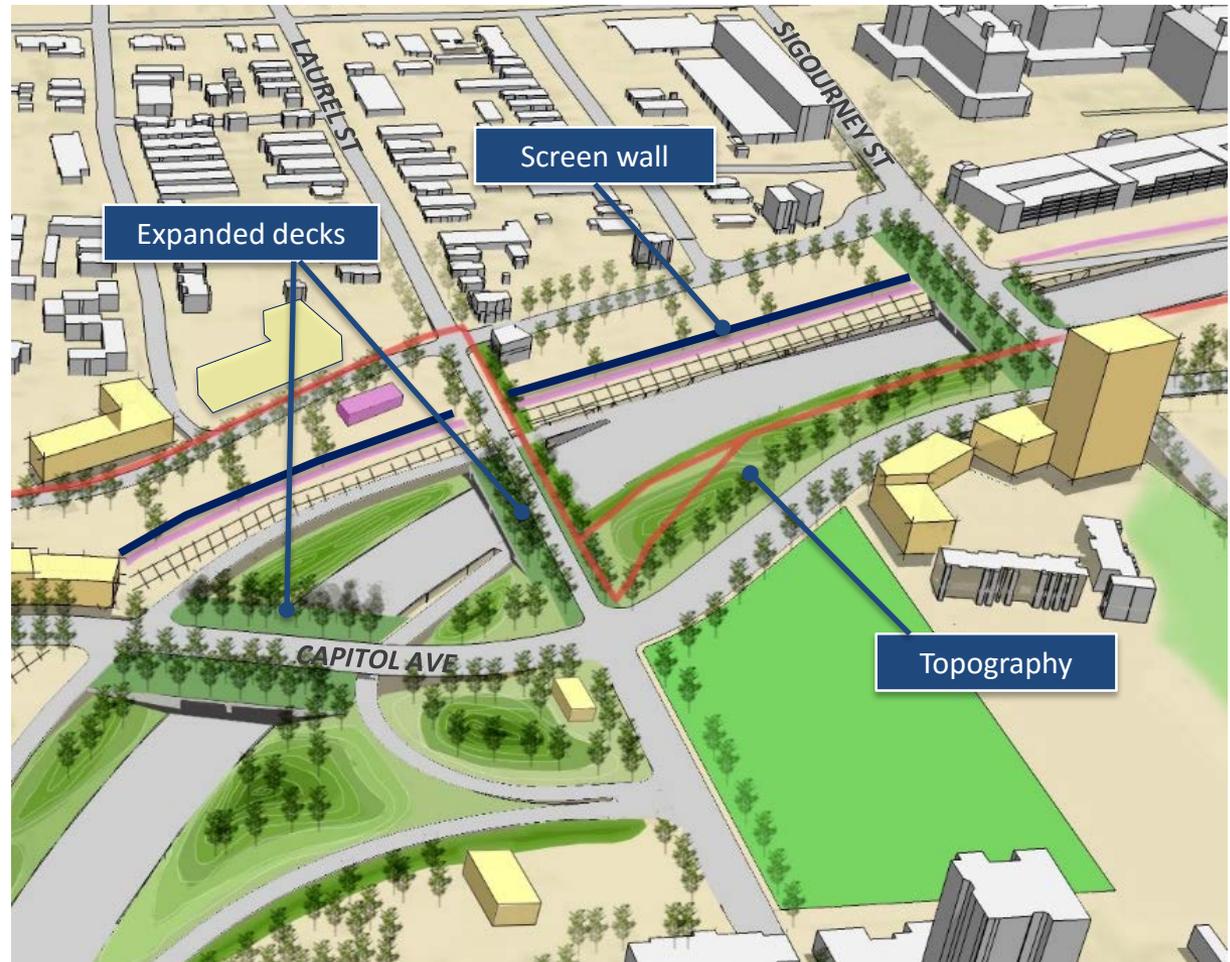
Capitol Ave. streetscape and bike lanes



# I-84 between Park and Sigourney

## *Enhanced Improvements*

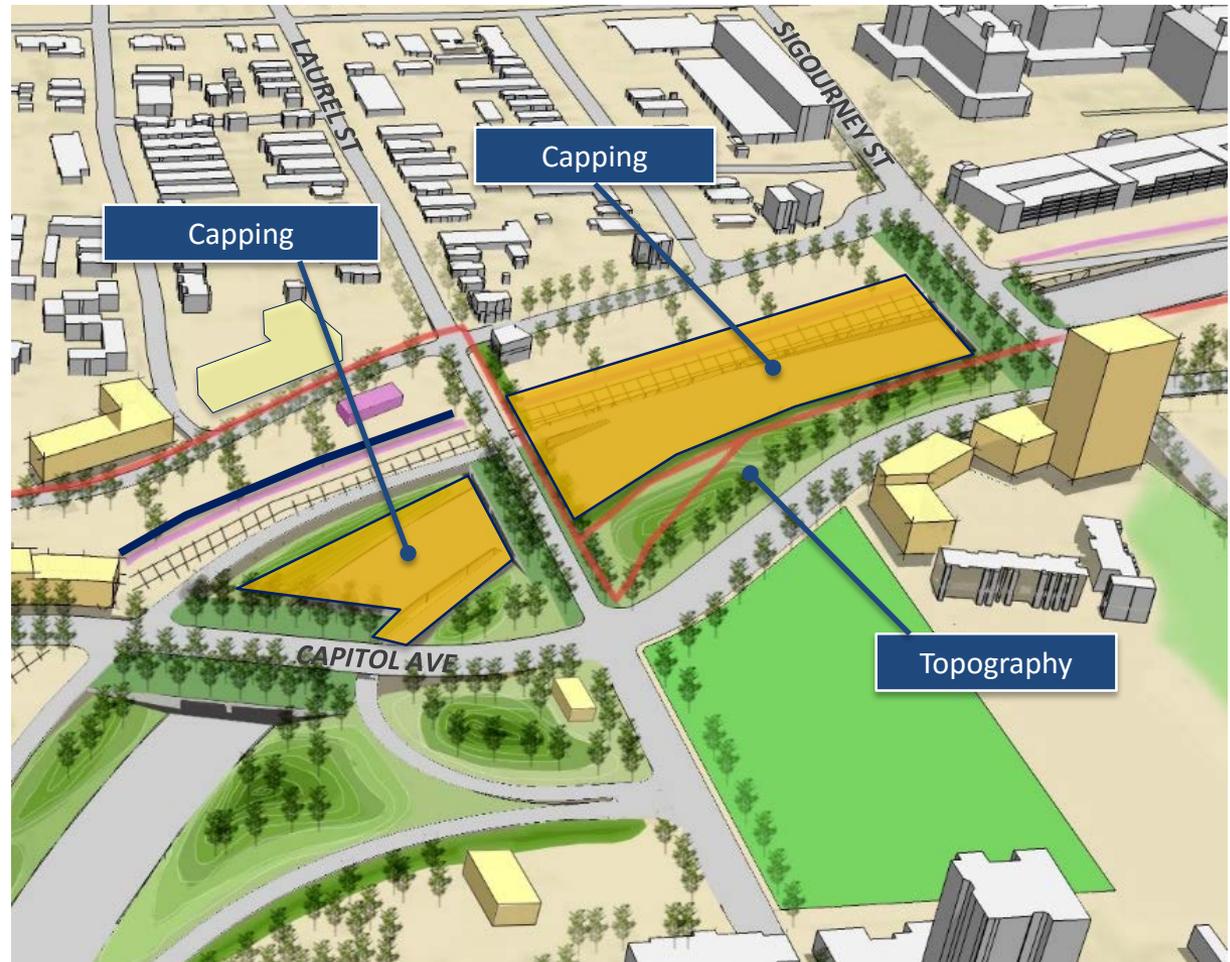
- Expanded bridge decks hide highway
- Screen wall buffers rail and CT *fastrak*
- Topography buffers a lowered I-84
- Multi-use greenway is a neighborhood resource



# I-84 between Park and Sigourney

## *With Capping*

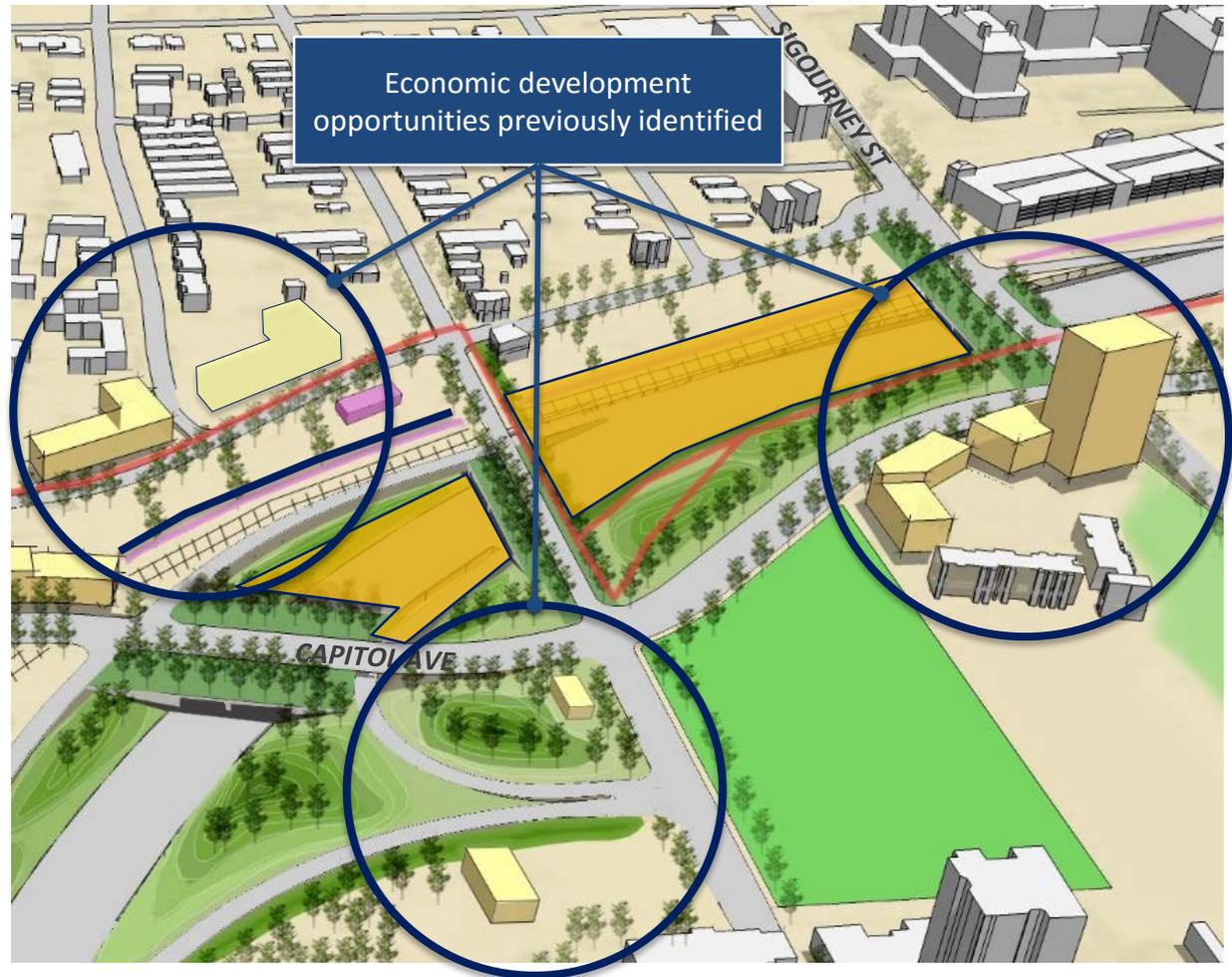
- Capping would further screen visual and noise impacts
- Approx. 7 acres, cost of \$350 - \$425M
- Potential economic development value?
- Potential for surface or structured parking?
- Potential as public park space?



# I-84 between Park and Sigourney

## *Potential for Economic Development*

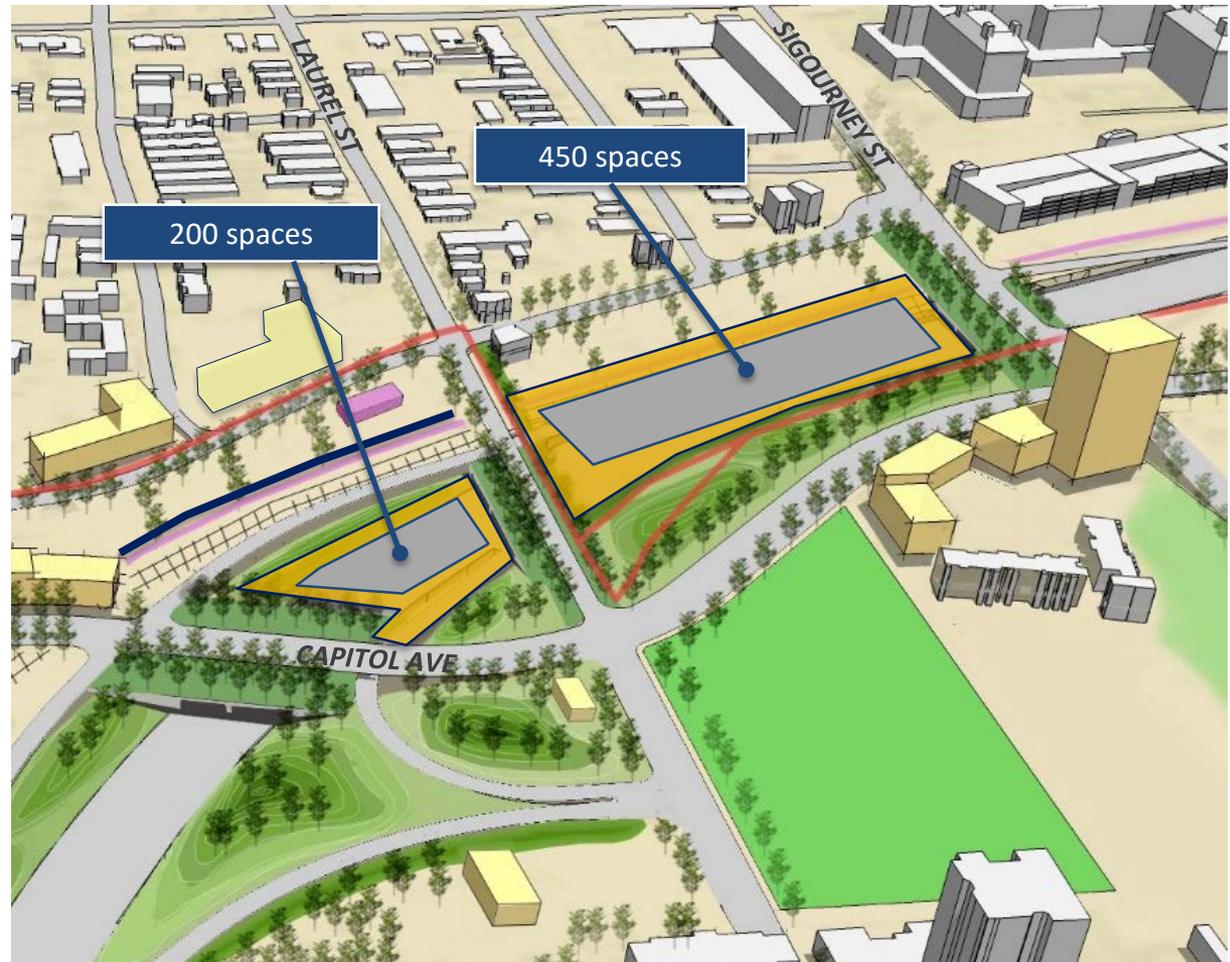
- Private development in the form of buildings on the cap is unlikely given cost premiums
- No additional TOD or economic development opportunities are created beyond those previously identified



# I-84 between Park and Sigourney

## *Potential for Surface Parking*

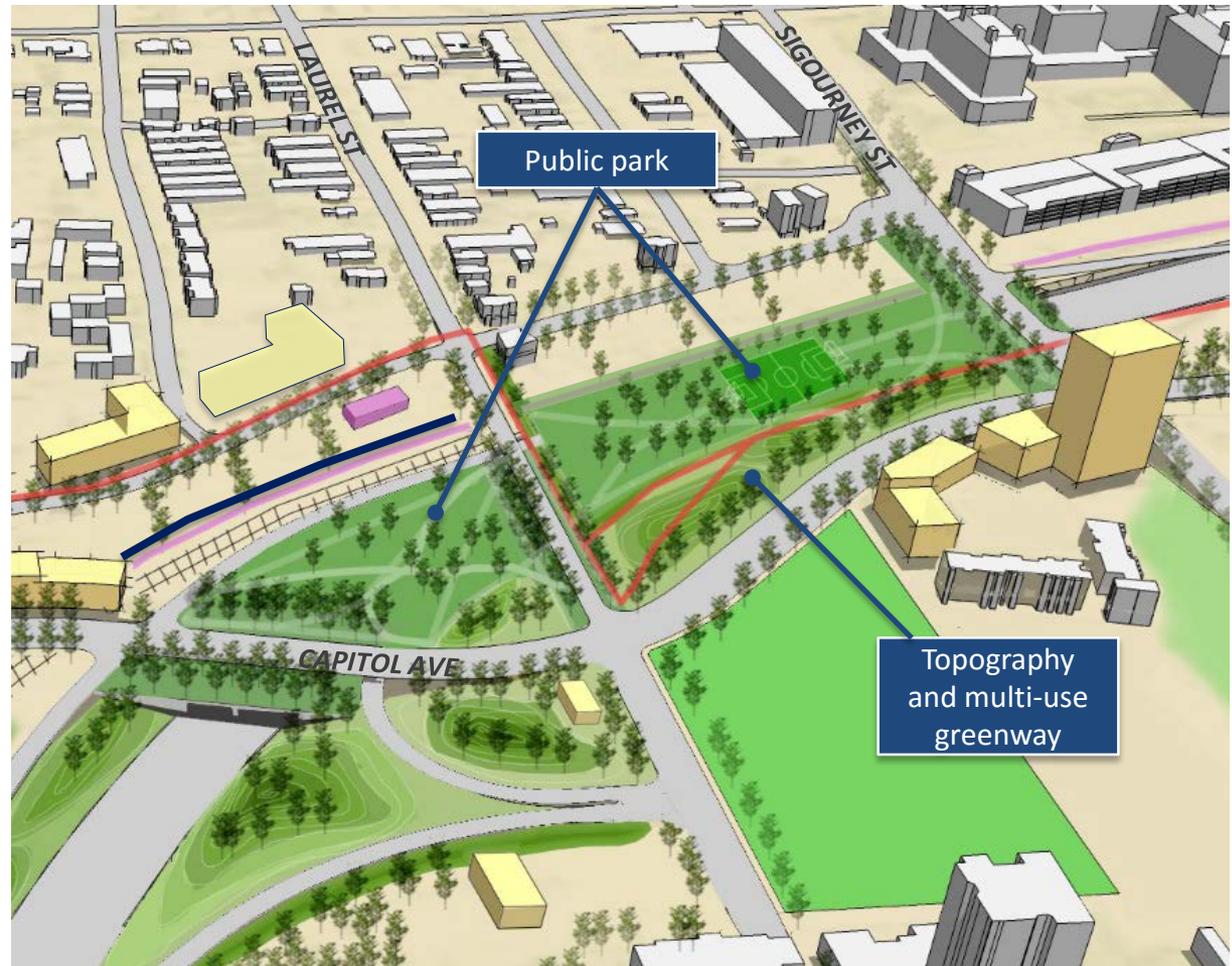
- Would add approximately 650 parking spaces
- Likely affiliated with Aetna
- Has shared parking potential for transit and neighborhood uses



# I-84 between Park and Sigourney

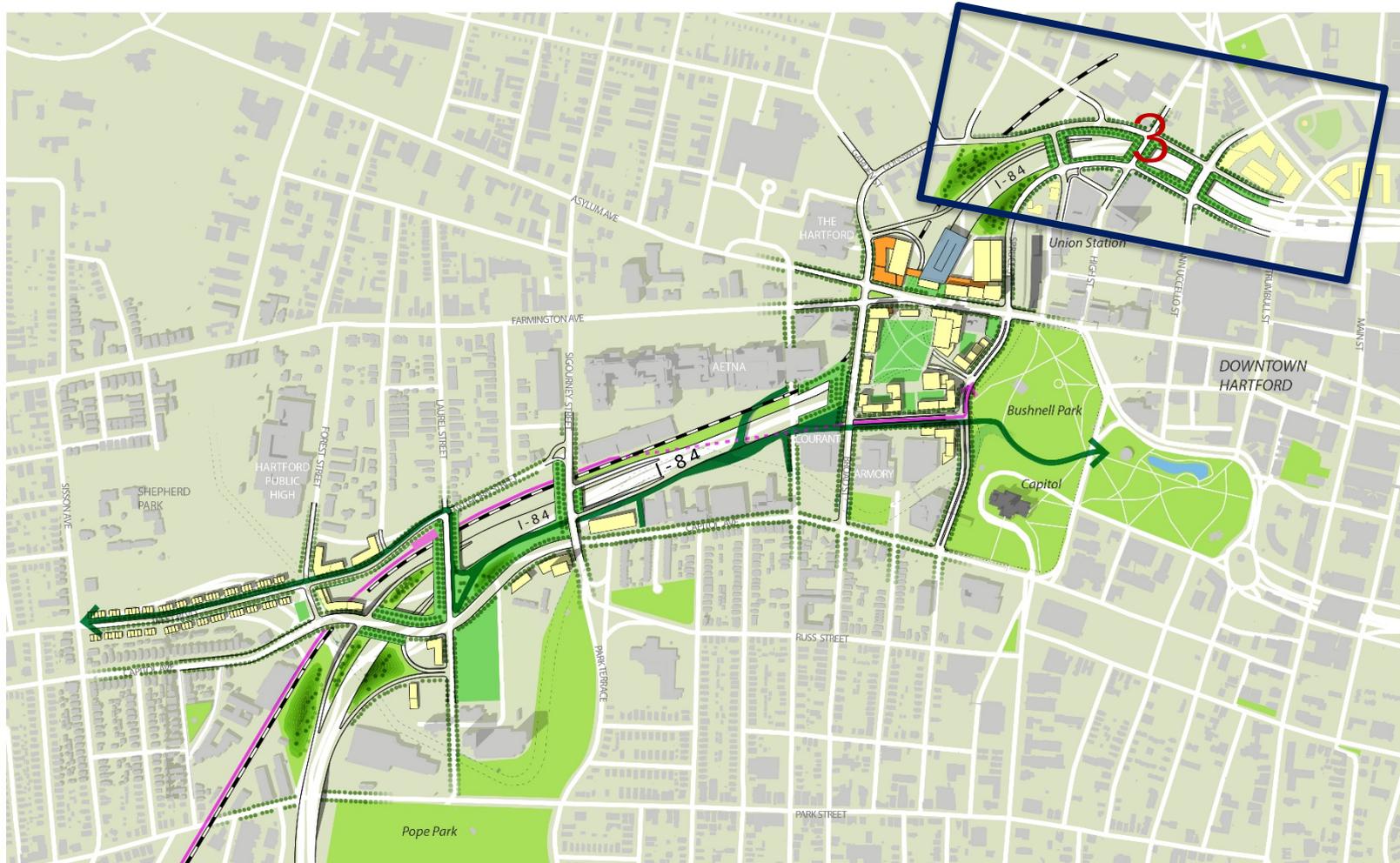
## *Potential for park space*

- Active recreation would be likely use
- Pope Park and other green spaces are located nearby
- No commercial or residential buildings are directly adjacent
- Multi-use greenway can be independent





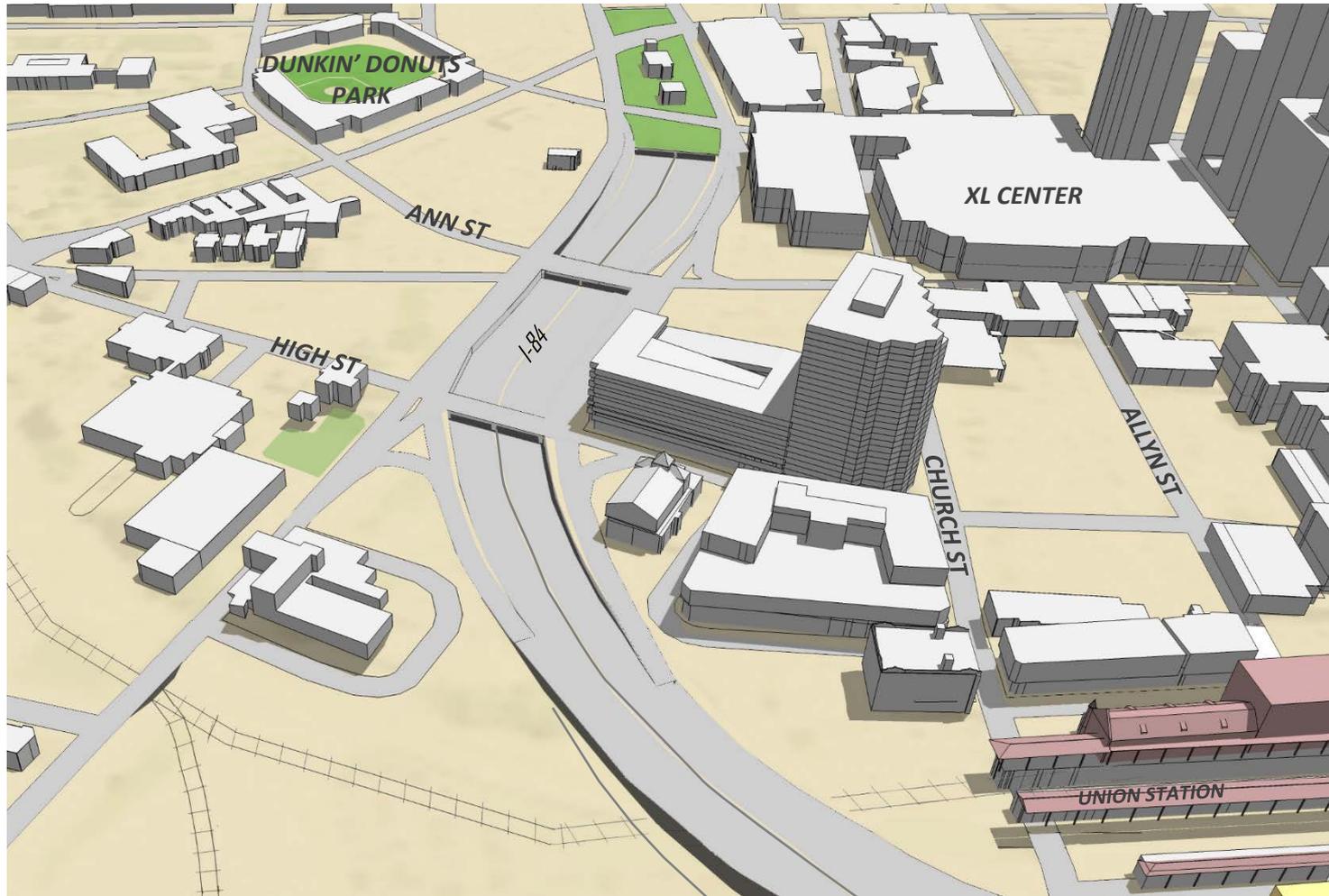
# I-84 between High and Ann Uccello Streets





# I-84 between High and Ann Uccello Streets

## *Existing Conditions*





# I-84 between High and Ann Uccello Streets

## *Basic Improvements*





# I-84 between High and Ann Uccello Streets

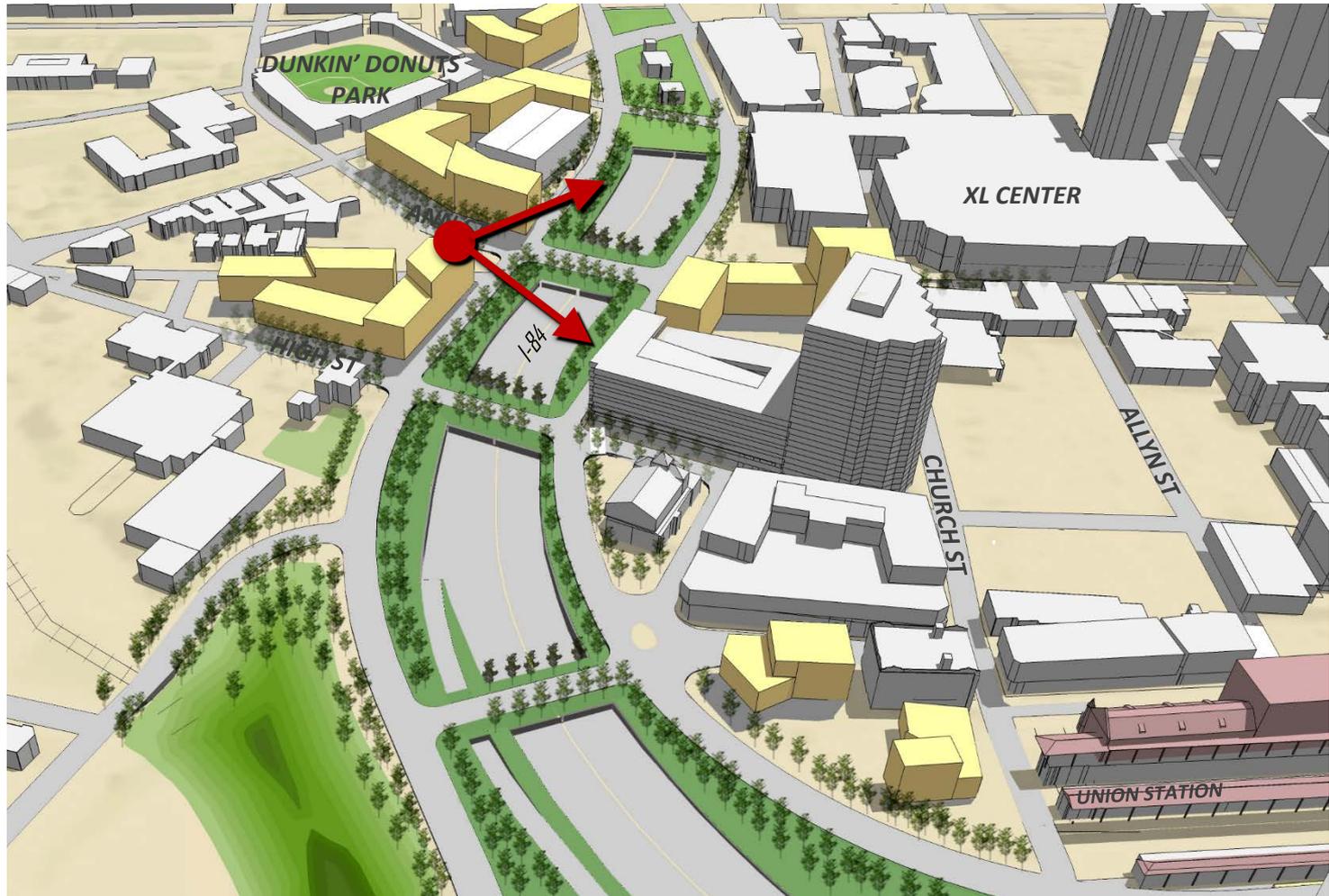
## *Enhanced Improvements*





# I-84 between High and Ann Uccello Streets

## *Enhanced Improvements*





# I-84 HARTFORD PROJECT

## Ann Uccello Street Bridge

*Existing View*

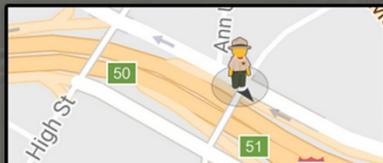
Chapel St N

Hartford, Connecticut

Street View - Aug 2015

View of I-84

View of I-84



Back to Map

Google



# I-84 HARTFORD PROJECT

## Ann Uccello Street Bridge

### *Potential View*



Screening wall to block views of I-84

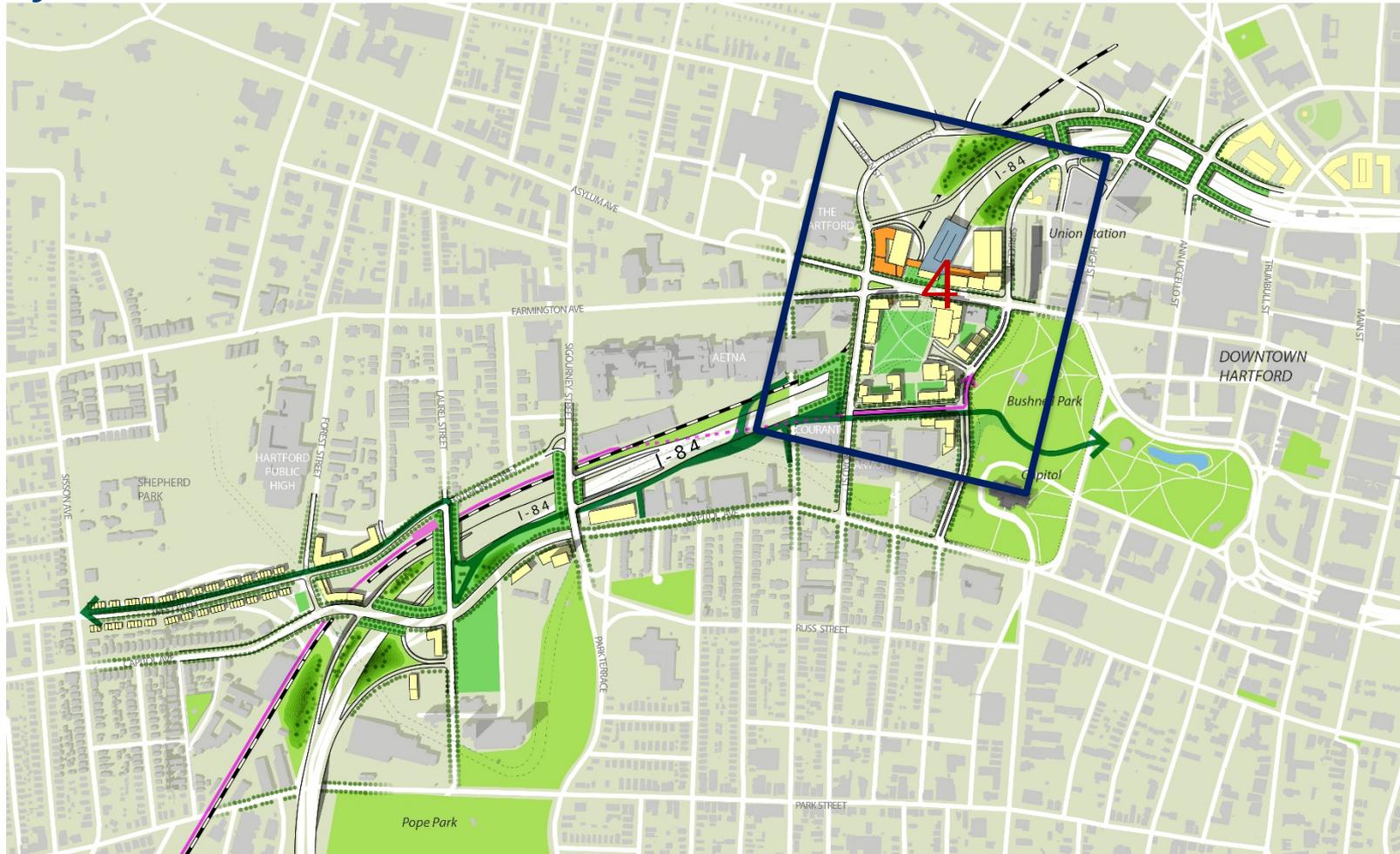
Dedicated bike lanes

Expanded deck, landscape, and screening wall



# I-84 Corridor

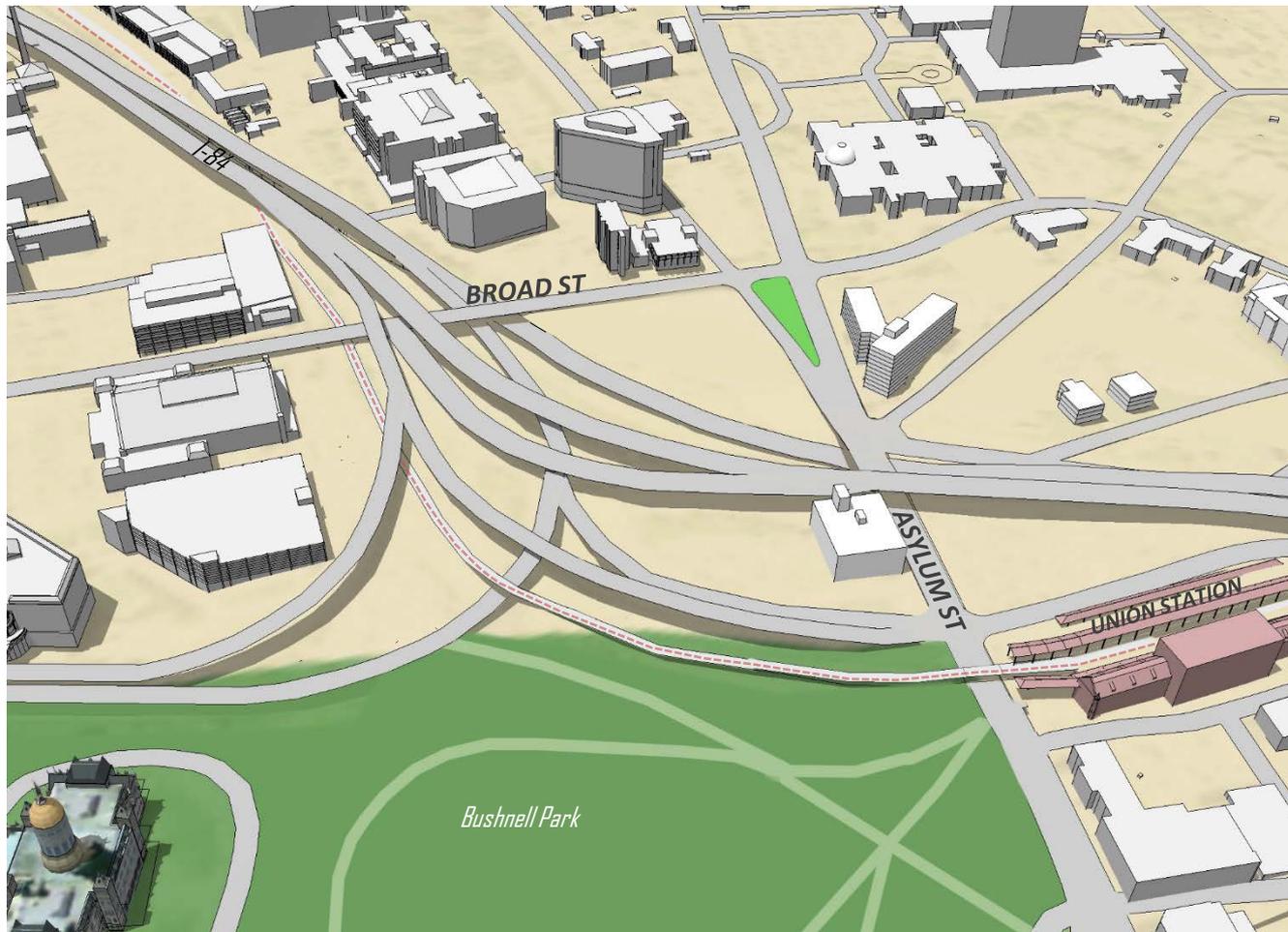
## Key Plan





# I-84 between Broad and Asylum

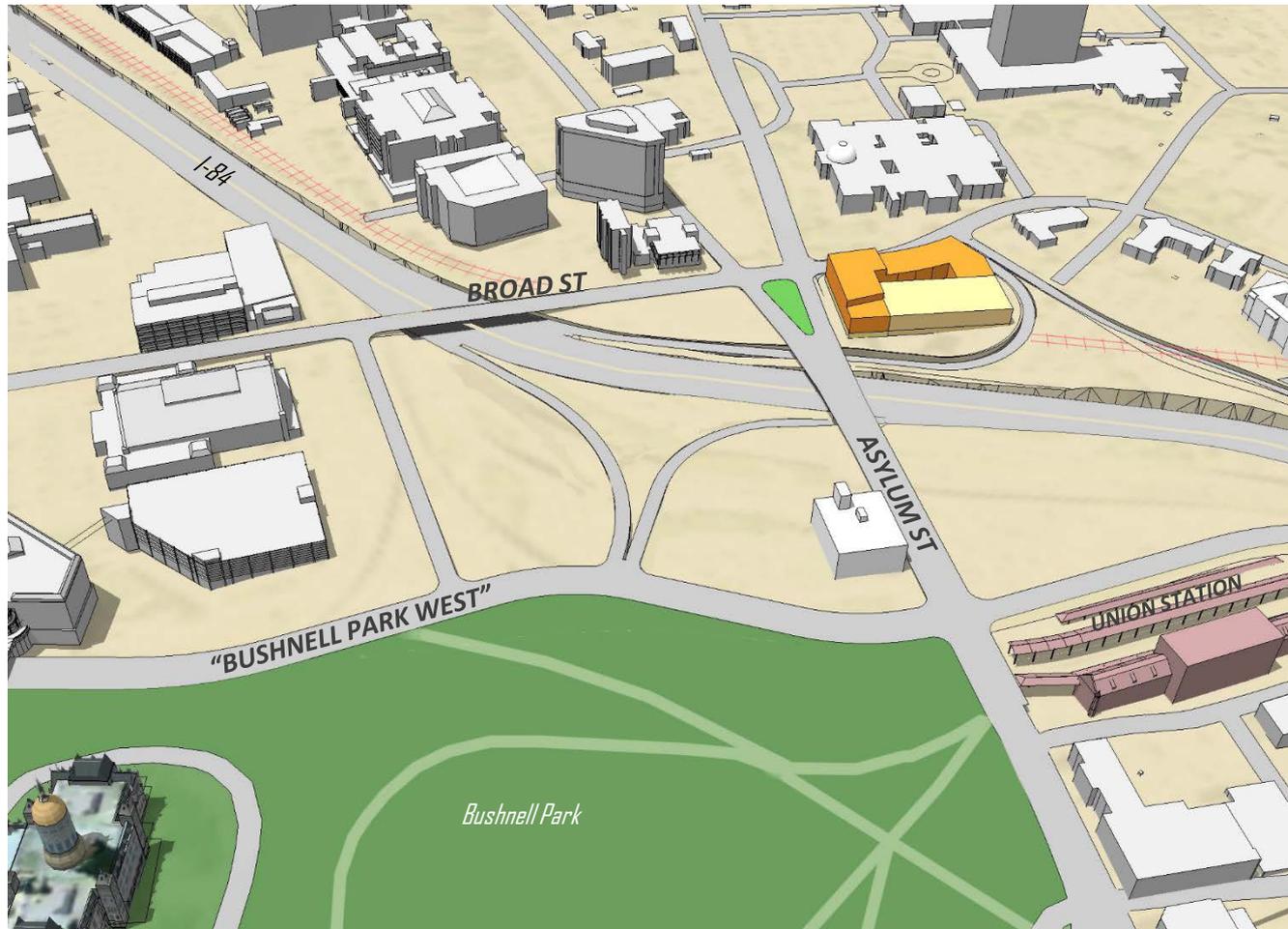
*Existing Conditions*





# I-84 between Broad and Asylum

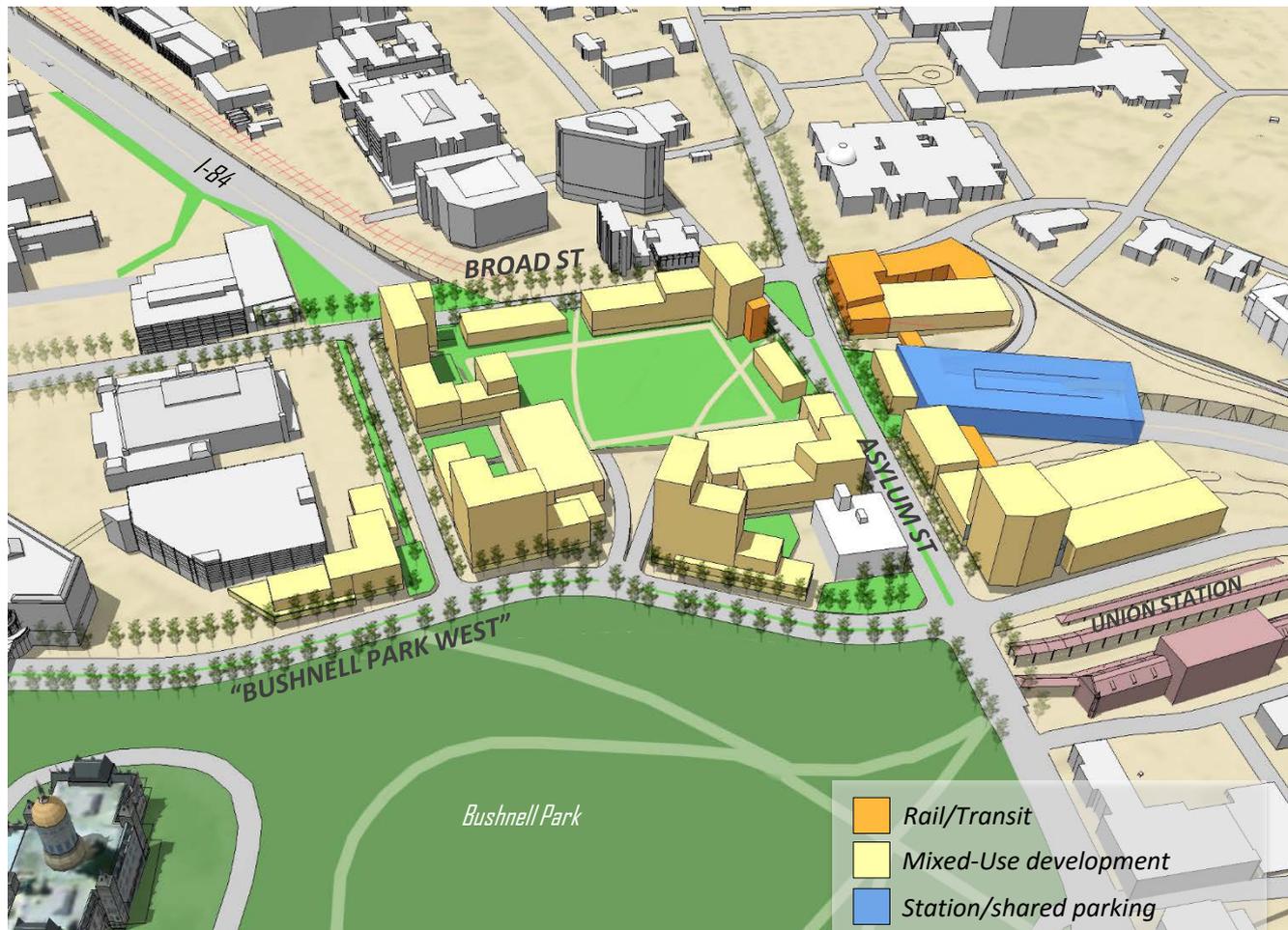
## *Basic Improvements*





# I-84 between Broad and Asylum

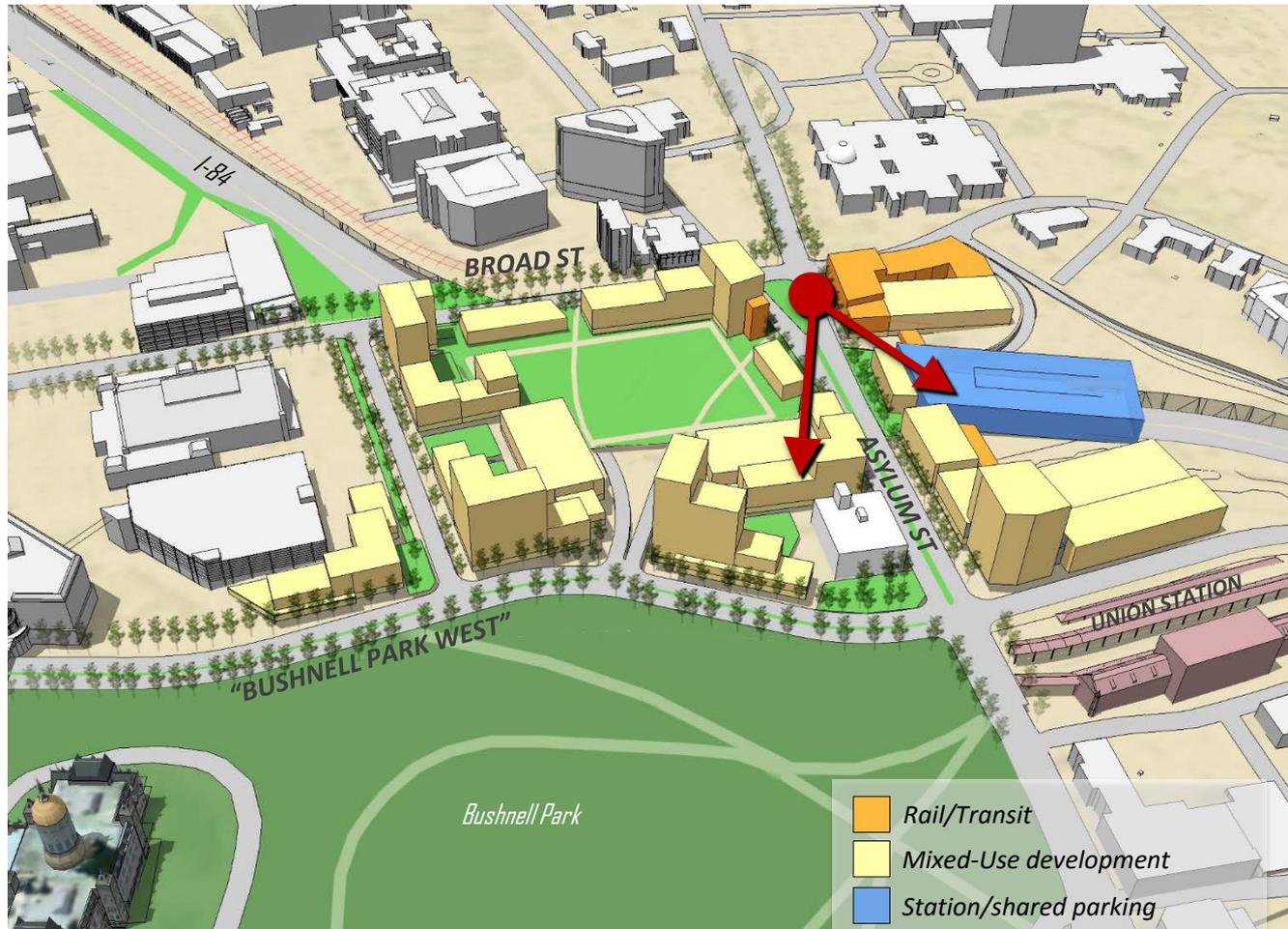
## *Enhanced Improvements*





# I-84 between Broad and Asylum

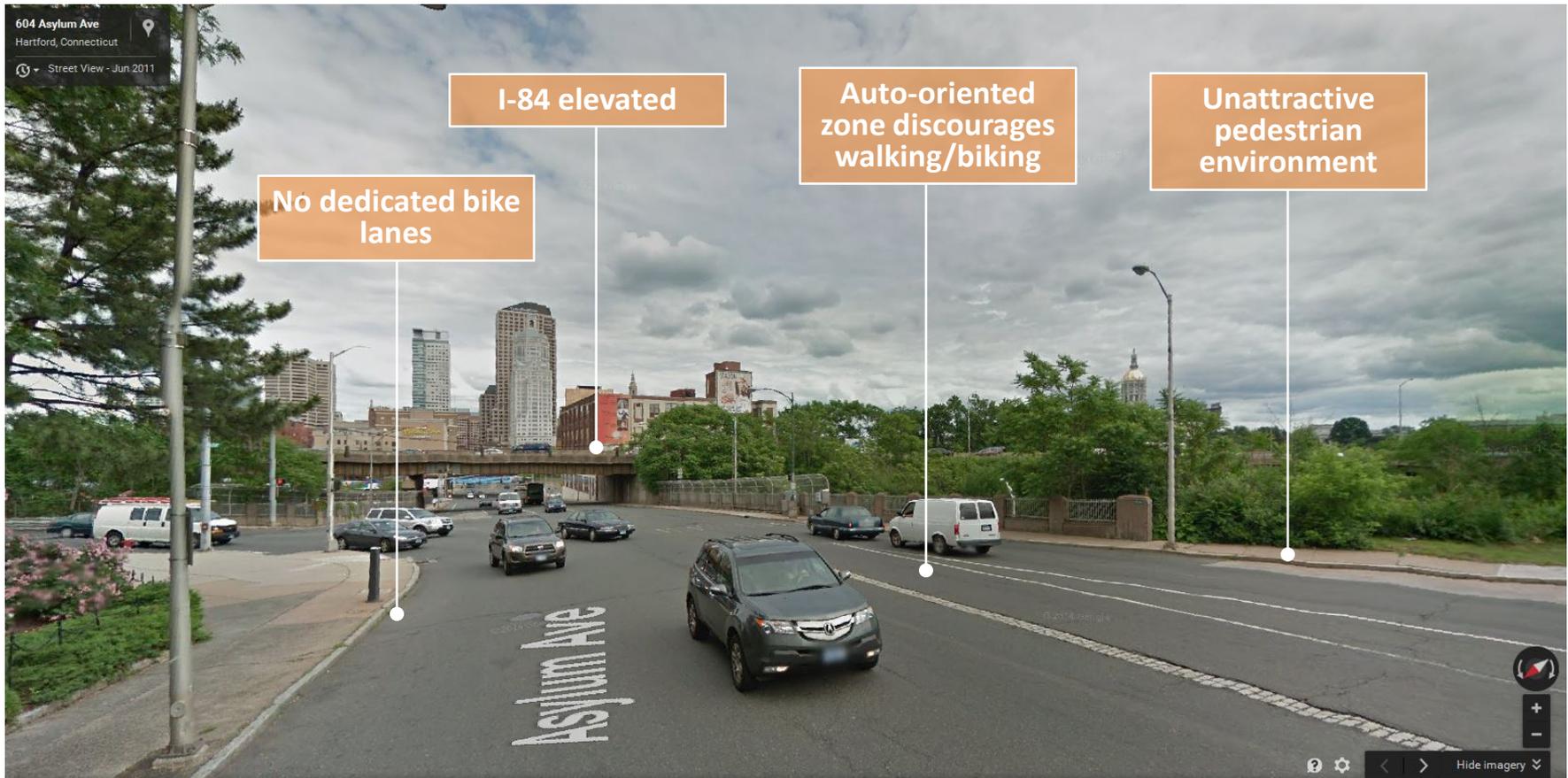
## *Enhanced Improvements*





# I-84 between Broad and Asylum

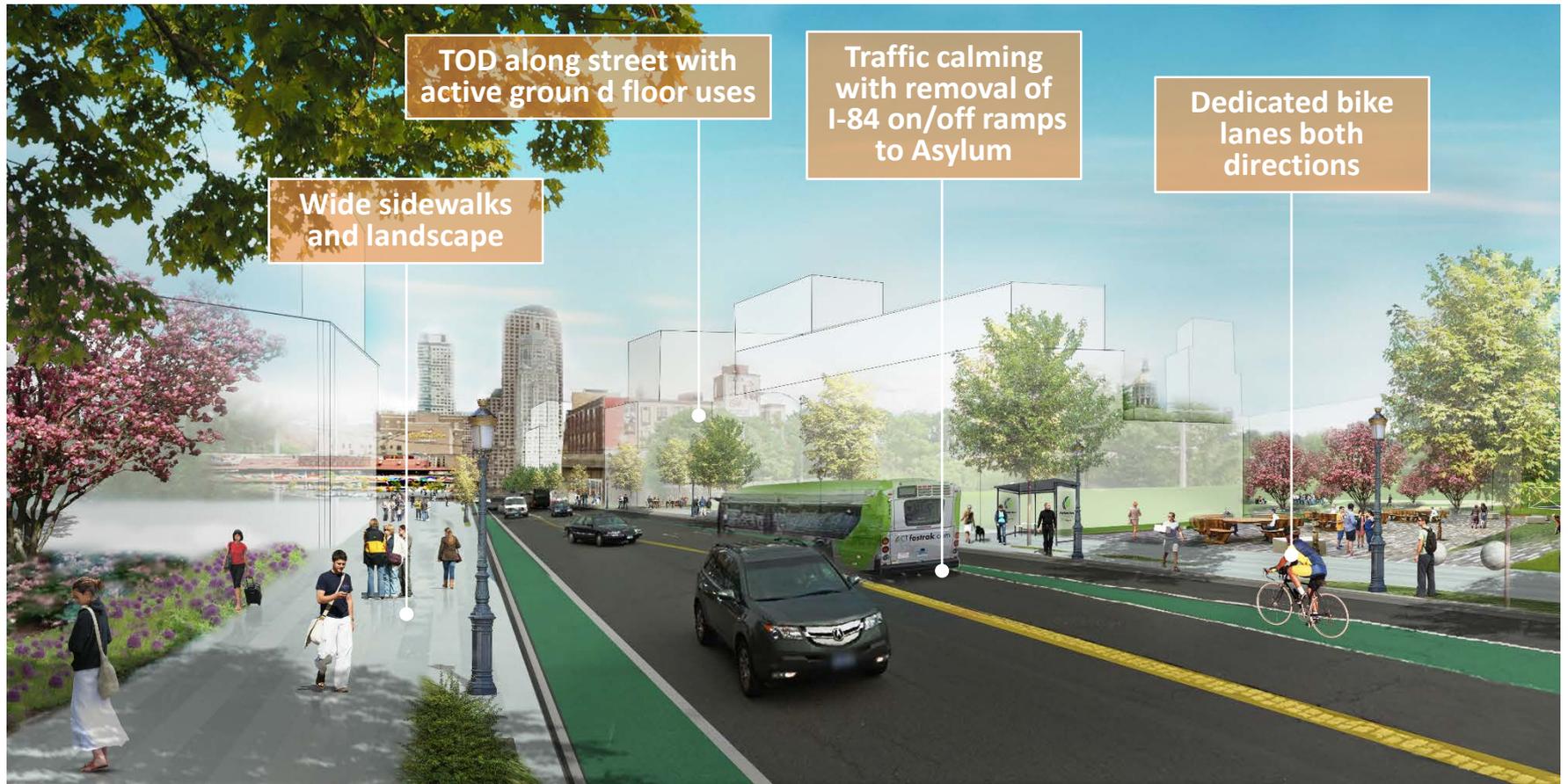
## *Existing View on Asylum Street*





# I-84 between Broad and Asylum

## *Potential View on Asylum Street*





# Union Station Looking Towards Capitol

*Existing*

Existing rail viaduct

State Capitol

I-84 on/off ramps

ArtSpace Hartford





# Union Station Looking Towards Capitol

*Potential (With Rail Viaduct)*

Existing rail viaduct

State Capitol

Bushnell Park West

ArtSpace Hartford

Potential TOD





# Union Station Looking Towards Capitol

*Potential (Without Rail Viaduct)*

Corning Fountain

State Capitol

Bushnell Park West

ArtSpace Hartford

Soldiers & Sailors  
Memorial Arch

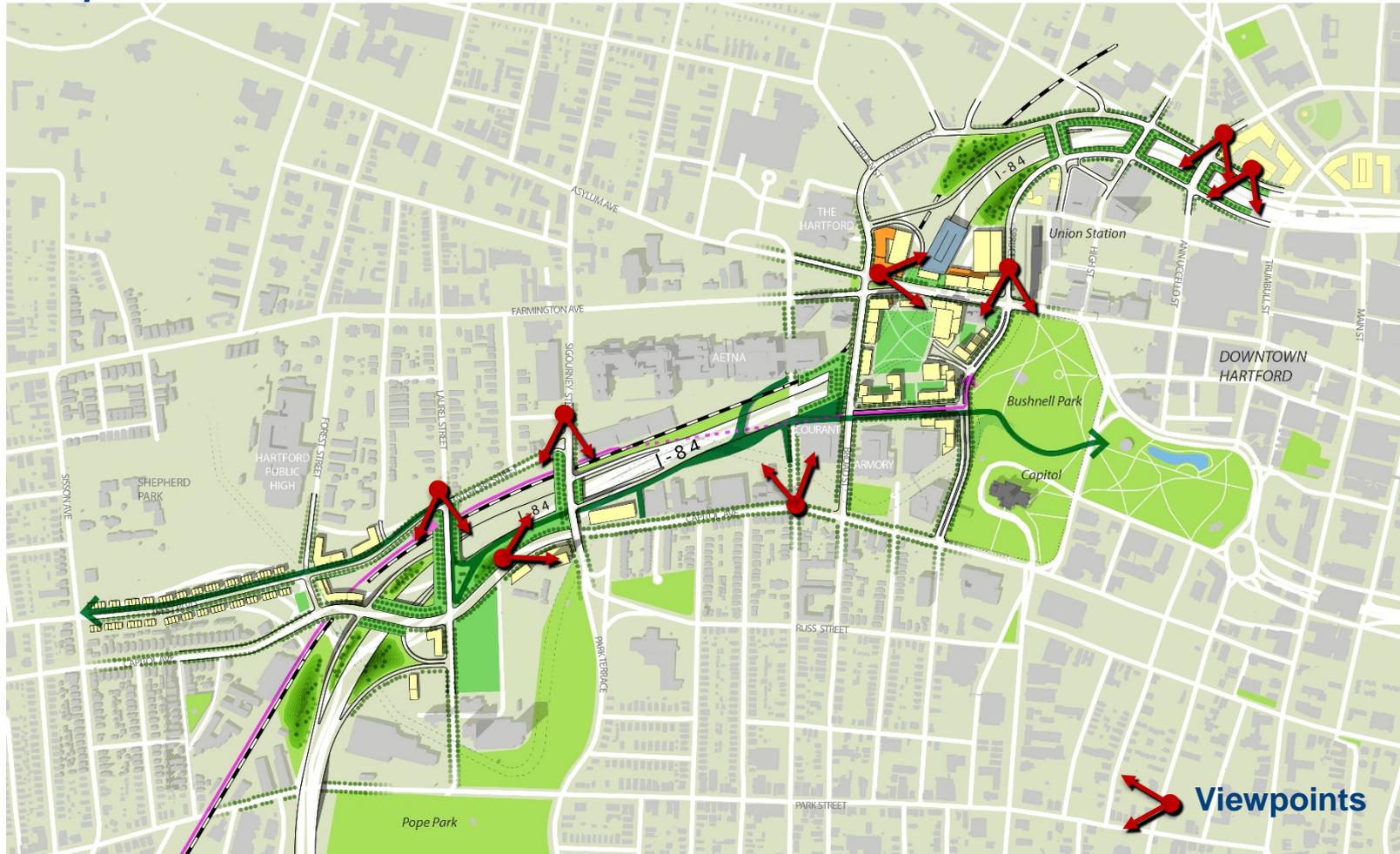
Potential TOD





# I-84 Corridor

## Viewpoints Shown





# East End Design Collaboration





# Various Ramp Options



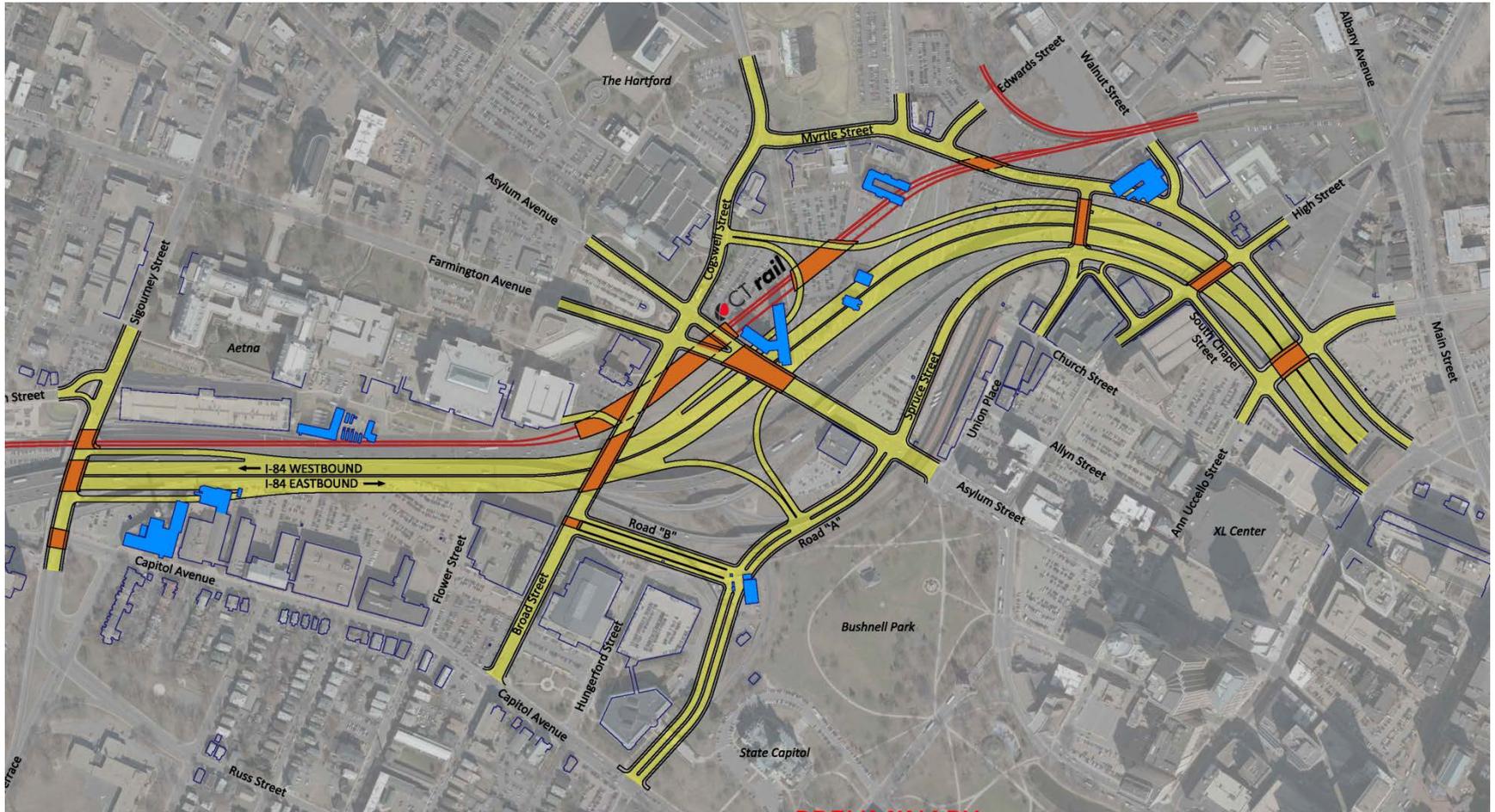


# Best Performing Lowered Option (Traffic) To-date *Alternative 3B-E2(S)*



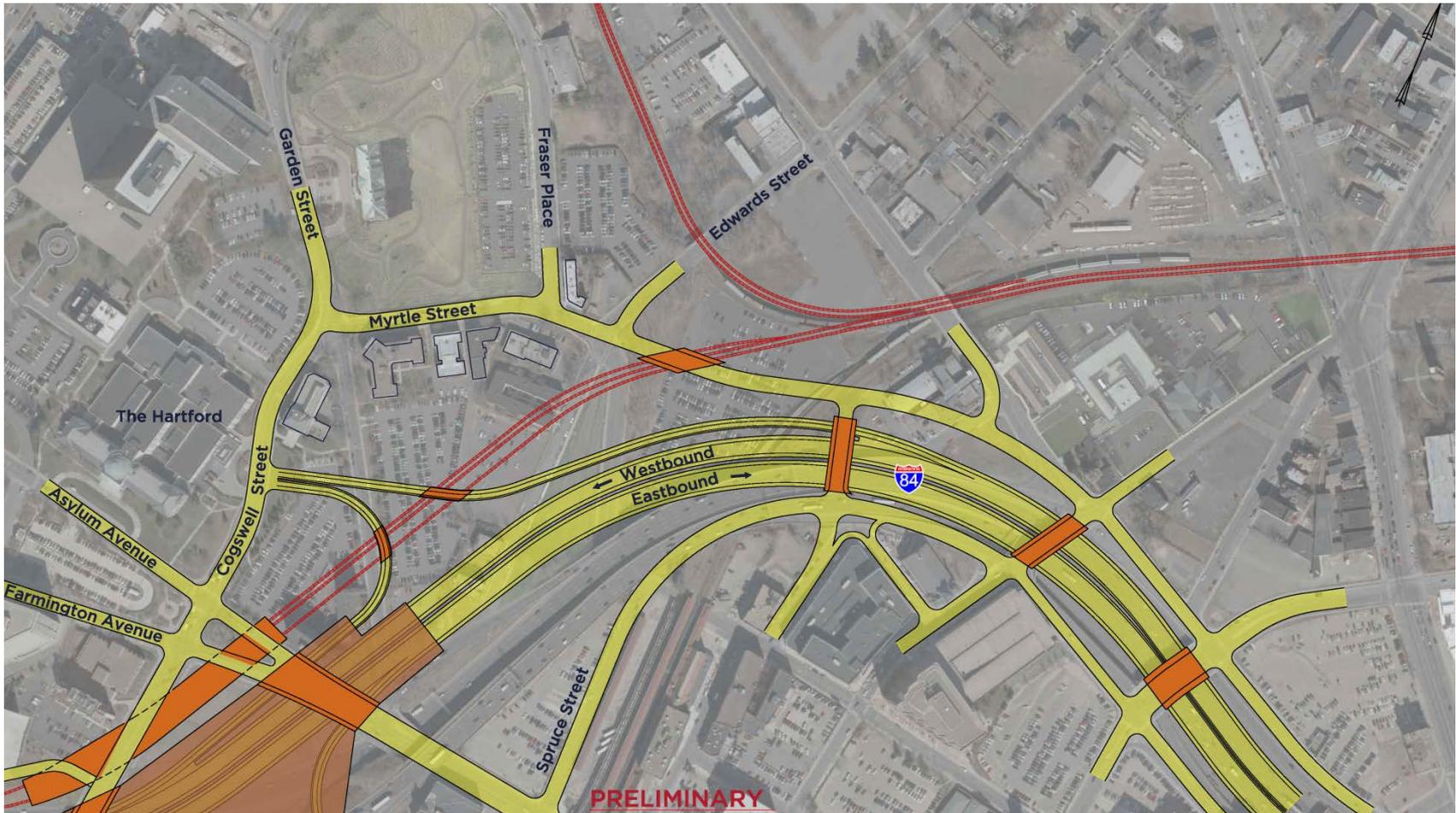


# Best Performing Lowered Option (Traffic) To-date *Alternative 3B-E2(S)*





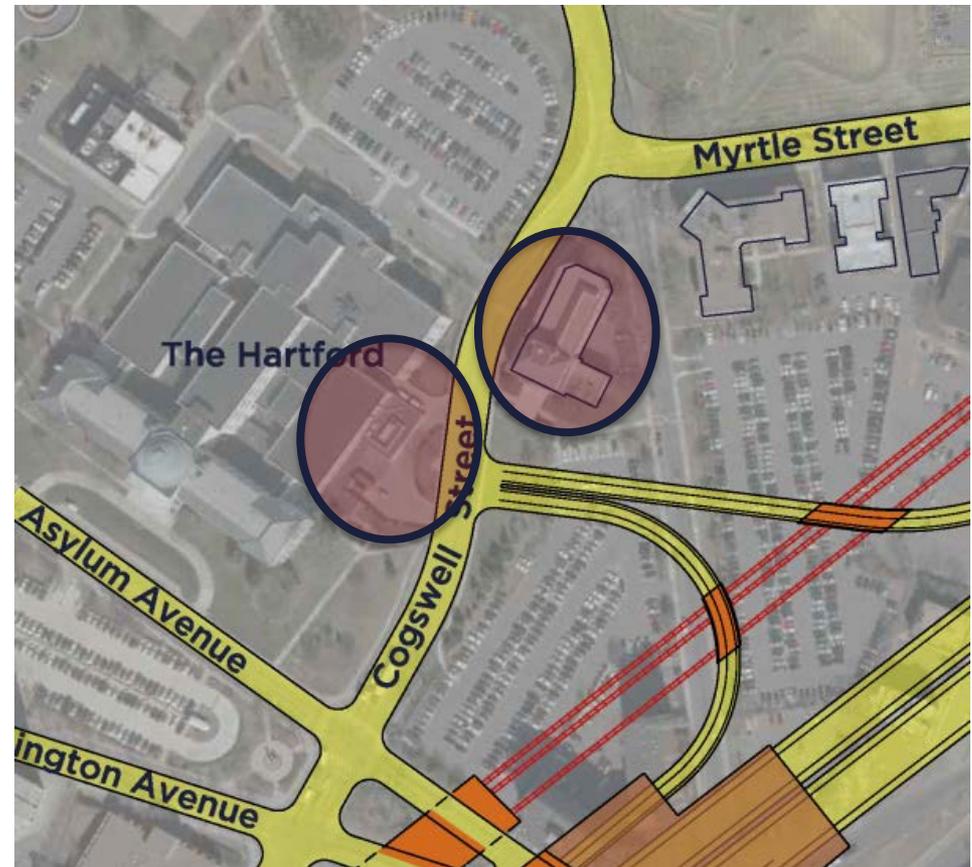
# Best Performing Lowered Option (Traffic) To-date *Alternative 3B-E2(S)*



# Stakeholder Coordination

## *The Hartford*

- Loading dock operations
- Increased traffic volumes affecting pedestrian safety
- Cogswell Building
- Other potential impacts to business operations and campus environment





# New East End Design Option

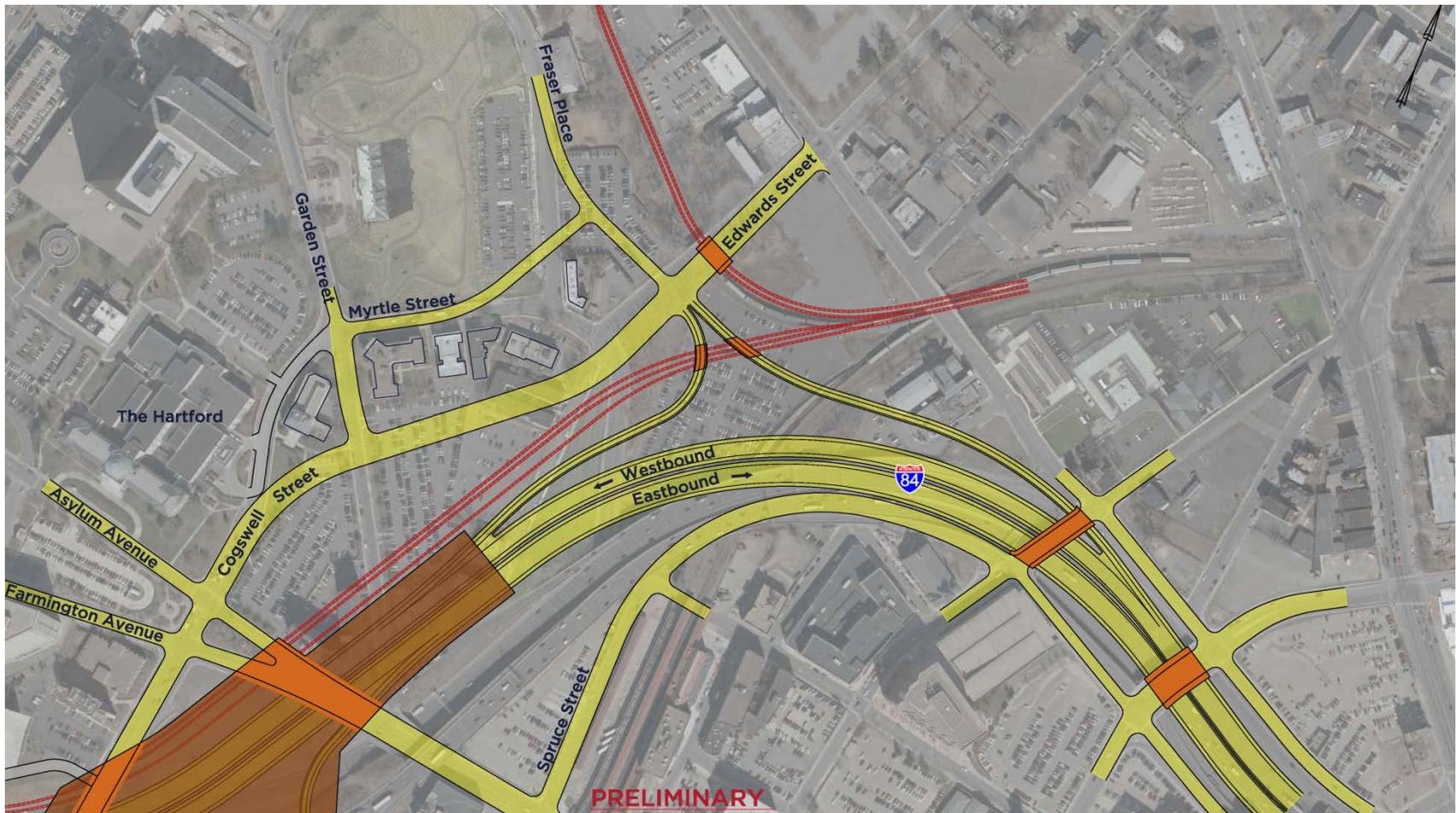
*The Hartford's Option*





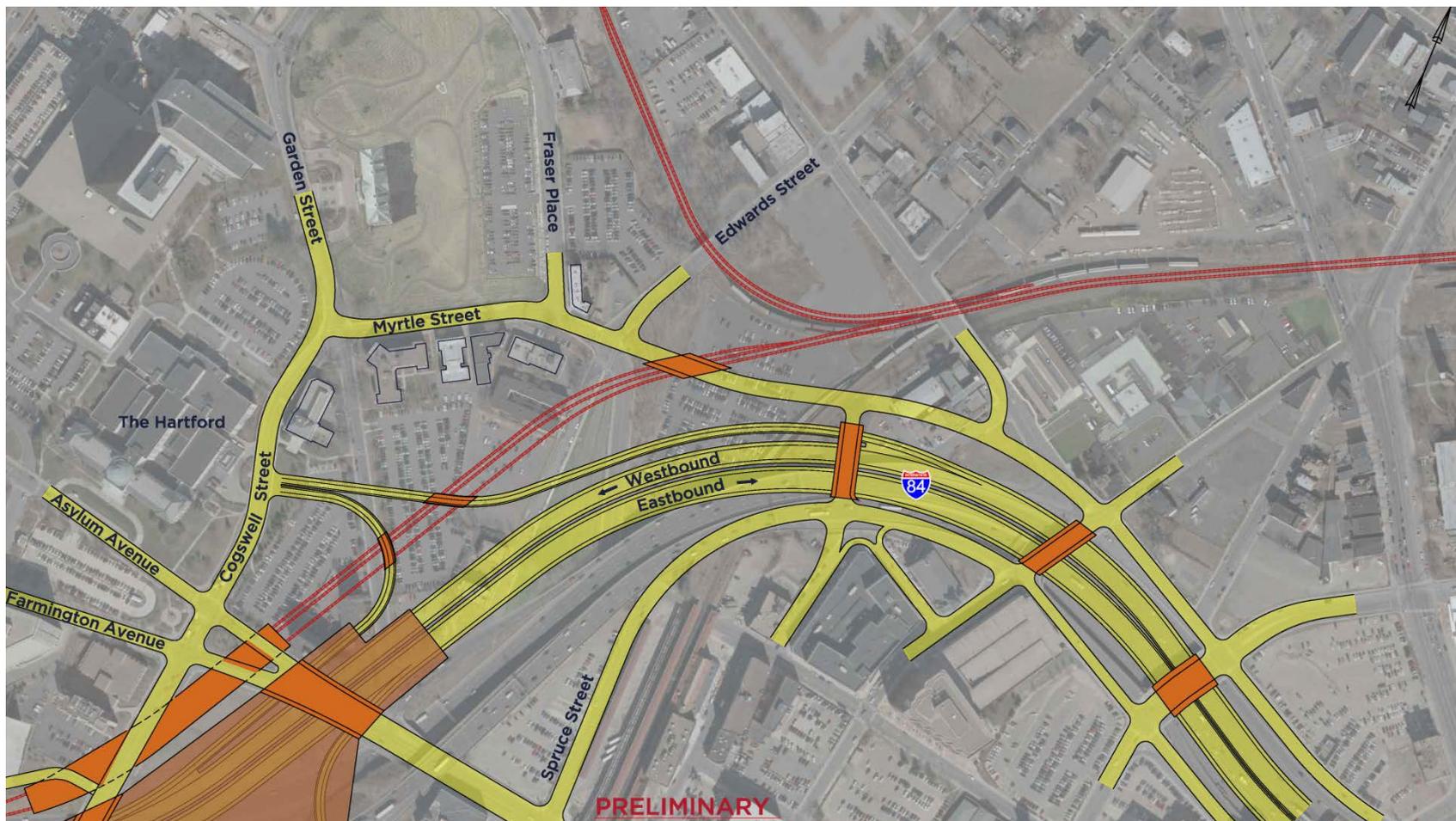
# New East End Design Option

*The Hartford's Option*





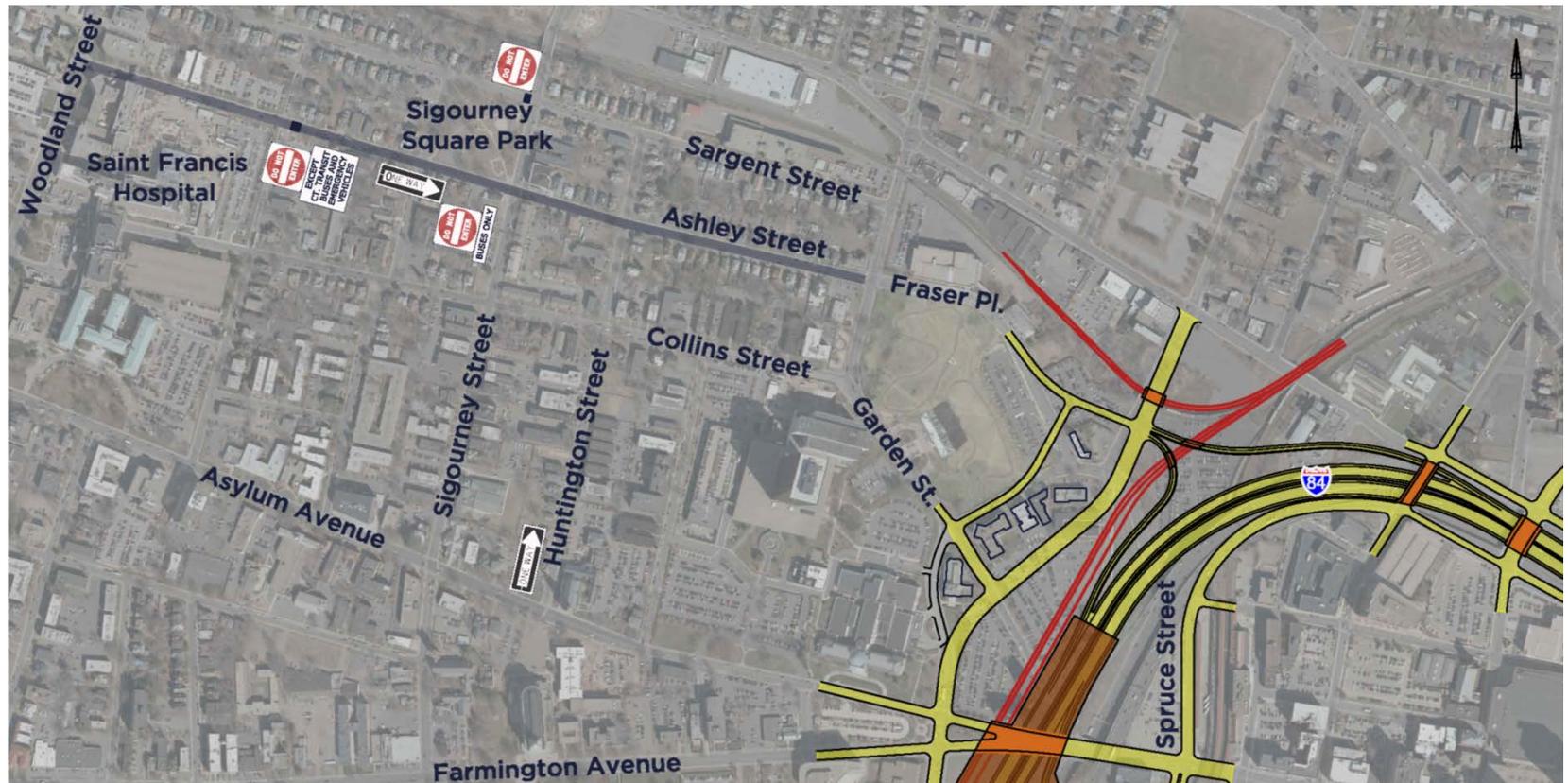
# Best Performing Lowered Option (Traffic) To-date *For Comparison (Alt. 3B-E2(S))*



# Stakeholder Coordination

## *Ashley Street Block Watch*

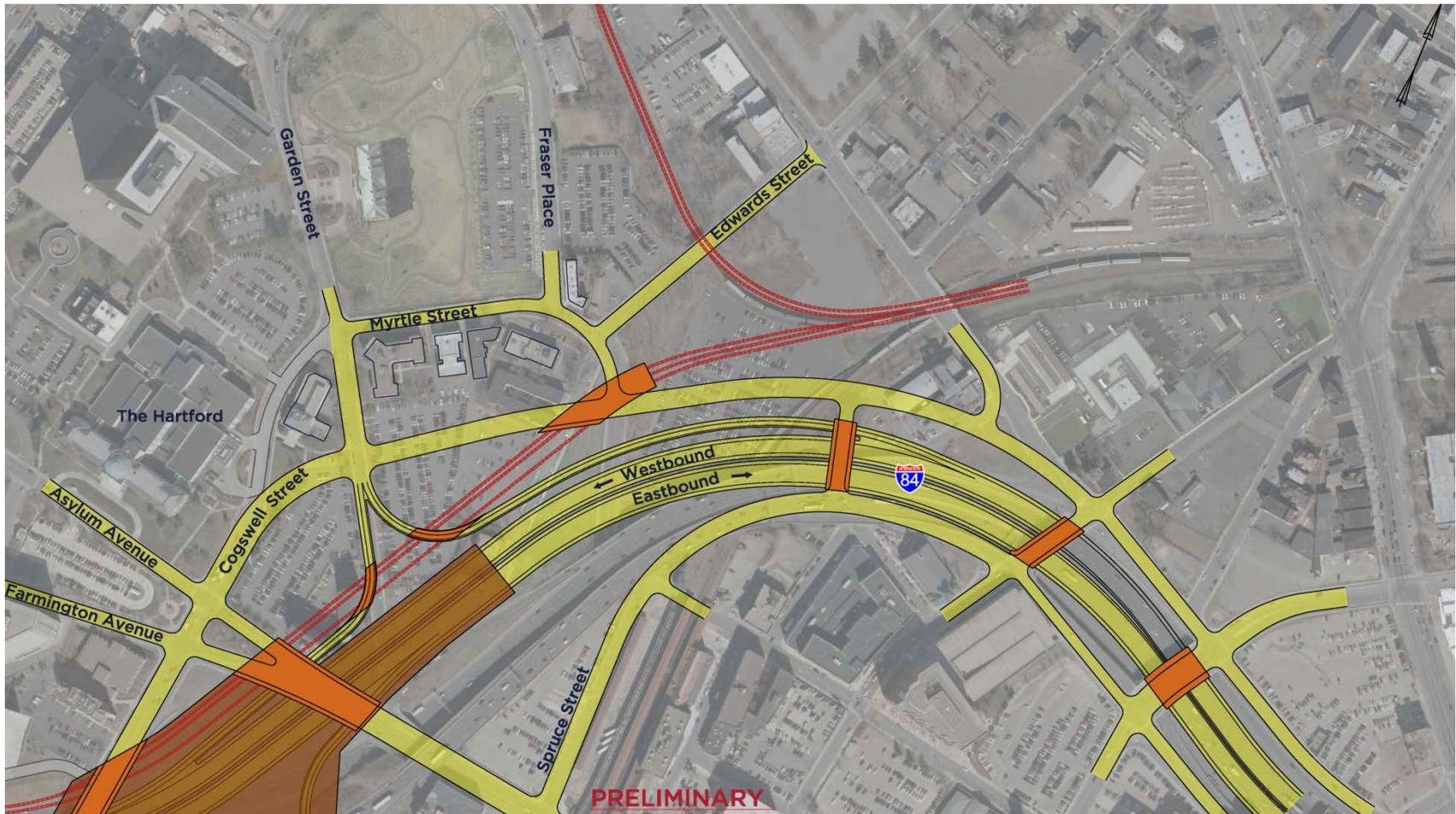
- Through traffic directed through residential area
- Lack of Church / Myrtle connection





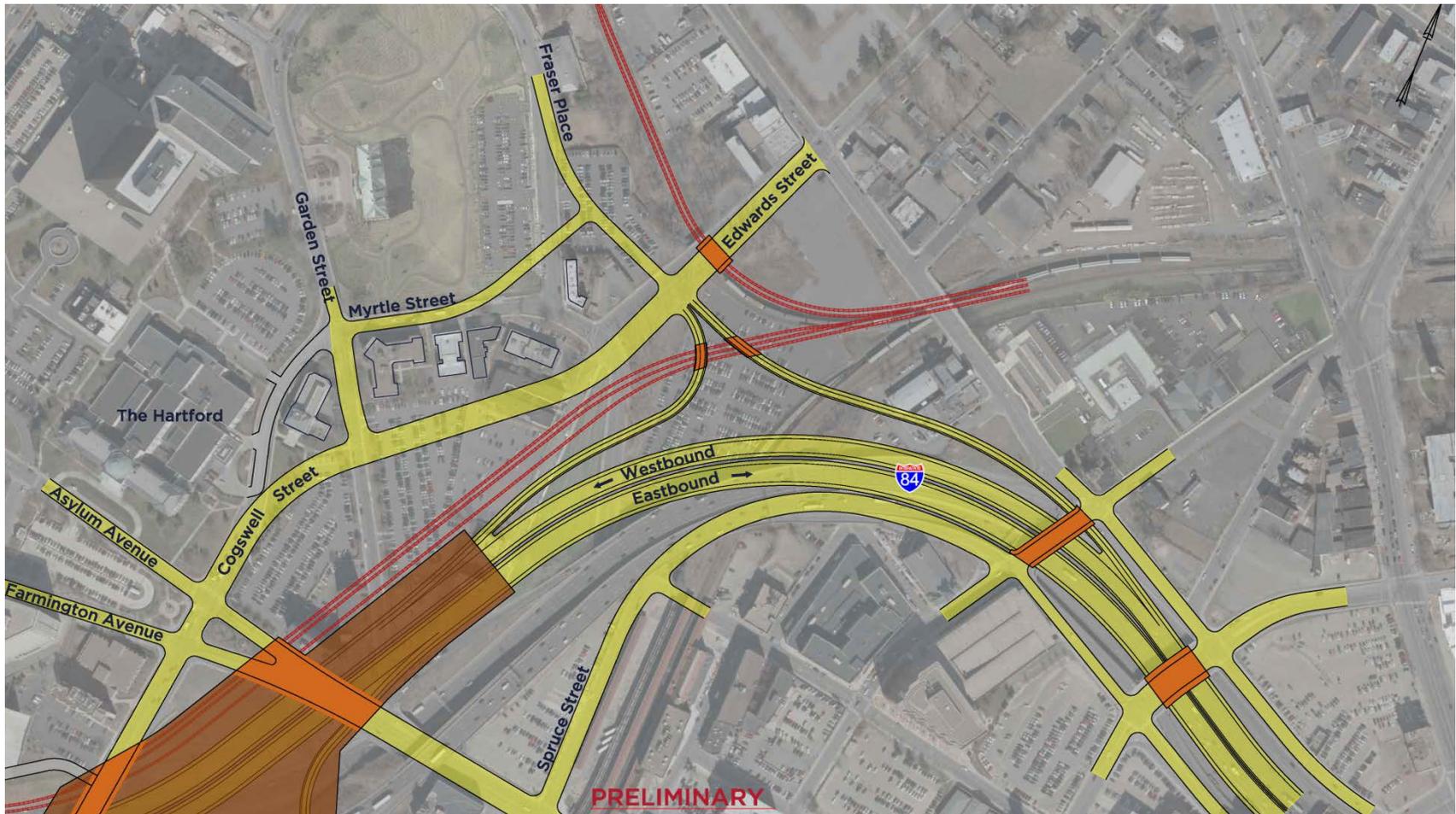
# Example of Another Design Option

*Relocated Cogswell with Ramps to Garden*



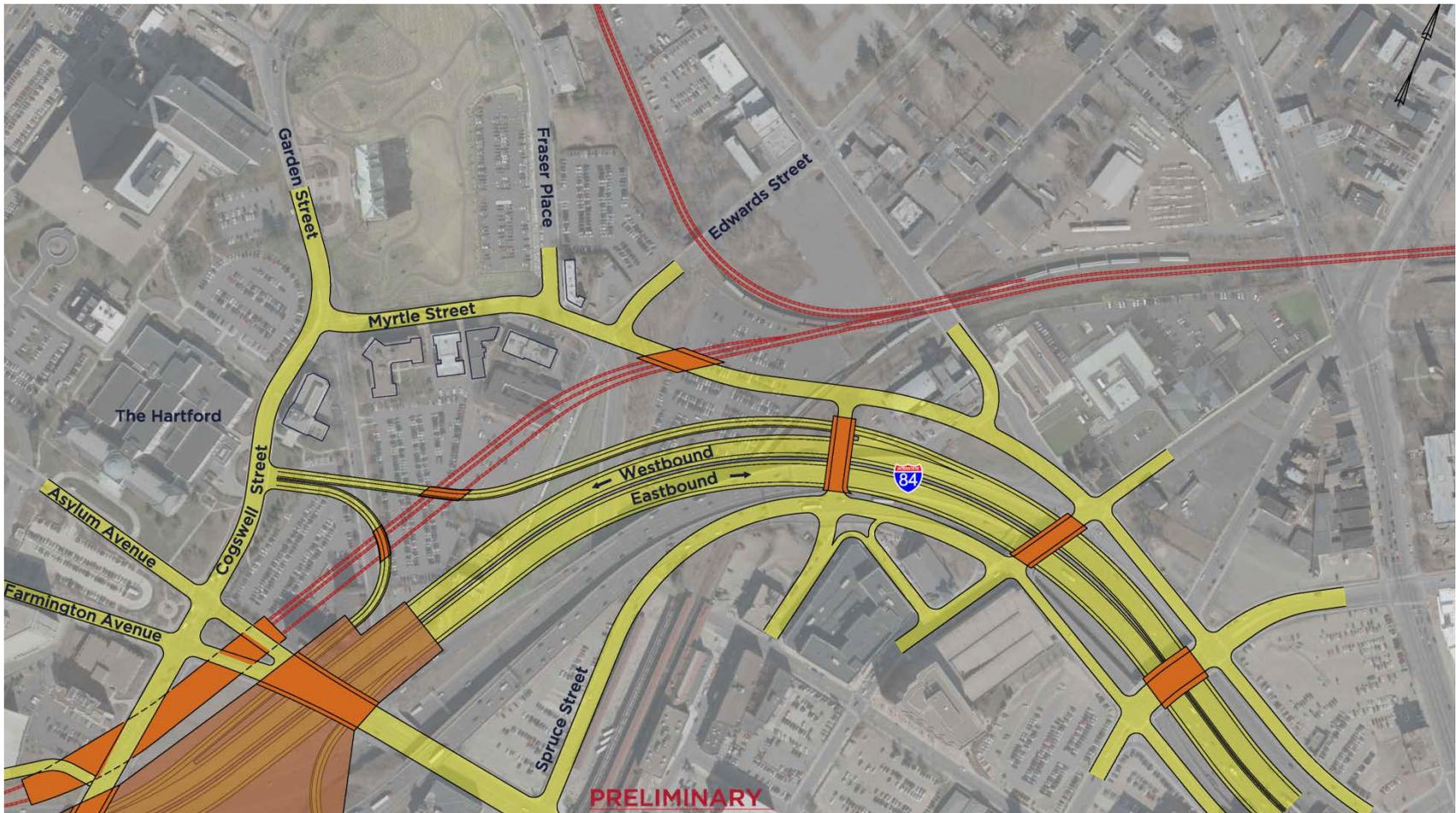


# The Hartford's Design Option *For Comparison*





# Best Performing Lowered Option (Traffic) To-date *For Comparison (Alt. 3B-E2(S))*





## Ongoing Evaluation of Interchange Options

- Space for rail station (including taxi / local bus)
- City of Hartford input
- The Hartford and the neighborhood's concerns
- Traffic operations
- Local street mobility (bike / ped / transit)
- Impacts (including historic properties)
- Urban design / TOD potential



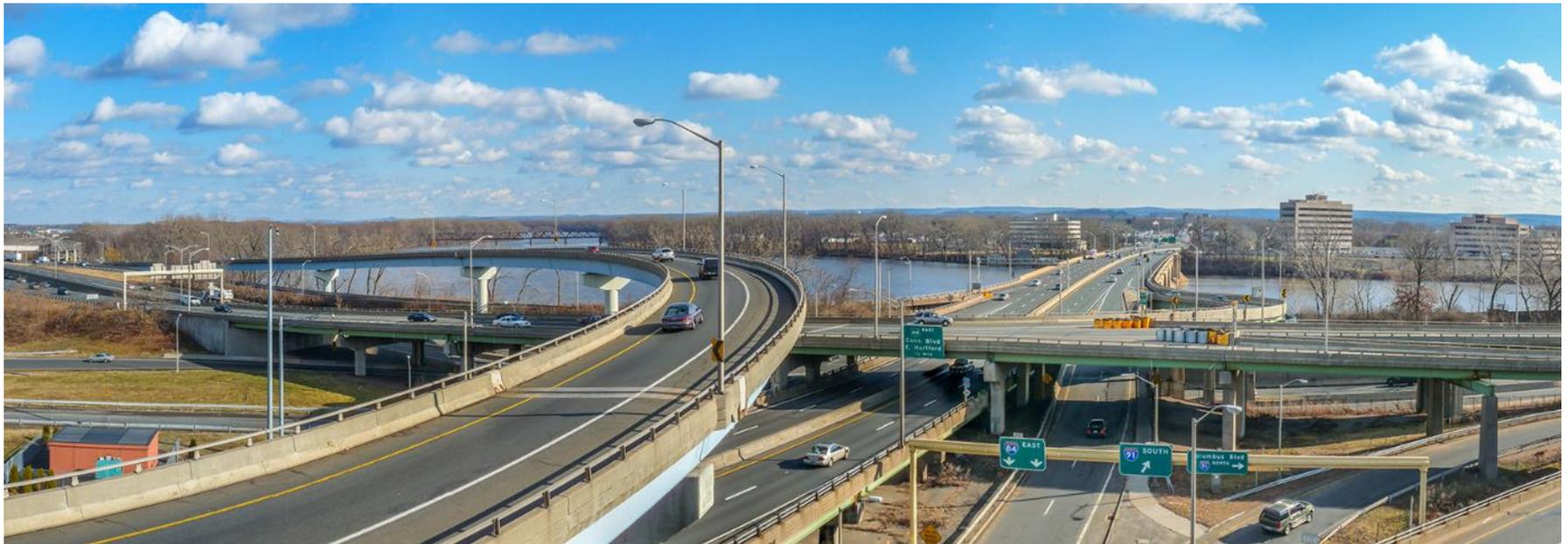
# I-84 / I-91 Interchange Study





# I-84 / I-91 Interchange Bottleneck

- Serves 275,000 vehicles / day
- I-84 has two through lanes in each direction
- I-91 has two through lanes in each direction





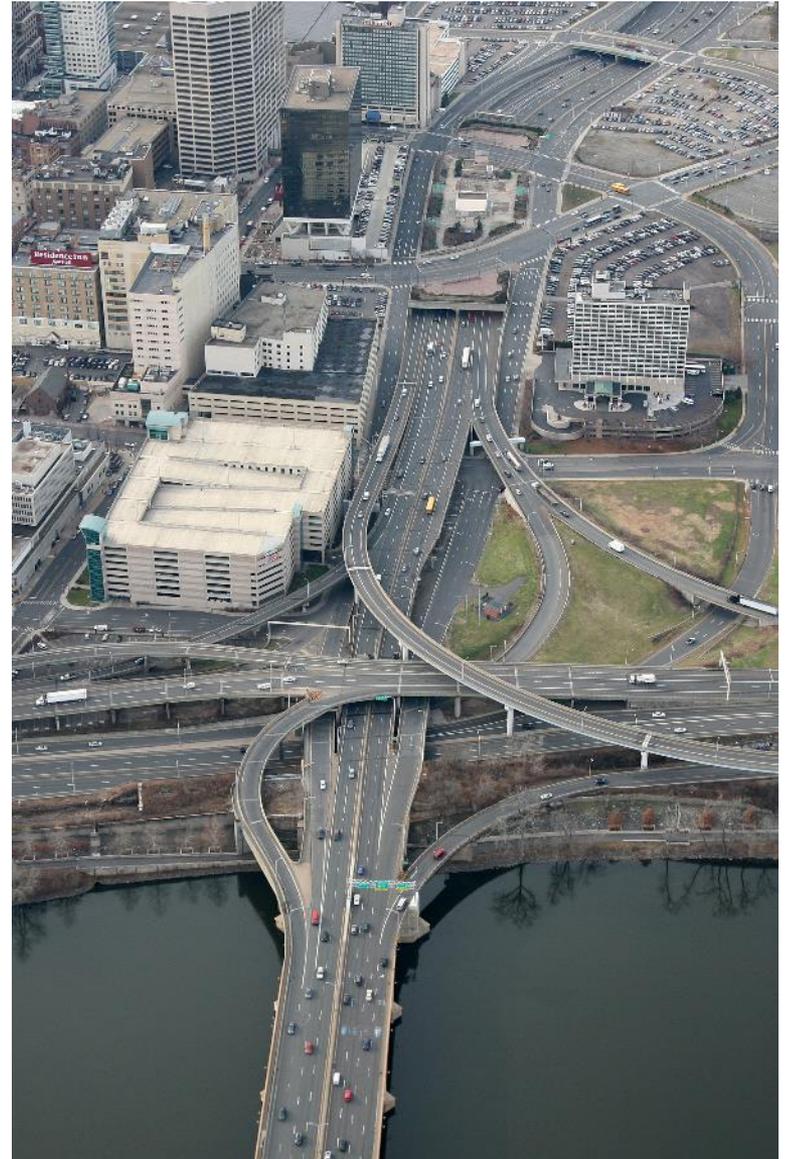
# I-84 HARTFORD PROJECT





## Process / Schedule

- Estimated 18-month duration
- Four preliminary alternatives → Screening
- Two alternatives advanced to conceptual design





# Environmental Documentation Update





# Level 1 Screening Report

- Evaluated four alternatives
  - Purpose and Need
  - Technical and economic feasibility
- Recommended eliminating Elevated and Tunnel Alternatives
- Recommended further study on No-build and Lowered Alternatives
- Pending FHWA review and concurrence
- Next Step: Level 2 Screening

# NEPA / CEPA Progress

- Notice of Intent published in Federal Register
- Reasonable range of alternatives
- EIS / EIE





# NEPA / CEPA Progress

- Key considerations:
  - Air
  - Noise and vibration
  - Historic resources
  - Property acquisition and relocation
  - Aesthetic considerations



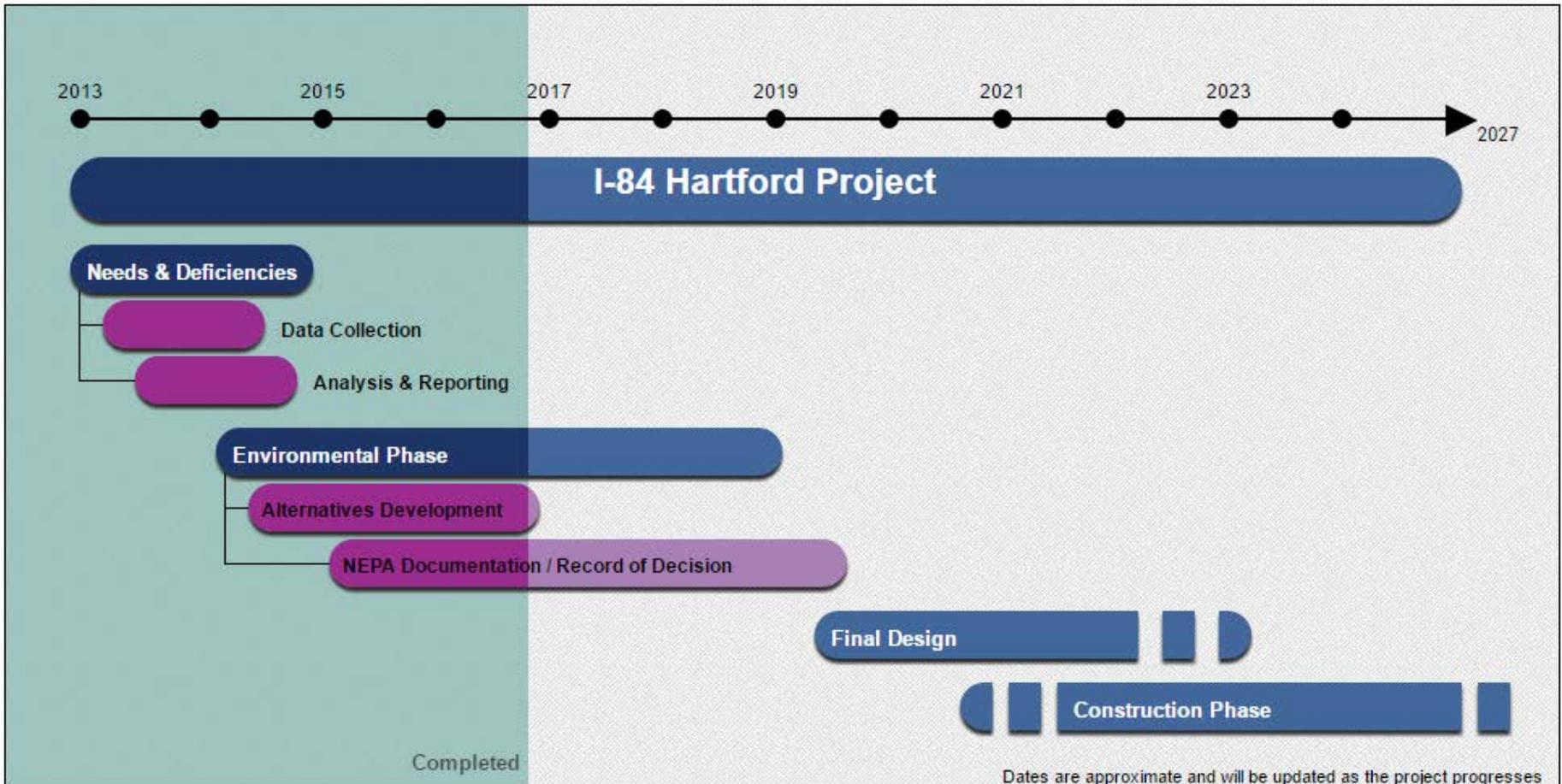


# NEPA / CEPA Schedule

- Draft EIS / EIE: mid-2018
- Public Hearing: Summer / Fall 2018
- Final EIS / EIE: Spring 2019
- Record of Decision: Summer 2019



# Project Schedule





# 184 Outreach





# Continuing Stakeholder Collaboration

## *The City of Hartford*

- Monthly coordination meetings
- Upcoming focus on “The Hub” area

## *Parkville, AHNA, Frog Hollow, and other neighborhood groups*

- Continued attendance at monthly meetings and / or as requested

## *Other stakeholders*

- Ongoing coordination

# Upcoming Stakeholder Meetings

- 10/4, WECA Board
- 10/11, Southwest / Behind the Rocks
- 10/18, Frog Hollow
- 10/18, CCSU Construction Law Program





# Continuing Stakeholder Collaboration

- Other Stakeholders
  - CT Building Congress
  - International Rights of Way Association
- Pop ups
  - Billings Forge Farmers Market, West Indian Festival, EnvisionFest, and more
- Youth Outreach via Center for Latino Progress
- Hartford Public Schools
- Churches





# Join us in 2017

- Early 2017, PAC
- Early 2017 Public Meetings





# 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*