



I-84 HARTFORD PROJECT

I-84 Hartford Project **Transit Technical Committee Meeting #4**

December 14, 2017



Transit Technical Committee Meeting Agenda

1. Welcome
2. Review of TTC Meeting No. 3
3. Review of Workshops
4. Roadway Alternatives
5. Station Concepts
6. Evaluation Criteria
7. Next Steps





Review of TTC Meeting No. 3 (June 28th)

- Reviewed 7 concepts (concepts A- G) using an architectural model to explain the concepts, levels and phasing
- Introduced evaluation criteria
- Received input

Evaluation Criteria	A	B	C	D	E	F	G
Identity/Visibility							
Station Visibility							
Operational Efficiency							
Convenient Transfers							
Minimized Operating Costs							
Site Fit							
East/West Linkage							
Circuitous Routing							
Sensitive Streets and Traffic							
Project Phasing							
Support Economic Development							
Retail Space is Neighborhood Benefit							
Union Station Supported							
Safety/Security							
Additional Security Measures Required							
Overall Score							



Previously Developed Station Concepts

North of Asylum

South of Asylum

CONCEPT A



CONCEPT B



CONCEPT C



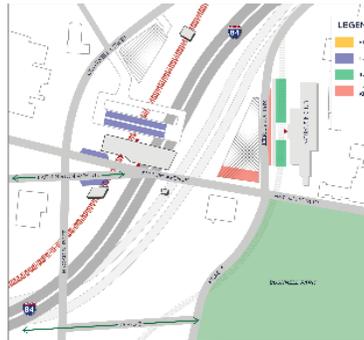
CONCEPT G PHASE 2 LEVEL 2



CONCEPT D PHASE 2



CONCEPT E PHASE 1



CONCEPT F PHASE 2 LEVEL 7





Key Summary Points of TTC Concepts

- Incorporate TOD with station planning
- Concepts that split the rail from the bus do not allow for a multimodal station
- Concepts that require a phasing approach are riskier
- Track ventilation and security concerns need to be considered during design



Since we last met.....

Workshops - August and October

- Presentation of concepts
- Collaboration with City/Capital Gateway team with illustrations of integration with urban fabric
- Exploration of road network opportunities and new/improved street connections
- Discussed benefits and drawbacks of north/south of Asylum
- Refined concepts to reflect input

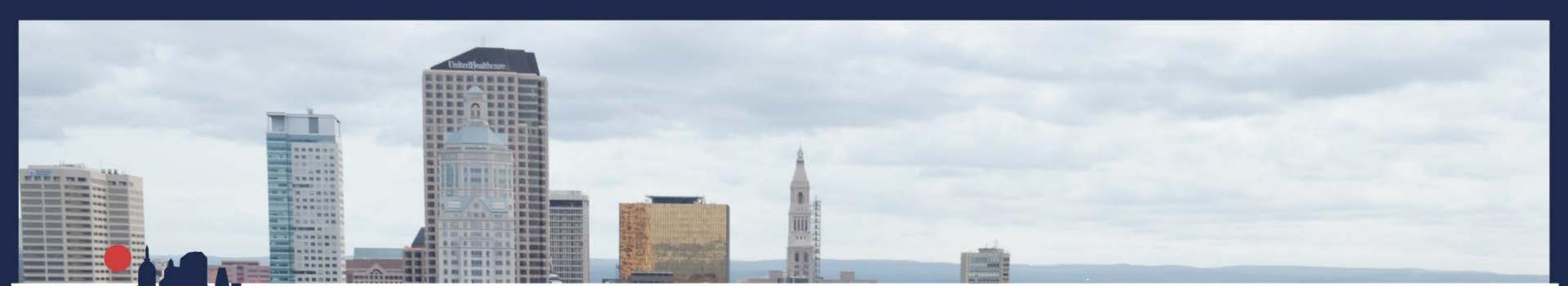




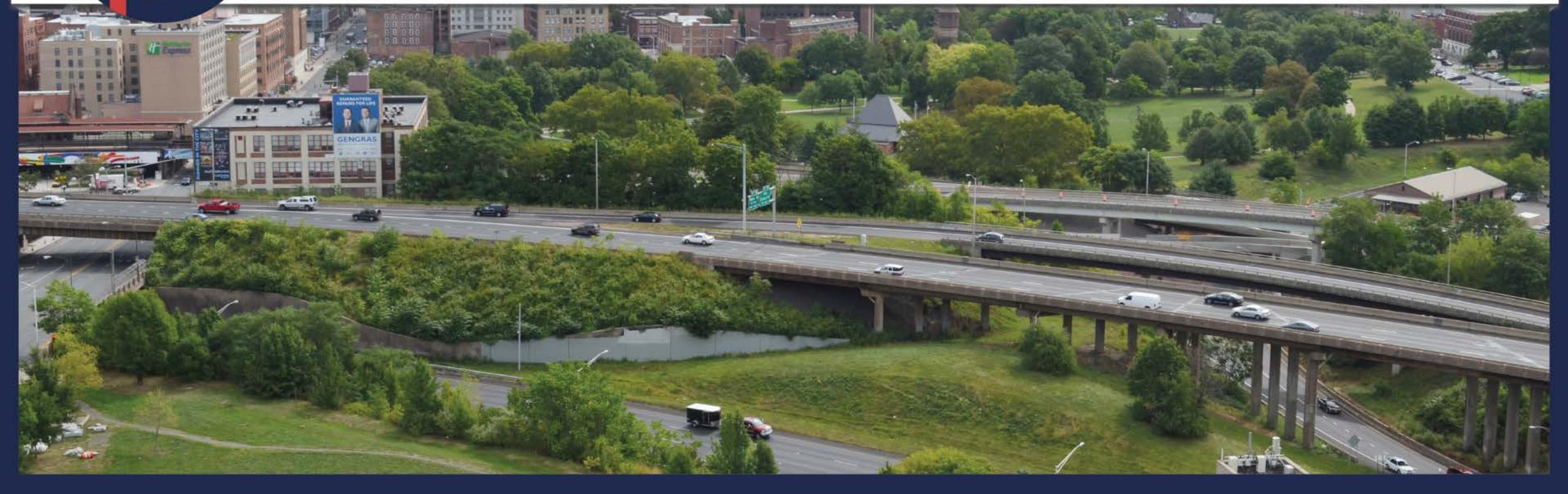
Since we last met.....

Department of Homeland Security Meeting

- Presented concepts with overbuild over highway
- DHS currently reviewing concepts and will provide comments
- Initial recommendations relate to surveillance, on site security, and preventative design measures



Roadway Alternatives Update





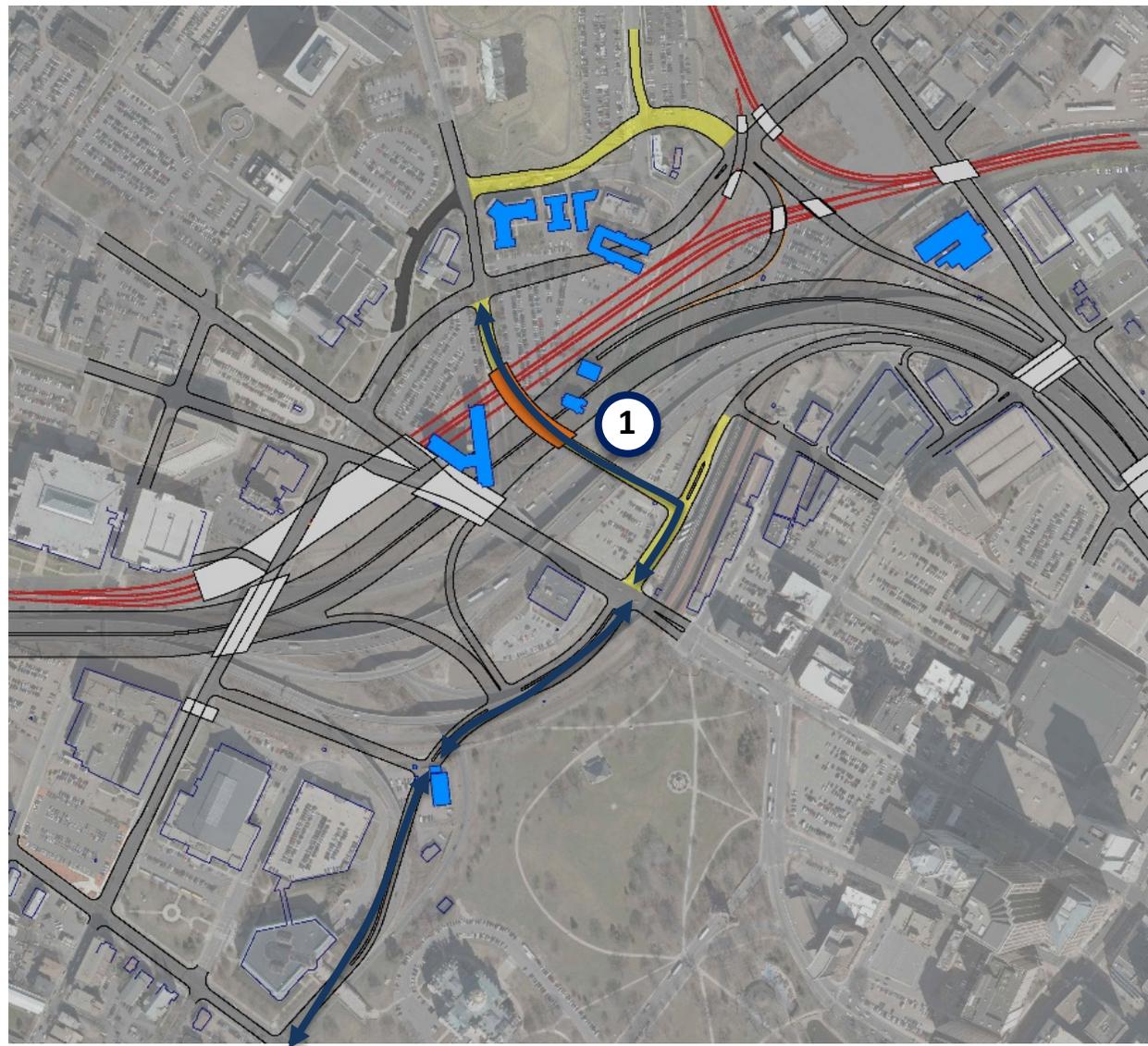
Garden St. Connection

Opportunity:

- Enhance mobility and traffic
 - Redundancy
 - Key north-south connection

Consideration:

- Steep hill (same as Asylum Ave)





The Trident

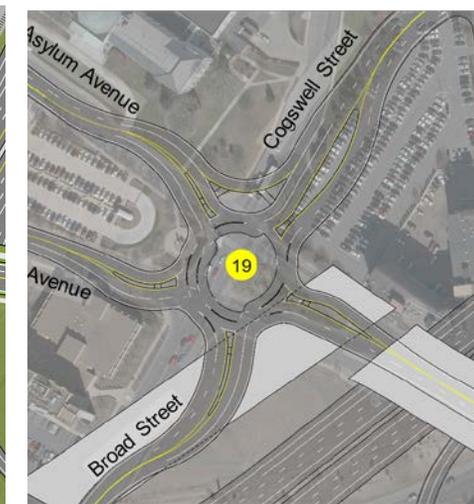
Opportunities:

- Reimagine street character of Farmington Ave, Broad St, and Asylum Ave
- Improve mobility between Downtown and west neighborhoods
- Enhance pedestrian and bicycle mobility





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Station Concepts





Concept Alternatives

Based on input, reduced number of concepts to 5:

- 3 on the North Side of Asylum, including one “no overbuild” concept
- 2 on the South Side of Asylum



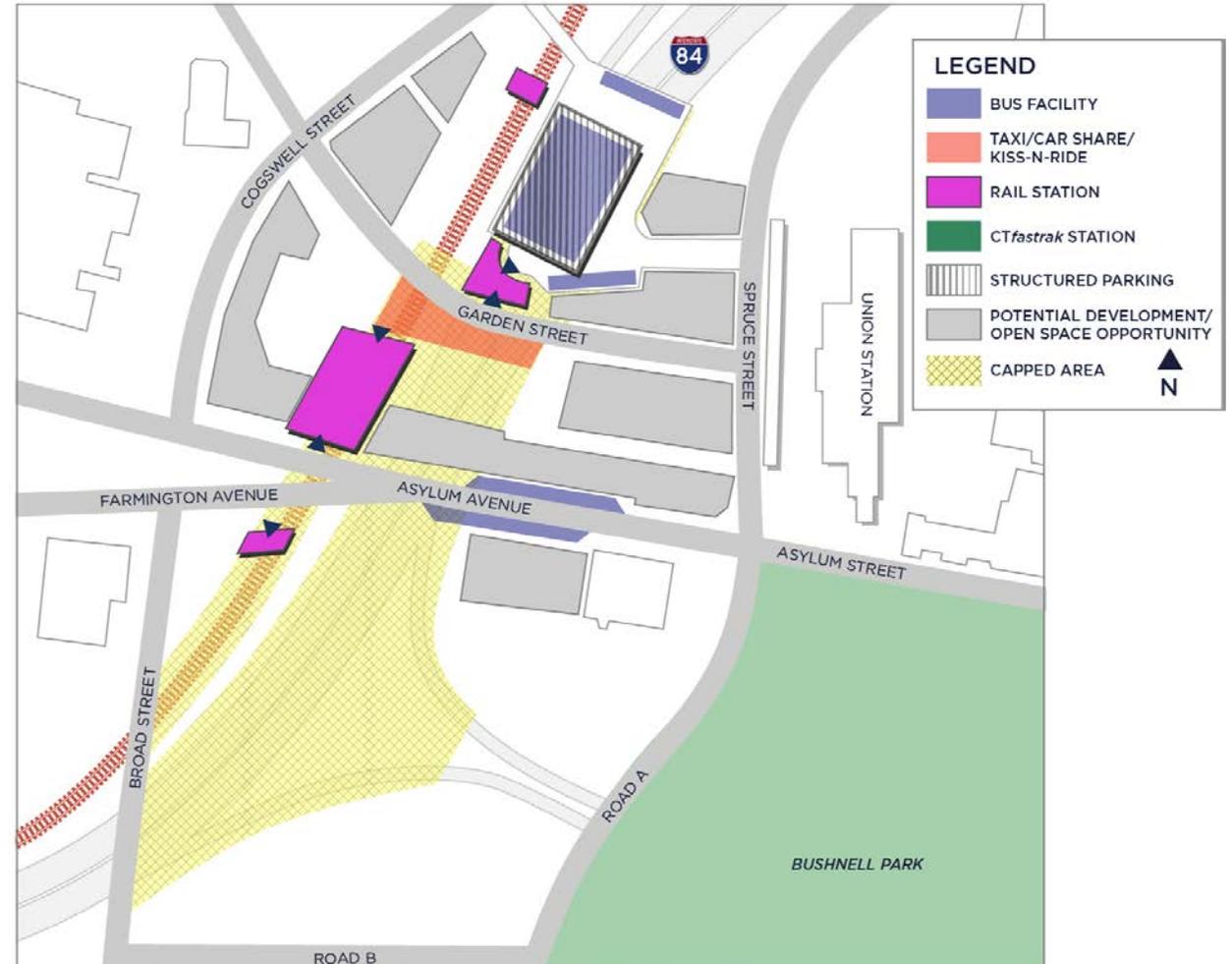
Programming Considerations

- Kiss and Ride Spaces: 34
- Taxi/Rideshare Spaces: 15
- Intercity Bus Bays: 17
- Local Bus (CT *transit*) Bays: 6
- Employer Shuttle Bus Bays: 0

North of Asylum Concepts

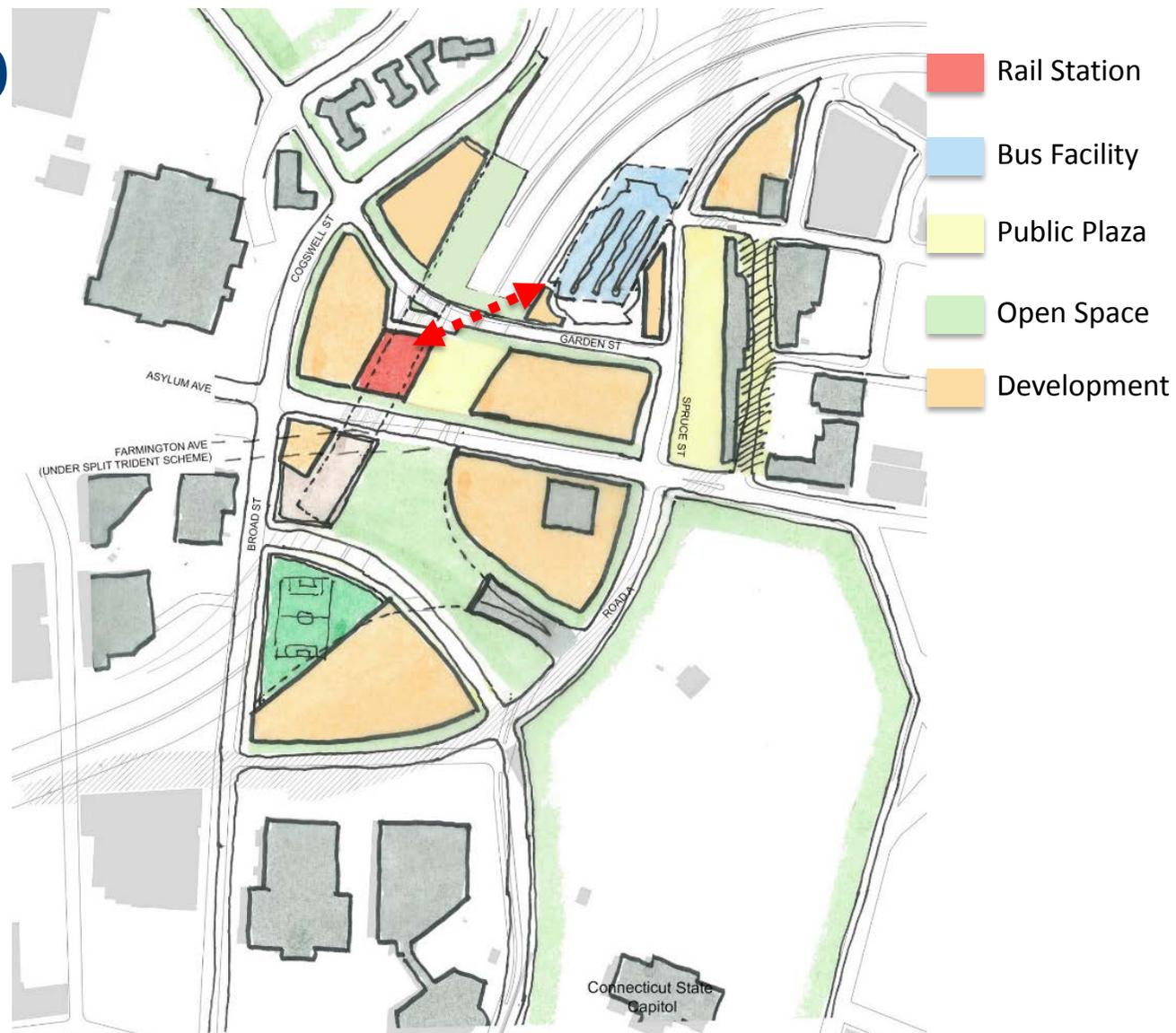
Asylum Plaza

- Rail station on Asylum
- Bus facility on north side of Garden extension
- Phased construction





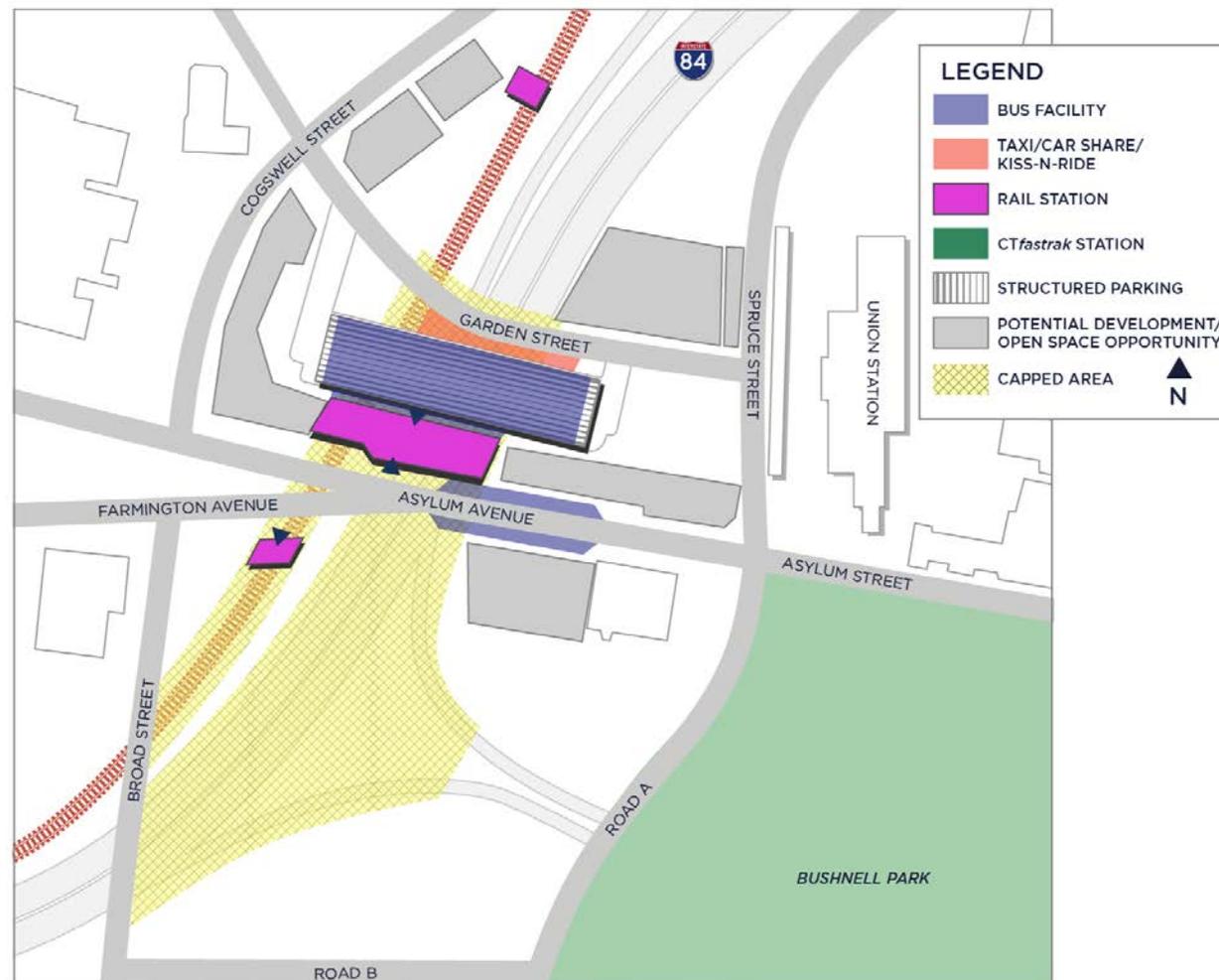
Asylum Plaza with TOD



North of Asylum Concepts

Garden Street Access

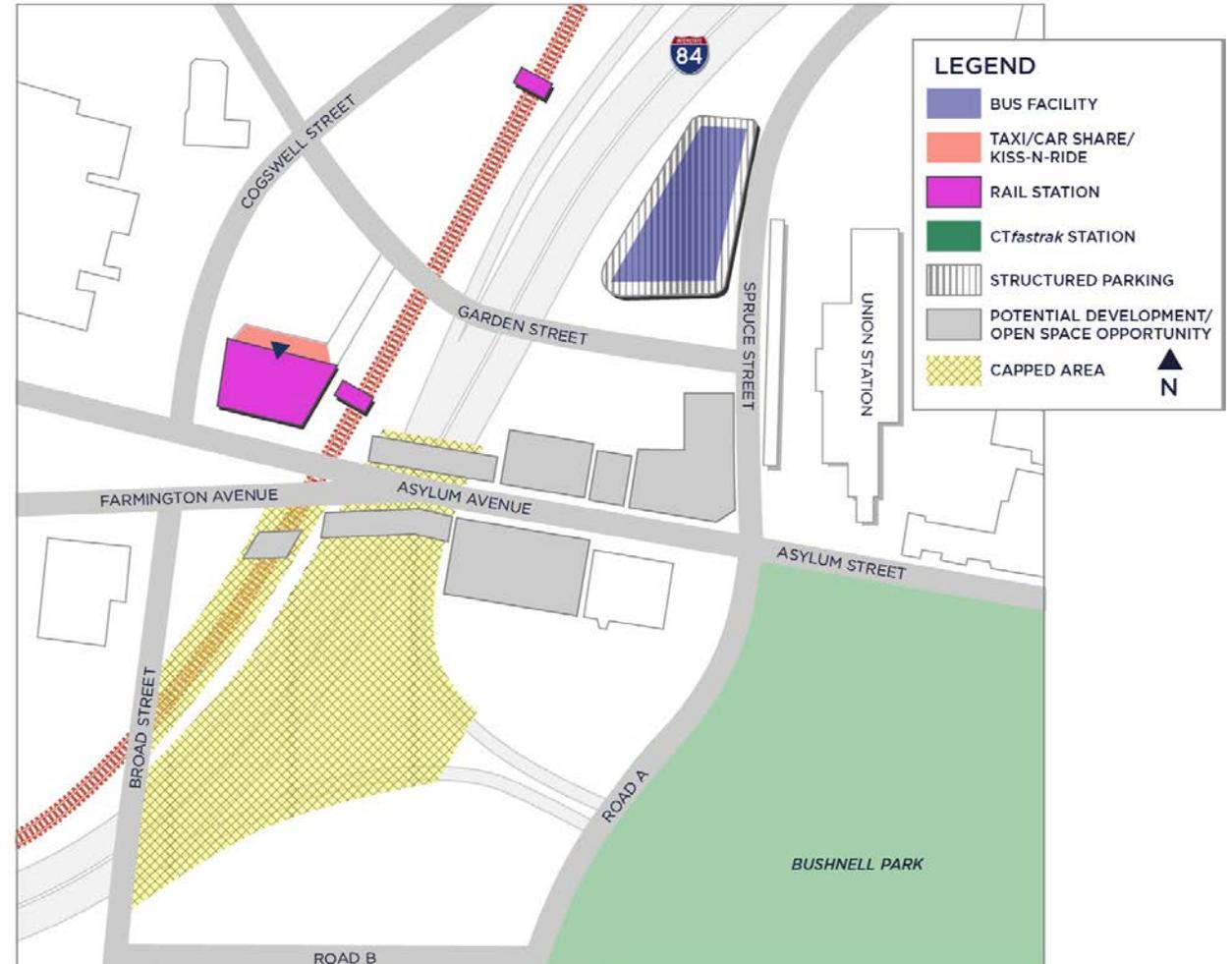
- Combined rail & bus facility
- Pedestrian access from Asylum
- Vehicular/bus access from Garden
- Significant overbuild
- Phased construction



North of Asylum Concepts

No Overbuild

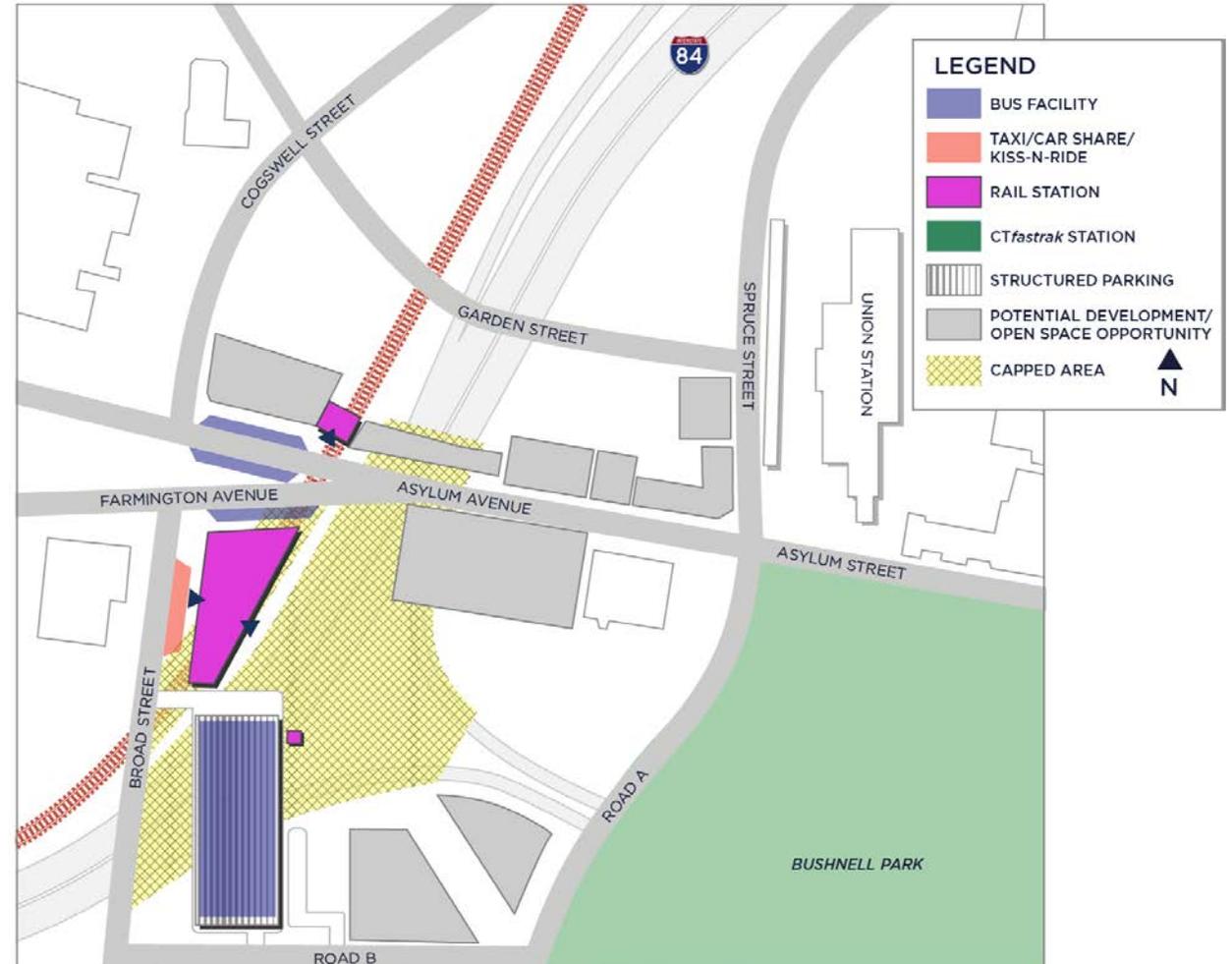
- No infrastructure over highway/rail
- Splits bus and rail facilities



South of Asylum Concepts

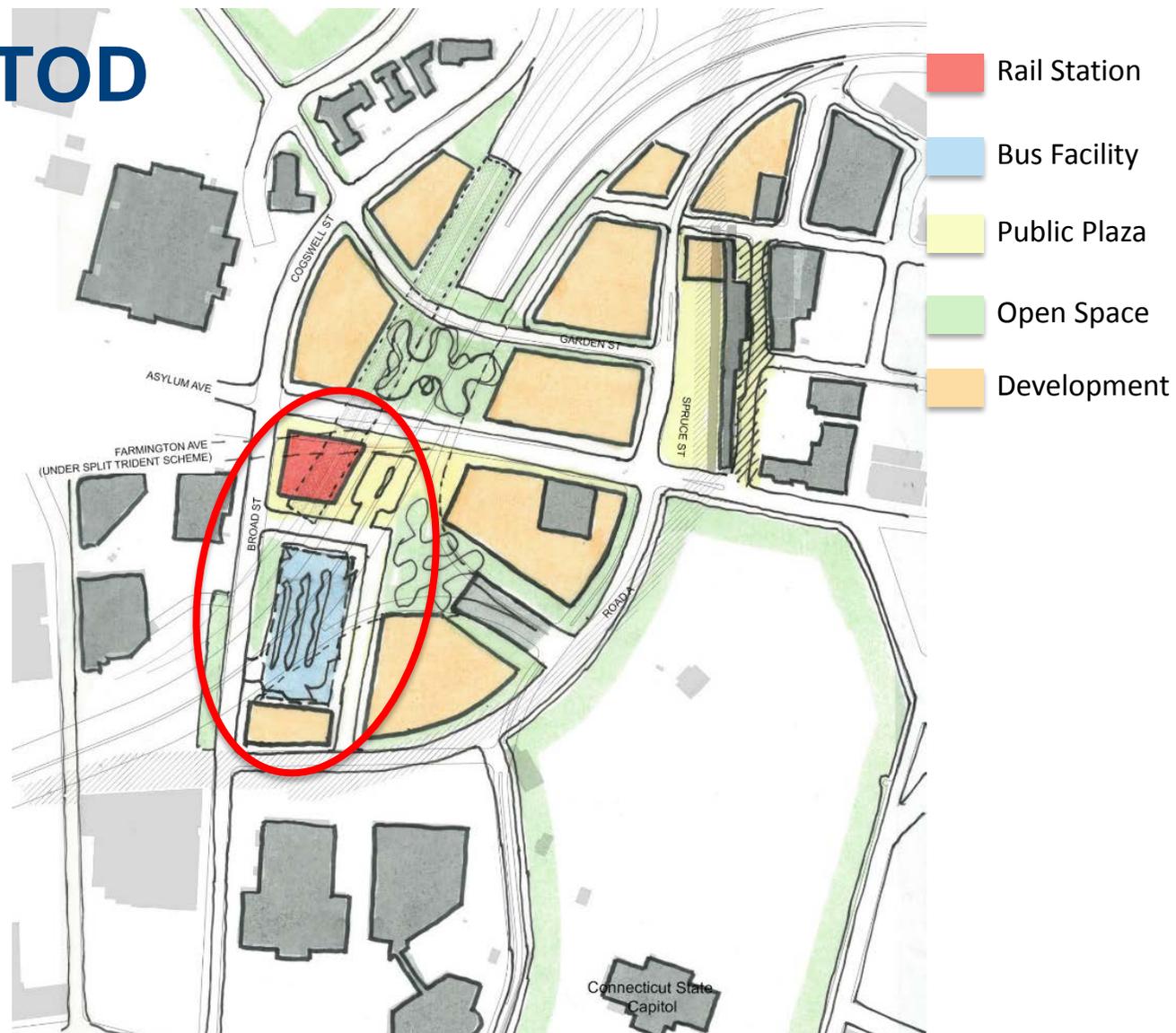
Broad Street Station

- Rail facility at Farmington/Broad
- Bus facility above highway
- Access off of Broad Street
- Phased construction





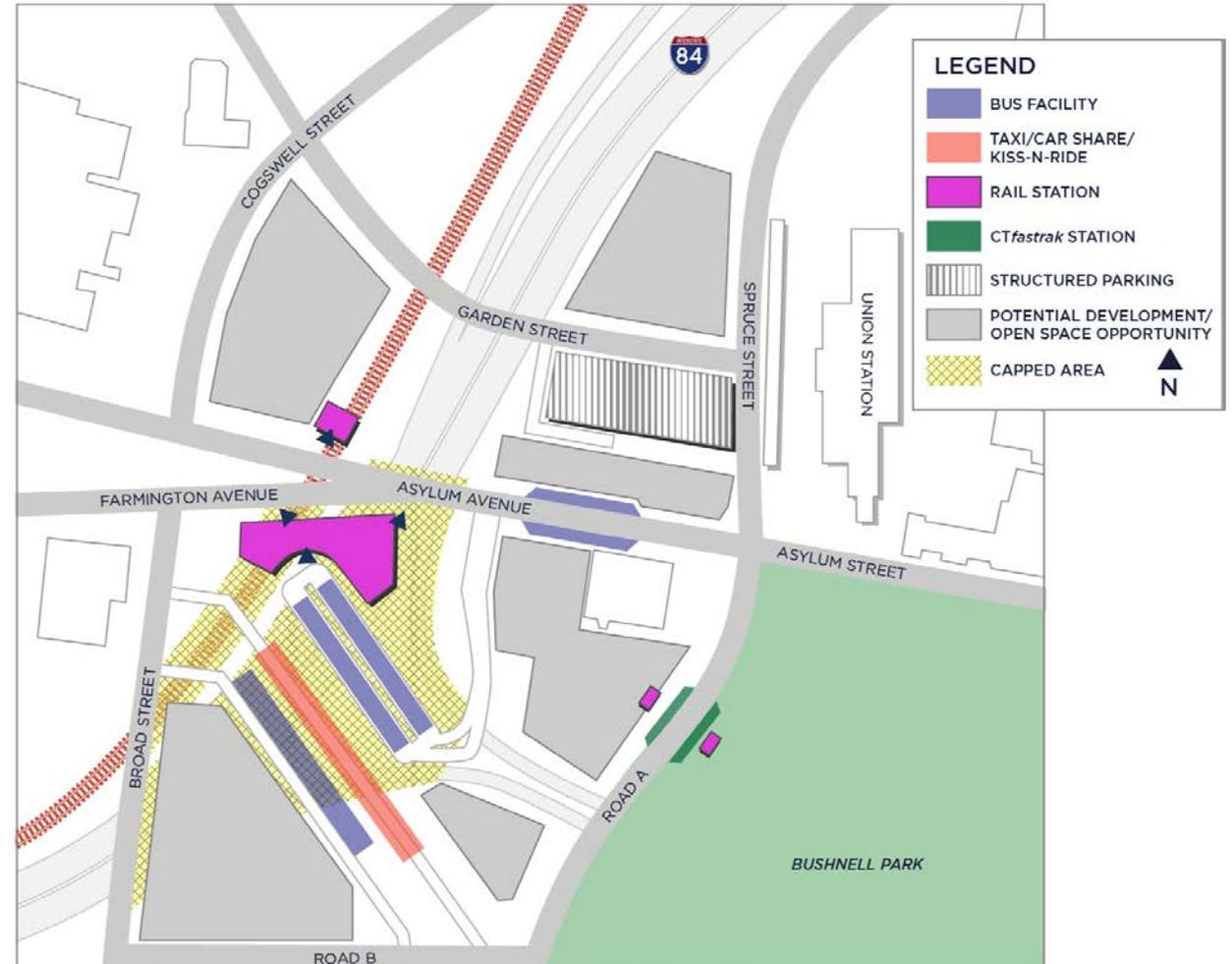
Broad Street Station with TOD



South of Asylum Concepts

Capitol View Transitway

- Rail facility facing Farmington
- Bus facility oriented to Capitol view corridor
- Significant overbuild
- Phased construction





Evaluation Criteria





Evaluation Criteria

Station Design	Operational Efficiency	Site Context Sensitivity	Support Economic Development	Walkability
<ul style="list-style-type: none">▪ Station is a visible civic asset▪ Safety and security concerns are minimized through design▪ Expected construction cost	<ul style="list-style-type: none">▪ Transferring between modes is convenient▪ Bus access avoids circuitous routings	<ul style="list-style-type: none">▪ Station is well integrated into nearby existing land uses▪ Vehicle access to the site does not overburden adjacent streets	<ul style="list-style-type: none">▪ Site plan maximizes the potential for transit-oriented development surrounding site▪ Station design encourages a lively, viable atmosphere	<ul style="list-style-type: none">▪ Pedestrian and bicycle access into/within the site is intuitive▪ The project provides a pedestrian friendly link between the east and west sides of I-84

Preliminary Evaluation

3 points 
 High point value
 (concept addresses the criteria well)

2 points 
 Medium point value

1 point 
 Lowest point value
 (concept does not address the criteria well)

Evaluation Criteria	Asylum Plaza	Garden Street	No Overbuild	Broad Street	Capitol View
Station Design					
Station Visibility					
Minimal Safety Security Concerns					
Construction Costs					
Operational Efficiency					
Convenient Transfers					
Bus Access					
Site Context Sensitivity					
Station is Well Integrated					
Streets Not Overburdened					
Support Economic Development					
Maximizes TOD Potential					
Design Encourages Lively Atmosphere					
Walkability					
Pedestrian/Bicycle Access					
East-West Connection					
Total Score	29	28	23	26	22



Additional Analysis Needed

- Economic Development Benefits
- Phasing
- Constructability
- Cost
- Bus Operations

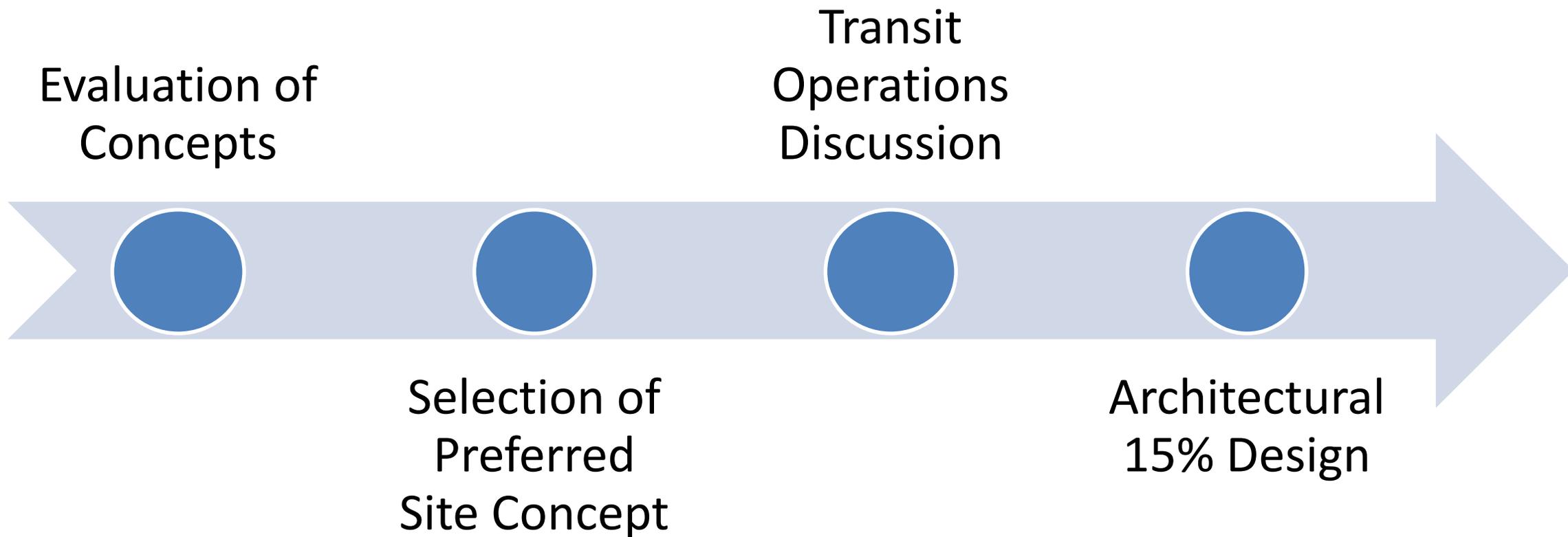


Next Steps





Next Steps





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