



# I-84 HARTFORD PROJECT

## I-84 Hartford Project **Transit Technical Committee Meeting #2**

May 1, 2017



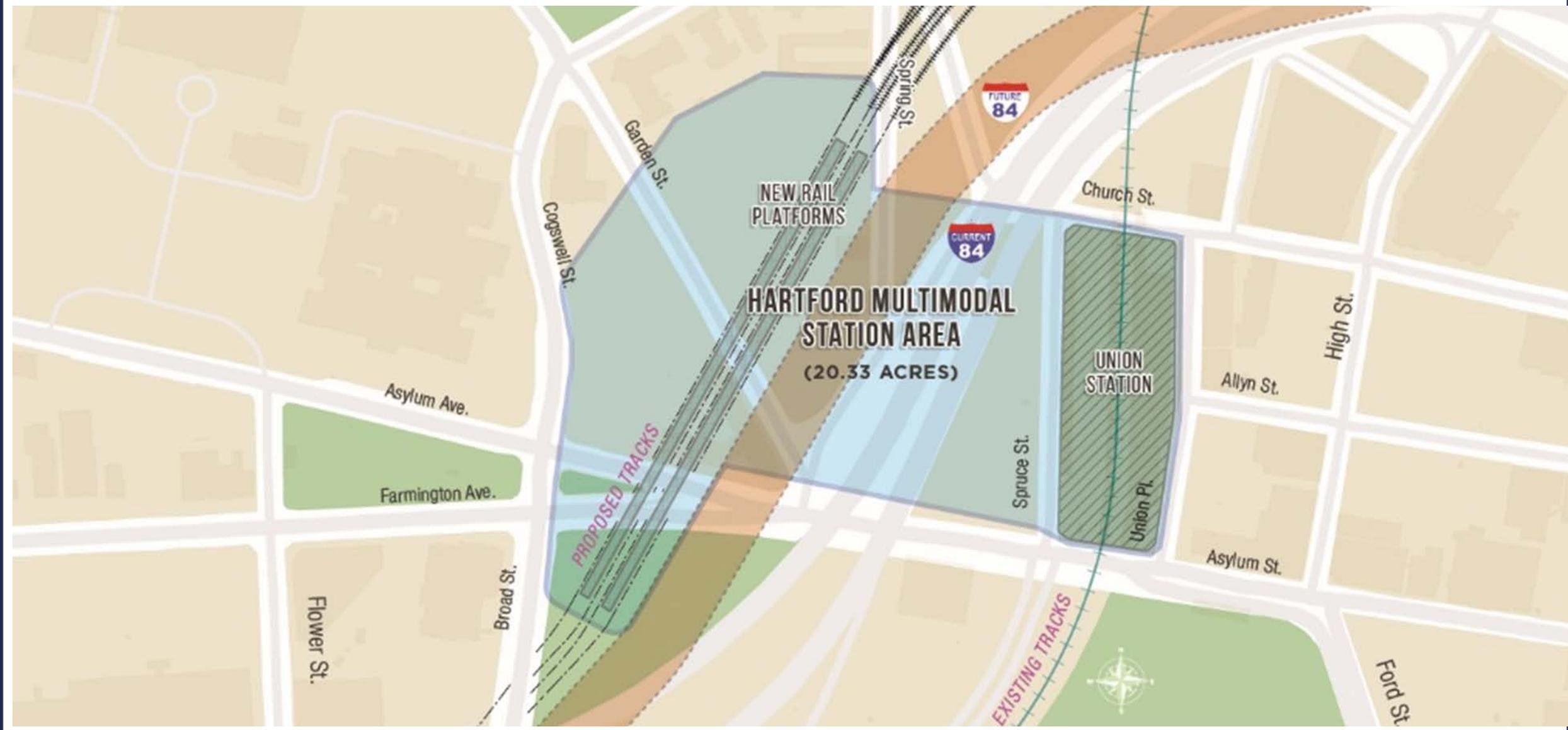
# Transit Technical Committee Meeting Agenda

1. Welcome
2. Review of TTC Meeting No. 1
3. Open Planning Studios
4. Stakeholder Interviews
5. Programming Assumptions
6. Review of Preliminary Concepts
7. Next Steps





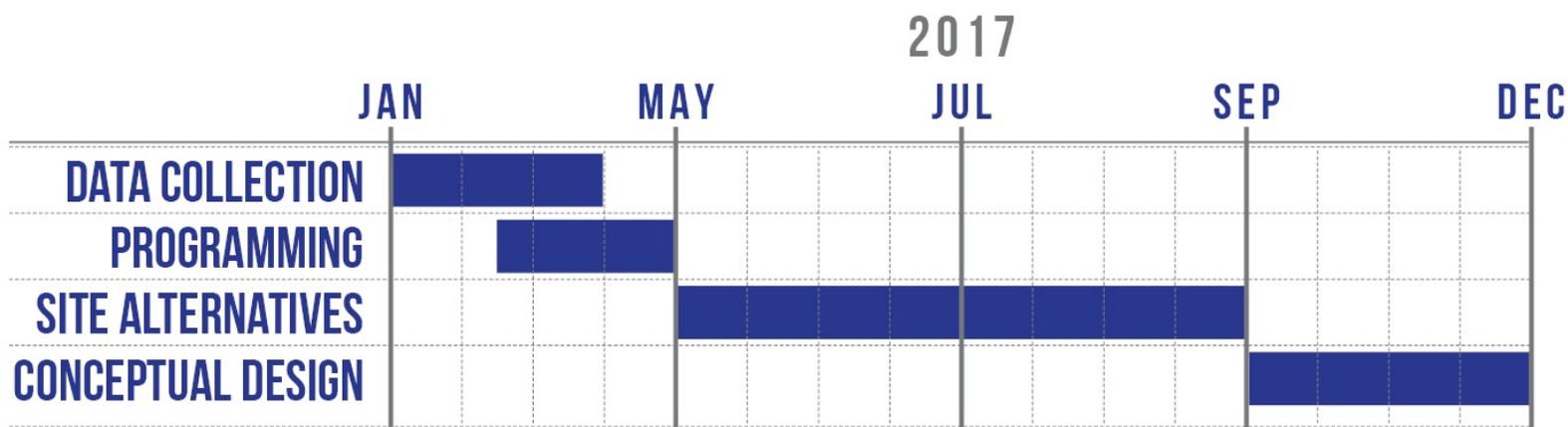
# I-84 HARTFORD PROJECT





# Hartford Multimodal Station Planning and Design

- Kicked off in January 2017
- 12 month effort
  - Define program
  - Develop site layout alternatives
  - Identify preferred site layout
  - Prepare conceptual design plans (15%)





# Results of TTC Meeting No.1





# Programming the Hartford Multimodal Station

## “Keep” Aspects of Union Station

- Historic character is valuable - sense of place as a transit station
- Office spaces are valuable
- Great Hall as a public venue is important
- Important to have rider amenities such as food vendors

## Union Station “Issues”

- Building is underutilized; not active enough
- Viaduct is too low over street
- Tight turning radius into intercity bus parking area
- No close-by taxi stand
- If transportation functions leave, what will be the purpose of building?





# Programming the Hartford Multimodal Station

## Station Design

- Amtrak considers it a Category 2 Station for their future service (intercity rail); this category does not include regional rail needs or other modes
- Category 2 has a range of design characteristics

## Parking

- Structured parking is goal; too many surface lots
- Parking study shows estimated need for 500-600 shared spaces





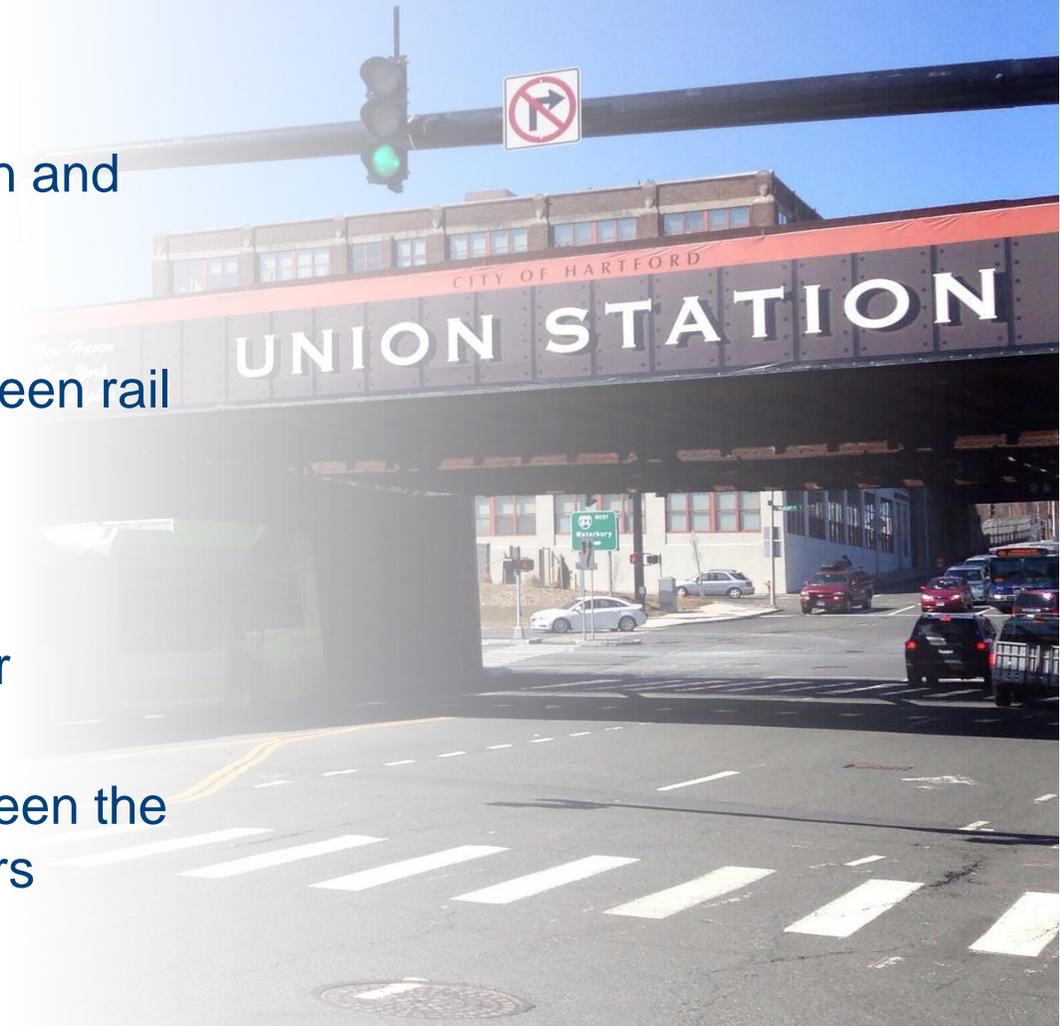
# Programming the Hartford Multimodal Station

## Local Bus/Intercity Bus

- CT *transit* needs strong connections between station and local bus at this end of the city
- Intercity bus prefers easy access to/from highway
- There should be very visual/easy connections between rail and bus

## Development Potential

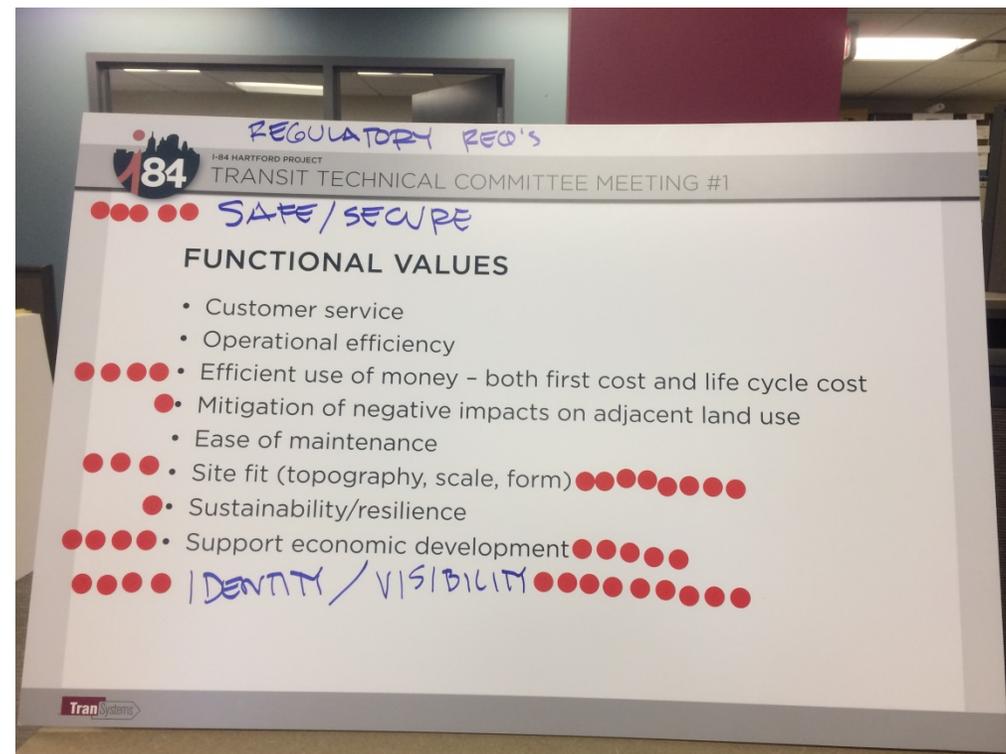
- Station should be sited/designed to be a catalyst for development
- There should be a strong physical connection between the new station, the downtown, and the major employers





## Key Functional Values

- Operational efficiency \*\*\*\*
- Customer service \*\*\*\*
- Identity/visibility (13)
- Site fit (11)
- Support economic development(9)
- Safety/security (5)
- Efficient use of money (4)
- Sustainability (1)
- Mitigation of negative impacts(1)



# Thoughts on Analogy Images

- Football has more players on the field, much like the number of stakeholders involved in the process



- Baseball is more complex: it runs 162 games, not 16



- The Bernini statue is “awe-inspiring,” like the station should be



- Want Hartford to emulate Metropolis, not Gotham (too dark)



# Thoughts on Analogy Images

- The Oxford Shoe is comfortable, classic, and serviceable, yet with style much like Union Station. Not style at the expense of function (high heel) or too comfortable at the expense of style (sneaker), although sneakers are worn by everyone
- Puzzle implies that everything should fit together



# Character/Future of Hartford

- The following places symbolize Hartford: Mark Twain House, Bushnell Park, Hartford Stage, State Capitol, Science Center, Bushnell Park and the Riverfront.
- Millennials and baby boomers moving into town
- Future will have less surface parking and more bike infrastructure





# Results of Open Planning Studio





# Public Input at Public Open Planning Studios

- Support for each concept; no strong support for one over the other
- New multimodal station should be a gateway to the city with TOD bridging the old and the new
- Station front door should be on Asylum; should be visible
- Pedestrian streetscape very important around station area
- Pedestrian connections should be both external at street level and internal in TOD development
- Concern with historic Union Station utilization in the future
- Mixed use developments desired around station including hotel, residential, retail
- Want CTfastrak to be incorporated into new station



# Results of Stakeholder Interviews





# What We Heard.....

- Seamless connection between bus and rail is critical
- A shared or closely connected facility (bus/rail) would allow for all modes to “feed” off each other
- The station should be the gateway to Bushnell Park
- Station would serve as a main focus point in the region
- Strong bike/pedestrian connections are important
- Important to support Union Station- make sure it is viable
- Ease in access for transit vehicles important
- Sharing of platforms between Amtrak/regional rail users is acceptable
- No requirements for public parking for riders; but structured/shared is preferred
- Need to look to the future when determining station needs; don't under build or reflect only on existing conditions



# Programming Input





## Annual Ridership

Mode	Current	Future (NEC Future FEIS)
Amtrak	138,700 (2016)*	1,129,800
Regional Rail	N/A	700,000
Local Bus	269,500**	868,034***
Intercity Bus	367,000	461,200
Total	775,200	2,823,550

\* Ridership in 2014 was 300,000

\*\* Ridership on buses that stop near Union Station

\*\*\*Assumes local ridership estimated to be same percentage (53%) of intercity/regional ridership as currently



# I-84 HARTFORD PROJECT

I-84 CONCEPT PROGRAM MATRIX					
AREA	CONCEPTS (SQFT)				
	A	B	C	D-PHASE 1	D-PHASE 2
GREAT HALL	9,600	8,940	8,940	2,300	17,000
CIRCULATION	7,700	6,500	8,100	7,300	12,400
PUBLIC RESTROOMS	2,300	2,300	2,300	1,600	2,300
INFORMATION / SECURITY	330	330	300	-	400
RESTAURANT / COMMERCIAL	6,240	4,860	4,860	5,350	7,100
BUILDING SUPPORT	4,870	3,700	3,700	3,200	4,900
COMMUNITY / CIVIC	2,320	2,000	2,000	-	2,300
SHARED STAFF FACILITIES	780	750 + EXIST.	750	300	300 RAIL 600 BUS
AMTRAK	4,200	4,200	4,200	4,200	4,200
REGIONAL RAIL	690	690	690	580	690
INTER-CITY BUS	4,920	EXIST.	EXIST.	EXIST.	4,920
INTER-CITY BUS BAYS	16	EXIST.	EXIST.	EXIST.	16
LOCAL BUS	500	420	420	EXIST.	500
LOCAL BUS BAYS	7	6	9	EXIST.	10
LOCAL BUS BAYS - ASYLUM	4	4	4	4	7
EMPLOYEE SHUTTLE BAYS	4	4	4	-	4
KISS-N-RIDE STALLS	10	10 + EXIST.	10	5 + EXIST.	12
TAXI / CAR SHARE STALLS	15	15	15	EXIST.	15
PARKING STALLS	220 PER FLOOR	105 PER FLOOR	205 PER FLOOR	45 + EXIST.	330 PER FLOOR

NOTES:

- EXIST. = EXISTING
- CAR AND TAXI DROP OFF STALL CALCULATED AT 18ft PER VEHICAL
- PARKING CALCULATED AT 400sf PER PARKING STALL
  - ACCOUNTS FOR STUCTURE AND CIRCULATION



## “Tasks for Today”

- East versus West
- Who do you want to be next to?





# Study Area Visualization





# Union Station looking towards Capitol Existing

Existing rail viaduct

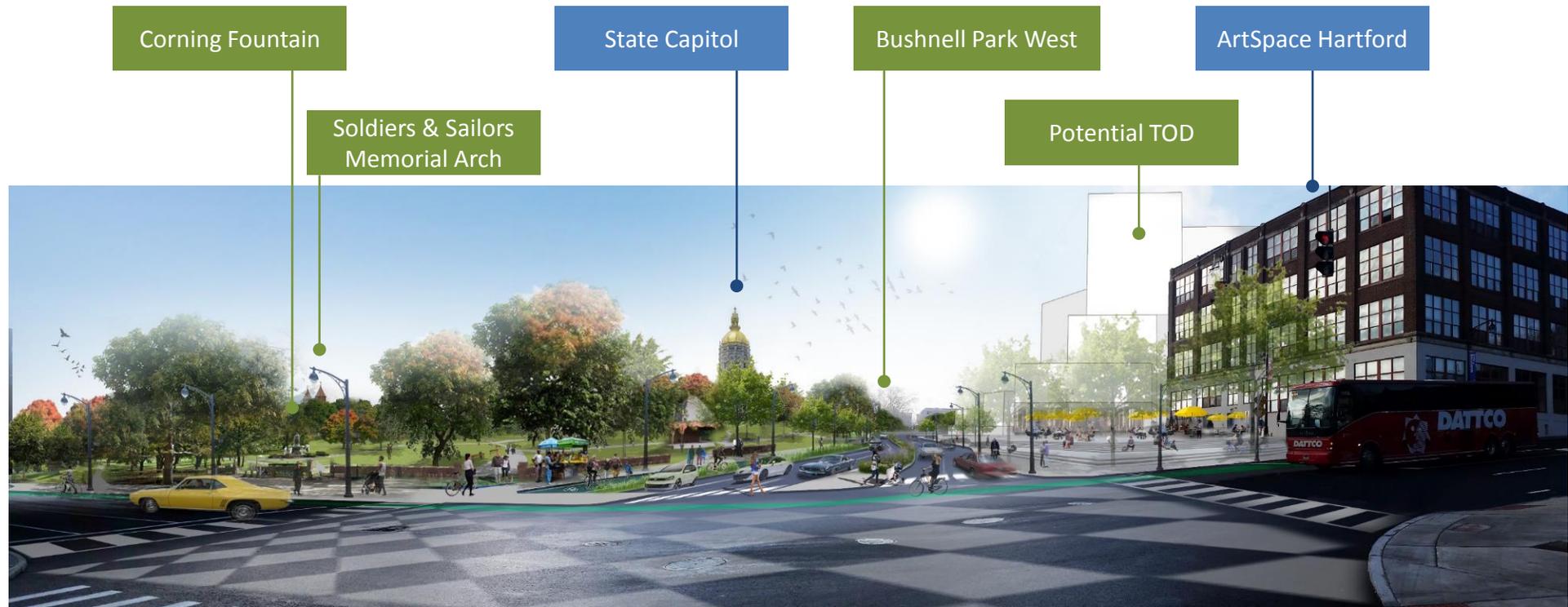
State Capitol

I-84 on/off ramps

ArtSpace Hartford



# Union Station looking towards Capitol Potential (without rail viaduct)



# Asylum at Bushnell Park looking west Existing

State Capitol

ArtSpace Hartford

Capitol View Apts.



# Asylum at Bushnell looking west Potential (without rail viaduct)

State Capitol

Potential TOD

ArtSpace Hartford

Potential TOD





## Asylum looking towards Downtown Existing

Rail Viaduct

I-84 on/off ramp

State Capitol

ArtSpace Hartford



# Asylum looking towards Downtown Potential (without rail viaduct)

Bushnell Park Gateway

Bushnell Park West

State Capitol

ArtSpace Hartford





# Preliminary Concepts



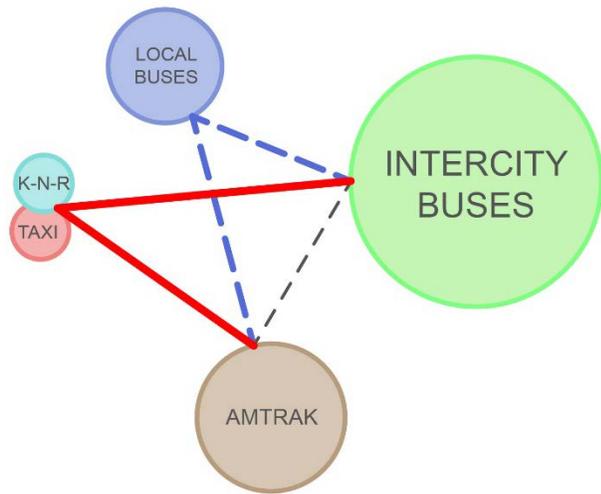


# Assumptions

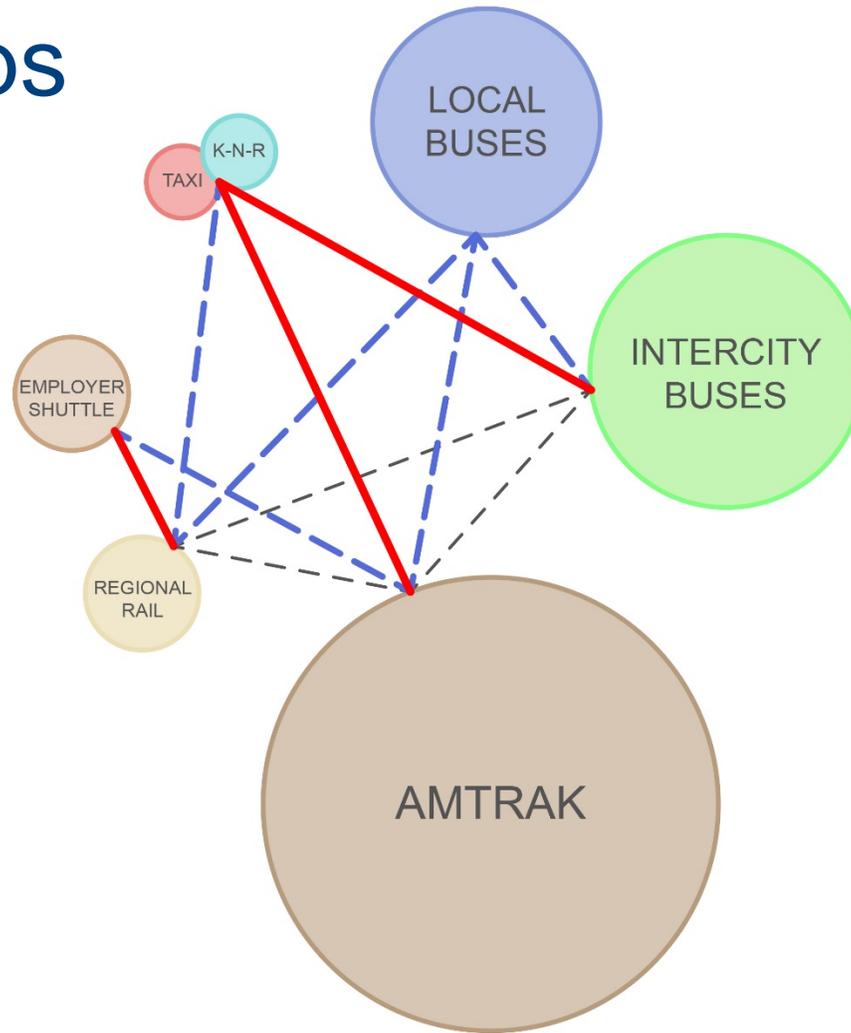
- Role of Asylum Street
- Historic Union Station
- Operational efficiency
- Roadway layout and bus access



## Modal Relationships



**CURRENT**



**FUTURE**

LEGEND	
	AMTRAK
	REGIONAL RAIL
	INTERCITY BUSES
	LOCAL BUSES
	EMPLOYER SHUTTLE
	KISS-N-RIDE
	TAXI / CAR SHARE
	STRONG RELATIONSHIP
	MODERATE RELATIONSHIP
	WEAK RELATIONSHIP

AREA OF CIRCLES ARE BASED ON MODAL RIDERSHIP.

INTERCITY BUS, REGIONAL RAIL, AND AMTRAK RIDERSHIPS FROM DRAFT NEC FUTURE FEIS.

LOCAL BUS RIDERSHIP FROM CONDOT COUNTS WITH FUTURE RIDERSHIP FACTORED UP PROPORTIONATELY TO RAIL.

EMPLOYER SHUTTLE RIDERSHIP IS ESTIMATED.

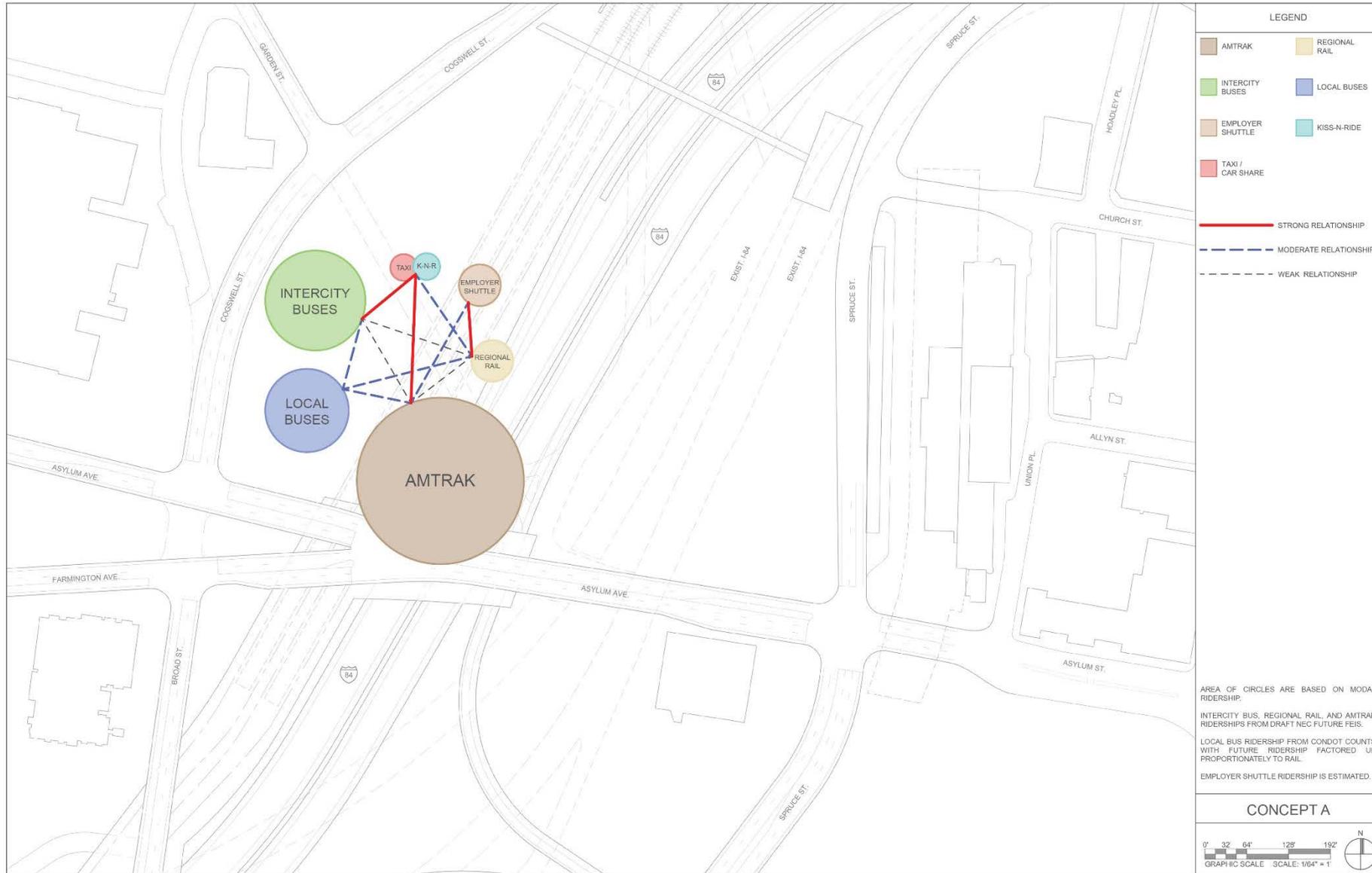


# Concept A



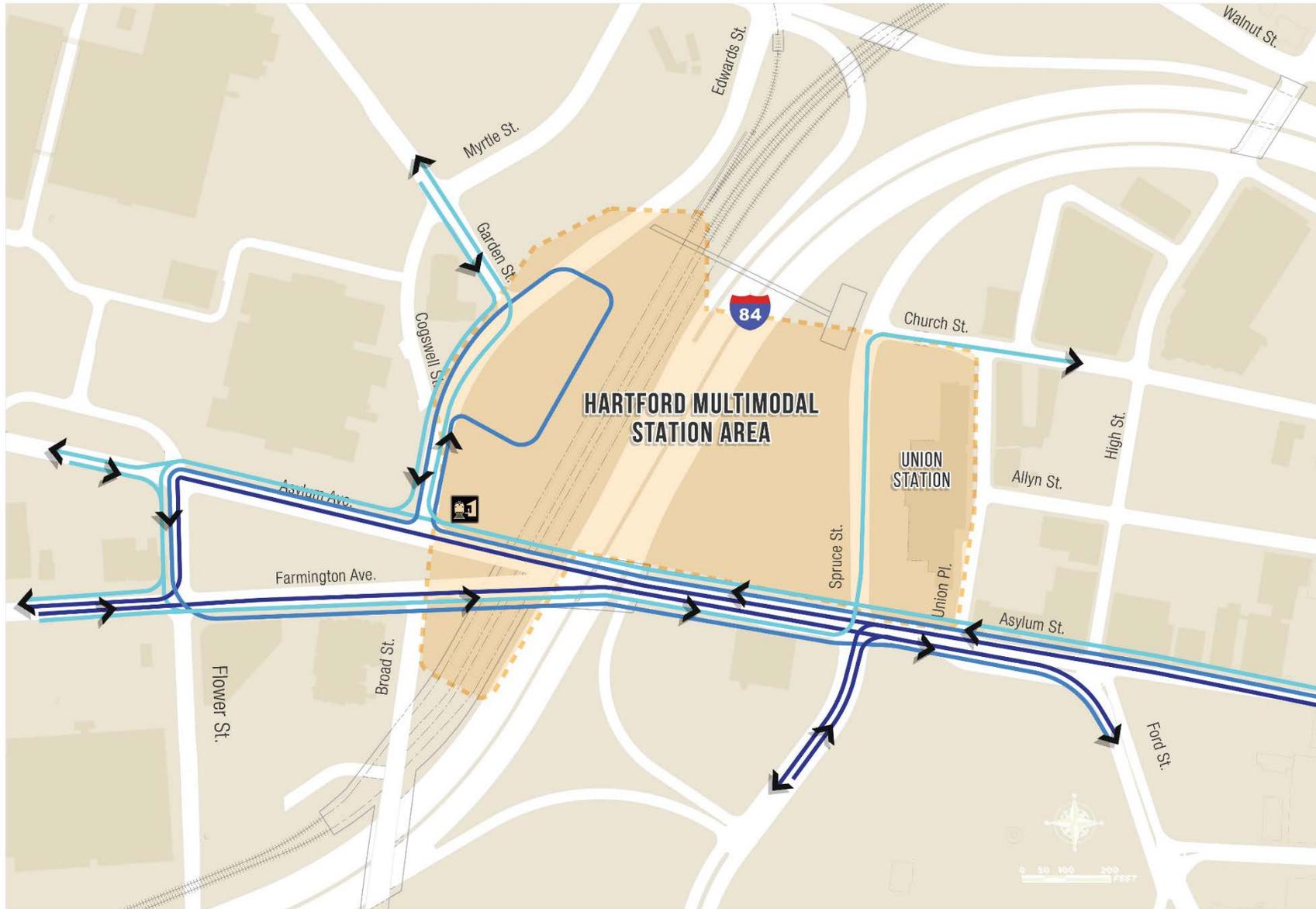


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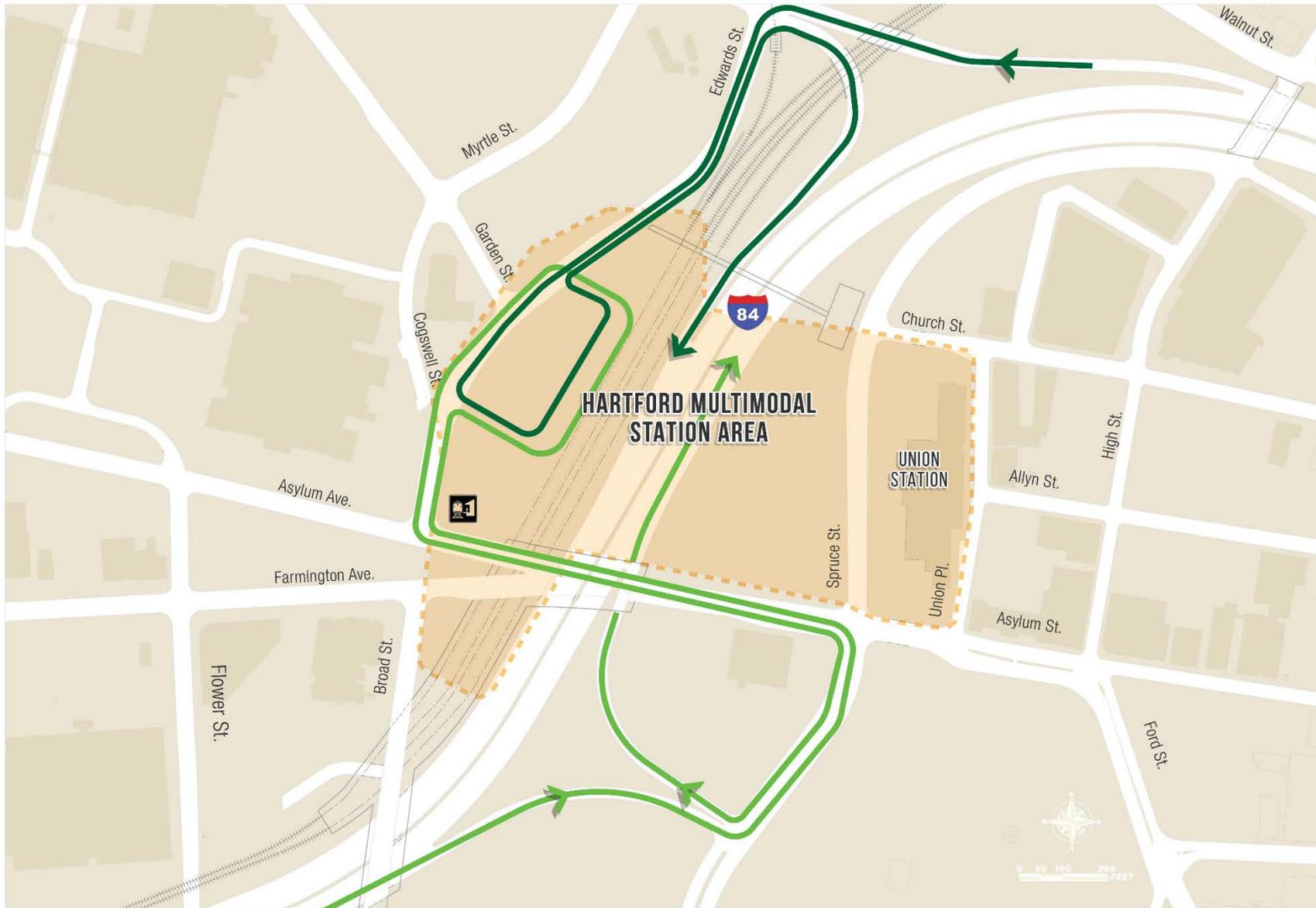


# I-84 HARTFORD PROJECT | FUTURE LOCAL TRANSIT ROUTES



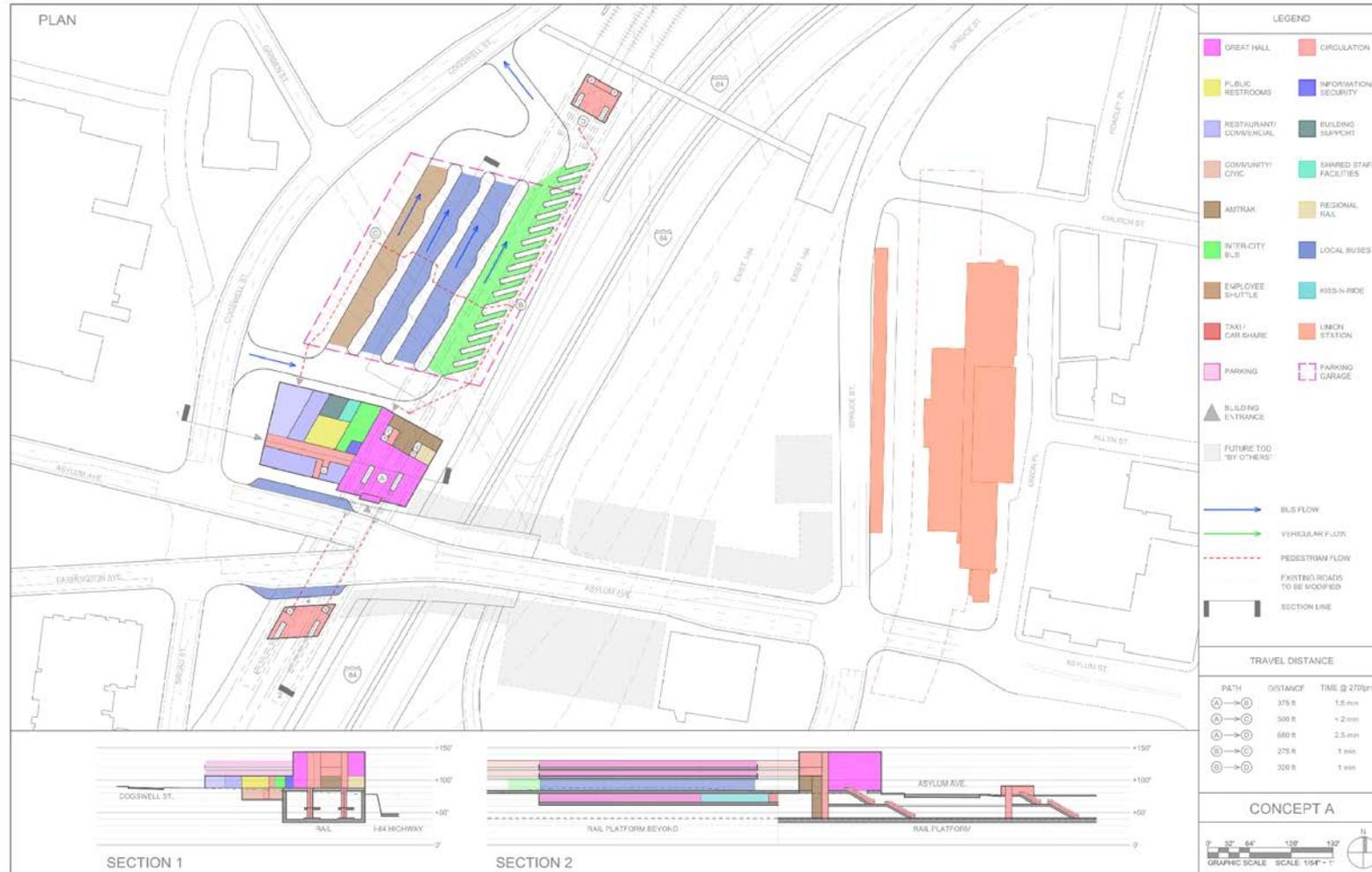


# I-84 HARTFORD PROJECT | FUTURE INTERCITY ROUTES





# I-84 HARTFORD PROJECT



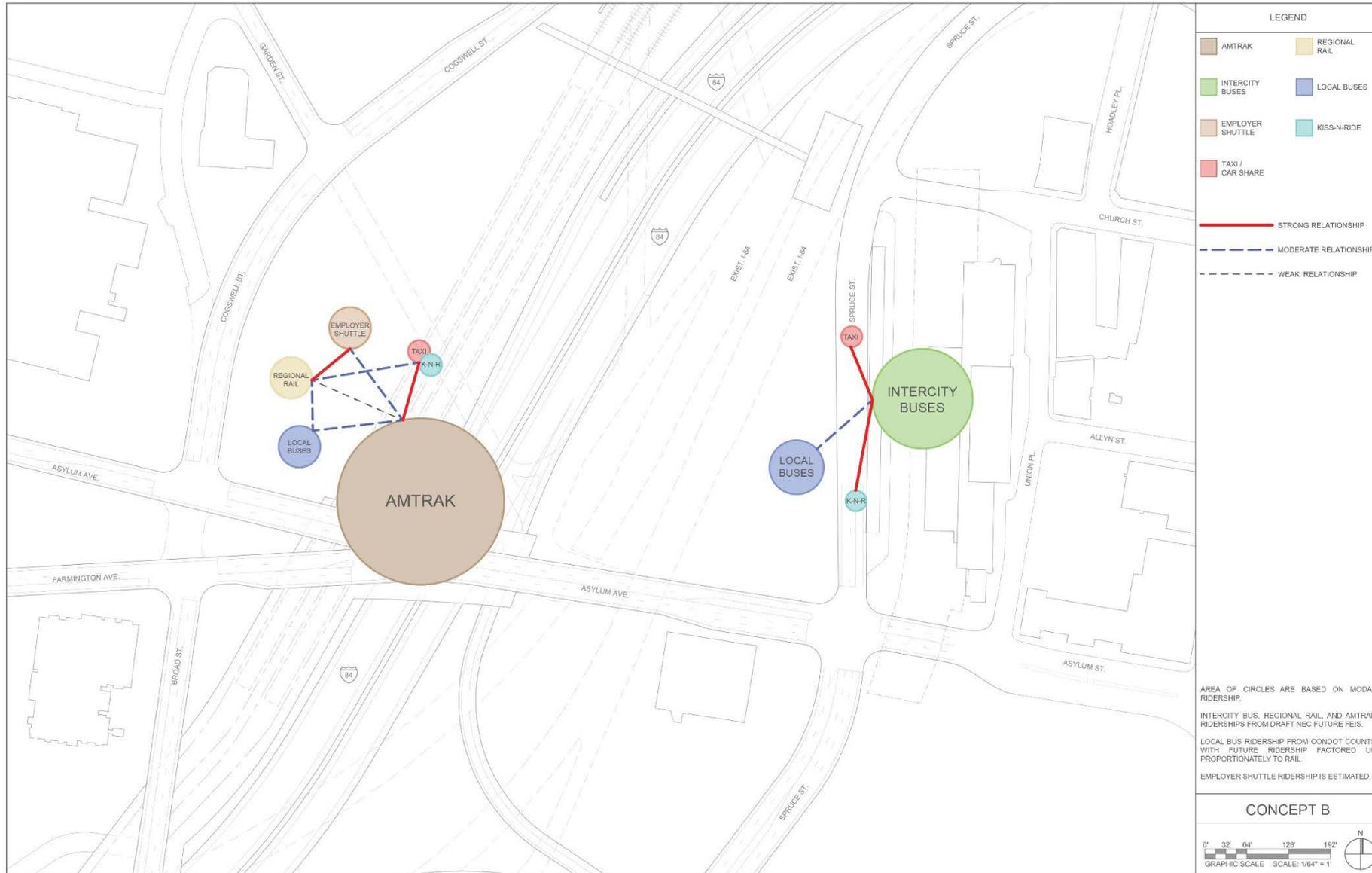


# Concept B





# I-84 HARTFORD PROJECT



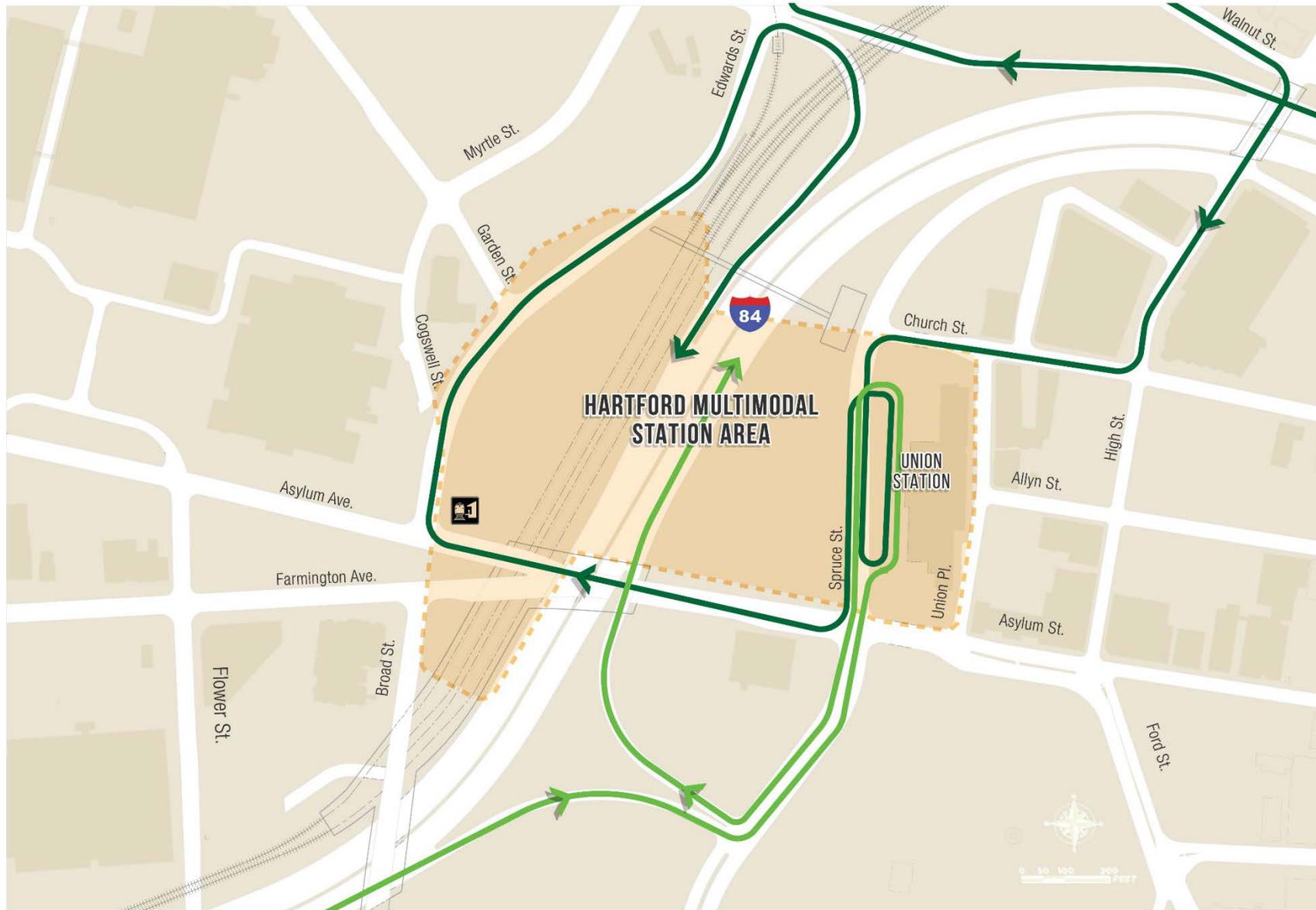


# I-84 HARTFORD PROJECT | FUTURE LOCAL TRANSIT ROUTES



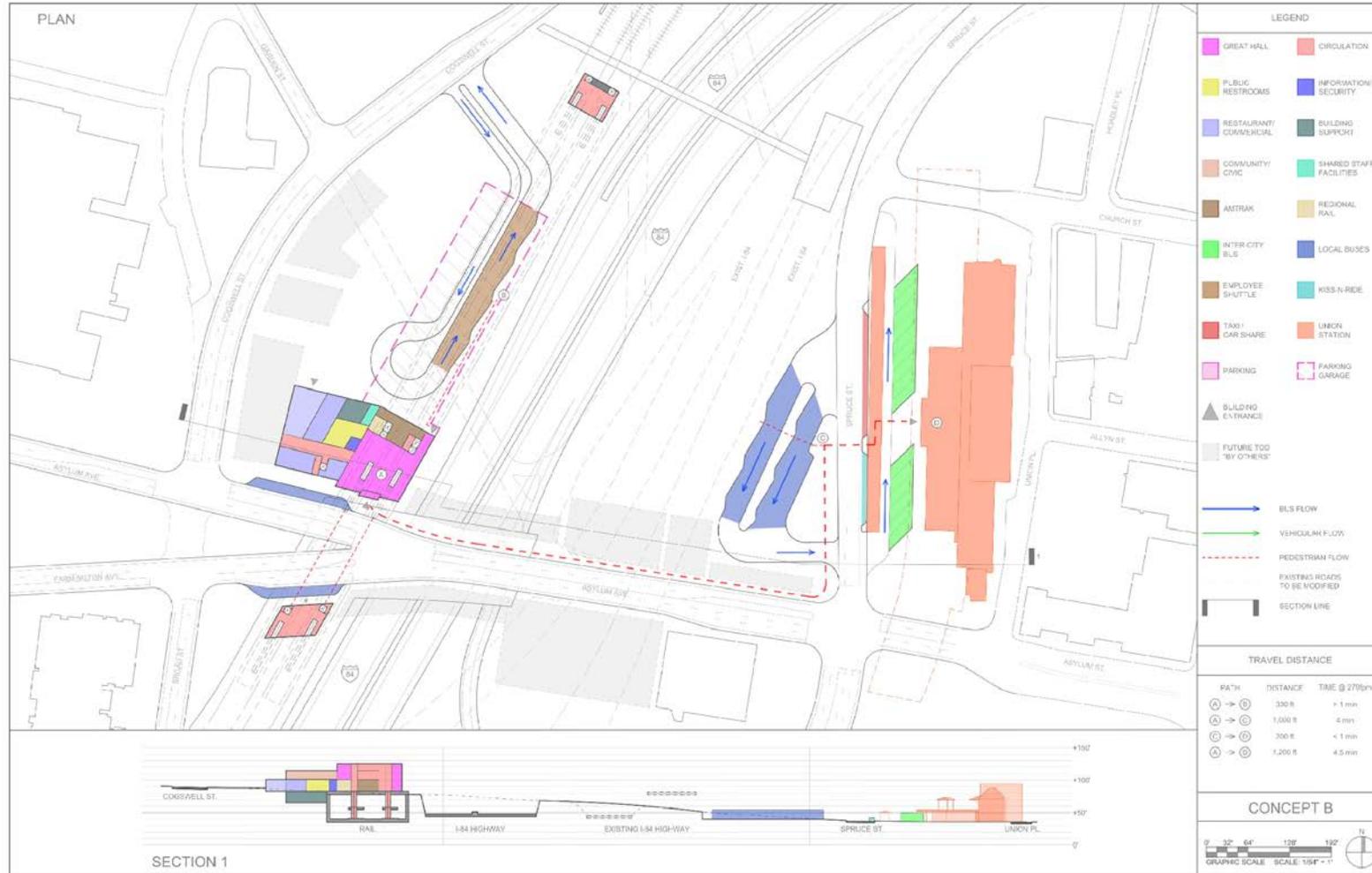


# I-84 HARTFORD PROJECT | FUTURE INTERCITY ROUTES





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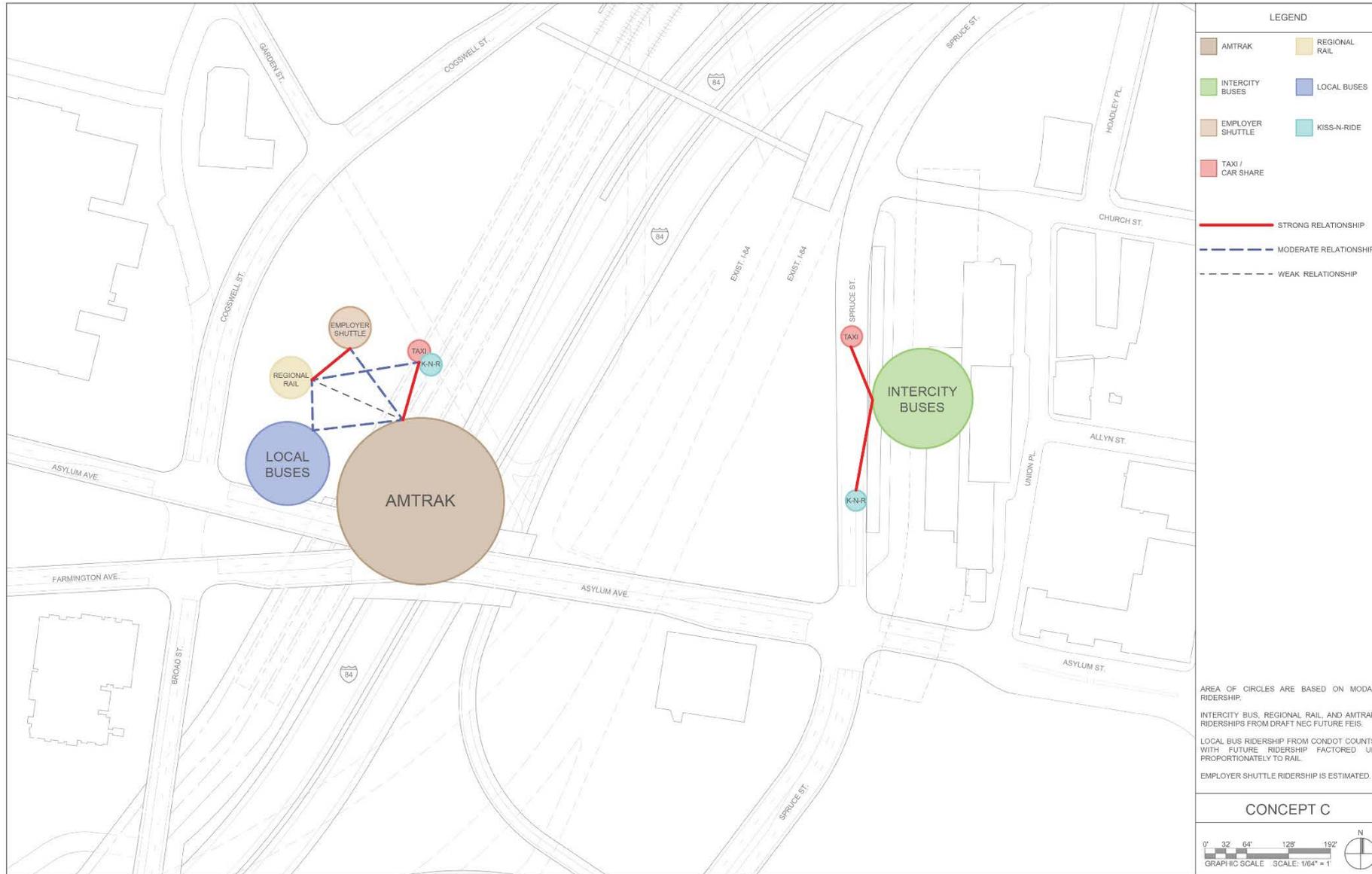


# Concept C





# I-84 HARTFORD PROJECT



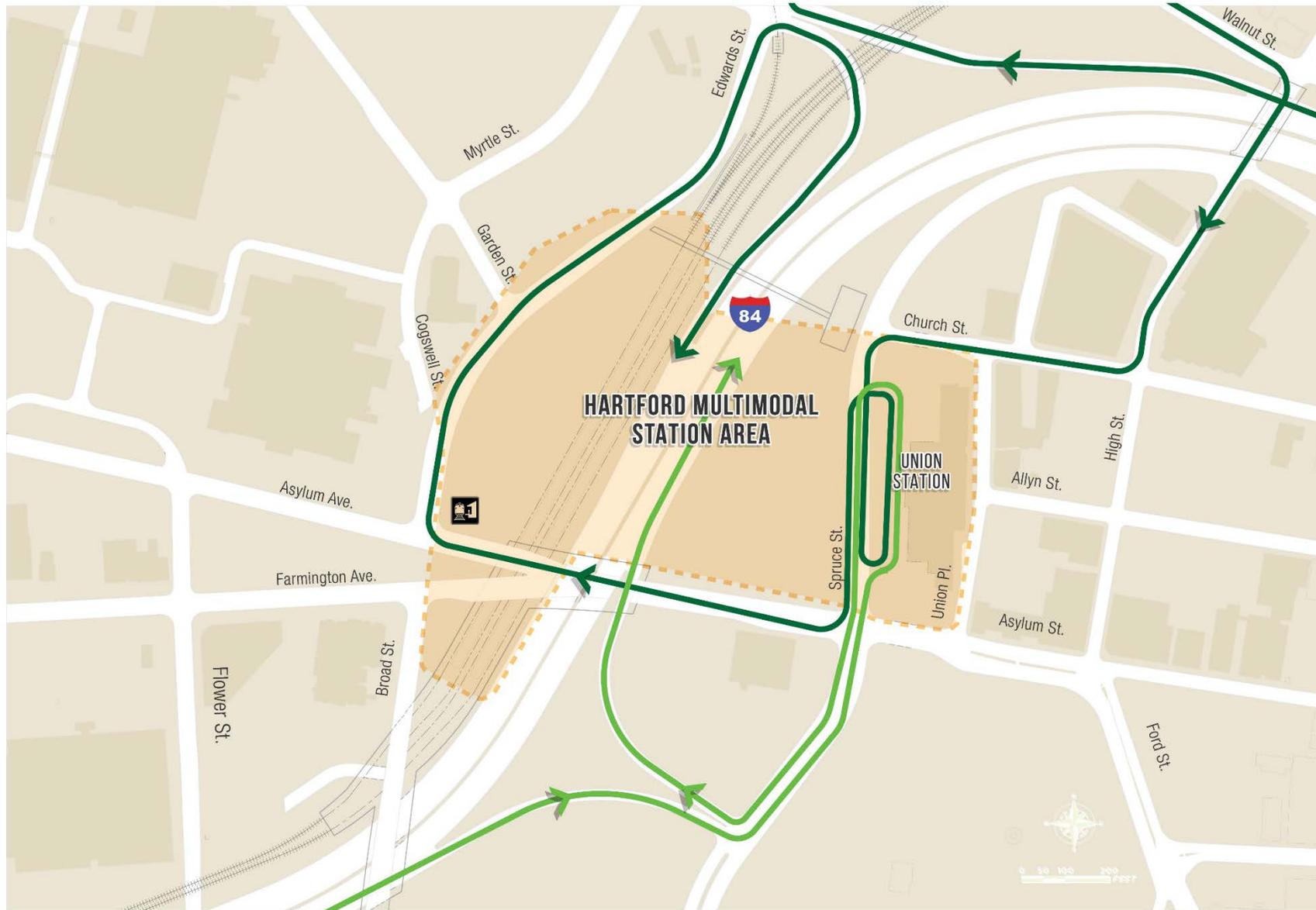


# I-84 HARTFORD PROJECT | FUTURE LOCAL TRANSIT ROUTES



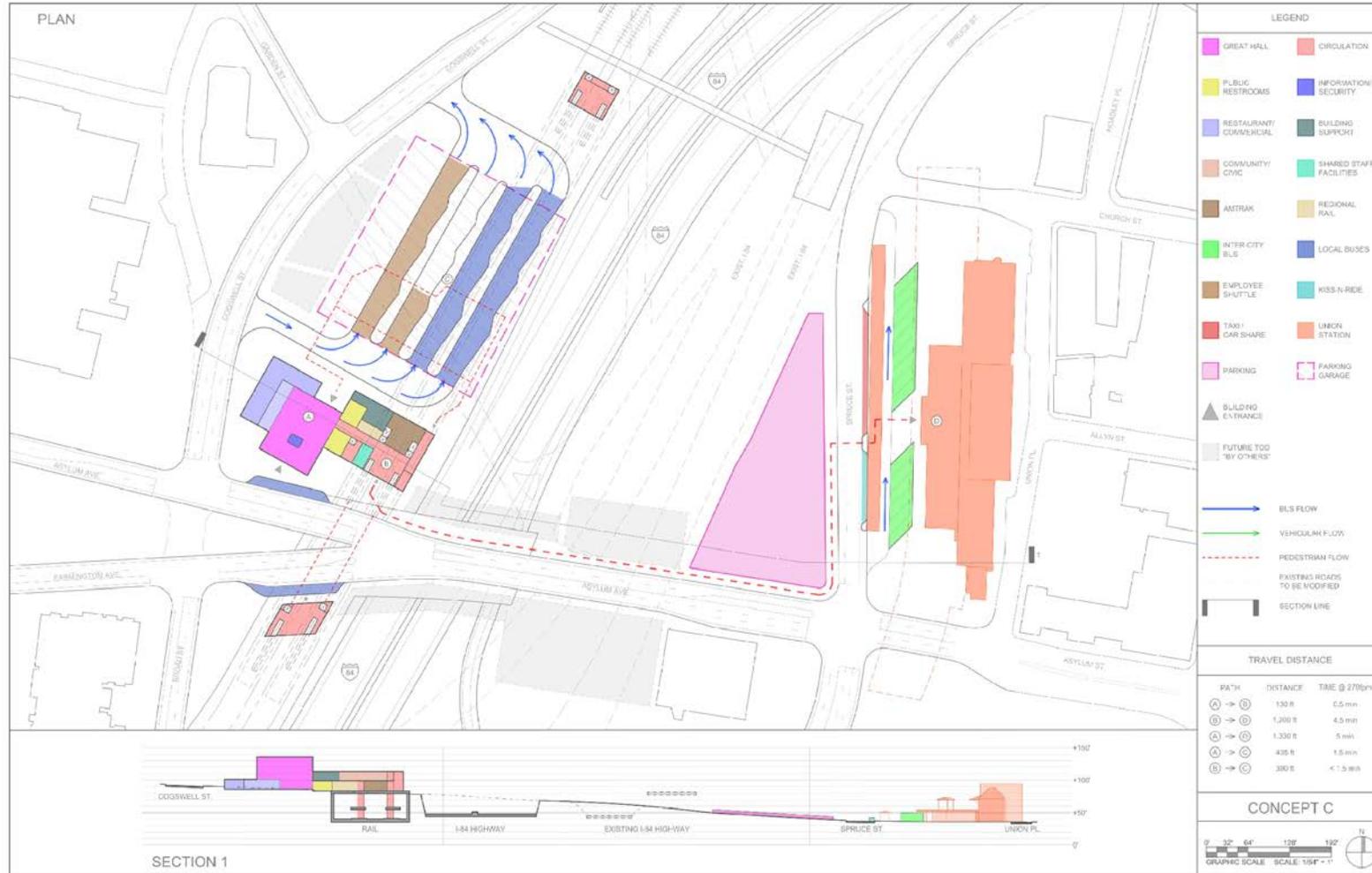


# I-84 HARTFORD PROJECT | FUTURE INTERCITY ROUTES





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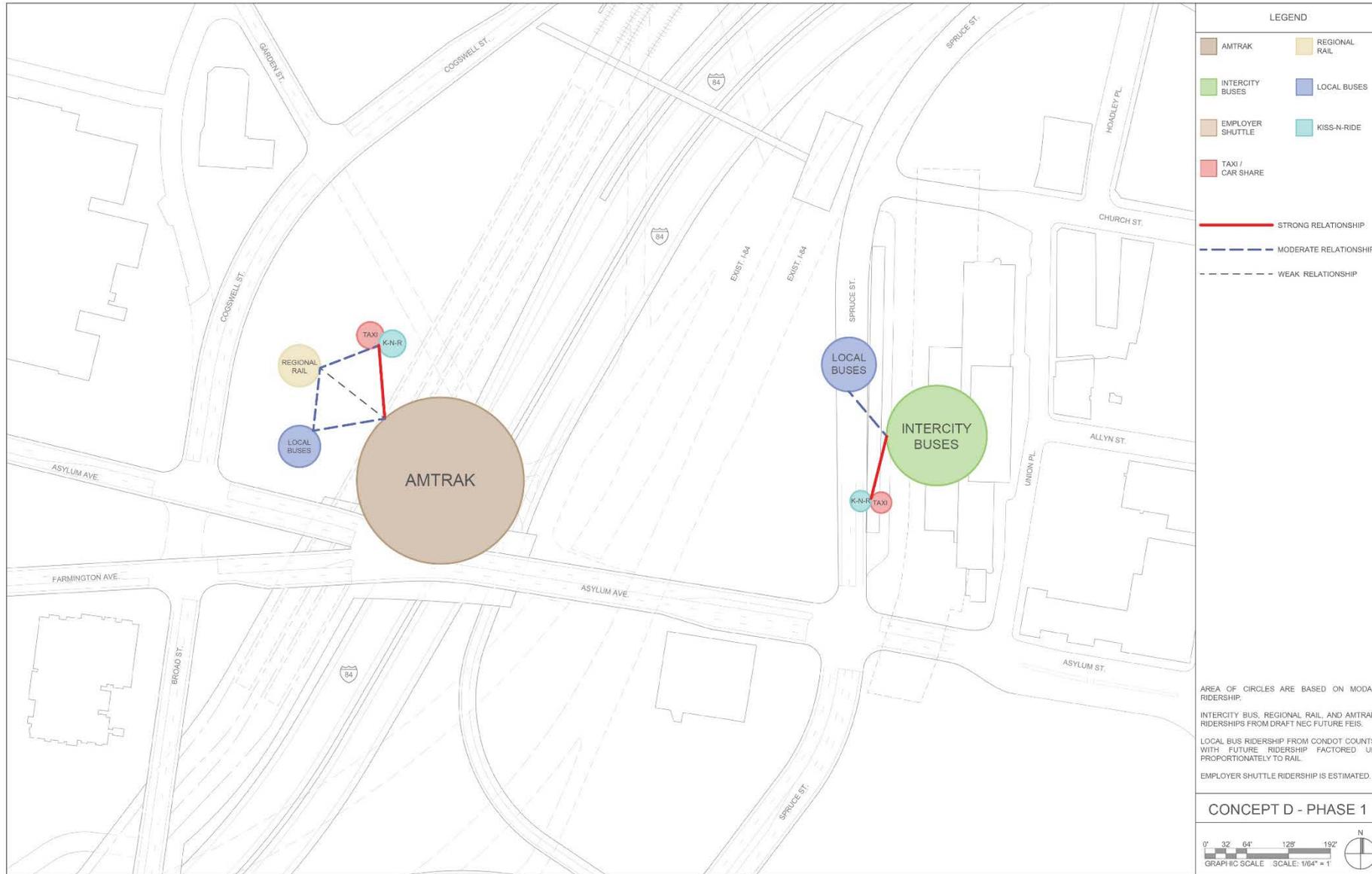


# Concept D



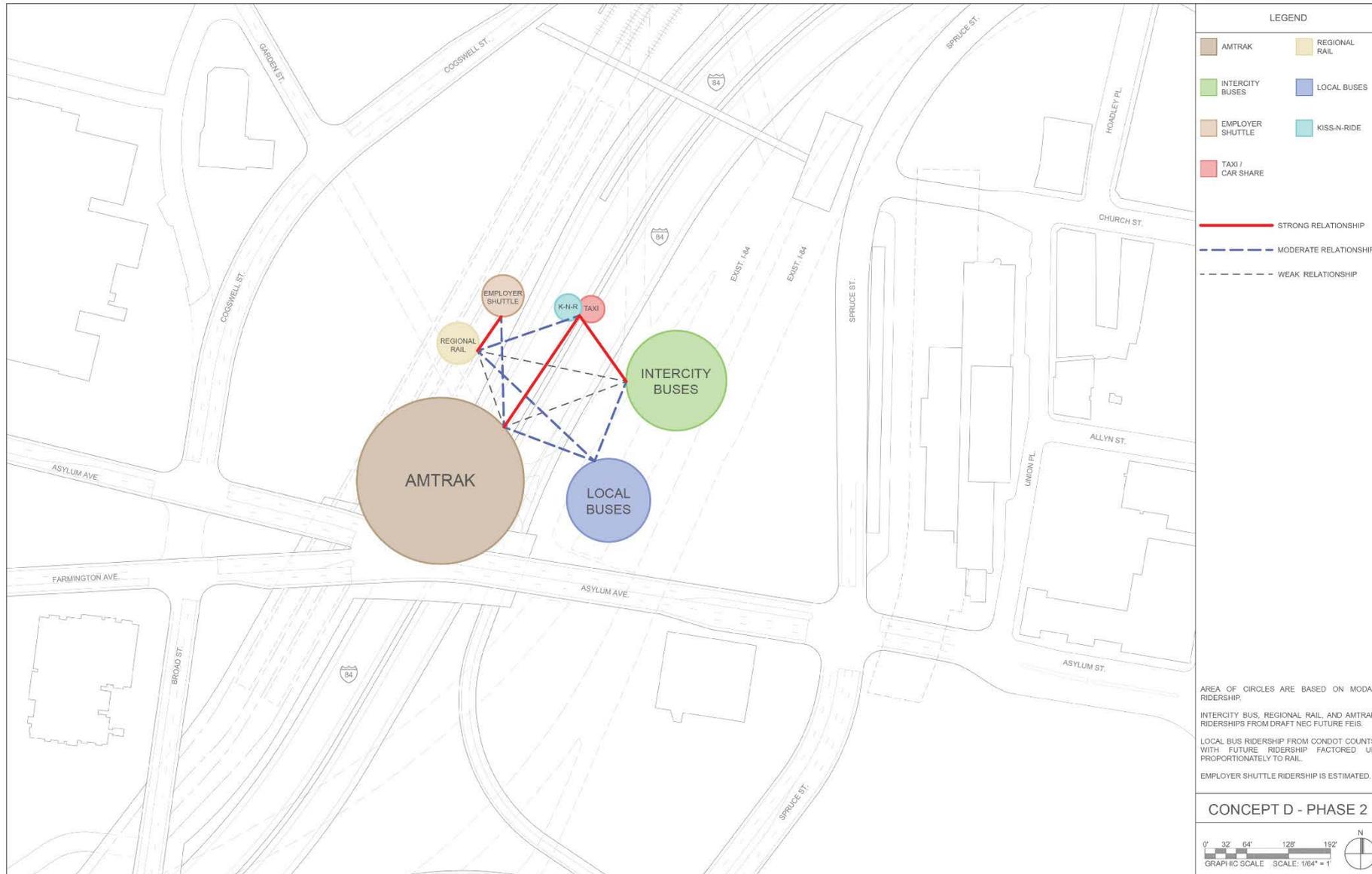


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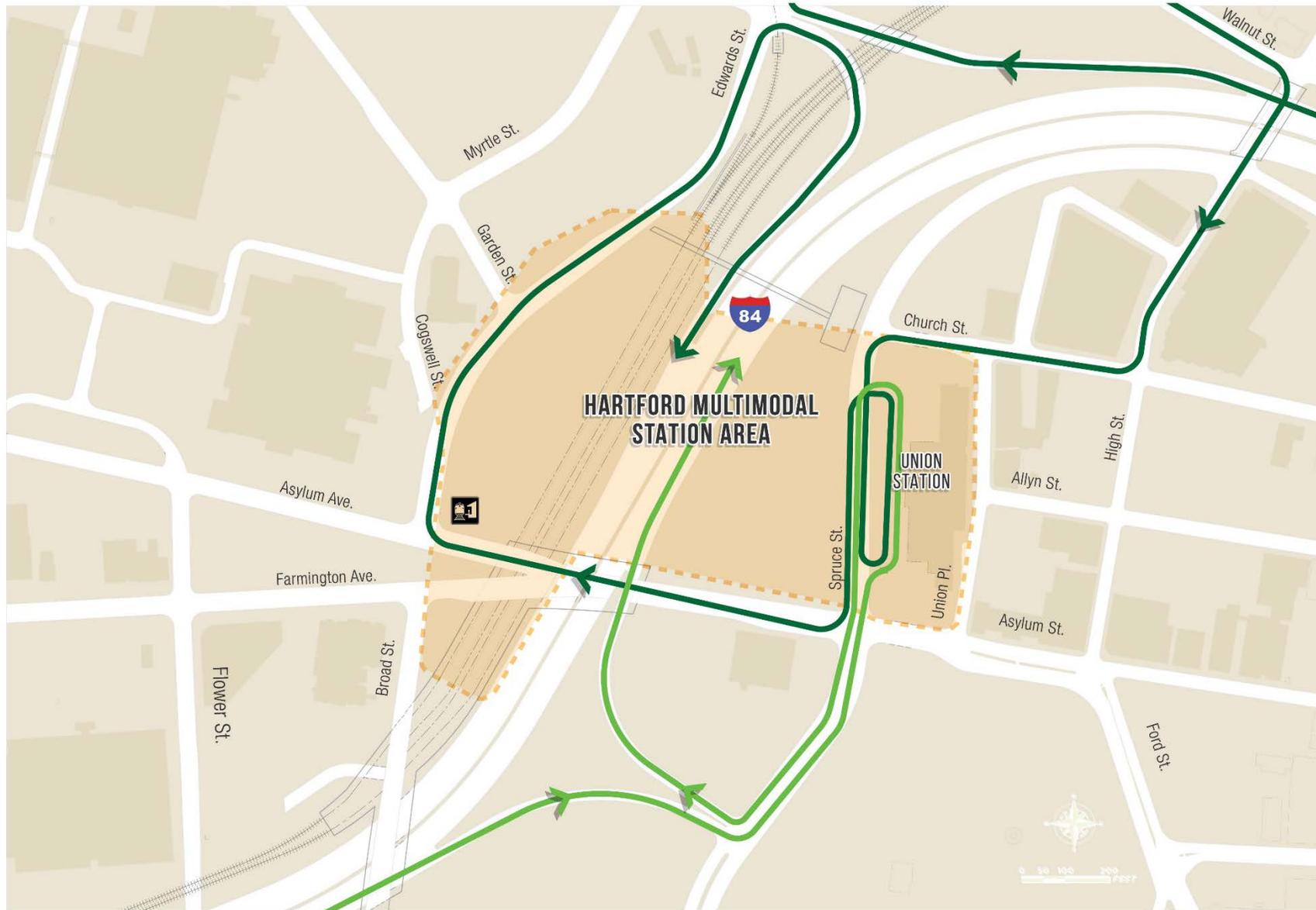


# I-84 HARTFORD PROJECT | FUTURE LOCAL TRANSIT ROUTES



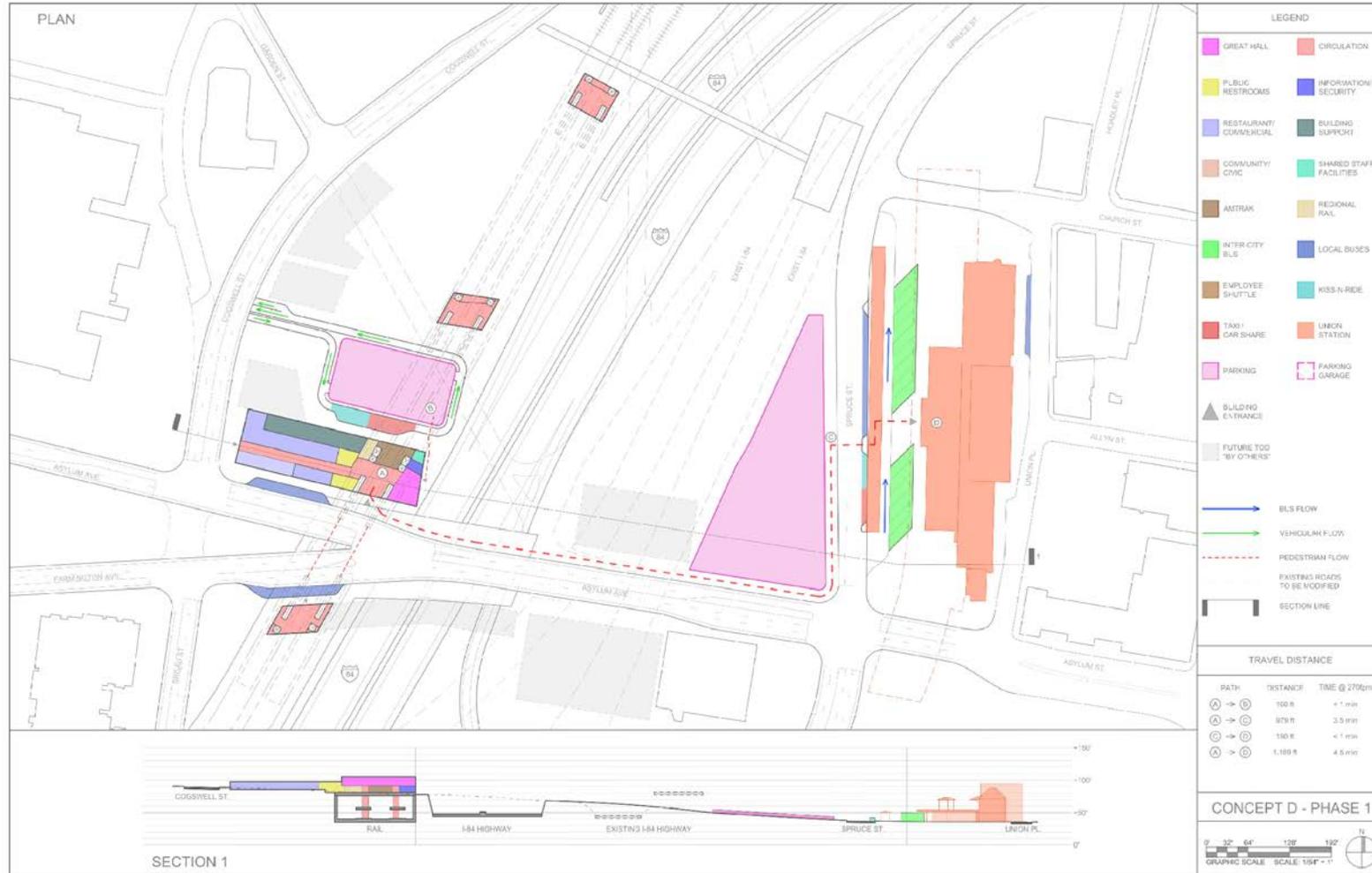


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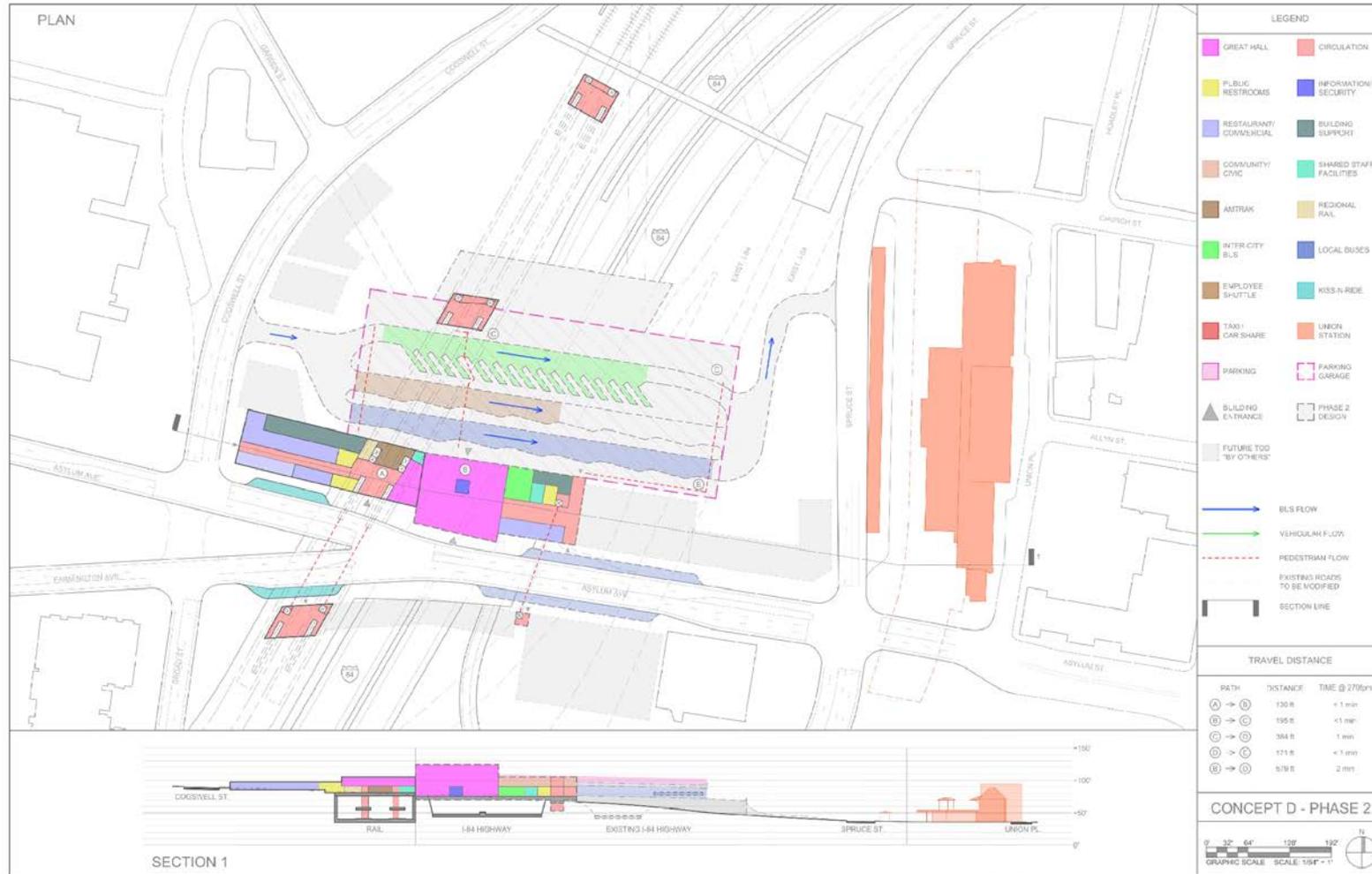


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# Next Steps





## Next Steps

- Refine concept alternatives and review with TTC (June)
- Preferred site concept (September)
- Transit operations discussion (October)
- 15% Architectural drawings (December)





# 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*