



I-84 HARTFORD PROJECT

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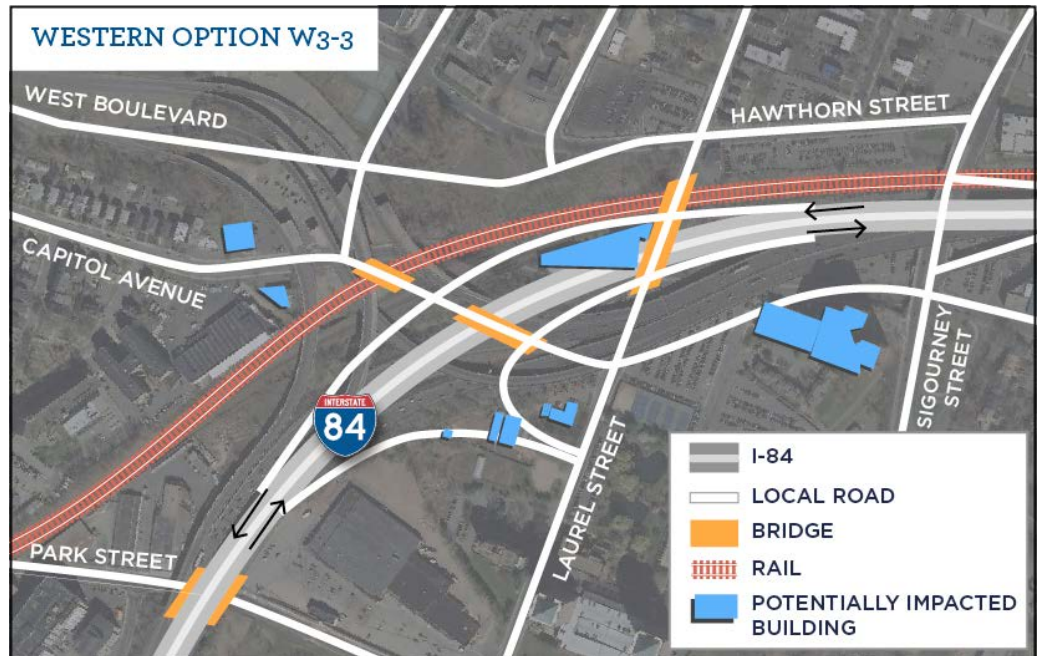
Exploring Potential I-84 Ramps & Street Connections

As the lazy days of summer draw to a close, so too does the Level 2 Screening process.

What, exactly, is the Level 2 Screening process? Simply put, it's the detailed evaluation of I-84 ramps, or *interchange options*, associated with Alternative 3 (the Lowered Highway Alternative) to determine which are worthy of further evaluation.

During the past two years, the Project Team developed about a dozen western and two dozen eastern interchange options, and we continue to explore new ones with the City of Hartford and our stakeholders.

With your help, we're seeking to answer some of the following questions: How do the ramp layouts and local streets affect travel and neighborhood connectivity? How do the interchanges influence land development opportunities? How can we ensure compatibility with future rail service and CTfastrak?



This graphic illustrates the layout of Western Option W3-3.

This analysis will further define new local roads, property impacts, traffic flow, bicycle and pedestrian networks, and specific opportunities for development, a multi-modal station, and open space.

We continue to collaborate with our stakeholders to evaluate the options. It's an undeniably complex process, and we strive to make it as public-friendly as possible! The I-84 Hartford Project Team has developed tools to help you understand the potential benefits and impacts, and to share your feedback. Read about the 3-D model on [page 4](#), visit the Alternatives Analysis webpage at i84hartford.com to compare the options, and attend a public meeting this fall. We look forward to sharing the Level 2 Screening results soon!

“As we home in on a few viable interchange options of the Lowered Highway Alternative, we're able to pinpoint key features, benefits, and impacts of each.”

The results of the Level 2 Screening analysis will provide a smaller range of interchange options, which will be fully evaluated in the Draft Environmental Impact Statement (DEIS).

This is an exciting time for the I-84 Hartford Project. As we home in on a few viable interchange options of the Lowered Highway Alternative, we're able to pinpoint key features, benefits, and impacts of each.

In This Issue

- Exploring Potential I-84 Ramps & Street Connections . 1
- Faces & Places: Protecting the Charm of
Ashley Street 2
- Survey Says! A Snapshot of Project Preferences 3
- Dive Deep Into the 3-D Model 4

¿Habla usted español? Una versión de este boletín está disponible en español a i84hartford.com.

Faces & Places of the Corridor

Welcome to Faces & Places of the Corridor, profiles of people who live, work, run businesses or lead groups, as well as notable places, within the I-84 study area. Know someone or some place that should be featured? Share your ideas!

Protecting the Charm of Ashley Street

With support from a neighborhood alliance, residents champion Asylum Hill's Ashley Street



The Northside Institutions Neighborhood Alliance (NINA) has restored several homes on Ashley Street. Many Asylum Hill residents have taken advantage of the homeowner incentive programs offered by participating NINA institutions. Images courtesy David Corrigan, NINA.

Tucked away between the Hartford Insurance Group, Saint Francis Hospital, the Griffin Line railroad, and I-84 lies a very special street.

Laid out in the 1890s as the city's population expanded from downtown to Asylum Hill (then known as Lord's Hill), Ashley Street became a picture of classic Victorian grace.

And it still is. Valerio and Dulcie Giadone purchased their home on Ashley Street in 2006, and worked to restore it with the Northside Institutions Neighborhood Alliance (NINA). NINA has helped restore many formerly blighted properties on this street and throughout the neighborhood.

NINA has also helped restore the street's sidewalks and install period lighting. By partnering with former City Councilman Mike McGarry and several landscape architects, efforts to beautify participating property owners' front yards have recaptured the street's 19th century Victorian charm.

Ashley Street is special in another way. There is a strong sense of community, says Valerio.

Gabrielle Rebillard would agree. Gabrielle's family moved to Ashley Street in 1978 to take advantage of the Connecticut Mutual Life Insurance Company's homeowner incentive program. Though she now lives in Philadelphia, Gabrielle and her childhood friends from the neighborhood still keep in touch, a continuing legacy of that close-knit community on Ashley Street.

"We've worked so hard to get to this point, and it's still fragile."

As Gabrielle notes, "Growing up on Ashley Street provided me with a supportive and diverse 'village' of neighbors and friends, as well as the independence and mobility of city living. I could hop on a bus and go anywhere I needed to go". Gabrielle's childhood home at 94-96 Ashley Street is now back on the market following an extensive NINA restoration.

Current Ashley Street residents are understandably concerned about the effect that I-84 reconstruction might have on the neighborhood.

When I-84 is rebuilt, westbound on and off ramps will intersect with local streets somewhere in Asylum Hill.

"We've worked so hard to get to this point," says Valerio, "and it's still fragile. We support the project, but we want to make sure that the impact is not going to shake up what we have tried to keep together."

The I-84 Hartford Project Team continues to work closely with residents to ensure that the features that make Ashley Street a special place remain and are not negatively affected by corridor improvements.



The Victorian Lady, as it is known locally, was originally located opposite Aetna. Today, it sits at 21 Ashley Street.

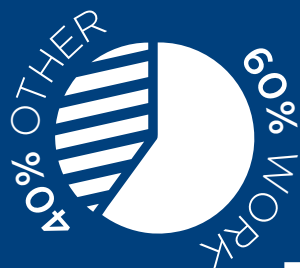
Survey Says! A Snapshot of Project Preferences

The project team recently carried out two efforts to better understand public preferences. The Driver Preference Survey was conducted to learn how drivers might change their travel decisions during reconstruction of I-84. The results, illustrated in blue, will assist CTDOT in planning for and managing construction.

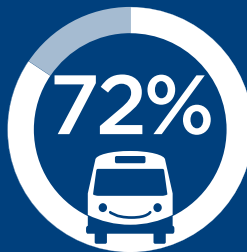
The Public Involvement Questionnaire, illustrated in red, sought to understand how effective our outreach efforts have been, as well as how we might improve public outreach in the future. The center map displays where outreach events have been held throughout the corridor.

DRIVER PREFERENCE SURVEY

PRIMARY TRIP PURPOSE



SAY THEY WOULD SWITCH TO TRANSIT



GIVEN THESE SCENARIOS:

- TRANSIT IMPROVEMENTS
- HARTFORD PARKING DIFFICULTIES
- SEVERE TRAFFIC DELAYS



Do travelers have a construction preference?

44%



Standard



Accelerated

16%



Neither

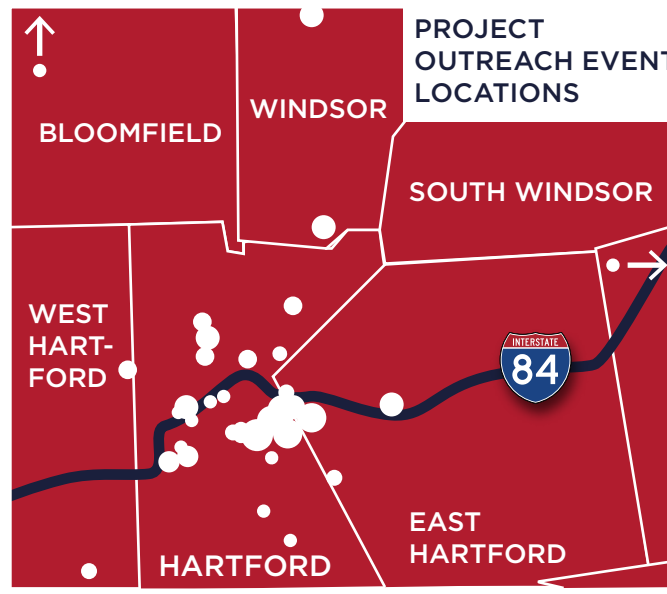
2,487 RESPONSES

1,520 VIA EMPLOYERS

491 EMAIL/ONLINE

476 IN PERSON

PROJECT OUTREACH EVENT LOCATIONS



306 RESPONSES



E-BULLETINS
NEWSLETTERS
OPEN PLANNING STUDIOS

RANKED AS THE MOST HELPFUL TOOLS



PUBLIC INVOLVEMENT QUESTIONNAIRE

Dive Deep Into the 3-D Model



A picture speaks a thousand words! The 3-D model screenshot at left is the existing view looking east from Broad Street. The expanse of elevated infrastructure contrasts to a capped highway with new development, a below-grade railroad, and a multi-use trail (right). Explore the 3-D model for more views of potential Lowered Highway scenarios.

Those who have attended an Open Planning Studio, follow us on social media, or have visited our station at community events around the city are well familiar with the I-84 Hartford Project 3-dimensional model. Now, anyone can view the most updated model at i84hartford.com/whatsnew.

The I-84 Hartford Project 3-D model allows users to travel through the I-84 corridor and compare today's highway and local street network with the Lowered Highway Alternative and related improvements. Visitors can also toggle between different views of the Lowered Highway, from street level perspectives to higher level overviews of the highway and surrounding

environment. Areas where local streets and decks cover the highway can be explored virtually, aiding in a better understanding of how the project might look once built.

Use the model to inform us how to design for your needs. Where will the project create new land, and what's the best use of that space? How should land over the cap be used before new developments or open spaces are built? What's the best way to reduce the sight and sound of the highway from neighborhoods, and on roads like Sigourney Street that will pass over the highway? Check out the model and let us know! Send your suggestions to i84team@i84hartford.com.



The existing view from Capitol Avenue east is obstructed by the elevated viaduct, with underutilized and unfriendly space beneath (left). Lowering the highway creates opportunity for 1.7 miles of a multi-use greenway (right).