

## Report of Meeting

**Date and Time: Tuesday, April 28, 2015, 9:00 AM**

**Location: Christ Church Cathedral, 45 Church Street, Hartford CT**

**Subject: Traffic and Parking Working Group #3**

NAME	ORGANIZATION	PHONE NUMBER	EMAIL ADDRESS
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### **1. Project Briefing**

The meeting began and everyone introduced himself / herself. Rich Armstrong provided a brief update on the I-84 Project and described the alternatives that the project team has drafted.

### **2. Effects of Alternatives on Traffic and Parking Discussion**

Toni Gold asked how real the tunnel option actually is. She asked how much money the project team is spending on an alternative that is not viable. David Stahnke, of TranSystems Corporation, said that the project team has to explore the tunnel option in order to comply with National Environmental Policy Act regulations.

T. Gold asked if a tunnel could be constructed if it had enough public support. D. Stahnke said he could not answer that, but the public has ranked it as the most preferred alternative from the formal scoping process comments.

Mike Marshall asked about the dead space between Aetna and the State Capitol building. If the tunnel was shifted west, more value would be added to that space and Downtown Hartford. T. Gold added that the lowered highway alternative could improve this area also. D. Stahnke noted that parts of the lowered highway alternative could give a tunnel effect to the highway.

Tim Ryan, of TranSystems Corporation, said that there would only be two interchanges with the tunnel alternatives.

Michael Riley said that he is concerned about the potential tunnel's height restrictions, width, and shoulder lanes. Trucks with over-dimensioned shipments may not be able to use it.

D. Stahnke stated that the Project Team has to study the no-build alternative all of the way through the process. He noted that the Team is hoping that a small number of the alternatives rise to the top. About 75 different combinations of alternatives are currently being explored. Not all alternatives will be research through the end, especially if they are not viable.

M. Riley asked if the train station would continue as a train station with the proposed alternatives. D. Stahnke said it could potentially become a bus hub in some of the alternatives. T. Gold asked if the train station could connect with other transportation modes underground. D. Stahnke answered that the project team has been researching several possibilities for the train station.

M. Marshall asked if the CoGen boiler plant would be impacted by any of the alternatives. He said the Project Team could purchase a new boiler plant and put it somewhere in the loop. Members of the Project Team said the team was already looking at plans to buy a boiler. M. Marshall said he hoped all options would be considered.

The group discussed an Aetna parking garage that has access to Flower Street and Broad Street. M. Marshall said the garage was always meant to be low-volume. Many people do not exit the highway on Broad Street because of traffic. T. Ryan asked if it was possible to put an entry/exit on the second or third floor of the garage.

T. Ryan showed the group the alternatives. T. Gold suggested making the legend on the slides easier to understand.

### **3. Next Steps**

The project team encouraged the working group members to take a closer look at the boards displayed at the Open Planning Studio and to contact the project team if they had any questions or comments.