



REPORT OF MEETING

Date and Time: Thursday, April 21, 2016, 10:30 AM

Location: Parker Memorial Community Center, 2621 Main Street, Hartford

Subject: Traffic and Parking Working Group #6

NAME	ORGANIZATION	EMAIL ADDRESS
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1. Meeting Location

The meeting was held in the community room of the Parker Memorial Community Center.

2. Presentation / Discussion

Tim Ryan welcomed the new attendees to the discussion. He then began with the discussion with an overview of the last meeting, held on February 25, 2016.

T. Ryan introduced an online GIS-based origin-destination tool being developed for the I-84 Hartford Project alternatives. The tool allows users to compare travel paths and times for multiple routings including their existing route and the I-84 alternatives. T. Ryan explained that the alternatives will change some travel patterns. The tool was developed to assist people in determining their new travel routes. He also noted that the tool may be used for trip planning during the construction phase of the I-84 Hartford Project. T. Ryan introduced Doug Lynch to demonstrate the tool, which is in the beta testing phase. D. Lynch explained that the tool uses the best available traffic analysis data to approximate peak hour trip times

congested travel speeds throughout the I-84 Hartford Project Corridor. D. Lynch began to highlight the current features of the tool.

Anne Hayes asked if bus routes and travel times will be available in addition to the passenger vehicles as many of the Travelers employees use mass transit. D. Lynch responded that the model does incorporate transit routings and users will be able to plan and compare multi-modal routes.

D. Lynch explained that the tool will be available with a simple interface and relevant travel pattern information about the various alternatives. He began to illustrate a sample routing from West Hartford near the end of Route 9 to the Travelers office building on Prospect Street. The tool provided a suggested routing for existing conditions on I-84 to I-91 Exit 29A. Anne Hayes noted that some employees use the suggested routing; however, there is frustration associated with the congestion on I-84 and some drivers prefer to use local roads despite a longer travel time. Andy Daly also noted that frequent accidents add to the delay and reduce the travel time predictability. D. Lynch noted that there are options to provide additional routings that avoid use of the highway. Casey Hardin added that Google Maps provided a similar routing and similar travel time to the GIS-based tool.

Patricia Williams asked how users will access the interactive tool. T. Ryan responded that the tool will be available on i84hartford.com. P. Williams noted that Albany Avenue should be added to the model as an important corridor. D. Lynch added that this corridor and several others are also planned to be incorporated to the model.

Next, Nick Mandler led a traffic operations discussion for the alternatives. He noted that particular attention has been given to integrating the local street operations with the highway options. Queues from local intersections backing up onto the highway may cause accidents, much like operations today. Anne Hayes noted an enforcement issue in the trident area of Asylum and Farmington Avenues where drivers block the intersection. As the traffic operations of the west-end were being discussed, Patricia Williams noted that she is concerned about increased traffic on Laurel Street with the addition of the eastbound highway on- and off-ramps. P. Williams noted that there is elderly and low-income housing in this area.

3. Next Steps

T. Ryan noted that the next meeting will be in June 2016 and that the team is continuing to advance detailed traffic analysis of alternatives as well the development of the online GIS-based routing tool.