



REPORT OF MEETING

Date and Time: Thursday, February 25, 2016, 1:00 PM

Location: The Lyceum, 227 Lawrence Street, Hartford, CT

Subject: Traffic and Parking Working Group Meeting #5

Name	Organization	Email Address
Doug Moore	CT Department of Administrative Services (DAS)	doug.moore@ct.gov
Tim Ryan	TranSystems Corporation (TSC)	tpryan@transystems.com
Kimberly Rudy	TSC	karudy@transystems.com
Jim Ford	City of Hartford	jim.ford@hartford.gov
Mike Reilly	Motor Transport Association of CT	
Toni Gold	West End Civic Association	toniagold@gmail.com
Eric Boone	Hartford Parking Authority	eric.boone@hartfordparking.com
Anne Hayes	The Travelers Companies	
Gregory Del Rio	RBA Group of Connecticut	gdelrio@rbagroup.com
Christine Tiernan	AECOM	christine.tiernan@aecom.com

1. Meeting Location

The meeting was held at the Lyceum with meeting attendees seated informally at a round table.

2. Presentation / Discussion

Tim Ryan, from TranSystems (TSC), provided a brief explanation of the parking mitigation process, complexities related to right-of-way with multiple owners for several parking lots, parking opportunities such as public-private partnerships and air-rights development, and urban design concerns.

Eric Boone, from the Hartford Parking Authority, discussed the difficulties in managing and operating a parking garage between multiple owners including the division of expenditures for construction, operating expenses, and capital improvements. E. Boone also acknowledged the difference in cost per space between surface parking and garage parking. TSC explained that the details of any potential parking opportunities including public-private partnerships have not yet been determined. Jim Ford, from the City of Hartford, relayed his experience with public-private partnerships and parking in Stamford, Connecticut. J. Ford advocated for the development of a management plan in advance of public-private garages.

E. Boone discussed the overall parking system in Hartford. He shared with the group that the lack of a unified system in Hartford with many individual operators has led to mismanaged capacity and pricing. E. Boone estimated that it costs approximately \$90 to 110 per space per

month to operate a garage. In addition, capital expenditures are needed for maintenance which adds to the complexity of the garage management and cost sharing between owners/invested parties. E. Boone also noted that may be difficult for some public agencies to generate funds for capital improvements.

Doug Moore, from the Department of Administrative Services (DAS), shared his perspective with similar but opposite difficulties where DAS can obtain appropriate bonding from the State Office of Policy and Management but has difficulty funding operating or leasing costs. D. Moore also expressed that the I-84 Hartford Project may have significant impacts to both buildings and parking at 25 Sigourney Street and the Capitol Avenue Complex.

T. Ryan presented a parking graphic showing a proposed I-84 Hartford alignment and potentially impacted parking lots to aid in the discussion. He also discussed the need for parking at the new rail station head house and/or near the existing Union Station to support bus service.

J. Ford noted the need to accommodate potential corporate shuttles at the new rail station especially with the ramp-up of commuter service on the Hartford Line.

E. Boone added that several businesses operate corporate shuttles today. He indicated a strong interest for the Hartford Parking Authority in the new rail station area. The Hartford Parking Authority also suggests that the management of a garage with multiple users should go to the city.

T. Ryan presented a parking opportunities map and began discussion of air rights and/or capped parking opportunities.

Anne Hayes, from Travelers, discussed accommodating residential and commuter parking in the same garage in order to maximize the utilization of parking garages. E. Boone added that the Hartford Parking Authority can manage the garages and is interested in the management of a potential Union Station parking garage. J. Ford noted that the new downtown north ballpark is relying on a management plan with existing parking garages.

D. Moore explained to the group that DAS is undergoing a renovation at the Buckingham Street garage. DAS will be adding 600 parking spaces to the 400 space garage. DAS will also be renovating the adjacent office building and creating a small park by removing some of the surface parking, leaving 350 parking spaces in the surface lot. DAS added that potentially in the future the surface parking could be replaced with an additional garage.

Toni Gold discussed that there should a mechanism to reduce parking requirements for state employees to reduce parking demand. The state should encourage transit use and use market rates for parking. T. Gold acknowledged that this a higher level issue between the City and the State. A discussion ensued on the benefits of mass transit.

A. Hayes explained that state representatives had contacted her for information regarding Travelers' mass transit policies. J. Ford reminded the group that the Hartford Line will also boost mass transit usage. E. Boone noted the federal policy for employee mass transit subsidies. J. Ford added that volumes on I-84 have not significantly increased but the duration of the peak hour congestion has increased. This congestion could support a mode shift to mass transit.

DAS is negotiating with the Capital Region Development Authority (CRDA) to take over the management of the Morgan Street garage. DAS aims to maintain consistent event parking prices with the Hartford Parking Authority.

E. Boone relayed some information about utilization of the Church Street garage at night. The Hartford Parking Authority attempted to draw parking from on-street to off-street with discounted rates comparable to on-street rates but was unsuccessful despite proximity to popular bars and restaurants. He noted that parking garages to be used for night time purposes should have good sightlines to destinations, adequate lighting, and appropriate streetscaping along the route to destinations. He also stated that the Morgan Street garage has been unsuccessful with mixed-use development.

J. Ford added that constructing parking garages adjacent to developable land will attract developers. E. Boone stated that the City has recently approved new zoning regulations which removed parking requirements for the downtown district. J. Ford explained that parking demand could be lessened in the future due to high pedestrian volumes from the new rail station.

E. Boone stated that additional retail or after-hours businesses would improve the feeling of security for pedestrians and also reduce the reliance on police officers to provide security. He suggested that any potential pedestrian routes be assessed by police for safety concerns. He also suggested that the perception of walkability has a strong weight when determining locations for parking garages (as demonstrated in FHI's urban design graphics).

Gregory Del Rio asked about maintaining the local street connection to Church Street. T. Ryan explained that the local street grades do not work at that location and would require significant impacts to properties at the corner of Church and Spruce streets. A similar local street connection has been provided slightly to the northeast from Hoadley Place/Footguard Place over to an extension of Chapel Street North to Myrtle Street. Mr. Del Rio also wondered why there was no Hoadley Place/Footguard Place connection across the highway for option 3B-E3(S). T. Ryan replied that the proximity of adjacent intersections is not ideal for maintaining the Hoadley Place/Footguard Place connection.

The Working Group discussion shifted to traffic with a question from G. Del Rio about having options for the east end with frontage roads, whereas the west end seemed more well-defined. TSC explained that west end option W3-3 performs well by providing redundancy to the network while having fewer right-of-way impacts than the constrained Asylum Hill area. Based on the geometry of the lowered highway 3B and mobility goals to reduce reliance on Asylum and Broad streets, there are two optional locations for the eastbound ramps Downtown: Spruce Street or a new road on the west side of Bushnell Park. For the westbound ramps in Asylum Hill, there is a more complex situation which led to the development of three new options for this area as compared to the base option of 3B-E2(S). The three options reconfigure Myrtle and Garden streets and provide options for a frontage road while having the off- and on-ramps in a similar location to 3B-E2(S). The traffic operations for these options are currently being evaluated; however, preliminary analysis indicates that there may be some opportunities to provide bigger development parcels, add more redundancy to the local street network, and to move the railroad closer to Union Station.

T. Ryan led a discussion of general assumptions for preliminary traffic analysis including all-red pedestrian phases, 120-second traffic signal cycle times, provision for right-turn-on-red, and also coordinated signals where appropriate. J. Ford noted that the city is moving toward 105-second traffic signal cycle times and also asked about roundabout opportunities. T. Ryan explained that there are opportunities and that roundabouts will be considered wherever practical. J. Ford also noted that there will be a cycle track on Sigourney Street. T. Ryan noted that the I-84 Hartford Project Team has been coordinating closely with this project. G. Del Rio asked which east end options works best. T. Ryan replied that 3B-E2(S) works best but the option with a continuous off-/on-ramp works second best at this stage of preliminary traffic analysis. G. Del Rio suggested splitting the location of the off- and on-ramps to Cogswell/Myrtle

similar to a hybrid of 3B-E2(S) and 3B-E3(S) and the potential frontage options. T Ryan explained that splitting the ramp locations is not ideal for wayfinding but acknowledged that analysis of option in the Asylum hill area is still in progress.