



REPORT OF MEETING

Date and Time: Thursday, December 14 2017, 2:30 PM

Location: City of Hartford Offices, 260 Constitution Place, Hartford, CT

Subject: Transit Technical Committee Meeting #4

Attendees

Name	Organization	Phone Number	Email Address
Rich Andreski	CTDOT	860-594-2802	Richard.andreski@ct.gov
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Meeting Purpose

An overview of the Public Advisory Committee (PAC) workshops, roadway alternatives, and refined station concepts was presented at the Transit Technical Committee (TTC) Meeting No. 4. The purpose of the meeting was to discuss the refined station concepts so that one preferred station concept can be selected.

Summary of Meeting

Gina Trimarco of TranSystems (TSC) began the meeting by reviewing the results of TTC Meeting No. 3 and showing the seven station concepts that were presented at that time. Since that meeting, the concepts have been refined based on input from the August and October PAC Workshops and a discussion with the State Department of Homeland Security. Based on the input received, the concepts have been refined so that there are now three station concepts on the north side of Asylum Street (which includes one “no overbuild” concept) and two on the south side of Asylum Street. Programming considerations for number of kiss and ride spaces, taxi/rideshare spaces, and bus bays were also reviewed and based on the two recently released memos that were sent to the TTC: Kiss and Ride and Taxi/Rideshare Programming Memorandum and Bus Bay Memorandum. Casey Hardin from TSC also presented new roadway alternatives which would affect access to the different station concepts.

The five concepts were reviewed and the evaluation criteria and ranking of each concept was shown. Additional analysis for each station will continue, including economic development benefits, construction phasing, cost, and bus operations.

Comments:

- Amtrak is concerned about the location of the interlockings on the north /south side of Asylum Street and how these impact the location of the trains stopping at the different station locations. TSC responded that the platform location has been refined; for the south of Asylum concepts, the station is located at the end of the platform. Ideally, the station should be located in the center of the platform, as would be true with the station concepts on the north side of Asylum Street.
- Amtrak is also concerned about the location of the train engines in relation to the station house; they would like the train engine to remain outside the station building and not idling within the station building, causing ventilation issues. They referred to the Back Bay Station in Boston stating that there has been and continues to be ventilation issues with that station. Even with exhaust fans it could be problematic so the station should

be designed to prevent this problem. TSC replied that they will layout the proposed train consists and compare to the station layouts. CTDOT noted that operating costs for ventilation systems should be considered where required.

- CTDOT stated that we need to make sure that access to /from station is appropriately designed. Stamford, CT is grappling with congestion issues when accessing their rail station. It is important for the Project Team to look at a separation of the different users entering into the station area (e.g. bus, taxi/shared ride vehicles, etc.)
- It is thought that more room for curbside drop off/pick up will be needed in the future due to higher demands for shared ride vehicles and autonomous vehicles.
- The City and the City's consultant (WSP/HOK) think that there would be better linkages between the station and transit oriented development (TOD) if the station was located on the north side of Asylum.
- CTDOT feels it is important to keep in mind how the different modes connect/interact with each other – bus, rail, *CTfastrak*
- There is concern from the Office of Transit and Ridership about changing the *CTfastrak* routing to reach the station; they don't anticipate that a lot of their riders will need to go to the new station but instead continue their trip to downtown Hartford instead. In response, CTDOT responded that there quickly needs to be additional discussion and a decision on the *CTfastrak* alignment.
- A concern about the size and location of the parking facility was mentioned; it was questioned as to whether it made sense to use the most valuable piece of property for a parking structure and whether it was necessary to integrate parking with the rail station. It may make more sense to locate parking outside of the downtown with shuttle connections to the new multimodal station. The number of parking spaces has not yet been defined; it is important to not overbuild parking. The City of Hartford's zoning code has no parking minimums.
- CTDOT mentioned that the cap is all about the pedestrian experience and pedestrian access to the station facility.
- The City expressed concern about pushing the station too far back from Asylum Street toward Garden Street as shown in some of the concepts; it is important that the station have visibility along Asylum Street.
- The FRA has TOD guidelines through the National Transit Institute; these are worth referencing for this project.
- CTDOT would like to see a more detailed evaluation criteria matrix that takes into consideration a weighting factor that is applied each criteria. It is important that cost is being evaluated for each station concept and that cost factors are given a higher weight.

The meeting was concluded at approximately 4:30 p.m.. The next TTC meeting will be held in late January or early February 2018.