



## REPORT OF MEETING

**Date and Time: Monday, May 1, 2017, 2:30 PM**

**Location: Union Station, Hartford, CT**

**Subject: Transit Technical Committee Meeting #2**

### Attendees

Name	Organization	Phone Number	Email Address
Rich Andreski	CTDOT	860-594-2802	<a href="mailto:randreski@ct.gov">randreski@ct.gov</a>
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### Meeting Purpose

The Transit Technical Committee (TTC) provided overview of Open Planning Studio (OPS) workshops, stakeholders interview results, station programming planning, and conceptual design of the Station. The purpose of the meeting was to select and or create new Multimodal Station concepts for further development.

### Summary of Meeting

Rich Armstrong of CTDOT provided overview of recent public outreach efforts for I-84 Hartford study which included multimodal station OPS workshops hosted in Hartford and East Hartford.

TSC followed with detail outline of key aspects of programming the Hartford Multimodal Station from the individual stakeholder interviews and public input from the OPS workshops. These findings included: station to be planned to Amtrak Category 2 design criteria, parking structure needs (500-600 spaces), amenities for travelers and station staff (bathrooms, bike racks, civic spaces, vendors, etc.), forecast ridership by mode, type of connectivity between various modes, utilization ideas of historic Union Station in the future.

Using “bubbles and sticks”, TSC provided overview of intra-modal relationships for each concept design. Each mode represented a “bubble” and various colors of “sticks” provided level of connectivity (strong, moderate, and weak). The relevant size of the bubbles and colors of sticks were adjusted per stakeholders input for further development of Concept A, B, C, and D. CTDOT Office of Rail asked that the bubbles and the diagrams reflect only “Rail” and not distinguish between Amtrak and Regional Rail service. Adjustments to the “sticks” are as follows:

- Rail and shuttle buses should be a strong connection
- Rail and local bus should be a strong connection
- Taxi to rail should be a medium connection

Craig Leake from Greyhound stated that they do support the interconnectivity of Intercity Bus and Rail; rail is operation in a north south direction and intercity bus is providing connectivity in an east-west pattern.

The city of Hartford asked TSC in further concept development to provide traffic analysis and impacts of the bus circulation on the roadway network. TSC stated they will look into this. A new concept locating the Multimodal Station south of Asylum, west of the lowered highway alternative, was suggested by a member of the public at the OPS workshop and will be examined further.

Concept D for station development will require air rights. Similarly, all other Multimodal Station concepts propose future transit Oriented Development (TOD) spanning over the proposed highway. TSC will work with FTA/FRA to determine if there are any safety or security issues with building various structures on the proposed Asylum cap.

The TTC meeting included a workshop where teams provided their input on integration of their modes or design concepts into preferred design concept. Comments from each team follow:

- Amtrak: Concept A provides maximum connectivity between modes, Concept B & C splits the various modes of travel, and Concept D looks favorable, but provides several challenges such as phasing/time could be of an issue and air-rights/safety concerns. Amtrak expressed concern with building orientation/front door per usual station design should parallel to the tracks.
- CTDOT (Office of rail and CT*transit*) GHTD, and CRCOG: The team stressed the importance of TOD along Asylum and connecting the historical Union Station to proposed Multimodal Station or provide defined function to the building. They would like TSC to explore further development of the station to North/East of proposed location on Asylum Hill. CT*transit* expressed that currently they are in design stages of HUB station at Flatbush CT*fastrak* station to connect rail and transit modes. Similar design is being developed at Windsor Station. Currently, there is no priority given to which station will be designed / constructed first with completion date 5-7 years.
- City of Hartford WSP|PB and HOK: Did not like concepts B and C as they split the various modes and do not feel inviting to the pedestrians. They prefer concepts A, D and the new concept south of Asylum (proposed during OPS but not mapped out). Their primary concerns are: the need for densely developed TOD around the proposed Multimodal Station with safe general traffic and bus routing, pedestrian and bike connectivity that is appealing, inviting, safe, and weather resilient (cover from snow and rain between buildings if possible), and sufficient economic development to support the development.
- Greyhound: Supports Concept A and D. Feels that Concept C is too separated (i.e. intercity bus alone at Union Station). Concept B is okay with both local bus and intercity bus together.

Other comments:

- Not everyone supports the idea of employer operated shuttle buses serving the rail; instead, CT*transit* bus routes providing direct travel to employers could be developed
- Steven Smith from Amtrak stated that it is important when you get off the train you exit facing where you want to go; i.e. towards the downtown

- Jim Ford from the City of Hartford said if riders are traveling with luggage they won't want to drag the luggage too far or up the hill on Asylum to make intermodal connections
- Lisa Rivers, CT Office of Transit does not feel there is a need to connect *CTfastrak* to the Multimodal Station as there is no benefit in doing that; riders won't be transferring between *CTfastrak* and rail at the Hartford Station; they will connect at the Flatbush Station instead

TSC noted all comments and will incorporate concerns into next level of selected concept development. TSC highlighted the schedule and next steps of the process. The next TTC meeting will be held the afternoon of the PAC meeting, either June 27<sup>th</sup> or June 28<sup>th</sup>. At that meeting, refinements of the concepts will be presented for additional review and discussion.