



## Report of Meeting

**Date and Time:** Thursday, November 16th, 2023, 6 PM

**Location:** East Hartford Cultural Community Center, 50 Chapman Place, East Hartford, CT 06108

**Subject:** Public Information Meeting on GHMS Final Recommendations

### Attendance

#### Connecticut Department of Transportation

- Mike Calabrese
- Kevin Burnham
- Nileshe Patel
- Shannon Burnham
- Alicia Leite
- Ahmed Kadhim

### Consultant Team

- Casey Hardin, AECOM
- Mayuresh Khare, AECOM
- Christian Nielsen, AECOM
- David Mellisy, Transystems Corporation
- Martin Hull, Transystems Corporation
- Janice Flemming, Voices of Women of Color
- Bertha Flemming, Voices of Women of Color
- Denise Best, Voices of Women of Color
- Diane Lewis, Voices of Women of Color
- Michael Morehouse, FHI Studio
- Kevin Rivera, FHI Studio
- Katherine Montgomery, FHI Studio
- Nicole Detora, FHI Studio

### Public

Sign-in sheet attached

### Summary

During the first half of the PIM the project team presented GHMS recommendations with a series of display boards highlighting early, mid-term and long-term elements of the proposed implementation plan. Members of the public were able to ask questions, provide comments/input using this one-on-one interaction opportunity with the project team.



The latter half of the PIM focused on a formal presentation to members of the public.

Kevin Burnham, of the Connecticut Department of Transportation (CTDOT) welcomed attendees to the public information meeting. K. Burnham introduced key members of the project team, provided an overview of how the study was created, introduced the study's goals and summarized the study's community engagement activities. K. Burnham then presented the study's universe of alternatives.

Casey Hardin, of AECOM, then talked about the universe of alternatives, introduced how alternatives were screened, and discussed the implementation program. C. Hardin then provided an overview of the study's long-term program, as well as the study's early actions.

K. Burnham then discussed the overall timeline for the recommended projects as well as ways members of the public can stay involved with the study.

Following the presentation, C. Hardin of AECOM, K. Burnham of CT DOT, and Nilesch Patel of CT DOT facilitated a discussion from the audience regarding the presentation.

## Discussion

A summary of the questions and comments discussed during the public meeting is below:

- *There were a few attendees who focused their questions and comments on transit improvements including BRT/LRT options. The team explained that the project will prioritize high demand transit priority areas first and expanded on how CTfastrak could be expanded to the east once the Bulkely Bridge is converted back to local crossing. Another attendee supported the use of a monorail and there was a request to implement rapid transit options in a quicker timeframe than the long-term recommendations.*
- *There was a question related to the second tier of areas to transform, especially for rapid transit options, after the first tier 4 core improvements. The team explained that the CRCOG Metro Hartford Rapid Routes study has identified seven transit corridors that could be implemented independently of the GHMS long-term core components.*
- *One attendee inquired about the full list of projects and the possibility of access to see the slides from the presentation. The team explained that the presentation and the list of projects will be on the website when the report is published in December 2023.*
- *Another attendee asked about the possibilities of impacts to the floodwall and dike. The team explained that as the recommended projects move to the next steps, impacts to the floodwall and dike will be determined.*

- *A question was raised about the impact to connections from and to the Cities of Hartford and east Hartford. The team explained that the recommendations balance mobility and access, and that both municipalities would continue to have access to the interstate and improved mobility between them.*
- *A request was made to realign the rail line as an early action project. It was explained that all recommendations must follow federal regulations for environmental review. Because the relocation of the rail line and the viaduct and the CTfastrak guideway are all interconnected, the environmental review must consider all those elements at the same time. The environmental review is scheduled to begin immediately following the Study.*
- *One attendee commented that rail relocation feels like an afterthought and better rail infrastructure is needed. The team explained that the rail component is integral to the long-term vision and that the relocation, in addition to making room for the lowered highway, would greatly improve rail service and performance. The team will look to stress this more in future presentations.*
- *There was a question regarding the design year and the proposed LOS. The team explained that the design year is 2050 and provided a brief explanation of the projected LOS and reiterated the intent of the Study and recommendations is to address the bottlenecks on highway network and not to add capacity while also improving other modes to encourage mode shift and reduce VMT.*



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PIM #2

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