

Report of Meeting

Date and Time: Tuesday, March 30, 2021, 6 PM

Location: Microsoft Teams Online Meeting Platform

Subject: GHMS Live Online Discussion #3

Attendance

GHMS Live Online Discussion #3 was attended by two public participants and 11 GHMS Study Team members.

GHMS Study Team

Connecticut Department of Transportation (CTDOT)

- Mike Calabrese
- Kevin Burnham
- Andy Fesenmeyer
- Thomas Aparo

Consultant Team

- Casey Hardin, TranSystems Corporation
- Mayuresh Khare, AECOM
- Rich Ravit, AECOM
- Mike Morehouse, FHI Studio
- Marcy Miller, FHI Studio
- Laura Parete, FHI Studio
- Jim Redeker, FHI Studio

Public Participants

- Chris Squires
- Richard Deluca

Summary

Mr. Mike Morehouse of FHI Studio welcomed attendees to the third GHMS Live Online Discussion. Mr. Morehouse shared a brief video, provided an overview of how to participate in the Live Online Discussion, introduced key members of the Project Team, and gave an introductory presentation about the GHMS.

Following the presentation, Mr. Morehouse facilitated a discussion and encouraged the public to provide comments and ask questions about the study. This discussion is summarized below.

Mr. Morehouse concluded the meeting by thanking everyone who attended. He stated that the study team wants people to be a part of the process to help identify potential improvements. Mr. Morehouse encouraged participants to join future Live Online Discussions and continue providing feedback to CTDOT, which will inform the study.

Discussion

*Q – What happened to the Public Advisory Committee (PAC) from the I-84 Hartford Project?
A – The I-84 Hartford PAC was the advisory group for the I-84 Hartford Project. The CTDOT decided to take a step back and holistically look at the I-84 Hartford Project in conjunction with other transportation initiatives in the Hartford area to align them with a broader vision shaped by stakeholder input. The resulting effort is called the Greater Hartford Mobility Study (GHMS).*

PACs can be most effective with a specific project definition, and the GHMS is still very broad in scope. As such the GHMS study team is not continuing its formal collaboration with the I-84 Hartford Project PAC. The study team is currently gathering data and identifying broad regional needs for the GHMS. In the next phase of the GHMS, the study team will consider creating several smaller focus groups to discuss specific initiatives. The team is developing a long-term plan for the region, but also wants to be identify near-term projects that can initiate addressing exiting mobility deficiencies.

*Q – How is the GHMS evaluating options like rail that extend beyond the region?
A – The GHMS will identify rail deficiencies in the study area and assess how they can be addressed. The study team is evaluating the rail systems holistically. Amtrak, the Hartford Line, and freight rail are included in the study.*

*Q – How does the Greater Hartford Mobility Study align with the Hartford 400 Plan?
A –The GHMS has a similar vision to that of Hartford 400. The recommendations included in the Hartford 400 plan will be reviewed to identify their specific transportation benefits for potential inclusion as alternatives in the GHMS.*

*Q – Who is leading Hartford 400?
A – Hartford 400 is an initiative lead by iQuilt, in conjunction with the City of Hartford.*

*Q – How is the GHMS planning for future transportation needs?
A – The study team is developing and will utilize a scenario planning tool to allow the testing of future scenarios, such as how people choose to travel, when they make trips, and employment trends, such as work-from-home. The scenario planning tool will account for future travel projections and test potential infrastructure improvements against multiple future scenarios. The study team believes this tool will be advantageous in accounting for recent travel changes, environmental and climate changes, time, and opportunity.*

*Q – Are there key projects that need to be completed before others start?
A – The GHMS is in the analysis phase of the study and is evaluating potential recommended alternatives. The study team will likely have a better idea of priorities next fall. The GHMS team will develop a study purpose and need and identify potential alternatives to meet regional needs. The GHMS is anticipated to be completed in 2022.*

*Q – Can the rail line be extended to Bristol, Bloomfield, South Windsor, and Enfield?
A – The GHMS will evaluate gaps in the rail system. The study team will analyze possible solutions to reconfigure the network in the Greater Hartford Region.*

*Q – What is the best way to communicate with the GHMS?
A – The public can contact the GHMS project team through the [GHMS Collaboration Portal](#), [interactive map](#), [website](#), and via email at info@hartfordmobility.com. Email comments may also be directed to [Mike Calabrese](#) at CTDOT or [Marcy Miller](#) at FHI Studio.*

