

**Hub of Hartford Steering Committee Meeting**  
**October 28, 2009, 8:30 AM**  
*Capitol Region Council of Governments, 4<sup>th</sup> Floor*  
*241 Main Street, Hartford*

<b>Name</b>	<b>Organization</b>
Bob Painter	Committee Chair/Frog Hollow NRZ
David Panagore	The City of Hartford
Mike Marshall	Aetna
Jackie McKinney	Asylum Hill NRZ
Joe Barber	Frog Hollow NRZ/Co-Chair of Hartford 2000
Sandra Sheehan	GHTD
Bob Benzinger	The Hartford
Michael Zaleski	Hartford BID
Hans Keck	Hartford Courant
Tomas Nenortas	Hartford Preservation Alliance/South Downtown NRZ
Toni Gold	West End Civic Association
<b>Guests</b>	
Jennifer Cassidy	City of Hartford/Asylum Hill NRZ
Chris Stone	CTDEP
Tom Condon	Hartford Courant
Carl Bard	MDC
<b>Public Attendees</b>	
Heather Brandon	Resident
Jason Billings	University of Connecticut
<b>Project Team</b>	
Tom Maziarz	CRCOG
Lia Huang	CRCOG
David Spillane	Goody Clancy
Amy Kohn	Goody Clancy
Mike Morehouse	Fitzgerald & Halliday
David Stahnke	Wilbur Smith Associates
Sarah Woodworth	W-ZHA

**1. Welcome**

Bob Painter opened the meeting by welcoming attendees and leading introductions.

**2. Public Forum**

No public comments were received.

### **3. Adoption of Minutes**

The motion to approve the minutes of the August 12, 2009 meeting as written was passed unanimously.

### **4. Public Workshop #1 Details**

The first Public Workshop is scheduled for Thursday, November 19<sup>th</sup> at the Lyceum Resource Center in Hartford. There will be an Open House session from 3:00 PM to 5:30 PM and the workshop will take place from 7:00 PM to 9:00 PM. An extensive advertising effort is planned to reach as many interested parties as possible.

David Spillane reviewed the general workshop format for the Committee.

### **5. Findings from Interviews/Background Data Review**

David Spillane summarized findings from the interviews that have been conducted to date. The preliminary conclusions included:

- The Viaduct is both an asset and a liability
- Stronger connections to Asylum Hill and Farmington Avenue are needed
- The rebuilding of the Viaduct structure is important, but will be expensive. In addition there is currently a significant demand on State and Federal funding.
- Rebuilding the Viaduct is a long range project that will take several years to plan and implement.
- There are no easy answers to what should be done with the Viaduct. Many are entering this study with an open mind for potential solutions.

A discussion followed noting that employers rely on the Viaduct to bring employees to work and that a stronger connection to the Clay Arsenal neighborhood is also needed.

Sarah Woodworth summarized preliminary findings related to the economic significance of the Viaduct in the Capitol Region. The five major economic factors that must be considered in this study are:

1. The success of the Hartford metro area is contingent upon access to Boston and New York via highway and rail linkages.
- 2/3. As part of the Knowledge Corridor, Hartford has the opportunity to compete globally and capitalize on this position by strengthening its center city, making it an attractive place to live, work and play.
4. Connecticut has an aging population – one of the oldest in the country. We experienced a 14% decrease in population within the 25-44 age group between 1990 and 2004. The aging workforce will need replacements. Again, the City needs to appeal to the younger generations as an inviting urban environment.
5. Union Station has the potential to become an economic engine. With future busways, a commuter rail, and Amtrak service converging in this station, transit-oriented development can be economically explosive.

Ms. Woodworth presented the preliminary framework of rating criteria for the Viaduct alternatives based on these five major economic factors. The criteria include three major components: access to markets, development/private investment potential, and the physical environment. Toni Gold suggested including the potential to reduce automobile dependency in the review criteria.

David Spillane summarized the case study/data review findings to date including details on five relevant viaduct projects and also described potential viaduct alternatives for review during this study.

#### **6. Traffic Demand Model Findings**

Tom Maziarz reviewed the preliminary trip analysis for the existing conditions. A discussion followed on capturing trips with the potential to divert to other freeway systems and impacts of possible diversions on the surrounding roadway network.

#### **7. Public Notification of HUB Meetings**

Lia Huang described the current policy on public notification of HUB meetings. Tom Maziarz added that due to the increased number of attendees, future meetings may be held at a different location.

#### **8. Next Steps:**

Next steps for the study involve preparation for the upcoming public workshop.

#### **9. Other Business**

No other business was discussed.

#### **10. Adjourn**

The meeting adjourned at 9:50 AM.