Public Meeting #2

UMASS Springfield – Tower Square
Springfield, Massachusetts
6:00 PM-8:00 PM
December 6, 2016
Welcomes & Introductions

- Ethan Britland – Project Manager (MassDOT)
- Mark Arigoni, L.A. – Principal-in-Charge (MMI)
- Van Kacyoannakis, P.E. – Traffic (MMI)
- Tim Baird, AICP – Planning (MMI)
- John Hoey - QA/QC (MMI)
- Rich Doughty, P.E. (MMI)
- Sarah Paritsky – Public Involvement (Regina Villa)
Agenda

- Welcome & Introductions

- Part I: Presentation
  - Overview of Working Group Meetings 4-8
  - Getting to 3 Alternatives
  - Next Steps

- Part II: Open House
  - Break-Out Stations
    - 1. Station 1: I-291 & 91 Area
    - 2. Station 2: Memorial Bridge & Downtown
    - 3. Station 3: South End Bridge & Long Meadow Curves
    - 4. Economic Development and Bike/Ped Improvement

- Mingle. Review. Ask Questions

December 6, 2016
Study Purpose

- Develop a Conceptual Planning Study which produces short-, medium-, and long-term recommendations - that will ultimately result in an actual project.

- Evaluate Highway Alternatives which:
  - Move traffic safely and efficiently on I-91
  - Enhance the Viaduct’s presence within the community
  - Improve overall safety for all modes of transportation
  - Increase multimodal connectivity and accessibility between the downtown urban core and the riverfront
Study Area(s)

Regional Study Area

Primary Study Area
Task 1: Study Area, Goals & Objectives, Evaluation Criteria, and Public Involvement Plan

Task 2: Existing Conditions, Future No-Build Conditions & Issues Evaluation

Task 3: Alternatives Development

Task 4: Alternatives Analysis

Task 5: Recommendations

Task 6: Final Report
Review of Work Completed

- Study Purpose & Process
- Public & Stakeholder Involvement Process
- Regional & Primary Study Areas
- Goals & Objectives
- Evaluation Criteria
- Existing Conditions - Issues, Constraints, & Opportunities
- Public Health – Integrated Health Impact Assessment (HIA) Aspects into Study
- (2040) Future “No Build Conditions”
Review of Work Completed

- Preliminary Concepts Developed (Line Drawings)
- Potential Impacts & Benefits of Each
- General Alternatives Themes
  - Elevated
  - At-Grade
  - Depression
  - Relocated
  - Railroad
  - Tunnel
- Short & Mid-Term Improvements
- Working Group Discussions
Alternatives removed for further consideration

- At-Grade Option
- I-91 North & Southbound Split (East & West Side)
- New Route 5 Bridge Connection (East & West Side)
- Tunnel Only Option
- I-91 relocated to West Side (Agawam & West Springfield)
Review of Working Groups

Alternative removed for further consideration

I-91 North & Southbound Split (East & West Side)
Review of Working Groups

Alternative removed for further consideration

New Route 5 Bridge Connection
I-91 relocated to West Side (Agawam & West Springfield)

- Impacts determined to be unacceptable and not in balance with benefits of proposed alternative.
- Impacts mapping & technical memorandum provided to working group
Refinement to 3 Alternatives

- Sunken, Tunnel, or Combination(s) following current I-91 Alignment
- Sunken, Tunnel, or Combination(s) following modified I-91 Alignment (section of combined rail and highway corridor)
- Reconstructed Elevated Structure (Modern Viaduct)

Discussion of Short & Mid-term Alternatives
Review of Working Group Meetings
Alternative No. 1

Refined sunken alternative following *current* I-91 Alignment

Illustrative Section Proposed Conditions
Sunken following modified I-91 Alignment
Reconstructed Elevated Structure (Modern Viaduct)

Longitudinal view along the viaduct, highlighting a potential increased spacing between piers and an increased viaduct height through the downtown.
Short Term Alternatives

- Under Viaduct Health, Safety, and Aesthetic Improvements
- Create or Enhance Neighborhood connections to Downtown Core & the River.
- Provide better, safer, and more visible access to pedestrian bridge behind old basketball Hall of Fame or relocate structure
- Improve and enhance existing walkway underneath the railroad into Riverfront Park
- Upgrade at-grade crossing in riverfront park to an active crossing
Short Term Alternatives

- Upgrade at-grade crossing in river front park to an active crossing
- Provide sidewalk in Springfield on the west side of Route 5 to connect Forest Park to Longmeadow
- Provide right-turn lane (@ Forest Glen) & revise timing at signalized intersection of Route 5 & Forest Glen Road (Longmeadow)
Mid-Term Alternatives

Improvements to the Longmeadow curve infrastructure and traffic flow, including alleviation of Lane Drop & Merging

Improvements to the I-291 to I-91 South on-ramp infrastructure and connection to the Memorial Bridge
Refinement of Evaluation Criteria

- Significant MASSDOT & MASSDPH Coordination

- Comprehensive Evaluation Criteria that include Health Pathways within.....
  - Mobility & Accessibility, Safety, Environmental Effects
  - Land Use & Economic Development
  - Community Effects, and Cost
Creating a Balance:

- Improving Safety & Function of the Highway/Roadway Systems

- Create or Enhance Neighborhood connections to Downtown Core & the River

- Enhance access to existing development parcels, and create new development parcels
Alternative No.1 – Refined & Developed

Sunken following current I-91 Alignment

Conceptual Planning Study: This graphic represents a hypothetical development scenario that could be representative of potential future development along the I-91 Viaduct Corridor and is shown for general informational purposes. Any actual future development that occurs along this corridor may vary from this conceptual representation.
A: Eco-Industrial Park, Sustainable Incentive Business, Green Industry
   Approximately 60,000 Square Feet (SF) Building Footprint & 100,000 SF Solar Shown

B: Multi-story Riverfront Residential Development & Restaurant
   Approximately 100,000 SF Development & Parking with River Access

C: Enhanced Riverfront Access and Park Space along Bikeway

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D: Reconstructed I-91 North Garage (80,000 SF Footprint)

E: Multi-story Riverfront Residential Development & Retail
   Approximately 130,000 SF Development & Parking
   Garage, Elevated Green Terrace over Rail, Park Connection to Downtown & Riverfront Park, Marina

F: Parkview & Riverfront Development (West Columbus & Hall of Fame)
   New Development along sunken & covered I-91 Park Corridor West (Approx. 267,000 SF Development)

G: Parkview Development (East Columbus)
H: Gateway Development
Approximately 140,000 Square Feet (SF) Development

I: Connecticut River Bikeway Extension
Accessible Ramps up to Bridge Elevation, New Bridge or Modification of existing to allow Bike Accommodation to
Agawam Side, Construct Accessible Ramps to River Road (remove stair case). Also includes Bikeway extension under
South End Bridge, along West Columbus, over I-91, to Forest Park.
Alternative No. 2 – Refined & Developed

Sunken following modified I-91 Alignment

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**Sunken following modified I-91 Alignment**

**A:** Eco-Industrial Park, Sustainable Incentive Business, Green Industry
   Approximately 90,000 Square Feet (SF) Building Footprint & 70,000 SF Solar Shown

**B:** Public/Private Community Greenhouse & Gardens
   Approximately 10,000 SF Development and Parking with River Access

**C:** Parking Garage (Approximately 110,000)
**D: Multi-story City Center North Development**
Approximately 160,000 SF Development & Parking

**E: Bridgeview & Riverfront Development (Memorial Bridge/Riverfront Park)**
New Development along and above I-91 Park Corridor with approx. 300,000 SF Development, Parking Garage under Elevated
Green Terrace over Rail, Connection to Downtown & Riverfront

**F: Parkview & Hall of Fame Development West**
New Development along and above I-91 Park Corridor with approx. 405,000 SF Development with new Parking Garage at HOF, and Skywalk Connections to Casino from West Columbus

**G: Parkview Development (East Columbus)**
Development along I-91 Parkview Corridor East Columbus from Union to Broad Street (Approx. 300,000 SF)

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**Sunken following modified I-91 Alignment**
**H: Gateway Development**
Approximately 120,000 Square Feet (SF) Development

**I: Connecticut River Bikeway Extension**
Accessible Ramps up to Bridge Elevation, New Bridge or Modification of existing to allow Bike Accommodation to
Agawam Side, Construct Accessible Ramps to River Road (remove stair case). Also includes Bikeway extension under
South End Bridge, along West Columbus, over I-91, to Forest Park.
Conceptual Planning Study: This graphic represents a hypothetical development scenario that could be representative of potential future development along the I-91 Viaduct Corridor and is shown for general informational purposes. Any actual future development that occurs along this corridor may vary from this conceptual representation.
A: Eco-Industrial Park, Sustainable Incentive Business, Green Industry
   Approximately 60,000 Square Feet (SF) Building Footprint & 100,000 SF Solar Shown

B: Multi-story Riverfront Residential Development & Restaurant
   Approximately 100,000 SF of Development, Parking with River Access

C: Enhanced Riverfront Access and Park Space along Bikeway

Conceptual Planning Study: This graphic represents a hypothetical development scenario that could be representative of potential future development along the I-91 Viaduct Corridor and is shown for general informational purposes. Any actual future development that occurs along this corridor may vary from this conceptual representation.
**D: I-91 North Garage Remains. Enhance Riverfront and River Access**

**E: Remove I-91 South Garage. Enhance Connection under New Viaduct**

**F: Enhanced Riverfront Access and Park Space along Bikeway**
I: Connecticut River Bikeway Extension

Accessible Ramps up to Bridge Elevation, New Bridge or Modification of existing to allow Bike Accommodation to Agawam Side, Construct Accessible Ramps to River Road (remove stair case). Also includes Bikeway extension under South End Bridge, along West Columbus, over I-91, to Forest Park.
For each alternative - model redevelopment potential and its impacts on population, jobs, households, and earnings

Collaborating with UMass Donahue Institute to test against market and comparable cities

Next step: modeling local & regional impacts

- Demographics
- Employment & Economy
- Shifts in travel demand – critical to future-proofing design alternatives
Next Steps

- Complete TransCad Regional Modeling for Alternatives
- Complete Local Modeling utilizing Synchro and VISSIM
- Complete Evaluation Criteria Rating Process
- Final (2) Working Group Meetings & (1) Public Informational Meetings
# Project Schedule

![Project Schedule Image]

## Tasks

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### Notes
- Working Group Meeting
- Public Meeting
Part II: Break Out Session

Alternative #1: Sunken, Tunnel, or Combination(s) Following Current I-91 Alignment

Visit Station 1: I-291 & I-91 Interchange

Visit Station 2: Memorial Bridge & Downtown Core

Visit Station 3: South End Bridge & Longmeadow Curves

Conceptual Planning Study: This graphic represents a hypothetical development scenario that could be representative of potential future development along the I-91 Viaduct Corridor and is shown for general informational purposes. Any actual future development that occurs along this corridor may vary from this conceptual representation.

Visit the Study Website: www.massdot.state.ma.us/91viaductstudy

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Questions & Comments

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Study Website Link:
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