

Southeastern Connecticut Council of Governments

Regional Intermodal Transportation Center Master Plan and Efficiency Study

SCCOG Board Meeting

January 19, 2010



Agenda

- Introduction
- The Existing Transportation Center and Functions
- Economic Development and the Transportation Center
- Long Term Vision Concepts
- Short Term Improvement Alternatives
- Discussion

Introduction

Study Sponsors and Team

- ▶ **Southeastern Connecticut Council of Governments**
 - James Butler, Executive Director & Project Manager
- ▶ **Connecticut Department of Transportation**
- ▶ **Consultant Team**
 - TranSystems
 - Larry Englisher, Consultant Project Manager
 - Fitzgerald & Halliday, Inc.
 - URS Corporation
 - Crosby Schlessinger and Smallridge
 - Basil Baumann Prost and Cole

Study Purpose

- ▶ **Develop a seamless regional transportation hub that supports revitalization of downtown New London**
- ▶ **Create a Master Plan for the Transportation Center**
 - Review suitability of location
 - Identify operational issues and solutions
 - Estimate costs of improvements
 - Identify development opportunities
 - Identify synergies and partnerships

How the Study was Conducted

▀ Technical Tasks

- Screening Evaluation of Sites
 - Downtown vs. Ft. Trumbull
- Transportation Needs
- Infrastructure Conditions and Opportunities
- Transit Oriented Development Opportunities
- Development and Evaluation of Options
- Master Plan

▀ Public Involvement

- Two public meetings
- Six Steering Committee Meetings
- Meetings with key stakeholders & property owners
- Passenger surveys
- Newsletters/fact sheets
- Website: www.seccog.org

The Existing Transportation Center

- ▶ Union Station anchors the existing center
- ▶ Unique confluence of rail, bus and ferry
- ▶ Connections need improvement
- ▶ Well-functioning intermodal center is considered vital to future development



Existing Transportation Services

- Amtrak Intercity Rail
- Shore Line East Commuter Rail
- Greyhound Intercity Bus
- Cross Sound Ferry to Long Island
- Block Island Express Ferry
- Fishers Island Ferry
- SEAT Bus (7 routes pulse)
- Casino Coaches (meet passenger ferries)
- Taxi
- Private Automobile Parking
- Pick up / Drop off
- Bicycle
- Pedestrian
- Tourist Shuttle (proposed)



Major Needs

➤ Street Space and Bus Stops

- Adequate bus bays, curb space for pickup/drop-off and taxis

➤ Buildings and Facilities

- Bus and Block Island ferry waiting area, retail/food amenities
- Repairs to garage structure and elevators, ADA accessibility
- Encourage full use of Union Station

➤ Parking and Traffic

- Parking for Shore Line East expansion (100 then 200-300) and summer weekend needs
- Minimize Traffic Impacts

➤ Pedestrian Connections between Modes

- Safety, directness, attractiveness, accessibility and physical condition
- At railroad crossings, to and from ferries, key intermodal connections

➤ Information, Orientation and Aesthetics

- Wayfinding signage, static and real time information, appearance/visitor-friendliness

➤ Ability to Phase Improvements

The Transportation Center and Economic Development

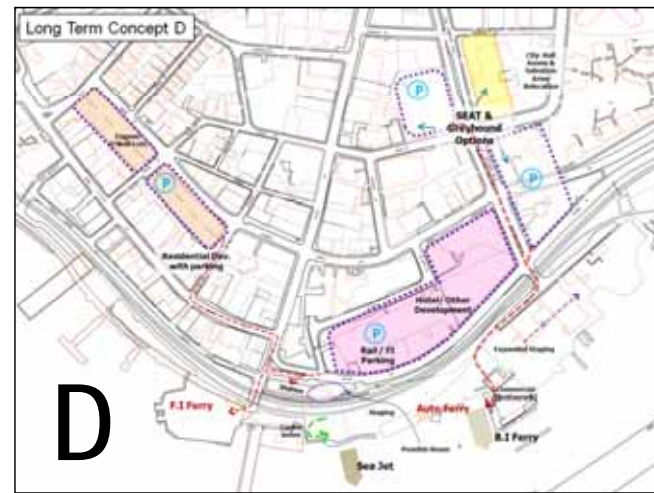
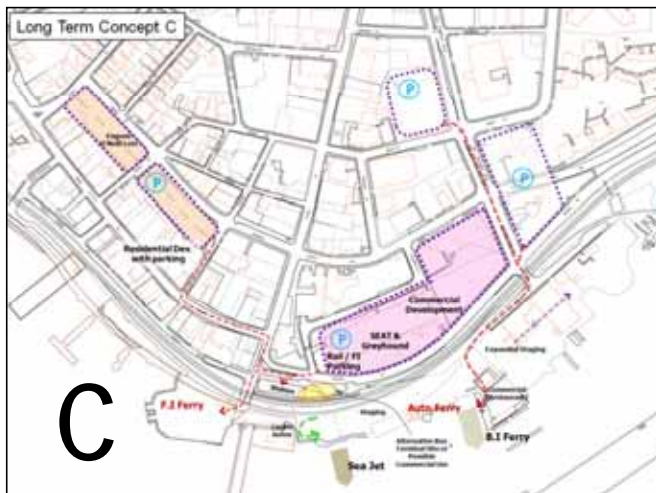
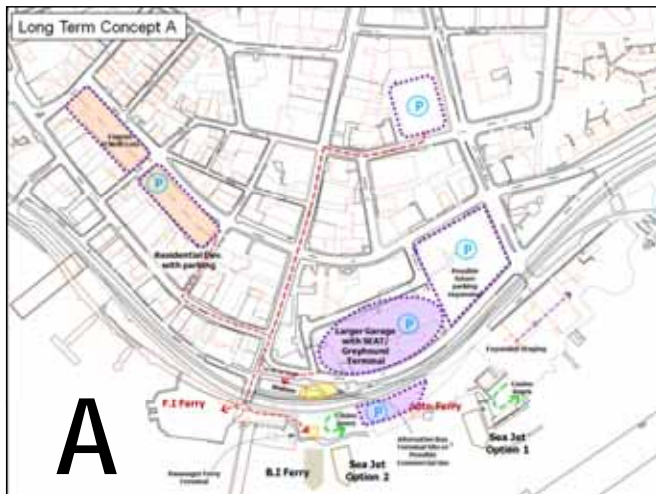
► Transportation center can be a catalyst for development within walk distance

- Transportation users represent large, untapped market
- Transportation assets enables access to federal dollars
- 130,000 - 473,000 SF of retail, office and residential over 10 years

► Based mid-level estimate, could yield:

- More than 300 new residents and 350 new jobs
- \$1.6M in annual property tax revenue to City
- \$1.8M in sales and income tax revenue to State

Long Term Concepts (with or without Pedestrian Bridge or Tunnel)



Evaluation of Long Term Concepts

- Major tradeoffs exist among concepts
- Stakeholders did not develop a clear preference for the long term future
 - Preferred keeping transportation functions together
 - Liked ideas that encouraged pedestrians to visit businesses
 - Water Street Garage will not be replaced for some time
 - Felt that study should focus on shorter term solutions

Development of Master Plan for Short Term

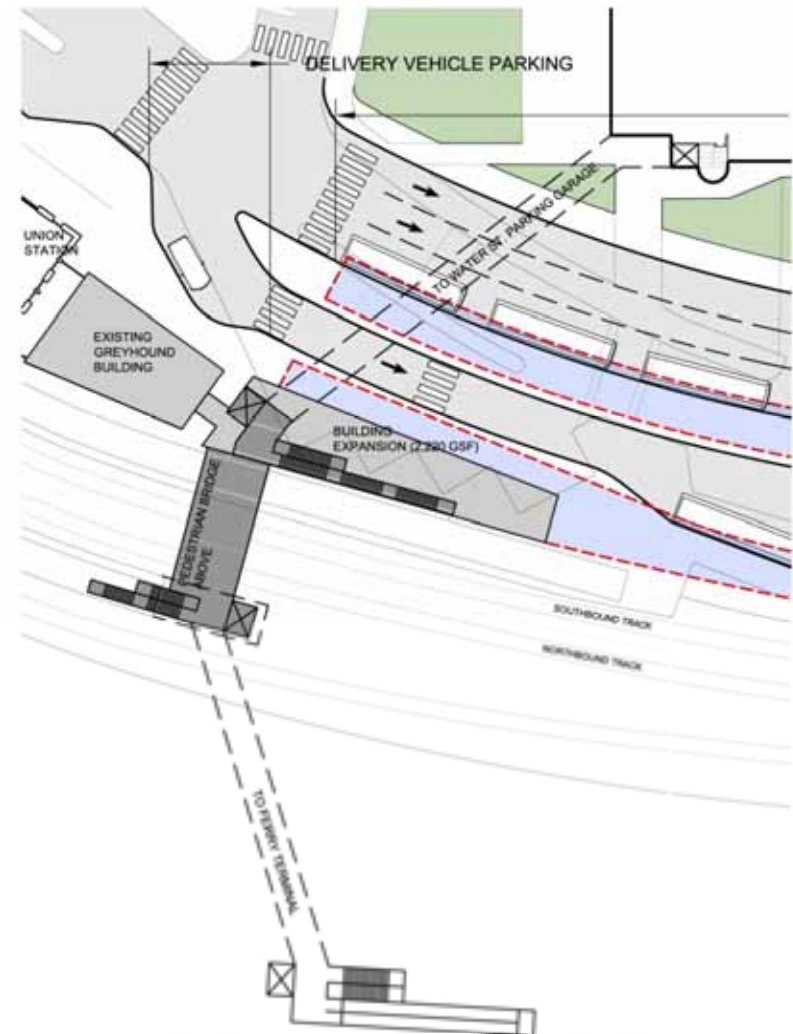
- Developed and evaluated an initial set of alternatives
- Presented to key stakeholders
- Revised in response to stakeholder concerns
- Focused on immediate (1-2 years) and short term (3+ years)
- Focused on keeping all modes close together on the east side of Water Street
- Included pedestrian bridge in short term plan per Connecticut DOT

Components of Short Term Preferred Alternative

- Pedestrian Bridge and Other Improvements
- Wayfinding Improvements
- Rail Station Improvements
- Combined Bus Terminal
- Pick-up/Drop-off/Taxi Improvements

Pedestrian Bridge

- Minimum segment over tracks
- Located 36 to 55 feet over rail tracks
- Integrated with bus terminal building
- Could extend to Water Street Garage
- Could extend to Cross Sound Ferry (possible passenger terminal)
- Tunnel option was also investigated



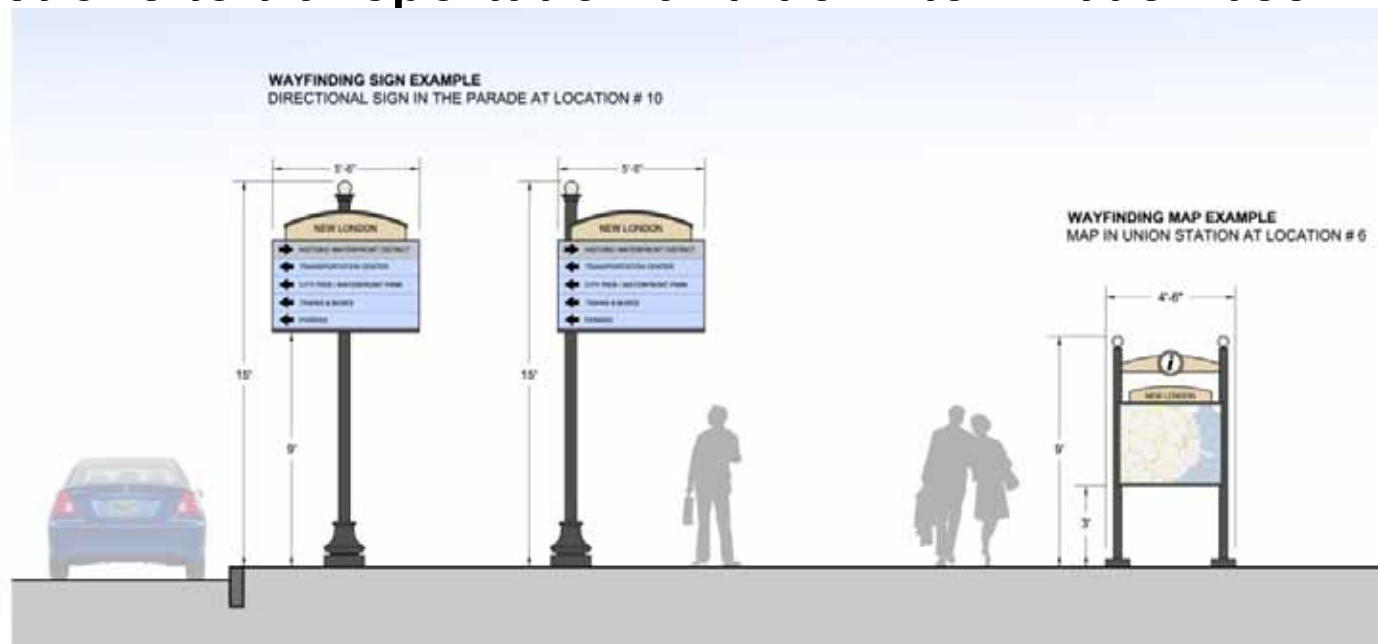
Pedestrian Improvements

- Pedestrian bridge
- Sidewalks/pathways on both sides of rail ROW
- Use of pavers
- Quad gates/ rubber surfaces at the two RR crossings
- Fencing of ROW
- Landscaping
- Gateway structures
- Pedestrian scale lighting
- Canopies with lighting



Wayfinding Plan

- 17 locations
- Maps and signs
- For pedestrians and vehicles
- Directions to transportation and downtown business



Rail Station Improvements

Amtrak

- No major improvements needed

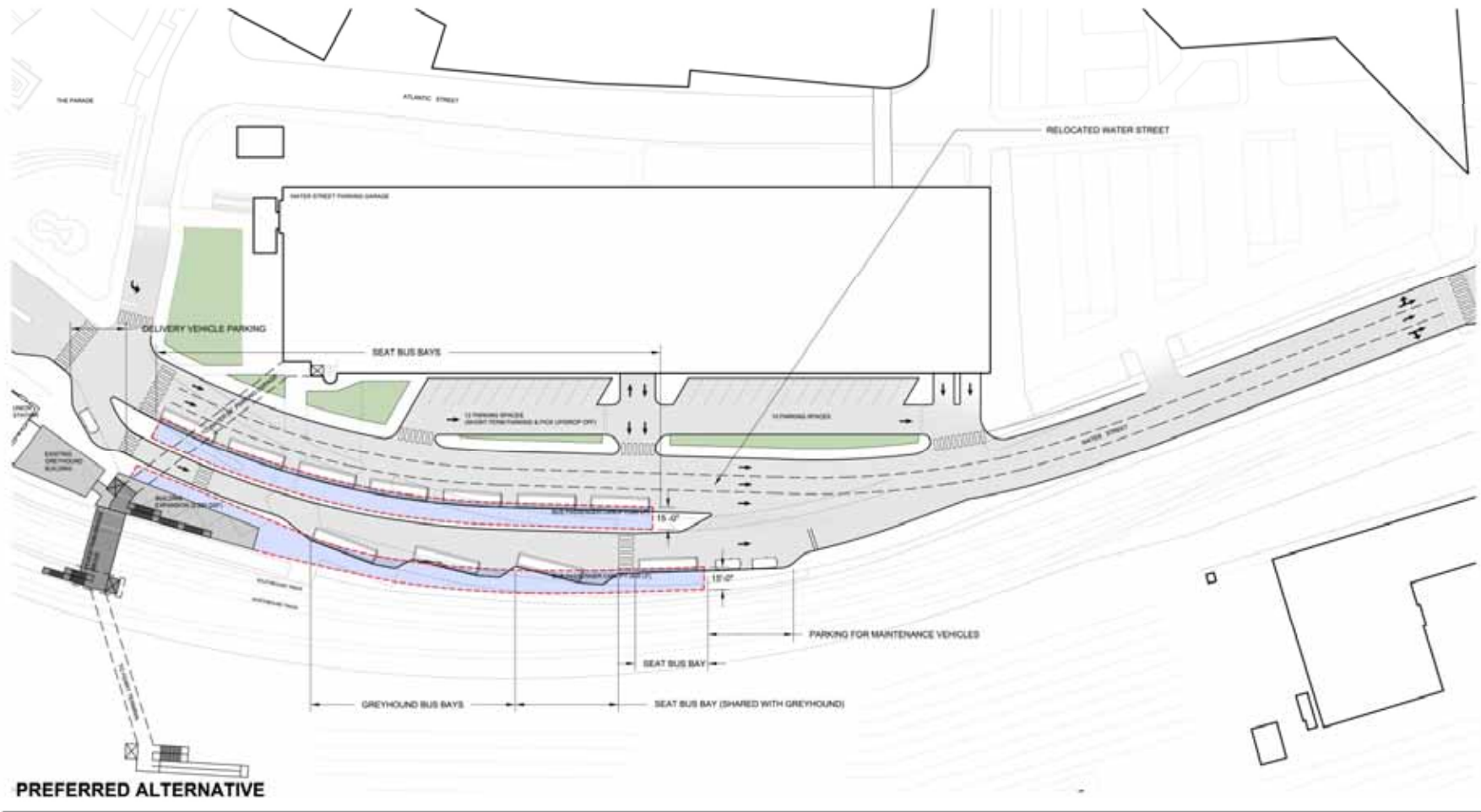
Shore Line East

- At Amtrak's request, SLE will use Track 6 (freight track)
- ConnDOT will make short term modifications to northbound platform to allow access to Track 6
- ConnDOT may consider a future platform on the water side of Track 6
 - Would impact pedestrian bridge design

Bus Terminal – Preferred Alternative

- ▶ East side of Water Street
- ▶ Water Street relocated to provide space
- ▶ Expanded capacity for buses
- ▶ New bus terminal building near bus stops
- ▶ Large enclosed waiting room with view of buses
- ▶ Requires use of currently private property

Preferred Alternative - Bus Terminal Layout

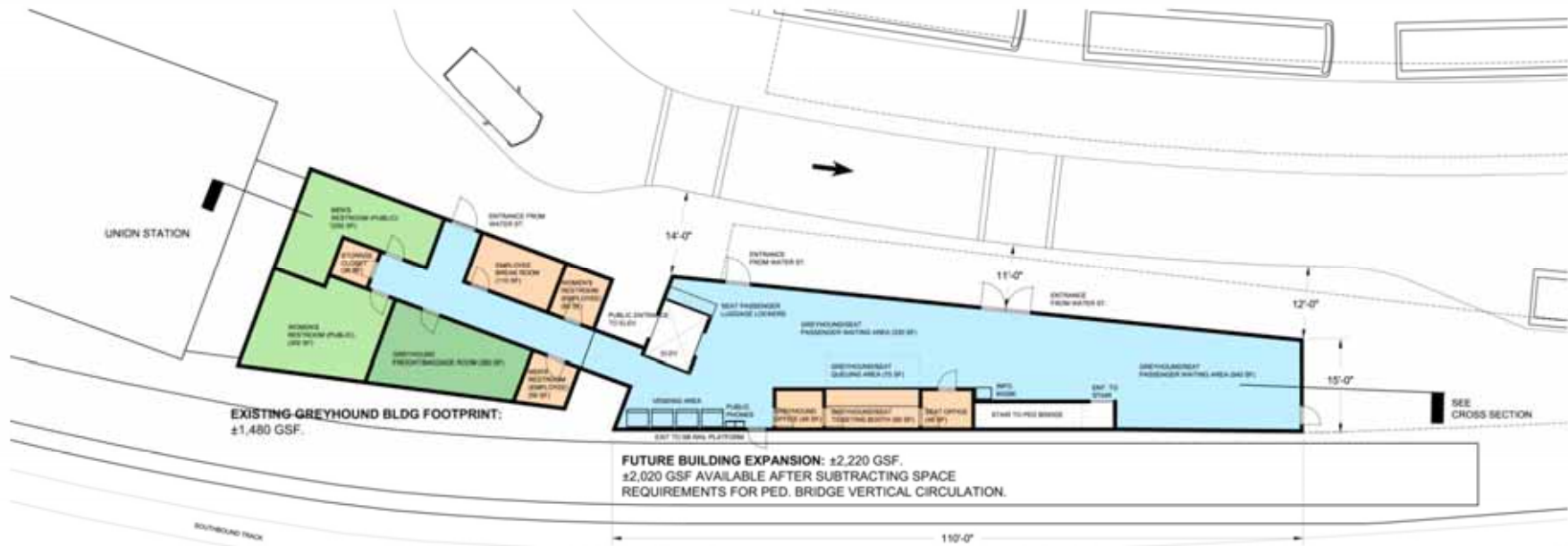
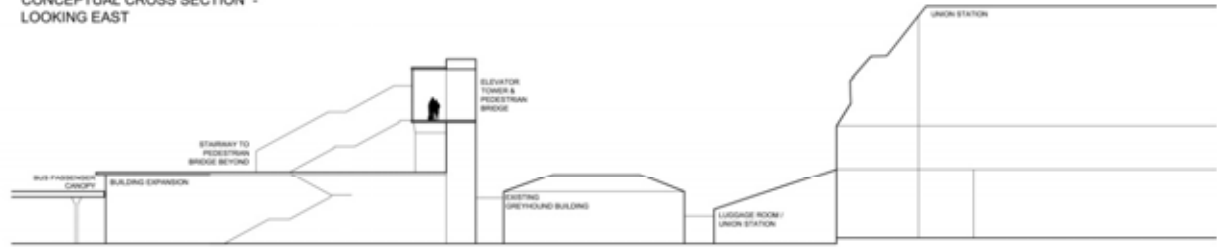


Preferred Alternative Bus Terminal Conceptual Floorplan

NOTES:

1. THIS FLOOR PLAN **DOES** MEET MINIMUM SPACE REQUIREMENTS FOR PASSENGER WAITING AREA, AS DEFINED IN THE DRAFT ARCHITECTURAL PROGRAM.
 - MINIMUM WAITING AREA REQUIRED FOR SEAT: **500 SF** (50 PASSENGERS AT 10 SF PER)
 - MINIMUM WAITING AREA REQUIRED FOR GREYHOUND: **375 SF** (25 PASSENGERS AT 15 SF PER)
 - TOTAL MINIMUM WAITING AREA: **875 SF**
 - TOTAL PROVIDED: **875 SF**

**CONCEPTUAL CROSS SECTION -
LOOKING EAST**



PREFERRED ALTERNATIVE

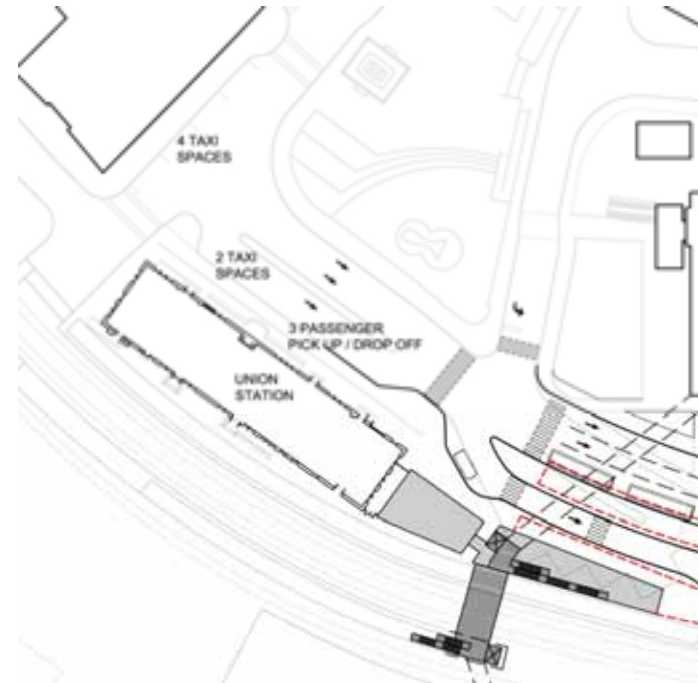
Other Modes in the Short Term Plan

Auto Uses

- Drop-off in front of Union Station
- Pick-up/Short term parking in front of Water Street Garage
- Zipcar in Water Street Garage
- Car rental in Union Station

Taxis

- Pick-up and drop-off in front of Union Station
- Queue – Include first block of State Street



Bicycles

- Bike rental
- Bike racks

Visual Impacts – Current Views from the Parade



Visual Impacts of Preferred Short Term Alternative – with Bus Terminal/Canopy and the Center Section of Pedestrian Bridge



Visual Impacts of Short Term Preferred Alternative – with Bus Terminal/Canopy and the Full Pedestrian Bridge



Visual Impacts of Preferred Short Term Alternative – with Bus Terminal/Canopy and the Center Section of Pedestrian Bridge



Visual Impacts of Preferred Short Term Alternative – with Bus Terminal/Canopy and the Full Pedestrian Bridge



Environmental Considerations

▀ Built environment

- Need for CT DEP permits
- Some potential for hazardous materials

▀ View shed impacts

▀ State Historic Preservation Officer approval

- Section 106 and 4(f)

▀ Local building permits and City Council approval

Governance Recommendation

➤ Major State role

- State ownership of train station, bus terminal and pedestrian bridge
- Negotiate purchase or long term lease (of at least first floor of Union Station and the area required for the bus terminal and pedestrian bridge)
- Possible State ownership or long term lease of Water Street Garage

➤ Existing ownership of ferry terminals

➤ Creation of a new RITC association

- Principal membership – Transportation Providers, City and ConnDOT
- Responsibilities
 - Schedule Coordination and Static Information Sharing
 - Real-Time Information Sharing on Delays and Service Adjustments
 - Joint Marketing/Pre-Trip Customer Information and Joint Ticketing
 - Sharing of Maintenance Responsibilities for Linkages
 - Longer Term Planning

Cost Estimate: Short Term and Immediate Improvements

Immediate (including CSF internal)

\$5.5 M

Short Term with Full Pedestrian Bridge

\$17.2 M



- Pedestrian/Wayfinding
- Ped. Bridge - Over Tracks
- Ped. Bridge - To Garage
- Ped. Bridge - To Ferry
- Bus Terminal & Canopies
- Water St Reconstruction

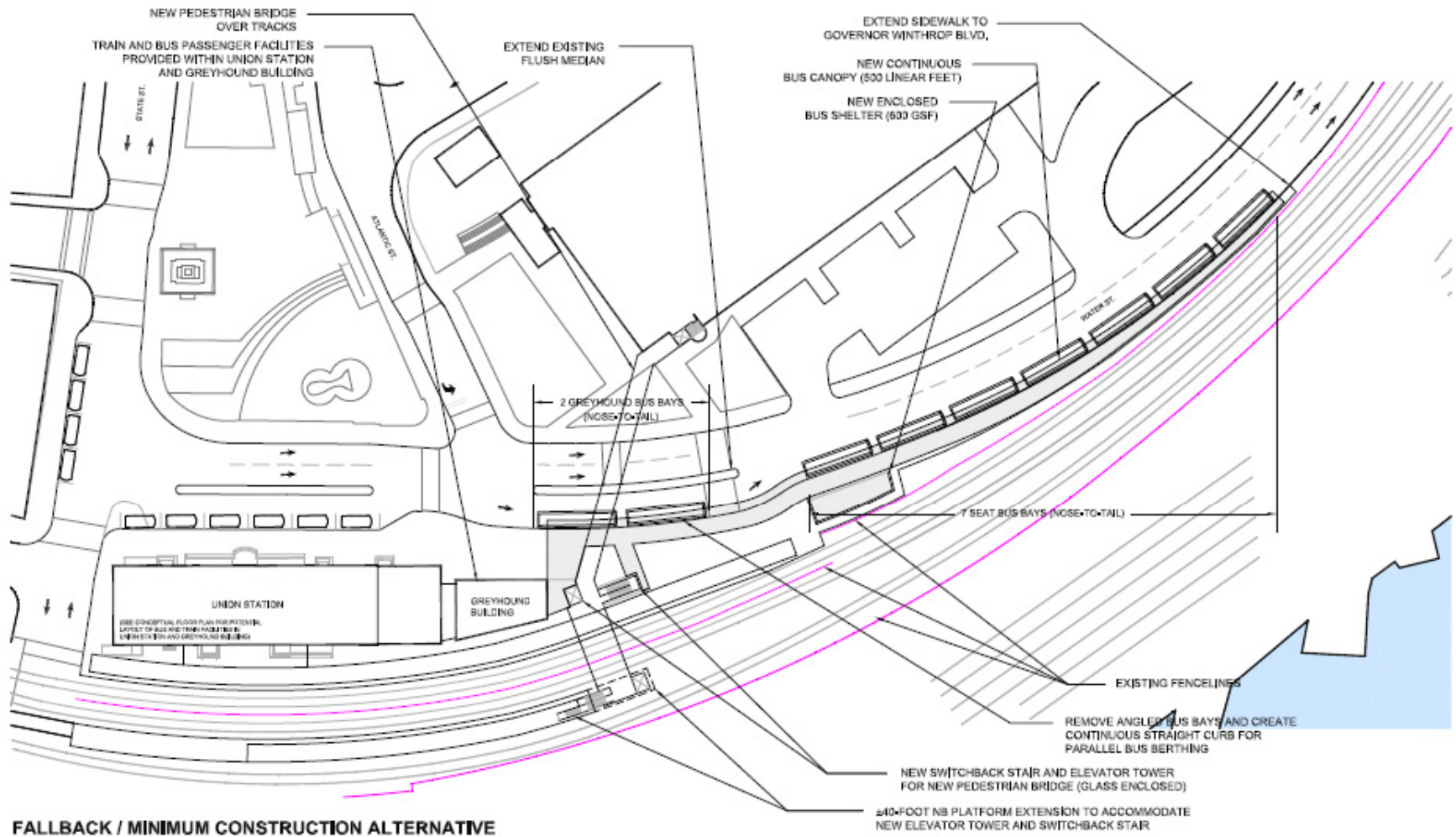
Ongoing Operating Costs Per Year

\$0.3-\$0.4 M

Fallback Minimum Construction Alternative

- ▶ Bus Terminal remains on the east side of Water Street
- ▶ Water Street not relocated
- ▶ Maintains current bus capacity
- ▶ Preserves the full current Water Street Garage site for future development
- ▶ Uses existing buildings with renovation
- ▶ Requires use of currently private property
- ▶ Indoor waiting area farther from buses
- ▶ Short Term \$3M without Pedestrian Bridge (excluding immediate pedestrian improvements)

Fallback Minimum Construction Alternative



DATE: 08/14/10 7:00AM

Discussion