

Southeastern Connecticut Council of Governments

Regional Intermodal Transportation Center Master Plan and Efficiency Study

Steering Committee Meeting #5

December 3, 2009



New London RITC Master Plan: Steering Committee #5

Dec. 3, 2009



Agenda

➤ Introduction

➤ Proposed Short Range and Immediate Improvements

- Pedestrian and Wayfinding Improvements
- Bus Terminal
- Rail Platform Modifications for Shore Line East
- Taxi, Auto Pickup/Dropoff/Parking, Bicycle

➤ Impacts

- Visual Impacts
- Costs and Economic Impacts
- Environmental Issues/Permits

➤ Governance/Implementation

➤ Discussion

Introduction

- ▶ Responded to stakeholder concerns raised in the summer
- ▶ Focus on immediate and short term
- ▶ Focus on keeping all modes close together on the east side of Water Street
- ▶ Include pedestrian bridge in short term plan

Pedestrian Improvements

- Pedestrian bridge
- Sidewalks/pathways on both sides of rail ROW
- Use of pavers
- Quad gates and rubber railroad crossings at State Street and Governor Winthrop Boulevard
- Fencing of ROW
- Landscaping
- Gateway structures
- Pedestrian scale lighting
- Canopies with lighting

Pedestrian Improvements

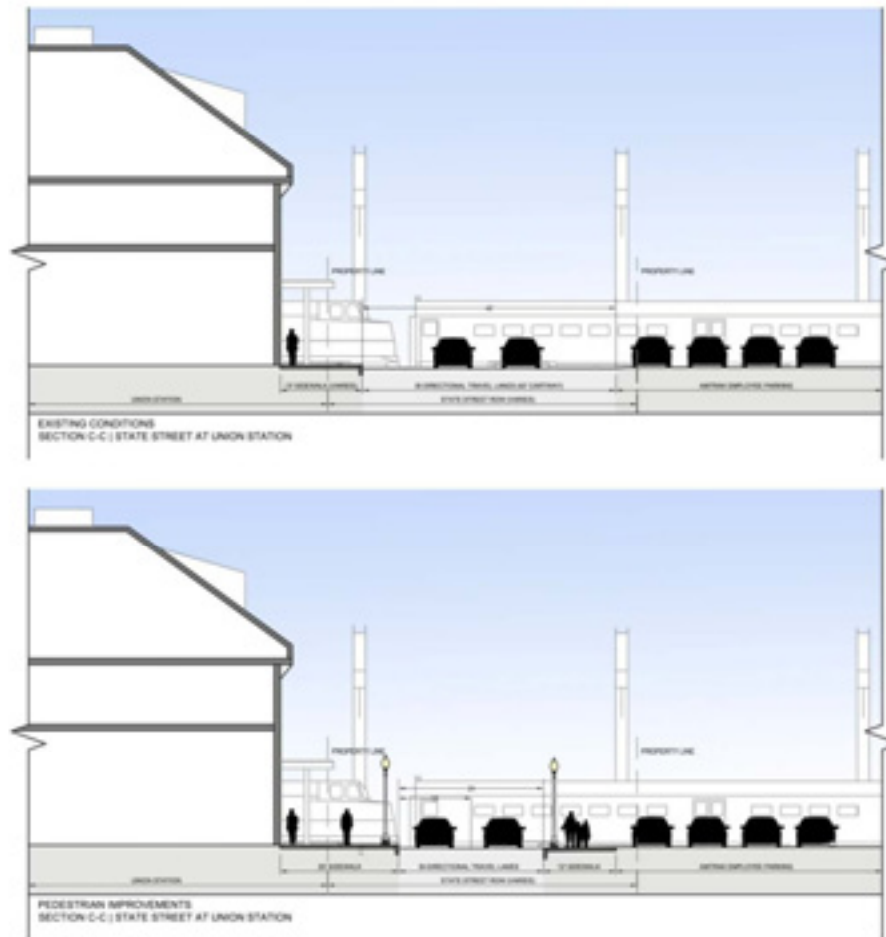


IMMEDIATE & SHORT RANGE PEDESTRIAN IMPROVEMENTS

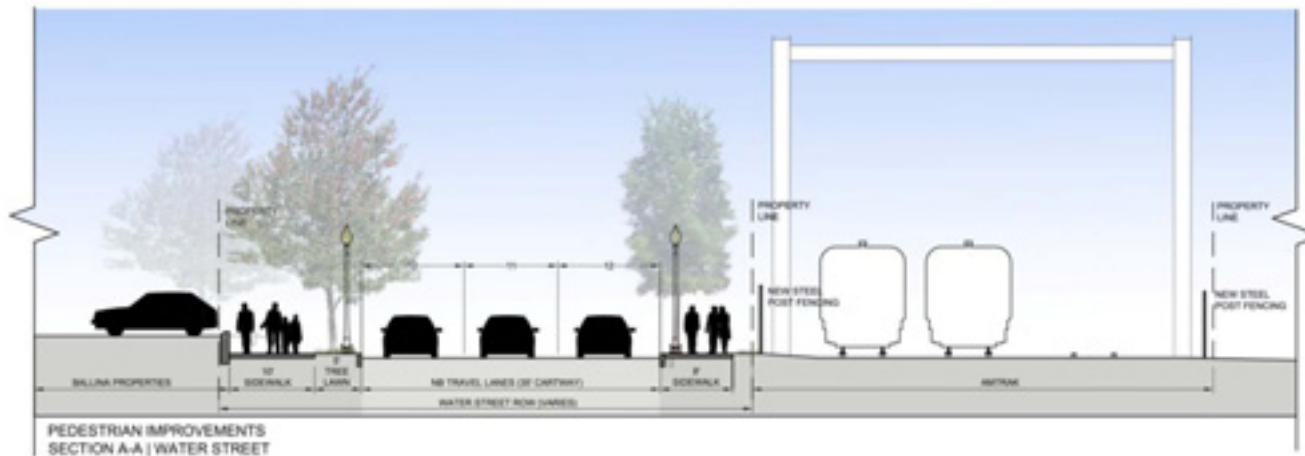
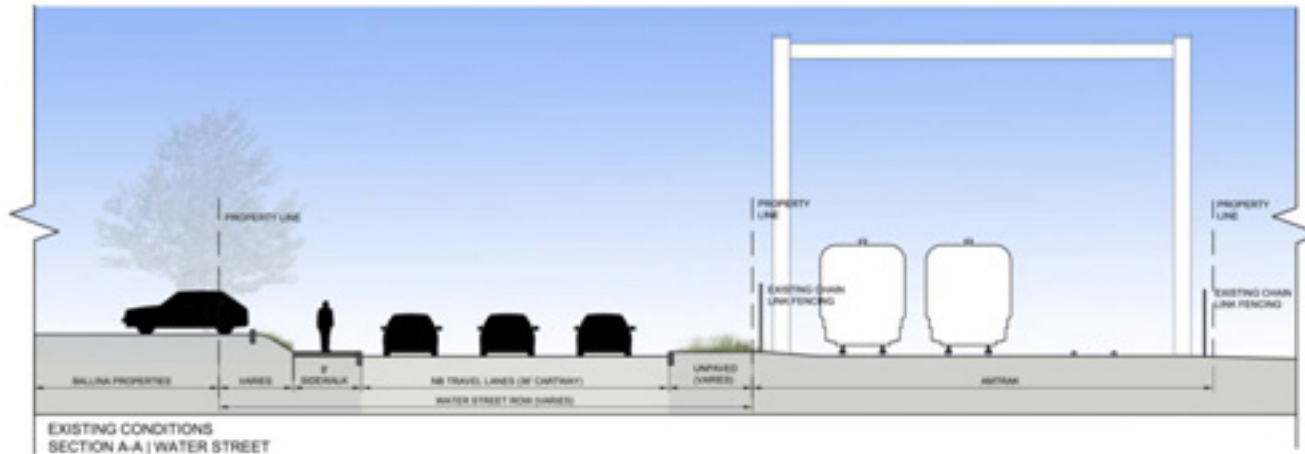
COMBINED GREYHOUND & SEAT TERMINAL (ALTERNATIVE B)
 REGIONAL INTERMODAL TRANSPORTATION CENTER (RITC)
 NEW LONDON, CT



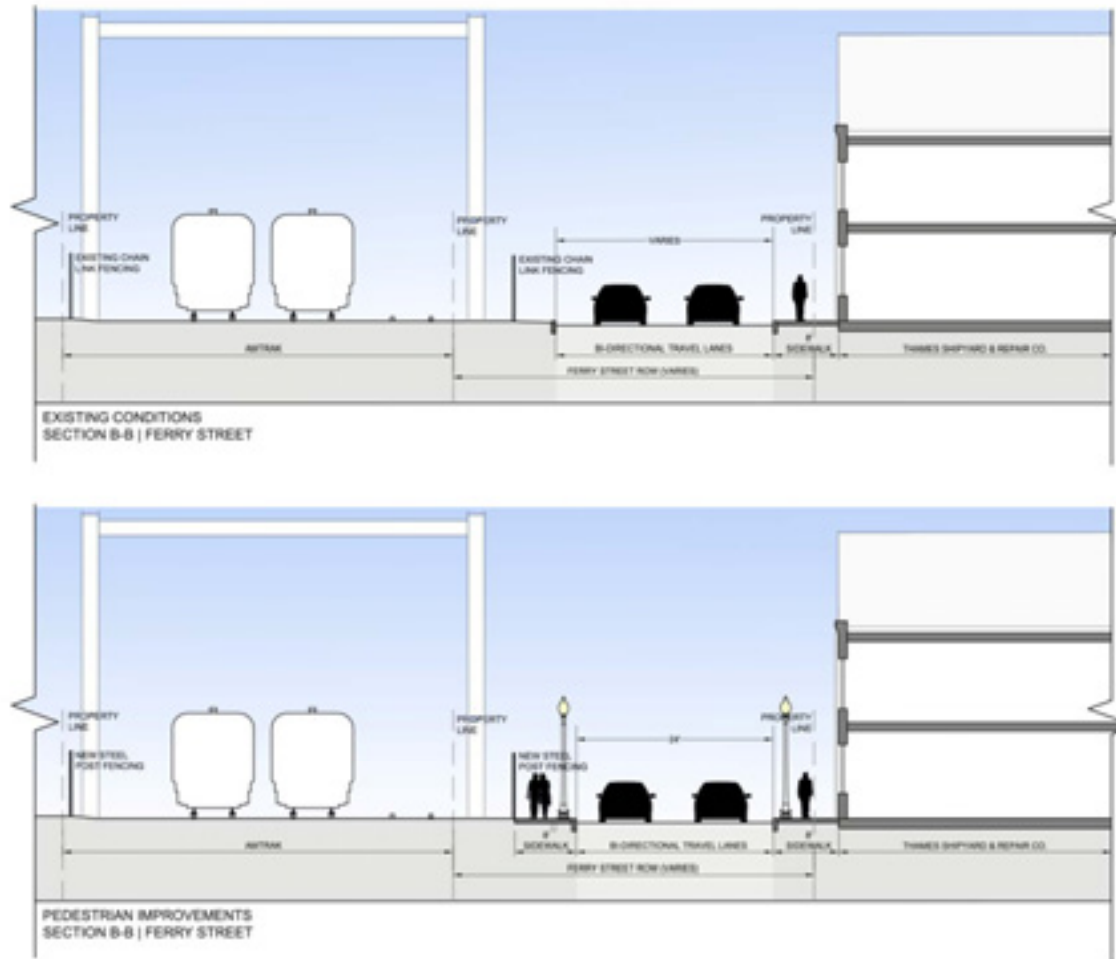
State Street RR Crossing



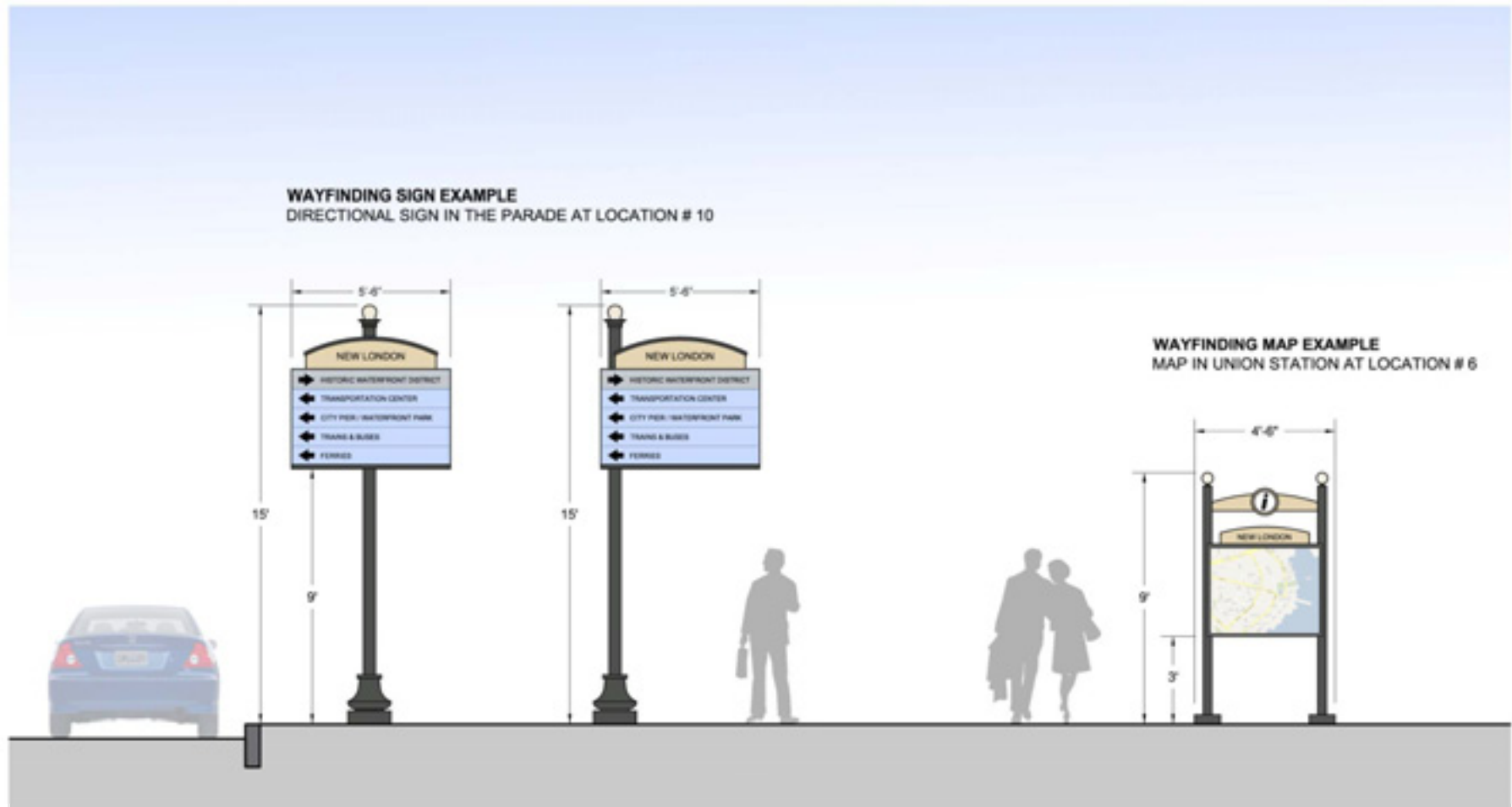
Governor Winthrop RR Crossing – Water Street



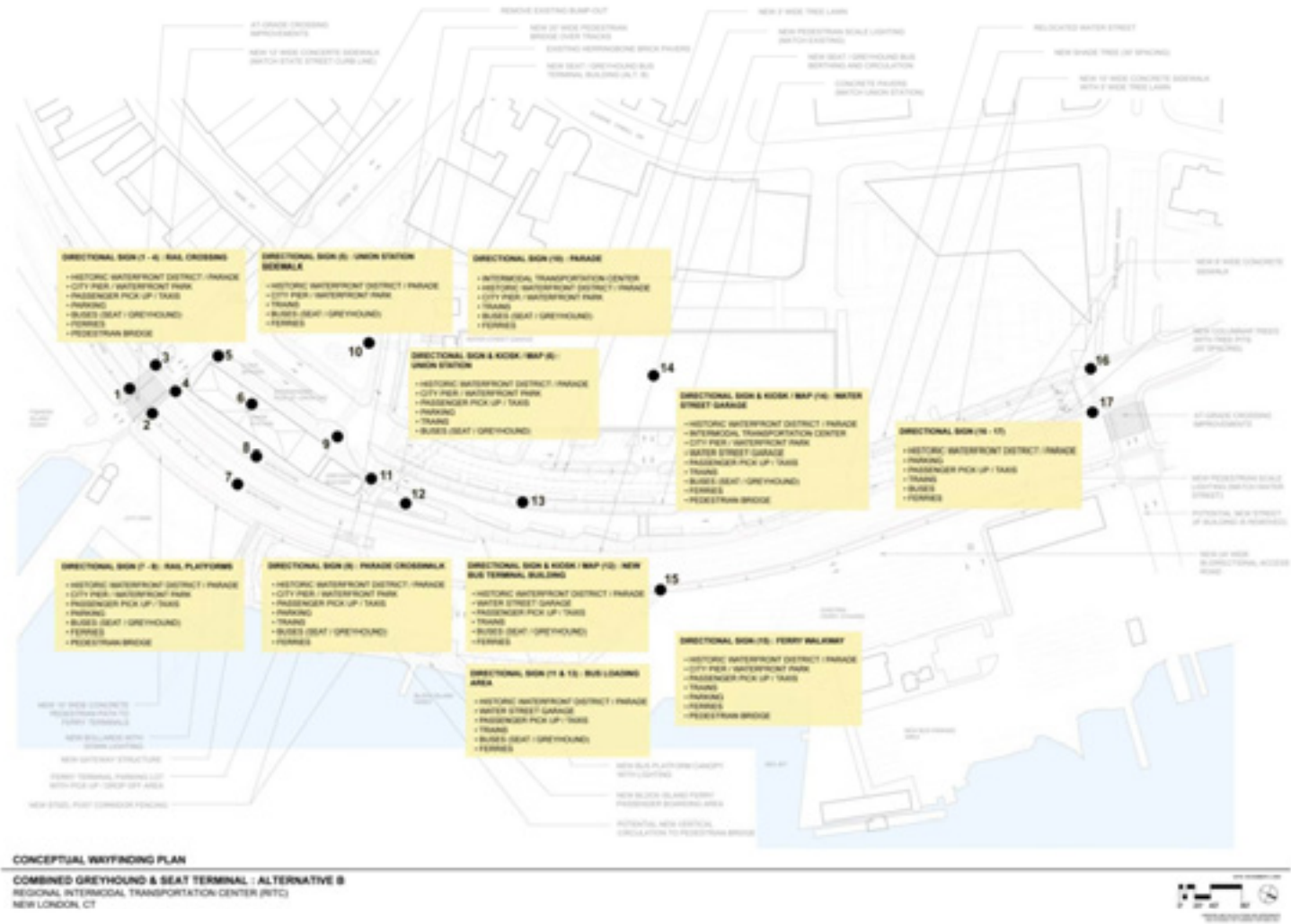
Governor Winthrop RR Crossing – Ferry Street



Wayfinding Sign Example



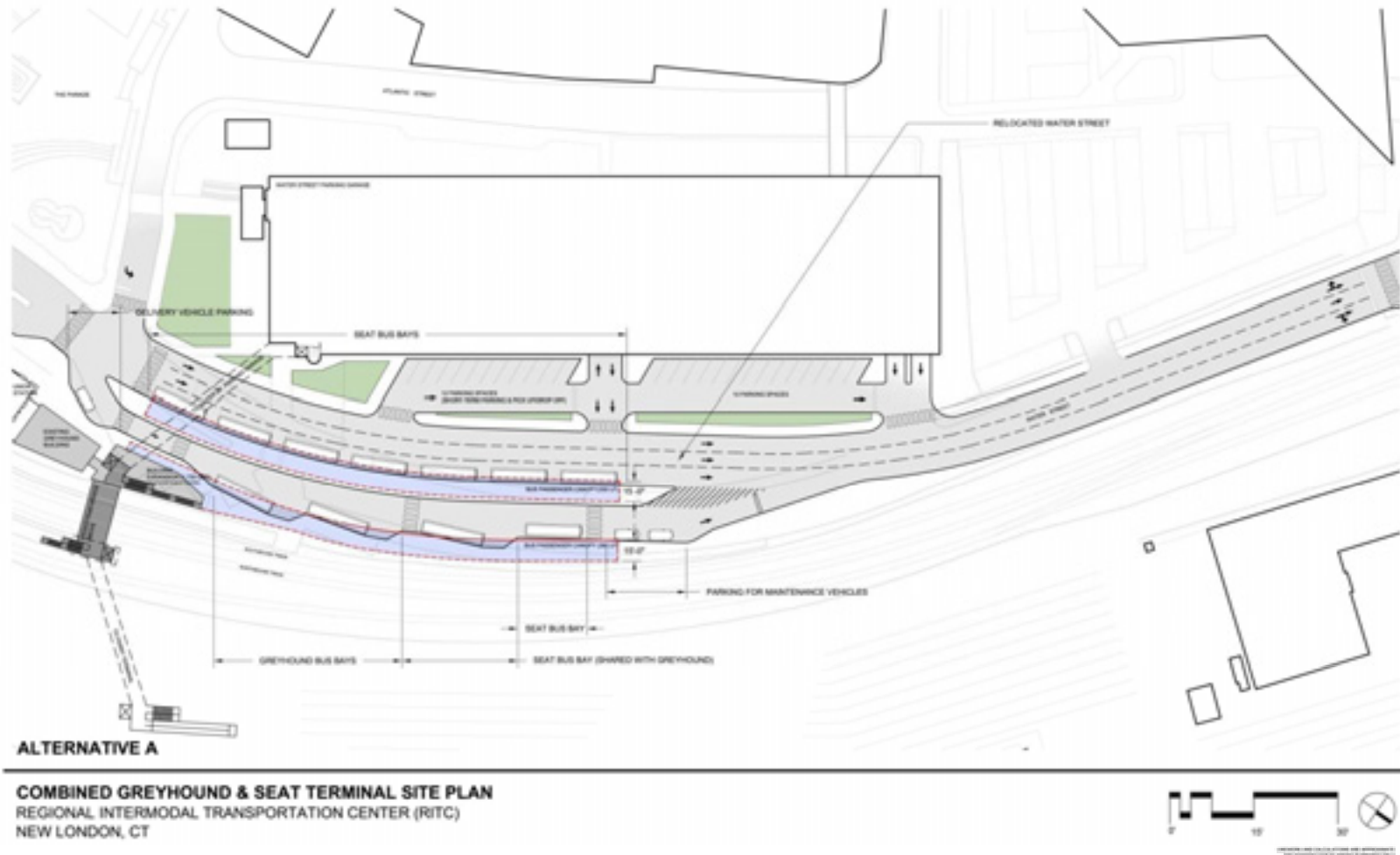
Wayfinding Plan



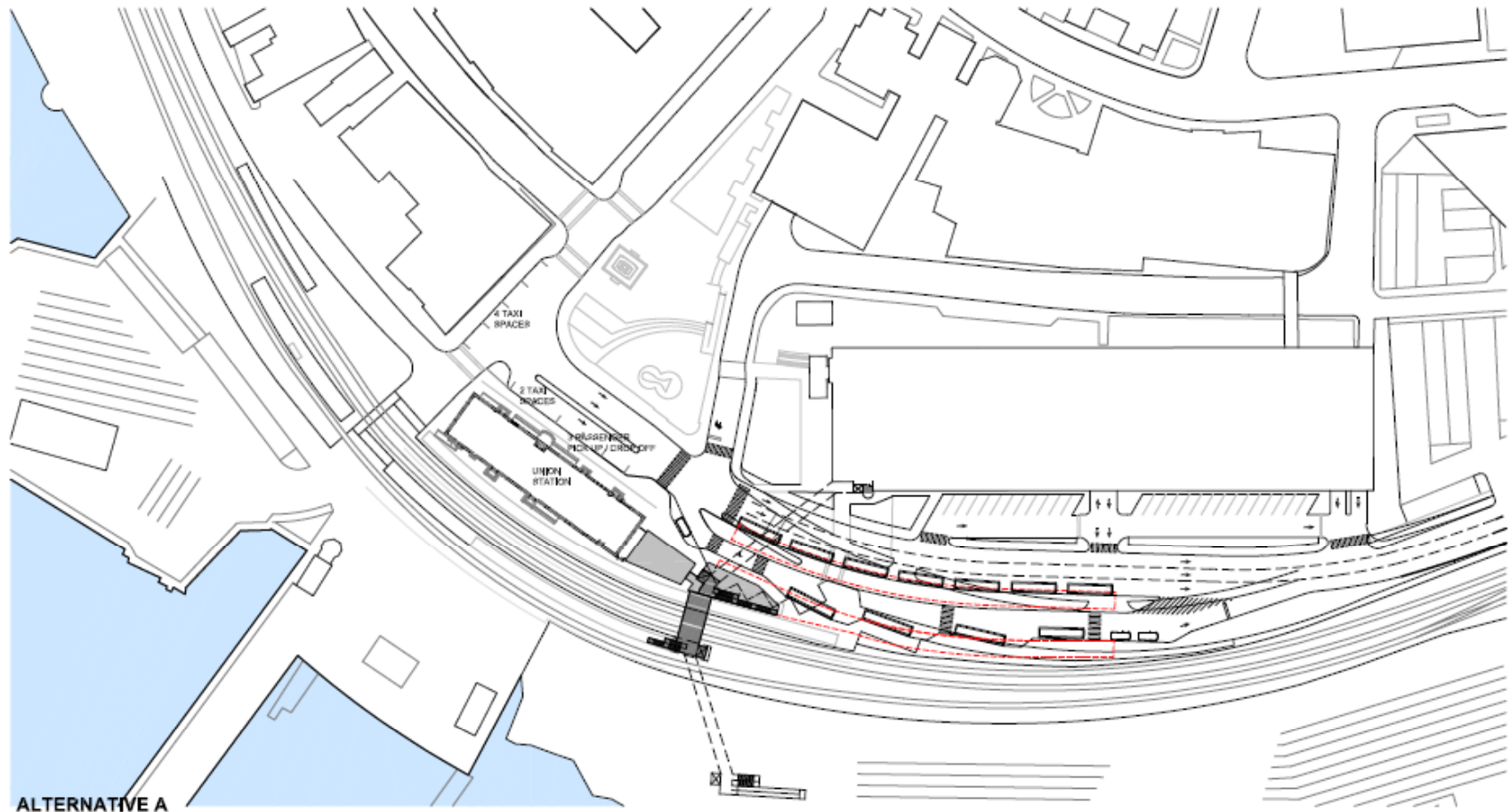
Bus Terminal

- Early alternatives recap
- Stakeholder and SCCOG feedback
- Revised alternatives
 - East Side of Water Street
 - Two alternatives
 - Some drawbacks
- Backup alternatives
 - Drawbacks
- Best practice alternative
 - Financial Feasibility Issues
- Property considerations

Bus Terminal – Alternative A

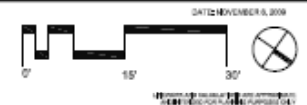


Bus Terminal Context – Alternative A

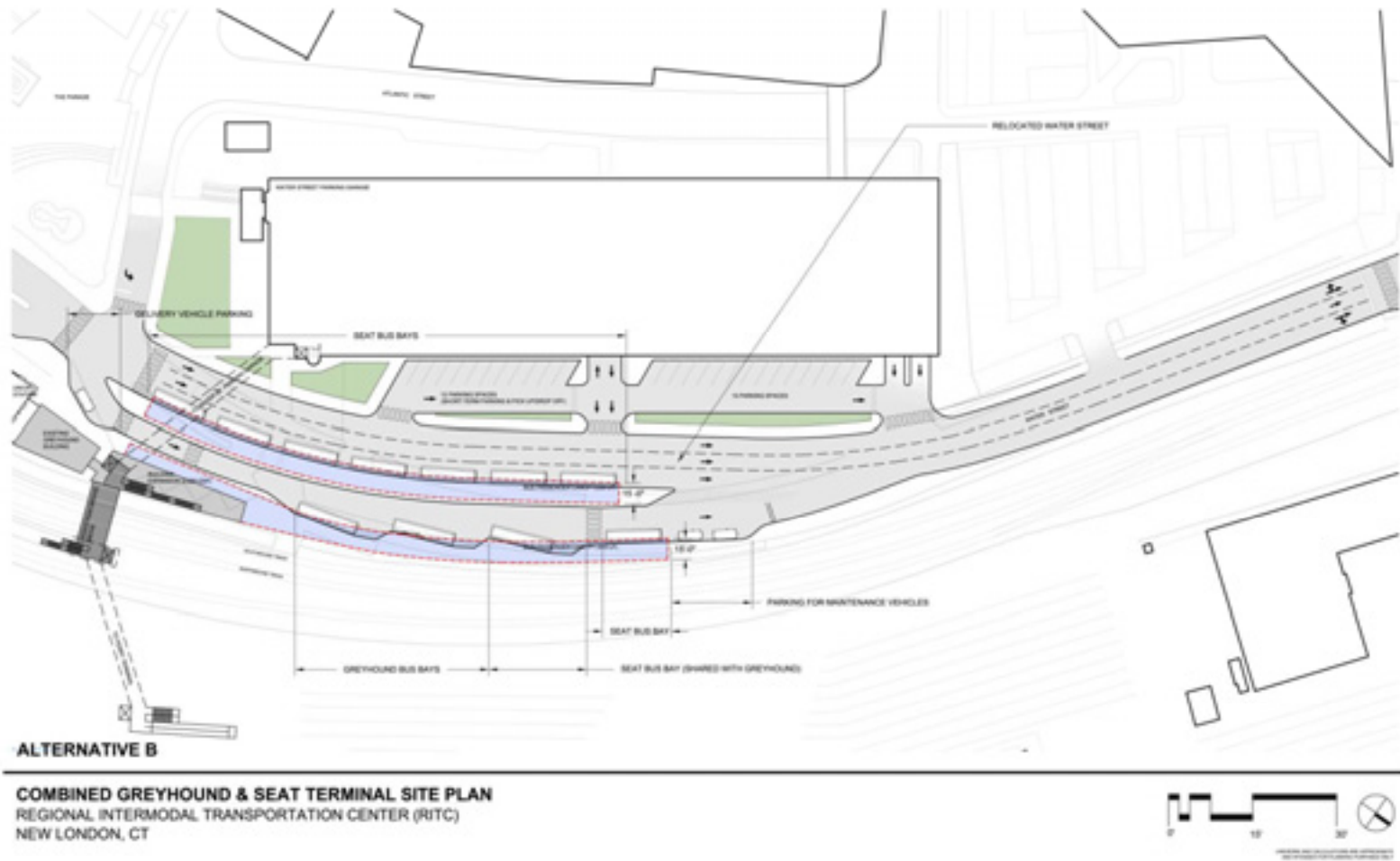


ALTERNATIVE A

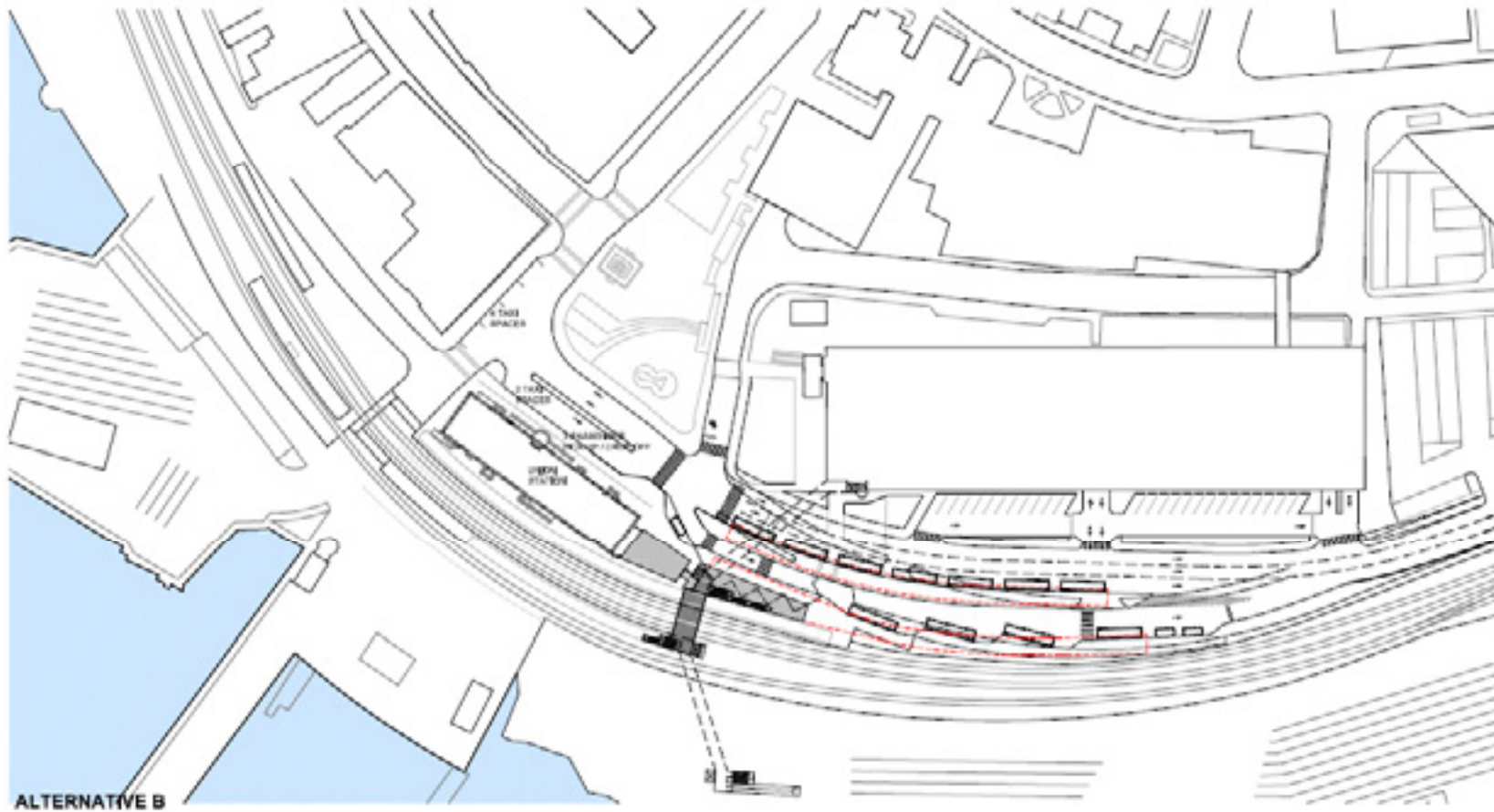
COMBINED GREYHOUND & SEAT TERMINAL CONTEXT DIAGRAM
REGIONAL INTERMODAL TRANSPORTATION CENTER (RITC)
NEW LONDON, CT



Bus Terminal – Alternative B

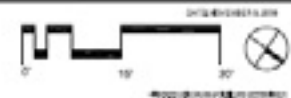


Bus Terminal Context – Alternative B



ALTERNATIVE B

COMBINED GREYHOUND & SEAT TERMINAL CONTEXT DIAGRAM
REGIONAL INTERMODAL TRANSPORTATION CENTER (RITC)
NEW LONDON, CT

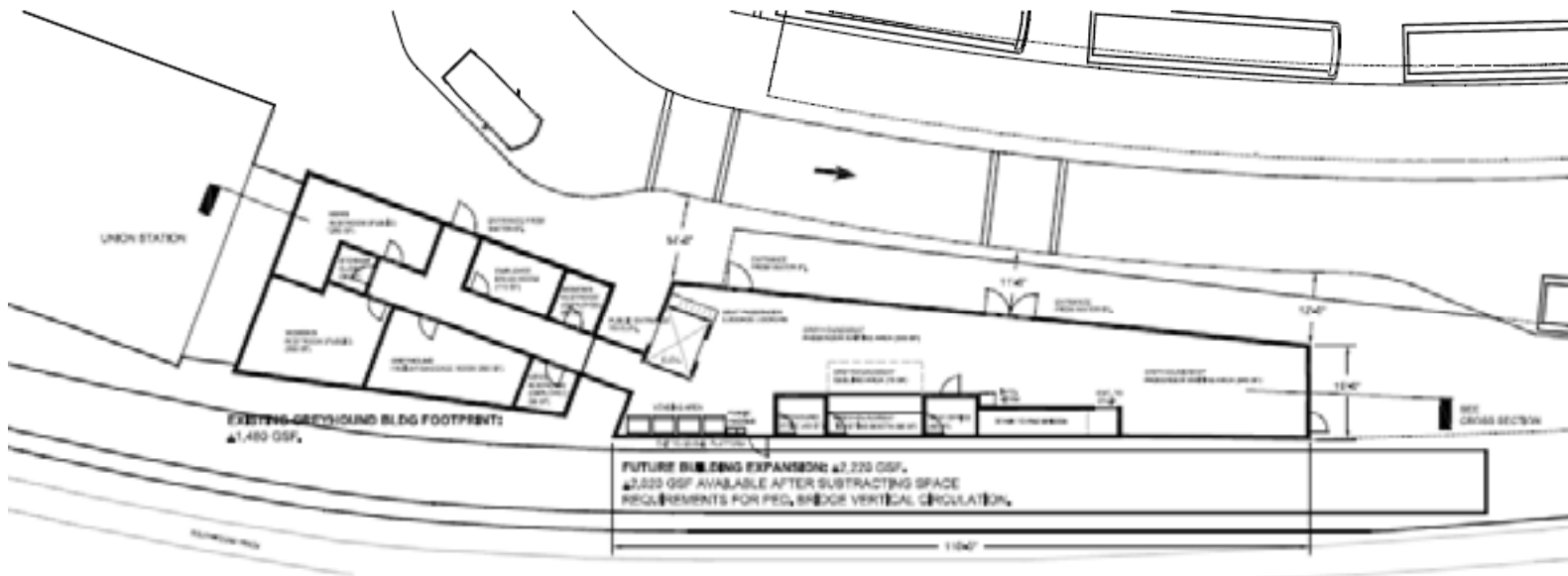
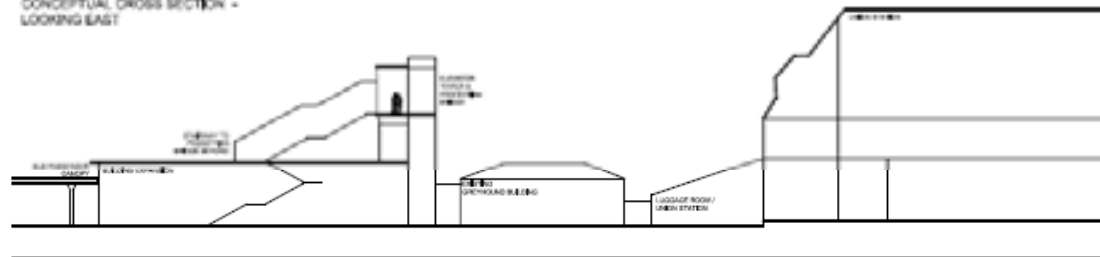


Bus Terminal Floorplan – Alternative B

NOTES:

1. THIS FLOOR PLAN DOES NOT MEET MINIMUM SPACE REQUIREMENTS FOR PASSENGER WAITING AREA, AS DEFINED IN THE DRAFT ARCHITECTURAL PROGRAM.
 - MINIMUM WAITING AREA REQUIRED FOR SEAG: 399 SF (30 PASSENGERS AT 13 SF PER)
 - MINIMUM WAITING AREA REQUIRED FOR GREYHOUND: 375 SF (29 PASSENGERS AT 13 SF PER)
 - TOTAL MINIMUM WAITING AREA: 775 SF
 - TOTAL PROVIDED: 375 SF

**CONCEPTUAL CROSS SECTION -
LOOKING EAST**



ALTERNATIVE B

DRAFT CONCEPTUAL FLOOR PLAN
REGIONAL INTERMODAL TRANSPORTATION CENTER (RITC)
NEW LONDON, CT



Shore Line East

- At Amtrak's request, SLE will use Track 6 (Freight track) to the extent possible
- ConnDOT will make modifications to northbound platform to allow access to Track 6
 - Curvature will require bridge plates
 - Convex curvature creates gaps at ends of the rail cars where doors are located
 - Second car (ADA) will not have access to both doors
- ConnDOT is currently assessing the feasibility of a new platform on the east side of Track 6 which would reduce gaps
 - Would impact pedestrian bridge design

Other Modes

➤ 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, remove bulb-out

➤ Bicycle

- Bike racks
- Bike rental

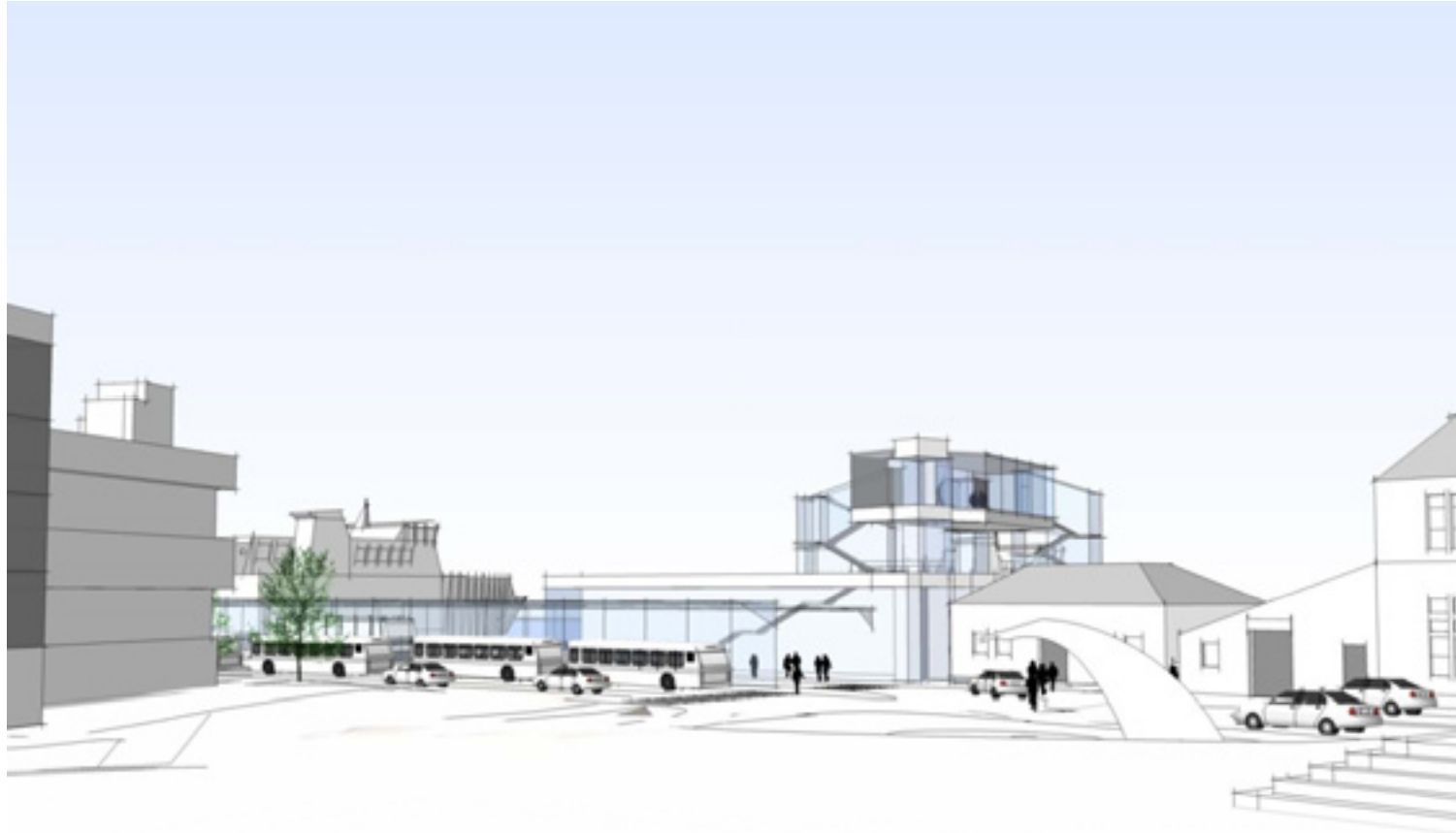
Visual Impacts – Current View



Visual Impacts – Current View



Visual Impacts – Alternative B – Center Section of Ped. Bridge



Visual Impacts – Alternative B– Center Section of Ped. Bridge



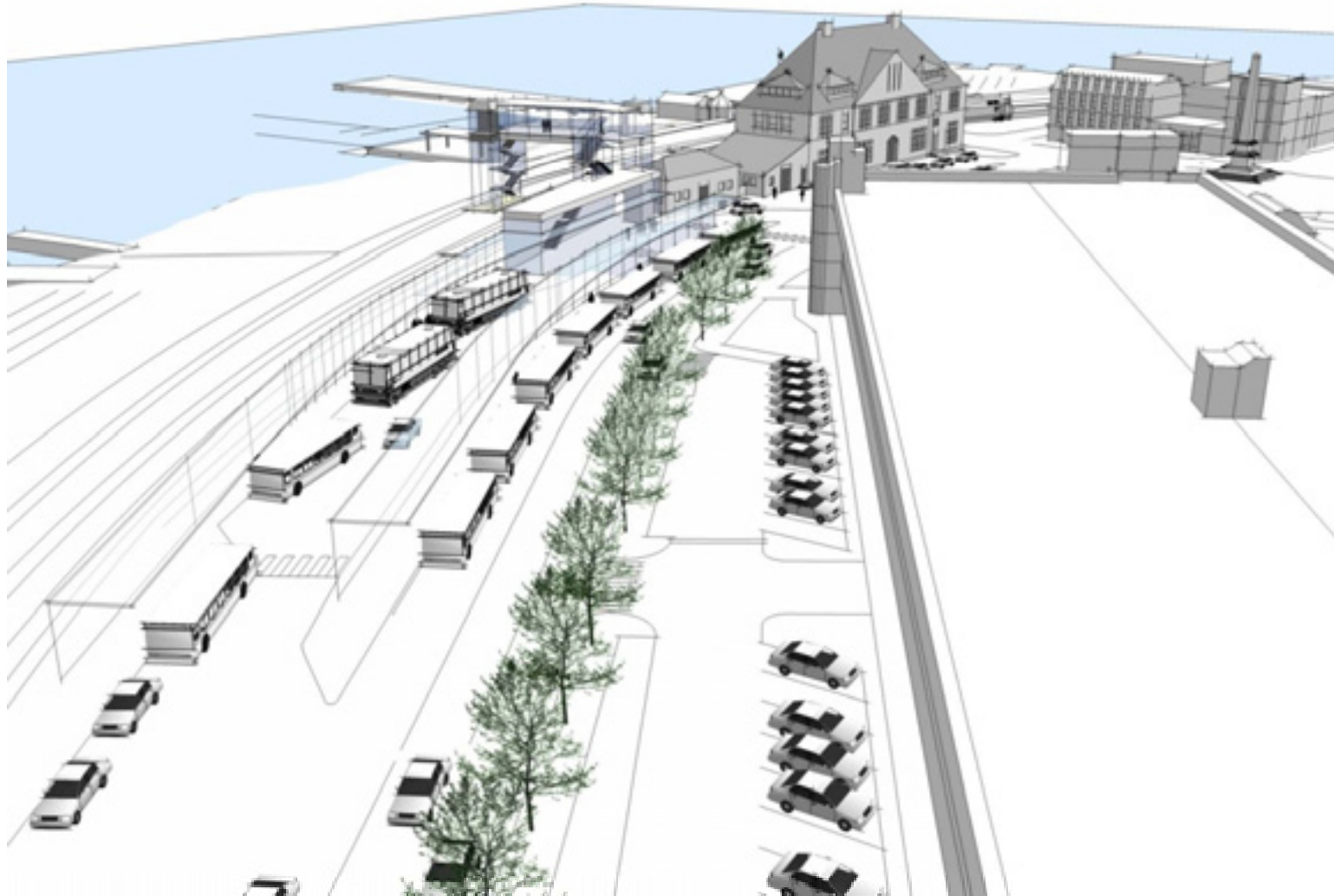
Visual Impacts – Alternative B– Center Section of Ped. Bridge



Visual Impacts– Alternative B– Center Section of Ped. Bridge



Visual Impacts– Alternative B– Center Section of Ped. Bridge



Visual Impacts– Alternative B – Center Section of Ped. Bridge



Visual Impacts – Alternative B – Full Pedestrian Bridge



Visual Impacts – Alternative B – Full Pedestrian Bridge



Cost Estimate: Short Term and Immediate Improvements

Pedestrian/Wayfinding	\$3.6M
Pedestrian Bridge - Over Amtrak	\$3.2 M
Pedestrian Bridge - Extension to Garage	\$1.0M
Pedestrian Bridge - Extension to Ferry	\$3.8M
Bus Terminal and Canopies	\$1.3M
Water Street Reconstruction	\$1.7M
TOTAL - Short Term and Immediate Improvements	
including Engineering/Inspection, Contingency and Inflation	<u>\$25.0M</u>
Immediate Improvements (excluding CSF internal)	\$4.7M
Additional Immediate Improvements (at CSF property)	\$0.8M
Ongoing Operating Costs Per Year	\$0.3-\$0.4 M

Short Term Construction Economic Impacts of RITC

➤ Direct jobs	88
➤ Direct payroll	\$4.2M
➤ Direct material purchases in the region	\$6.7M
➤ Direct and indirect jobs	145
➤ Total earnings impact	\$6.3M

Short Term Construction Fiscal Impacts of RITC

▶ Annual loss of real property taxes	\$ 25,600
▶ Capitalized value of lost real property tax (based on current 30 year municipal bond yield of 4.5%)	\$568,900
▶ Sales tax (on direct and indirect construction generated sales)	\$ 76,100
▶ Direct income tax	\$155,200

Long Term Economic and Development Impacts

- Enhanced TOD opportunities including Union Station
- Impacts of site constraints (does not meet best practices)
- Induced transit ridership (intercity and local bus, rail and ferry)
- Transit user benefits
- Transit operational costs
- Ongoing facility operational costs
- Enhanced pedestrian access
- Environmental and air quality impact

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

Four models

- Single existing entity
- Multiple existing entities
- New special purpose entity
- Private sector/developer

Recommendations

- Major State role
- State ownership of bus terminal, train station, pedestrian bridge
 - Negotiate purchase or long term lease at least first floor of Union Station and the area required for the bus terminal and pedestrian bridge
- Existing ownership of ferry terminals and garages
- Creation of a new RITC association to coordinate information, etc.

Operational/Information Coordination

► Association could facilitate:

- Schedule Coordination and Static Information Sharing
- Real-Time Information Sharing on Delays and Service Adjustments
- Joint Ticketing
- Joint Marketing/Pre-Trip Customer Information
- Sharing of Maintenance Responsibilities for Linkages
- Longer Term Planning

Discussion