

**Transportation Technical Advisory Group**  
**June 11, 2014**  
**Meeting Minutes**

**Participants**

<b>TTAG:</b>	Mr. Jeremy Ginsberg, Darien; <i>Mr. James Michel, Greenwich; Mr. Mike Yeosock, Norwalk</i> <i>Pete Ratkiewich, Westport; Mr. Mani Poola, Stamford; Mr. Robert Nerney, Wilton; Louis</i> <i>Schulman, Norwalk Transit District; Jennifer Johnson, Westport Transit District;</i>
<b>SWRPA:</b>	Dr. Floyd Lapp; Ms. Sue Prosi; Mr. Alex Karman; Mr. Ryan Hall; Mr. Rob Sachnin
<b>Other:</b>	None

*Note: Italics indicates participation via telephone.*

At 10:04 a.m. Ms. Sue Prosi called the meeting to order. The meeting was held at SWRPA Offices at the Stamford Government Center – 3<sup>rd</sup> Floor.

**1. TTAG Meeting Minutes: May 6, 2014**

Ms. Prosi requested comments or suggestions on the meeting minutes for the previous TTAG meeting. The meeting minutes were then approved as without change following a motion by Mr. Jeremy Ginsberg and a second by Mr. Mani Poola. The motion carried unanimously with one abstention from Mr. Pete Ratkiewich because he did not attend the May TTAG meeting.

**2. Public Involvement**

There were no members of the public present.

**3. Transportation Improvement Program\***

**3a. FFY2012-2015 TIP Amendments\***

Ms. Prosi discussed the recent TIP amendment requests from CTDOT beginning with Project #157-0083 to replace a bridge over the West Branch Saugatuck River. Ms. Jennifer Johnson then asked for more background information on this specific bridge project. Mr. Rob Sachnin provided the requested information stating that the project was funded by a FHWA Innovative Bridge Research and Deployment Funds (IBRD) Grant Award. The project will use a replacement technology known as “bridge in backpack.” The remainder of the project will be funded by the 100% State Fix-It-First Bridge Bond. Ms. Johnson asked a follow up question asking what road the bridge served. Mr. Ratkiewich was able to respond that the bridge served Connecticut Route 57.

Ms. Prosi next turned to the TIP amendments for the project to replace the WALK River Railroad Bridge (Project #301-0040) and the project to replace New Haven Line rail signals (Project #301-0154). Ms. Prosi said that there had recently been a great deal of communication with CTDOT over these particular projects given Metro-North’s recent troubles the Walk Bridge. These projects include discretionary grants as a funding source. Recently, CTDOT has not allowed discretionary grant projects to be added to the TIP. Ms. Prosi has sent a request to CTDOT to clarify its position on adding discretionary projects to the TIP. *(SWRPA subsequently learned that the FTA permits the addition of discretionary project to the TIP, while FHWA does not. MPO approval will be requested.)*

In light of the unreliability of the WALK Bridge, Ms. Johnson followed-up by questioning the role of MPOs and recommended that the MPO to take a more proactive role in advocating for the bridge’s replacement. Ms. Prosi then encouraged Ms. Johnson to submit any potential recommendations to the MPO on how to improve its roles and efficacy.

Mr. Sachnin noted that SWRPA staff works with CTDOT to get complete project information. Ms. Johnson agreed that this was appreciated but added additional information on the WALK bridge project would be helpful, including: the final amount of money needed for the entire replacement of the bridge.

Ms. Prosi advised that SWRPA will continue to work with CTDOT and others to get detailed project information which will be provided to the MPO and TTAG. The information that is available will be provided to the MPO and TTAG.

Ms. Prosi then moved the discussion to the New Haven Line Railroad Signal Replacement (project #301-0154). As of June 10<sup>th</sup>, 2014 CTDOT is not expecting to hear about discretionary funding awards until September, and that timeframe may change. More information about this project should be available in an information sheet at the next MPO meeting scheduled for June 26<sup>th</sup>. (*CTDOT requested MPO support for the three projects for which Hurricane Sandy Competitive Resilience Program funding is sought: WALK bridge replacement; New Haven Line Railroad Signal Replacement; and, the New Haven Yard Power Upgrade*).

Lastly, Ms. Prosi discussed I-95 Pavement Preservation (project #35-0195). She mentioned that CTDOT is proposing to take STP-Urban funding that the region does not have programmed, and use it for the I-95 paving project. Ms. Prosi said that SWRPA was currently in the process of gathering more information about that proposal which will be discussed with the STP-LOTICIP Working Group. In the past, the TTAG and the MPO have not been supportive of using federal capital funds for maintenance. Ms. Prosi concluded that this proposal requires further discussion before any action can be taken and it will be removed from the MPO action agenda.

Ms. Prosi then asked for TTAG support for the remaining TIP Amendments on the agenda including the two Metro-North Railroad discretionary projects (Projects #301-0154 and #301-0040) and Project #157-0083 to replace the bridge over the West Branch Saugatuck River. Those three TIP amendments were then approved unanimously following a motion from Mr. Ratkewich and a second from Mr. Poola.

**Requested FHWA and FTA Amendments – SWRTIP#2014-004**

Region	FACode	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot\$(000)	Fed\$(000)	Sta\$(000)	Loc\$(000)	Comments
1	STPB	0035-0195	X6	I-95	DARIEN/NORWALK	I-95 PAVEMENT PRESERVATION	CON	2015	12,860	11,574	1,286	0	NEW PROJECT
1	IB	0157-0083	X6	CT 57	WESTON	REPLACE BR 01023 O/ WEST BRANCH SAUGATUCK RIVER	CON	2014	400	400	0	0	NEW PROJECT
77	5324	0301-0154	X6	NHL-ML	VARIOUS	NEW HAVEN LINE RR SIGNAL REPLACEMENT-DISCRETIONARY DISASTER RELIEF-FY 13	CON	2014	326,450	244,838	81,613	0	NEW PROJECT
01	5324	0301-0040	X6	NHL-ML	VARIOUS	REPLACEMENT NORWALK (WALK) RIVER RR BRIDGE-DISCRNTY DISASTER RELIEF-FY 13	CON	2014	465,036	348,777	116,259	0	NEW PROJECT

Code Key:  
AQC X6 = exempt

**4. Functional Classification\***

Mr. Alex Karman briefed the TTAG on functional classification of highways which determines design standards for highways and eligibility for funding. Based on the new guidelines in MAP-21, CTDOT has asked SWRPA to analyze the classification of roads in the South Western Region. The most important changes include the addition of all principle arterials into the National Highway System, new urban boundaries based on the 2010 census, and new guidance from the FHWA on how to apply functional classification. SWRPA asked the regional municipalities to suggest any changes based on the new regulations. Changes to roadway functional classification are proposed for Darien, Weston, Wilton, and Norwalk (See attachment for details.)

The TTAG supported the changes presented with the exception of Patrick Road in Norwalk and Westport. Resolution #2014-008 was approved following a motion from Mr. Poola and a second from Mr. Ratkiewich. Ms. Johnson abstained from the vote.

#### **5. STP-Urban and LOTCIP**

Ms. Prosi gave an update on the CTDOT programming of funds for STP-Urban and LOTCIP including changes to funding allocations for projects FFY 2014, 2015, and 2016.

#### **6. SWRPA Activities and Studies**

Ms. Prosi mentioned that the Stamford Bus & Shuttle Study is ongoing as is the Westport bus and rail study. Dr. Lapp added that at the next SWRPA board meeting on July 7<sup>th</sup> at 6:30 p.m., the developer for the TOD at Stamford Transportation Center will be in attendance.

#### **7. South Western and Housatonic Valley Regions Merger Status Report**

Dr. Lapp provided an update on the upcoming COG merger. He noted that Darien had approved its COG ordinance and New Canaan is expected to approve the COG ordinance by June 18<sup>th</sup>. Norwalk is currently still working on approving its COG ordinance and passage is expected later this summer. Dr. Lapp then reminded the TTAG of the upcoming merger meeting on July 2<sup>nd</sup> where COG bylaws will be approved. Lastly, Mr. Tom Maziarz, CTDOT Chief Planner, will give an update on the MPO redesignation at a regional planning organization director's meeting on Friday July 27<sup>th</sup>. Dr. Lapp expressed his belief that the report will be far less definitive than the OPM report on planning regions that came out in October 2013.

#### **8. New Business**

##### **8a. Upcoming Meetings**

Ms. Prosi referenced the upcoming meetings and events, including the June 26, 2014 MPO meeting at the Norwalk Fire Department. July and August TTAG and MPO meetings may be canceled if there are no pressing agenda items.

##### **8b. Other**

There was no other business.

The meeting was adjourned at 10:55 a.m.

Minutes approved by TTAG as revised: September 8, 2014

**TTAG 6/11/14 Item 4 - Functional Classification Modifications – 2014**  
**With TTAG Recommendations**

**TTAG Action Requested**

Review and recommend that the MPO concur with the proposed roadway functional classification modifications that address changes in federal functional classification guidance.

**Resolution #2014-008– Functional Classification Modifications**

*Background*

Functional classification is an organizational system which groups streets and highways into classes according to travel service they are intended to provide and the surrounding land use. Roads may serve the needs of long distance travel, local residential or commercial access, or some combination thereof. Beyond an organizational method, functional classification relates to roadway design standards and Federal-aid funding eligibility.

The Federal Highway Administration (FHWA) recently issued updated functional classification guidance. The updated guidance was prompted in part by MAP-21, the Federal surface transportation bill, which made all principal arterials part of the National Highway System (NHS) so long as the principal arterial was connected to the NHS prior to the passage of MAP-21. The updated guidance was also prompted in part by the release of urban area boundaries based on the 2010 Census. In light of the updated guidance and urban area changes, FHWA asked Connecticut Department of Transportation, who in turn asked the Regional Planning Organizations (RPOs) to review the functional classification of roads in their service area and suggest any adjustments.

The TTAG was notified of the opportunity to review the area's functional classification system and propose adjustments at the April 8, 2014 TTAG meeting. Comments were received from three municipalities. SWRPA staff evaluated the comments according to the updated Federal guidance and provided responses to the TTAG representatives who made comments. SWRPA staff also reconsidered comments from prior functional classification reviews, upon which CTDOT did not act. Below are the findings and recommended functional classification adjustments.

**Findings and Recommendations – Supported by the TTAG 6-11-14**

SWRPA recommends adjusting the functional classification assigned to following roads:

- (1) Leroy Avenue from US 1 (Boston Post Road) to West Avenue in the Town of Darien, from local road to collector, based on AADT volumes within the guideline range for a collector and the character of the roadway to serve through travel and local trips.
- (2) Lords Highway from Old Hyde Road to CT 53 (Newtown Turnpike) in the Town of Weston, from local road to collector, based on system connectivity and the character of the road to serve through-travel and local trips.
- (3) Old Hyde Road Extension from Old Hyde Road to CT 53 (Newtown Turnpike) in the Town of Weston, from collector to local road, based on the predominant nature of this unpaved road segment to only serve local trips.

- (4) CT 106 (Sharp Hill Road) from US 7 (Danbury Road) to Old Highway in the Town of Wilton, from collector to minor Arterial, based on AADT volumes within the guideline range for a minor arterial, the character of the roadway to serve through-travel and local trips, and consistency with the functional classification assigned to CT 106 (Sharp Hill Road) east of its intersection with Old Highway.
- (5) Old Highway from US 7 (Danbury Road) to CT 106 (Sharp Hill Road) in the Town of Wilton, from minor arterial to collector, based on AADT volumes within the guideline range for a collector and the character of the roadway to serve through travel and local trips.

**Supplement discussed 6/11/14 with recommendations supported by the TTAG.**

**Wolfpit Avenue (US 1 (Westport Avenue) to Strawberry Hill Avenue) – Change from Local to Collector**

- No ADTs available for this segment from CTDOT
- One lane in each direction
- Street provides access to single family and multi-family residential as well as some commercial uses
- Wolfpit Avenue north and east of the intersection with Strawberry Hill Avenue is classified as a major collector
- **Support recommendation to reclassify street, based on system connectivity and the character of the street to serve through-travel and local trips.**

**Fitch Street (East Avenue to Strawberry Hill Avenue) – Change from Local to Minor Arterial**

- No ADTs available for this segment from CTDOT
- Street provides access to single family residential as well as commercial and light industrial uses
- One lane in each direction
- Fitch Street is bookended on one end by East Ave, a Principal Arterial, and on the other end by Strawberry Hill Avenue, a Minor Arterial (proposed to be reclassified as a Collector).
- **Support recommendation to reclassify street (in concert with reclassification of adjacent section of Strawberry Hill Avenue), based on system connectivity and the character of the street to serve through-travel.**

**Strawberry Hill Avenue (Fitch Street to CT 136 (Winfield Street)) – Change from Minor Arterial to Collector**

- No ADTs available for this segment from CTDOT
- Street provides access to a handful of commercial and light industrial uses
- One lane in each direction, low clearance under railroad bridge 9'6"
- Strawberry Hill Avenue is bookended on one end by CT 136 (Winfield Street), a Minor Arterial, and on the other end by Fitch Street, a local street (proposed to be reclassified as a Minor Arterial).
- **Support recommendation to reclassify street (in concert with reclassification of Fitch Street), based on system connectivity and character of the street to through-travel.**

### **Reed Street (Fairfield Avenue to West Avenue) – Change from Local to Minor Arterial**

- No ADTs available for this segment from CTDOT
- Street provides no local access.
- One lane in each direction.
- Reed Street serves primarily as a through route from I-95 exit 15 ramp to Stuart Avenue, a Minor Arterial, West Avenue, a Major Arterial, and North Water Street, a local street.
- **Support recommendation to reclassify street, based on system connectivity and the character of the street to serve through-travel.**

### **Cedar Street (US 1 (Connecticut Avenue) to Fairfield Avenue) – Change from Local to Collector**

- No ADTs available for this segment from CTDOT. Nearby ADTs on Cedar Street range from 1,900 to 2,900.
- Street provides access to commercial uses.
- One lane in each direction.
- This segment of Cedar Street is bookended at one end by US 1 (Connecticut Avenue), a Major Arterial and West Cedar Street, a Collector, and at the other end by Cedar Street, a Minor Arterial.
- **Support recommendation to reclassify street based on AADT volumes within the guideline range for a Collector, system continuity and connectivity as well as the character of the street to serve through-travel and local trips.**

### **Cedar Street (Fairfield Avenue to Reed Street) – Change from Minor Arterial to Local**

- CTDOT ADT on this segment: 1,900.
- Street provides access to single family residential uses
- One lane in each direction.
- This segment of Cedar Street is bookended at one end by Cedar Street, a local street (proposed to be reclassified as a Collector) and Fairfield Avenue, a Collector, and at the other end by Stuart Avenue, a Collector.
- **Support recommendation to reclassify street (in concert with reclassification of adjacent Reed Street) based on system connectivity and the character of the street to serve local trips.**

### **Stuart Avenue (Reed Street to US 1 (Connecticut Avenue)) – Change from Minor Arterial to Collector**

- CTDOT ADT on this segment: 3,000.
- Street provides no local access.
- One lane in each direction.
- This segment of Stuart Avenue is bookended at one end by US 1 (Connecticut Avenue), a Major Arterial, and Stuart Avenue, a Collector, and at the other end by Reed Street, a local

street (proposed to be reclassified as a Minor Arterial) and Cedar Street, a local street (proposed to be reclassified as a Collector) and Cedar Street, a minor arterial.

- **Support recommendation to reclassify street based on AADT volumes within the guideline range for a Collector as well as system connectivity and the character of the street to serve through-travel.**

**Attachment & Enclosures:**

- **Resolution #2014-008 – Functional Classification Modifications – attachment**
- **Functional Classification Change Road Locations**

June 4, 2014

TO: Transportation Technical Advisory Group (TTAG)  
FROM: Sue Prosi, Senior Regional Transportation Coordinator  
SUBJECT: **TTAG Meeting – Wednesday June 11, 2014 10:00 a.m.**

The meeting will be held at SWRPA offices at the Stamford Government Center – 3<sup>rd</sup> Floor, 888 Washington Boulevard, Stamford, CT 06901.

Directions: <http://www.stamfordct.gov/government-center-facilities/pages/directions-to-the-govenment-center>

The South Western Region MPO meeting is scheduled for June 26, 2014 at 8:15 a.m. The place of meeting is Norwalk Emergency Operations Center, Norwalk Fire Department, 121 Connecticut Avenue, Norwalk, CT 06854.

## AGENDA

1. **TTAG Meeting Summary for April 8, 2014\*** (pages 1-3)
2. **Public Involvement**  
*Comments and questions from the public are welcome at this time.*
3. **Transportation Improvement Program\*** (pages 4-6 )
  - a. **FFY2012-2015 TIP Amendments\***  
*TIP amendments requested by CTDOT will be reviewed.*  
**Resolution #2014-007 FFY2012-2015 TIP Endorsement\*** (page 6)
  - b. **Draft FFY2015-2018 TIP**  
*The status and schedule for the TIP update to FFY2015-2018 will be discussed.*
4. **Functional Classification\*** (pages 7-14)  
*At CTDOT's request SWRPA reviewed the highway functional classification system using FHWA's latest guidance. The findings and recommendations have been discussed with towns and will be reviewed at the meeting. MPO endorsement of supported changes will be forwarded to CTDOT.*  
**Resolution #2014-008 South Western Region Functional Classification Changes** (page 14)



5. **STP-Urban and LOTCIP** (pages 15-19)  
*CTDOT's May 2014 STP-Urban program report is attached. The STP Working Group will meet in a week to review STPB project status and funding needs, new applications, the LOTCIP 3% set aside , and procurement of consultant services for regional review of LOTCIP project design.*
6. **SWRPA Activities and Studies**
7. **South Western and Housatonic Valley Regions Merger Status Report**
8. **New Business**
  - a. **Upcoming Meetings**

6/26/14	8:15 a.m.	MPO – at Norwalk Fire Department, EOC
7/2/14	10:00 a.m.	TTAG – at SWRPA (if needed)
7/24/14	8:15 a.m.	MPO – at SWRPA (if needed)

*To arrange for special accommodations or translation services contact SWRPA at least five (5) days prior to the meeting at (203) 316-5190 (voice only)*

*Para organizar especial de alojamiento o los servicios de traducción en contacto con SWRPA al menos cinco (5) días antes de la reunion al (203) 316-5190*