

Cost Review Sub-Committee Meeting
CRCOG, 241 Main Street, 3rd Floor, Hartford, CT 06106
Monday May 20th, 2019
11:00 AM

<u>Name</u>	<u>Organization</u>
Larry Baril	Avon
Jonathan Thiesse	Bloomfield
Patrice Carson	Bolton
Doug Wilson	East Hartford
Donald Nunes	Enfield
Sandy Fry	Hartford
Kevin Kelly	Hebron
Jeff LaMalva	Manchester
John Carrington	Mansfield
Peter Hughes	Marlborough
Gary Fuerstenberg	Newington
Rob Trottier	New Britain
Jim Sollmi	Rocky Hill
Jeffrey Doolittle	South Windsor
Rick Zulick	Stafford
Scott Lappen	Tolland
Duane Martin	West Hartford
Derrick Gregor	Wethersfield
Bob Jarvis	Windsor

Guests

Gregory Sommer	West Hartford
Jonathan Thiesse	Bloomfield

Staff

Robert Aloise	CRCOG
Roger Krahn	CRCOG
Sotoria Montanari	CRCOG
Cara Radzins	CRCOG
Andrew Schroder	CRCOG
Karen Stewartson	CRCOG

**DRAFT until
Endorsed by
the
Committee**

- 1. Roll Call** – Mr. Jon Colman called the meeting to order at 11:00 am
- 2. Public Forum** – There was no public comment.
- 3. Adoption of April 22, 2019 Subcommittee Meeting Minutes** – A motion was made by Duane Martin from the Town of West Hartford, seconded by Bob Jarvis from the Town of Windsor to accept the adoption of the April 22nd, 2019 meeting minutes. This motion was passed unanimously.

4. LOTCIP Projects Cost Increase and Scope Change Requests

West Hartford Mountain Road Scope Change

Ms. Sotoria Montanari explained that the Mountain Road Intersection Improvement Project was originally approved under the 2015 solicitation and has progressed through the preliminary design phase. Ms. Montanari stated that the primary purpose and need of the project is to alleviate congestion, and the secondary purpose is to incorporate a complete streets design that provides suitable accessibility for all users. In order to adequately address the primary project purpose, the Town of West Hartford is requesting a change to the project's proposed bicycle/pedestrian accommodations, specifically the elimination of a proposed approximately 600 feet of sidewalk along Mountain Road just north of the intersection and removal of an existing 500 feet of sidewalk along Mountain Road just south of the intersection.

Additionally, Ms. Montanari stated to help mitigate the elimination of these accommodations, town staff are including multiple Complete Streets elements such as north-south bike lanes and new crosswalks with flashing beacons at other locations. Concerns have been raised by the town's bike/ped commission regarding the potential elimination of sidewalk, and a letter from this commission was included in the packet. The Town of West Hartford has a complete streets policy, and Town staff is currently in the process of following the policy's exceptions process with the Town Council. Ms. Montanari said a significant amount of material was provided in the memo for the committee to review regarding this project.

Mr. Duane Martin, Town of West Hartford Engineer, provided a project overview to the committee. He stated that the roadway improvements were primarily on Mountain Road, and the traffic signal was the state's signal. He stated that based on CTDOT feedback, an additional northbound through lane was required to better accommodate traffic volumes. As a result, the northbound approach lane arrangement was modified to include an exclusive left, exclusive thru, and shared thru/right lanes. This required increasing the overall width of the roadway because of the additional approach and receiving lane, resulting in retaining either the bike lanes or sidewalk accommodations, but not both due to right-of-way issues. The town elicited feedback from a public meeting in October 2018, developed several alternative proposals, and decided on providing continuous bicycle lanes in lieu of retaining the existing 500 feet of sidewalk. Mr. Martin also mentioned that town staff surveyed the area on a Saturday to identify whether there were many bicyclists and/or pedestrians. The town concluded that there were few pedestrians.

Mr. Greg Sommer, Town of West Hartford Civil Engineer, continued and presented the different design iterations of the intersection. Mr. Sommer displayed a conceptual design showing the existing conditions, lengthy delays and queues during peak hours, and the lack of pedestrian facilities. The concept plan submitted with the application proposed a design that included the completion of a sidewalk gap and bicycle facilities but did not include significant enough operational improvements to be acceptable to CTDOT. To sufficiently improve operations, a revised concept plan was developed, however due to ROW constraints (the town was unable to obtain an easement) the proposed sidewalk needed removal, including 500 feet along Mountain Road just south of the intersection where there is currently an existing sidewalk. The updated design retaining both

northbound and southbound 4-foot wide bicycle lanes based on feedback from the public information meeting.

Mr. Rob Aloise asked if there was a non-sloping shelf for pedestrians to walk if the sidewalk was removed. Mr. Sommer said there would be a level shelf including an area behind the guiderail for pedestrians to walk. Also, he mentioned that most residents jog in the street and would probably utilize the bicycle lanes proposed.

There was a brief discussion regarding the cost of the scope change, surrounding sidewalks, and whether the light has a pedestrian phase. Ms. Sandra Fry of the City of Hartford indicated that since she wrote the letter representing the West Hartford Bicycle/Pedestrian Commission, she would abstain from voting as to not confuse her roles.

A motion was made by Mr. Peter Hughes of the Town of Marlborough, seconded by Mr. Jim Sollmi of the Town of Rocky Hill to approve this scope change. The motion passed unanimously with Sandra Fry of the City of Hartford abstaining.

Harford Main Street Scope Change

Ms. Sotoria Montanari explained that the Hartford Main Street/Boce Barlow Bridge Project was approved under the 2018 solicitation as a resurfacing project and has progressed through preliminary design. The City is requesting a scope modification that will allow the resurfacing on Main Street to be extended 900 linear feet to Park Street intersection. Ms. Montanari stated that the original application had the project limits from Gold Street to mid-point between Buckingham Street and Park Street, however, Park Street is a more logical terminus

The City had not initially proposed a project limit of Park Street to ensure this project did not interfere with ongoing utility work, which has since been completed. Since the pavement condition in this area also warrants improvement, the City is now requesting this scope modification. The resurfacing extension is estimated at an additional \$400,000, but overall cost estimate of \$1.7 is within the previously approved amount, and therefore it is not anticipated that the scope change request necessitates additional allocation of funding to the project.

Mr. Peter Hughes of the Town of Marlborough made the motion to approve the scope change, and Mr. Jim Sollmi of the Town of Rocky Hill seconded. The motion passed unanimously.

Mr. Peter Hughes of the Town of Marlborough asked if it was necessary to obtain approval committee approval for scope changes of this magnitude, as they seemed like minor changes. Mr. Rob Aloise mentioned that approval was necessary according to CTDOT/LOTICIP guidelines because in the case of West Hartford removing a sidewalk could be potentially controversial to the community and in the case of Hartford, CTDOT had deemed the change a "major scope change." Ms. Patrice Carson mentioned that requiring towns to request scope changes would ensure that LOTICIP funding is being used as intended.

5. Transportation Alternatives (TA) Set-Aside Program – Ms. Cara Radzins shared that since the previous Transportation Committee meeting CRCOG staff became aware that CTDOT had extended the TA Set-Aside submission deadline to September and that there was some disagreement regarding how the non-CRCOG project would be selected for Hartford Transportation Management Area (TMA) funding. On May 13th, CRCOG staff met with staff from NVCOG and RiverCOG. The meeting outcome retained the CRCOG competitive process for three project selections but resulted in authorizing NVCOG and RiverCOG staff to determine the selection process for the single fourth project. Ms. Radzins explained that it was further agreed upon to maintain the previously determined schedule, because despite CTDOT's extension, rescheduling meetings for over the summer would be a challenge. To maintain this schedule, CRCOG staff have reviewed the eight projects and identified a short-list of five projects for presentation and ranking at a June 3rd Special Transportation Committee Meeting. In accordance with the schedule, CRCOG staff plans to inform each municipality of their short-list status on the afternoon of May 20th. Ms. Radzins reminded the committee that municipalities with short-listed projects will be scheduled for a brief presentation at the June 3rd meeting followed by an opportunity for committee questions. Committee members will then rank each project. These rankings will be used to identify the three projects that will be submitted to CTDOT. Staff proposes that the two unsuccessful short-listed projects be submitted to CTDOT as contingency projects, available if another project cannot advance or additional TA Set-Aside funding is available. Ms. Radzins also noted that final approval of the prioritized list, inclusive of an NVCOG/RiverCOG project, will be addressed at the June 17th Transportation Committee, when the committee will be acting as Policy Board.

There was some discussion regarding details of the meeting on June 3rd, and it was determined that it should be considered a Special Subcommittee meeting, as to not require a quorum. Ms. Radzins also confirmed that short-list decisions would be transmitted via email later that day (May 20th).

- 6. Other Business** – The Next Cost Review Subcommittee meeting is scheduled for **Monday June 17th, 2019 at 11:30 am**
- 7. Adjourn** – The meeting was adjourned at 11:30 am