



Place: City of Bridgeport, Conference Room
A, 999 Broad Street, Bridgeport CT

Meeting Notes

Date: June 17, 2016

Re: Barnum Railroad Station –
Technical Advisory
Committee Meeting #2

ATTENDEES

TAC Members

Lynn Haig, City of Bridgeport
Bill Coleman, City of Bridgeport
Chris Hughes, UI
Curtis Denton, City of Bridgeport
David Willard, Metro-North Railroad
Dean Mack, City of Bridgeport
Doug Holcomb, Greater Bridgeport Transit
Edward Lavernoich, City of Bridgeport
Frank Croke, City of Bridgeport
Jacob Robison, City of Bridgeport
Jon Urquidi, City of Bridgeport
Melissa Kaplan-Macey, RPA
Michael Stein, UI
Michael Taylor, Vita Nuova LLC

Consultant Team

David Wilcock, VHB
Ken Schwartz, VHB
Mike McDonough, VHB
Theresa Carr, VHB
Lisa Standley, VHB
Sam Gardner, GWG Architects

The Barnum Station Technical Advisory Committee (TAC) met June 17, 2016 in Bridgeport to discuss the draft site and station layout concepts and to preview early findings from the existing conditions and ridership analyses. The June 17th meeting was the second in a series of six TAC meetings to be held over the course of the project.

These notes document main discussion items, questions asked during the meeting, and actions. They are organized by agenda item, with the majority of the questions and discussion items located under the site and station layout discussion item. Materials presented during the meeting included the agenda and a presentation providing the background of the Barnum Station project and the efforts currently underway. Both of these items, as well as the sign-in sheet from the meeting, are included as attachments to this meeting record.

1. Welcome and Review of Agenda

Lynn Haig, the City of Bridgeport Barnum Station Project Manager, opened the meeting and walked through the proposed agenda. She presented the objective of the meeting, which was to have a discussion about the elements of the draft site and station layout, including access to the train

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platforms and between platforms, parking, connections to buses, and access to the station via the local street network. All attendees introduced themselves and identified their agency affiliation.

2. Project Update – Progress Since March Meeting

David Wilcock provided a brief overview of the Barnum Station Project goals and objectives, and he and Ken Schwartz updated the TAC on progress since the last meeting (held March 4, 2016). Major elements of the project update include:

- Creation of project logo and website (www.barnumstation.com)
- First community meeting held May 24, 2016 in conjunction with the Barnum Station TOD study
- Participation in two Oversight Committee meetings in conjunction with the Barnum Station TOD study
- Ongoing coordination with agency owners and stakeholders, including the Federal Transit Administration, Metro-North Railroad, CTDOT, and the City of Bridgeport
- Development of a project Purpose and Need Statement, Environmental Baseline Report, and Preliminary Environmental Screening Report

Discussion from the TAC on this agenda item included:

- A suggestion that the project actively invite stakeholders and members of the public to join the mailing list. This would be done by sending an email from the Project or the City with a link on it – interested parties would click on the link to be added to the mailing list. This method has been proven to be more effective than just having space on the project website for people to fill out and submit their contact information to be added to the mailing list.
- One TAC member asked what themes came out of the community open house related to the Barnum Station design effort. Staff attending the open house – Dean, Ken, Theresa – presented highlights, which included concerns about security at the station site; a desire for robust illumination; interest in access to the site and circulation within the site; train service at the station and the desire for creation of jobs and commercial development within the surrounding neighborhood.
- Another TAC member asked what was known about traffic patterns as a result of the project. David clarified that the team has some information about traffic, but the analysis to understand the traffic impacts and patterns as a result of the project is still ongoing.

3. Site and Station Layout Discussion

Mike McDonough and Sam Gardner led a presentation and discussion of the Barnum Station site and station layout, including:

- Desired outcomes of placing the station platforms
- Elements of the Barnum Station design
- Initial (Year of Opening) station buildout assumptions

- Horizon Year (2040) station buildout assumptions
- Cross-track access options (pedestrian bridge, pedestrian concourse)

The PowerPoint presentation includes several graphics that depict aspects of the station and site layout. Discussion from the group included:

- **Cross-Track Access:** Several questions arose from the cross-track access portion of the presentation, with TAC members questioning whether a concourse (or tunnel) would inherently create security concerns. The response to this question was that whichever option was selected (pedestrian bridge or concourse) it would be designed to maximize visibility. The group discussed the reasons behind the preference for an at-grade (concourse level) crossing, which included the topography of the site, construction staging, and convenience of the passenger. It was clarified that no decision on method of cross-track access would be made in the current phase of work. The design conducted in this phase is insufficient to determine whether crossing under the tracks is infeasible due to subsurface conditions. Both options will be included in the environmental review process.
- **Passenger Drop-off:** One TAC member asked how much space existed in the station plaza area for passenger drop-off. Sam responded that no final determinations have been made but that the space would be comparable to New Haven's Union Station. A discussion ensued about how to design a station to accommodate cars but not encourage access via vehicle, and a specific comment that the passenger drop-off area might be "too" conveniently located for vehicles. Rather, one TAC member emphasized (and many agreed) that the station should be built to encourage bicycling, walking, transfers from bus, and carpool, and to recognize that the future (2040) travel patterns are anyone's speculation.
- **GBT Connections:** The TAC representative from GBT asked about the bus stop locations. Sam clarified that the bus pullouts are located along Barnum Avenue, and are exclusive to transit. In addition, the City and project team will continue to coordinate with GBT on the location of future service, which could include bus service along Waterview Avenue and/or Seaview Avenue.
- **Pedestrian Traffic across Barnum:** The group had a conversation about pedestrian circulation and access to the site from north of Barnum Avenue. A request was made that the project look to centralize pedestrian movement across Barnum Avenue to one location, at a signalized intersection if possible.
- **Accommodating Shuttles:** A TAC representative pointed out that both Bridgeport Hospital and Lake Success are likely to run shuttles to and from the station, and requested that the site layout easily identify and accommodate where shuttles would enter and pick up/drop off passengers.
- **Street Network:** The creation of a grid north of Barnum Avenue was greeted with enthusiasm, particularly the extension of Maple Street east through the TOD site, it was also acknowledged that it might make sense to shift future north/south streets slightly to the west. The group discussed the priorities and rationale for improving circulation in the area, and agreed that this is outside the control of the Barnum Station design project. The planning and development of the street grid north of Barnum Avenue is not part of the Barnum Station Project.

- **Seaview Avenue:** David Willard (MNR TAC representative) raised the topic of elevating the Seaview Avenue crossing above the railroad tracks (rather than replacing the existing below track crossing). GBT also stated that Seaview Avenue could be the location for future bus service. Both of these will be taken into consideration.
- **United Illuminating:** VHB is actively coordinating with United Illuminating (UI), CTDOT, and MNR regarding the on-going railroad catenary system upgrades and installation of UI transmission line monopoles as part of the Baird to Congress project. Station elements, particularly the location of UI monopoles relative to the expanded railroad embankment wall and cross-track access locations are particularly important since the UI project is scheduled for completion prior to the station. It is anticipated that all involved parties will continue to coordinate as projects advance.

4. Early Findings from Analysis

Theresa Carr presented early findings from the transportation planning and environmental analyses, which included the project Purpose and Need Statement and ridership analysis. Slides describing early findings from the existing conditions and future no build conditions traffic analyses were deferred to the next TAC meeting (anticipated for September 2016) due to time constraints.

Purpose and Need Statement

Theresa described the Purpose and Need Statement as focusing on opportunity as opposed to deficiency. This includes the opportunity to serve both express and local train service, improve access for residents and employees, and to facilitate future transit-oriented development.

Ridership Analysis

Theresa presented early findings from the ridership analysis, which included:

- Assumptions of MNR and Shoreline East train service, with Amtrak service unknown
- Parking supply assumptions of between 500 and 550 spaces for Year of Opening, and up to 1,000 spaces for the Horizon Year (2040)
- Year of Opening build analysis projects a slight dip in ridership at the adjacent Stratford and downtown Bridgeport, with up to 600 passengers in total switching to Barnum Station
- This shift in ridership comprises less than half of the Year of Opening ridership at Barnum Station, which could indicate a high number of net new riders
- By 2040, ridership at all three stations (Stamford, Barnum, and downtown Bridgeport) is projected to increase over existing and Year of Opening levels
- Over half of the Year of Opening boardings at Barnum Station are projected to arrive on foot (walk access)
- Parking supply directly informs the number of boardings that arrive by car and park at the station. When parking supply is constrained for Year of Opening, parking access is limited to that available number (550 boardings/day). When parking supply is unconstrained for the 2040 Horizon Year, park access increases to 1,100 boardings/day.

The TAC held a discussion around the preliminary ridership findings:

- **Amtrak Service:** Theresa clarified that Amtrak service at Barnum station is unknown at this time, but that discussions are underway. Regardless, the station will be designed so that Amtrak trains could be accommodated.
- **New vs. Shifting Riders:** One TAC member asked if the number of net new riders was as simple as subtracting the decrease in riders from Stratford and downtown Bridgeport from the Barnum Station ridership total. Theresa clarified that it wasn't quite that simple, as other stations could be involved as well, but this painted part of the picture, indicating that the project could draw a substantial number of new riders from its Year of Opening.
- **Shuttles:** A TAC member requested that the analysis adequately take into account that shuttles are likely between the station and Bridgeport Hospital and Lake Success.
- **Walk Access:** The group discussed the number of people projected to walk to the station at some length, asking whether people will feel safe enough to walk to the station. Theresa clarified that perception of security is not an input to the model, and that the project would be designed with security and visibility in mind. Several TAC members voiced support for the walk access numbers, saying that they show that the station will provide value to the community.
- **Ridership Model:** Theresa was asked to describe the ridership model. She responded that the ridership model is called the Simplified Trips on Project Software (STOPS) model and relies on land use, demographic, trip pattern, and ridership data for Bridgeport and the metropolitan region.
- **Bus Access:** A question was asked about the bus access to the station, and it was clarified that the bus access relies on existing and planned future bus routes and schedules. A comment was made about the high bus access number (1,110 boardings/day) at the downtown Bridgeport station. This number was seen in a positive light.

5. Focus of Efforts – Next Three Months

David Wilcock provided an overview of the project schedule, that the project is completing the data collection and schematic design efforts and embarking on transportation planning and environmental analysis. The anticipated end date for the current phase of the project is spring 2017.

6. Next Steps and Adjourn

The TAC will regroup in September 2016 to discuss refined findings from the ridership and traffic analysis.

Statement of Accuracy:

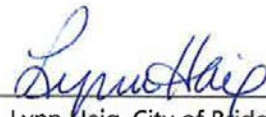
We believe these minutes accurately describe the discussion and determinations of this meeting. Unless notified to the contrary within 5 business days, we will assume all in attendance concur with the accuracy of these notes.

Notes Submitted by:



David C. Wilcock, P.E.

Notes Approved by:



Lynn Haig, City of Bridgeport

Distribution: Attendees
Project File 42157.00

ATTACHMENTS:

- Meeting Agenda
- Sign-in Sheet
- Copy of Meeting Presentation