

# I-95 Greenwich PEL Study

## Public Information Meeting #1

### Overview

**Project Number:** 0056-0324

**Project Name:** I-95 Greenwich Planning and Environment Linkages (PEL) Study

**Date of Meeting:** Wednesday, November 20, 2024, 6:30 – 9 p.m.

**Location of Meeting:** Greenwich High School Gym, 10 Hillside Road, Greenwich, CT 06830

**Subject of Meeting:** I-95 Greenwich Planning and Environment Linkages (PEL) Study, Public Information Meeting 1

### Attendees

There were 59 attendees\* at the I-95 Greenwich PEL Study Public Information Meeting (PIM) #1. See below:

| FIRST NAME | LAST NAME |
|------------|-----------|
| Nico       | Kaler     |
| Tyrell     | Fernando  |
| Fred       | Camillo   |
| Frank      | Baratta   |
| Gila       | Eban      |
| Beth       | Eaton     |
| Bob        | De Angelo |
| Rachel     | Khanna    |
| Rob        | Lockhart  |
| Holly      | Lockhart  |
| Marienne   | Zuck      |
| Anne       | Jones     |
| Karin      | Kenney    |
| Sabas      | Abuabara  |
| Dede       | Grossman  |
| Anne       | Tabacco   |
| Kristin    | Luntz     |
| Jennifer   | Klein     |
| Patty      | Roberts   |

| FIRST NAME | LAST NAME  |
|------------|------------|
| Elizabeth  | Eschimi    |
| Rob        | Fong       |
| Sophia     | Muce       |
| Tod        | Laudonia   |
| Bill       | Baker      |
| Tina       | Courpas    |
| Johanna    | Ottolinger |
| Vin        | DiMarco    |
| Ernst      | Schirmer   |
| Paule      | Falmont    |
| Ed         | Lane       |
| Hector     | Arzeno     |
| Rob        | Pepin      |
| Sarah      | Kreifman   |
| Lisa       | Zeitel     |
| David      | Weisbrod   |
| Michael    | Goldstein  |
| Elizabeth  | Leany      |
| Elona      | Coppola    |
| Heidi      | Matonis    |
| Hal        | Stillman   |
| Francia    | Alvare     |
| James      | Walsh      |
| Eleanor    | Bowman     |
| Juliet     | Stautner   |
| Crozer     | Martin     |
| Bret       | Rattray    |
| Susan      | Rattray    |
| Diane      | Perry      |
| Richard    | Vizzo      |
| Andrew     | Cohen      |

\*There were eight additional attendees that did not share their name.

## Study Team Members

| FIRST NAME   | LAST NAME  |
|--|------------|
| Joseph Belrose, Project Engineer                       | CTDOT      |
| Jonathan Dean, Project Manager                         | CTDOT      |
| Neil Patel, Principal Engineer                         | CTDOT      |
| Kim Lesay, Bureau Chief, Bureau of Policy and Planning | CTDOT      |
| Shannon Burnham, Public Involvement Manager            | CTDOT      |
| <b>Consultant Team</b>                                 |            |
| Becca Hall, Project Manager                            | CDM Smith  |
| Krista Goodin, Deputy Project Manager                  | CDM Smith  |
| Marian Hull, Public Outreach Lead                      | CDM Smith  |
| Belen Michelis, Public Involvement                     | CDM Smith  |
| Anna Ciacciarella, Public Involvement                  | CDM Smith  |
| Ted Stevens, Transportation Planner                    | CDM Smith  |
| Carl Duesler, Transportation Engineer                  | CDM Smith  |
| Scott Harley, Transportation Engineer                  | CDM Smith  |
| Josh Johnson, Transportation Engineer                  | CDM Smith  |
| Chris Lucas, Transportation Planner                    | CDM Smith  |
| Bob Finck, Noise Lead                                  | HMMH       |
| Ken Livingston, Public Involvement                     | FHI Studio |
| Sara Grossman, Public Involvement                      | FHI Studio |
| Raul Irizarry, Public Involvement                      | FHI Studio |

## Open House Stations and Display Boards

The Study Team conducted an open house session to provide the community with an opportunity to learn about the proposed project, address specific questions about the I-95 Greenwich PEL Study, and provide their input. The open house session featured 20 informational display boards, distributed across seven stations around the gymnasium:

1. Study Background Station
  - a. What is a PEL Study?
  - b. Study Schedule
  - c. PEL Study Transition to Projects
  - d. Study Area Map
  - e. Regional Growth and Community Considerations
2. Multimodal Conditions and Community Needs Station
  - a. Pedestrian and Bicyclist Locations and Deficiencies
  - b. Public Transportation Availability
3. Existing Traffic Conditions Station
  - a. Traffic Conditions during morning and evening peak periods on I-95
  - b. Traffic Conditions during AM and PM peak periods on U.S. Route 1
  - c. Top Origins and Destinations on I-95
  - d. Safety Analysis of I-95 Mainline and Ramps
  - e. Safety Analysis of I-95 Ramp Intersections and U.S. Route 1 Intersections
  - f. Roadway and Bridge Conditions
  - g. VISSIM Traffic Model – displayed on TV
4. Environmental Conditions Station
  - a. Environmental Considerations and Constraints
5. Noise Analysis Station
  - a. Noise Evaluation Process
6. Public Vision
  - a. Draft Vision
  - b. Draft Goals,
  - c. Preliminary Purpose
  - d. Preliminary Needs of I-95
  - e. Preliminary Needs of U.S. Route 1
7. Public Feedback

Study Team members used sticky notes to document visitors' additional thoughts, questions, or concerns regarding these boards. The contents of any boards with these notes are summarized below.

| BOARD   | NUMBER OF NOTES | CONTENT OF NOTES  |
|---|-----------------|---|
| Pedestrian and Bicyclist Locations and Deficiencies         | 7               | <ul style="list-style-type: none"> <li>• Raised crosswalks at curb extensions have landscaping that block sight lines</li> <li>• First-last mile bike access to MNR stations and bike parking is needed</li> <li>• Use town text line for public education on ped/bike safety and idling</li> <li>• Ped crossings for ADA/visually impaired should be concurrent vs. exclusive pedestrian phase</li> <li>• Post Road at high school not safe for peds or bikes</li> <li>• Mianus River- bike crossing needed along I-95?</li> <li>• Bicycle (not visible in photo) over/by MNR bridge?</li> </ul> |
| Traffic Conditions – I-95                                   | 1               | <ul style="list-style-type: none"> <li>• Queue spillage from Exit 3 on SB I-95</li> </ul>   |
| Traffic Conditions – U.S. Route 1                           | 8               | <ul style="list-style-type: none"> <li>• School zone ped lights</li> <li>• Orchid Street operates poorly, ped safety w/ Cos Cob Elementary, keep exclusive ped phase</li> <li>• Don't block the box sitting in long intersection</li> <li>• Bad daily speed (illegible), ped confusion due to offset signal phasing issues</li> <li>• Bridge condition (Route 1 over Mianus River)</li> <li>• Disincentivize I-95 traffic on local roads</li> <li>• Folks trapped in right turn lane at Atwater really bad going NB</li> <li>• More bike lanes</li> </ul>   |
| Safety Analysis of I-95 Mainline and Ramps                  | 2               | <ul style="list-style-type: none"> <li>• Exit 9 many crashes with high speeds</li> <li>• Broken fence lets deer on I-95 (near Exit 5)</li> </ul>  |
| Safety Analysis of I-95 Ramp and U.S. Route 1 Intersections |                 | <ul style="list-style-type: none"> <li>• Concurrent ped may cause more crashes</li> <li>• Need to include "cut thru" roads esp. w/o sidewalk</li> <li>• This map appears not to consider half the people working near Exit 3 drive on the local roads around Bruce Park to get on I-95 north from Exit 4</li> </ul>   |
| Roadway and Bridge Conditions                               | 1               | <ul style="list-style-type: none"> <li>• In northbound of Exit 3 on-ramp – concerns about cones, lane drops</li> </ul>  |
| Draft Vision  | 1               | <ul style="list-style-type: none"> <li>• Vision doesn't include quality of life, noise, air pollution</li> </ul>  |
| Preliminary Needs of I-95                                   | 3               | <ul style="list-style-type: none"> <li>• Exit 3 and 4 landscaping</li> <li>• U.S. 1 by car dealers key intersections, Exit 4 off RR Bridge no signage, many lights</li> <li>• Environmental impact of I-95</li> </ul>   |

| BOARD                             | NUMBER OF NOTES | CONTENT OF NOTES  |
|-----------------------------------|-----------------|---|
| Preliminary Needs of U.S. Route 1 | 9               | <ul style="list-style-type: none"> <li>• Would like to see more thru trains going north instead of having to change trains</li> <li>• Buses don't stop for blind. Find (illegible)</li> <li>• Signals concurrent on U.S. 1. Blind? Accessibility?</li> <li>• Improve bike lanes access to train stations because train parking is #1 expensive #2 long wait list to get paid annual permit</li> <li>• North St. and U.S. 1 congestion, biking on U.S. 1</li> <li>• Wildwood Drive very loud</li> <li>• Town going to concurrent vs exclusive signals?</li> <li>• Stanwich Rd. and people coming out of Pine Ridge Rd. – extremely dangerous – fast traffic coming from both directions/bad visibility</li> <li>• Add Board of Estimations and Taxes and (illegible) to PAC</li> </ul> |

As members of the public arrived and signed-in at the welcome table, they were provided with cardstock “passports” designed to guide them through the open house and encourage participation at each station. This incentive encouraged the public to visit each station and view the formal presentation, receiving a sticker at each station. Once completed, members of the public could return their passports to the welcome table for entry into a raffle for a chance to win a \$100 Visa gift card.

During the open house, members of the public were invited to view the formal presentation on demand, displayed on a large projector screen in a dedicated room.

Every effort was made to have the meeting accessible and inclusive. The meeting venue was ADA accessible. Language assistance and/or ADA accommodations were provided at no cost to the public and efforts were made to respond to timely requests for assistance. Persons needing language assistance or ADA accommodations were asked to request assistance by contacting the Department's Language Assistance Line at (860) 594-2109, at least five (5) business days prior to the meeting. Persons having a hearing and/or speech disability could dial 7-1-1 for the Telecommunications Relay Service (TRS) and instruct the operator to contact (860) 594-2243.

The formal presentation had closed captions, and iPads were also available at the open house for the public to view the formal presentation on demand with Haitian Creole closed captions or in Spanish with Spanish closed captions. Two Spanish speakers were available on site and materials were made available on the study website in Spanish and Haitian Creole and were available to the public on the iPads, as well. However, no public attendees requested language assistance or utilized the iPads with the additional language materials during the open house.

## Public Feedback

Public feedback was collected primarily at the Public Feedback Station, and included the following activities and opportunities for public comment:

- Public formal comment forms: Members of the public were invited to offer formal comments by filling out a comment form.
- Social Pinpoint survey: Members of the public were encouraged to complete a survey questionnaire to share feedback and a digital mapping activity to comment on specific locations across the study area.
- Mapping activity: Members of the public were invited to map concerns or ideas on an aerial study area community map and write additional notes on sticky notes. Themes included:
  - Bicycle
  - Noise
  - Pedestrian
  - Ideas or Suggestions
  - Intersection
  - Speed
  - Roadway
  - Win
  - Lighting
  - Accessibility
  - Traffic
  - Truck
  - Merge
  - Public Transit
  - Crash
  - Signalized Light

Study area community map stickers and additional comments are summarized below.

| THEME   | NUMBER OF STICKERS | ADDITIONAL COMMENTS   |
|---------|--------------------|---|
| Bicycle | 15                 | <ul style="list-style-type: none"> <li>• I would like to bike to the pool from Pemberwick with a bike trailer to carry beach stuff with me please</li> <li>• Access to Western from Pemberwick (middle school) currently not bikeable!!!! Western Jr Highway dangerous for bike</li> <li>• Bike lane (safe) from border with NY to downtown Greenwich please!</li> <li>• In N.Y. City bike paths are causing severe traffic problems</li> <li>• Bike paths to be able to bike from one to another end of Greenwich for sports, schools, work, etc.</li> </ul> |

| THEME                | NUMBER OF STICKERS | ADDITIONAL COMMENTS   |
|----------------------|--------------------|---|
| Pedestrian           | 4                  | <ul style="list-style-type: none"> <li>• Crosswalk on Route 1 border with Port Chester please!!</li> <li>• Fix the pedestrian access (the rock path) between the end of Greenwich and Byram Terrace Dr. (Pemberwick kids use it to walk to Western Middle)</li> <li>• No sidewalk or bike paths currently</li> <li>• "Complete streets" for all schools and big fields for kids. Maybe all along Route 1</li> <li>• Elm and Greenwich – better crosswalks</li> <li>• Greenwich Ave/Lewis St – better crosswalks (tons of people)</li> <li>• Make areas around schools for buses, handicap, and pedestrian only</li> </ul> |
| Noise                | 3                  | <ul style="list-style-type: none"> <li>• This area has excessive noise from I-95. Road is slightly elevated. Noise travels down Indian Harbor Drive and Bruce Park.</li> <li>• Please advocate for noise barrier walls here between Exits 4 and 5</li> <li>• Add plexiglass barrier to prevent objects falling from overpass and reduce noise at Greenwich Historical Society</li> </ul>  |
| Ideas or Suggestions | 2                  | <ul style="list-style-type: none"> <li>• Valley and Hemlock and parallel to Route 1. Make it one way and turn one lane into a non-driving vehicle path for bikes and others to get downtown</li> <li>• The fence between I-95 and Center Drive is broken</li> </ul>   |
| Win                  | 2                  | <ul style="list-style-type: none"> <li>• Signage for narrow roads with no shoulder</li> </ul>   |
| Traffic              | 2                  |   |
| Intersection         | 1                  | <ul style="list-style-type: none"> <li>• Intersection: Benedict and US Route 1. Remove sign that restricts turn right on red</li> <li>•</li> </ul>  |
| Speed                | 1                  | <ul style="list-style-type: none"> <li>• Rt 1 especially downtown Greenwich has become very crowded during rush hours – raise speed limit?</li> </ul>   |
| Crash                | 1                  |   |



## Comment Summary

There were 15 formal comments received, and 3 surveys completed during the I-95 Greenwich PEL Study Public Information Meeting.

## Event Photos



Figure 1: Attendees viewing display boards



Figure 2: Attendees looking at the noise results map



Figure 3: Comments on the study area community map



Figure 4: Children with branded coloring sheet



Figure 5: Recorded presentation in Room 900



Figure 6: Attendees pointing at noise results map

## Advertisement Efforts

To maximize outreach and ensure equitable awareness of the public information meetings, a comprehensive and inclusive advertisement strategy was implemented across a variety of platforms.

Social media served as a cornerstone of the outreach efforts, with advertisements promoted on Facebook, Instagram, and X. Targeted advertisements were crafted to engage accounts associated with zip codes in the study area, ensuring focused reach to residents and stakeholders most directly impacted by the study. In addition, social media posts were shared on the study's platforms, tagging specific organizations and community leaders to encourage them to share the information within their networks.

Complimenting the digital advertisements, printed materials were utilized to broaden accessibility and visibility. Flyers, available in English, Spanish, and Haitian Creole, were displayed on CTtransit buses, targeting daily commuters within the region. Additional outreach extended to 12 community-based



organizations, which were provided with multilingual flyers (English, Spanish, and Haitian Creole) and informational materials to share within their networks, further amplifying the reach to underrepresented populations. 5,350 postcards were also mailed to community members.

Greenwich High School provided their support by sharing the flyer to its school community, leveraging its connection to families and educators. Local government also played an instrumental role, with the First Selectman spotlighting the open house and virtual public meeting in the weekly digital newsletter to the broader community. The Town of Greenwich contributed further by prominently displaying the meeting information on its website banner and calendar, ensuring residents visiting the town's website were informed.

Print and online media were also utilized in advertising efforts. Legal advertisements were published in several prominent outlets, including *La Voz Hispana*, *Greenwich Sentinel*, *Greenwich Times*, *Stamford Advocate*, and *Greenwich Free Press*. These publications were selected to provide coverage across various demographics and geographic segments of the study area community.

The meeting was also posted on the Connecticut State Agency Public Meeting calendar and a Press Release was issued by the Connecticut Department of Transportation. An email was also sent to all registered stakeholders from the study email address and the recorded presentation and display boards were posted to the study website in advance of the meeting.

This robust and diversified outreach approach effectively raised awareness, fostered engagement, and ensured the public information meeting was accessible to a wide and diverse audience, reinforcing the commitment to transparency and inclusivity in the public involvement process.