

Planning for the I-95 Stamford Improvements and Metro-North / Myrtle Ave Bridge Reconstruction

Project Advisory Committee Meeting

June 27, 2023



I-95 Stamford
Planning and Environment Linkages Study



CTDOT Study Team



Mike Calabrese, PE
Division Chief

Nilesh Patel, PE
Principal Engineer

Jonathan Dean, PE
Project Manager

Joe Belrose, EIT
Project Engineer

Consultant Support



Traffic Modeling
Impact Assessments Lead



Alternatives
Development



Environmental Resources
Assessments Lead



Constructability/
Phasing Lead



Benefit/Cost
Analysis



PEL Study/
Documentation

Tighe&Bond



Traffic Modeling
Impact Assessments Support



Environmental Resources
Assessments Support



Traffic Support



Public Outreach Lead



Environmental Resources
Assessments Support

**FREEMAN
COMPANIES**



Geotechnical



Survey



Cultural - Historic &
Archaeological Resources



Section 4(f)



3D Design Visualization



Environmental Resources
Assessments Support



GARG
Consulting Services, Inc.



Catenary Design



Railroad Coordination

Consultant Speakers



John Eberle

Project Manager, Stantec Consulting



Marcy Miller

Community Engagement Lead, FHI Studio



Emily Valentino

Transportation Engineer, Deputy Project Manager, Stantec Consulting

Agenda



1. Welcome & Introductions
2. Project Advisory Committee
3. Study & PEL Process Overview
4. Existing Conditions Assessment
5. Schedule & Next Steps
6. Keys to Success
7. Discussion
8. Adjourn



Project Advisory Committee

PAC Introductions & Composition



Stamford Traffic	Stamford Mayor's Office	Cove Neighborhood Association	East Side Partnership	West Side Neighborhood Revitalization Zone	Western CT Council of Governments
Glenbrook Neighborhood Association	Stamford Chamber	Mill River Park Collaborative	American Automobile Association	UConn Stamford	Motor Transport Association of Connecticut
Stamford Americans with Disabilities Act Advisory Council	South End Neighborhood Revitalization Zone	People Friendly Stamford	Charter Communications	Downtown Stamford	Empire Reality Trust

PAC Composition



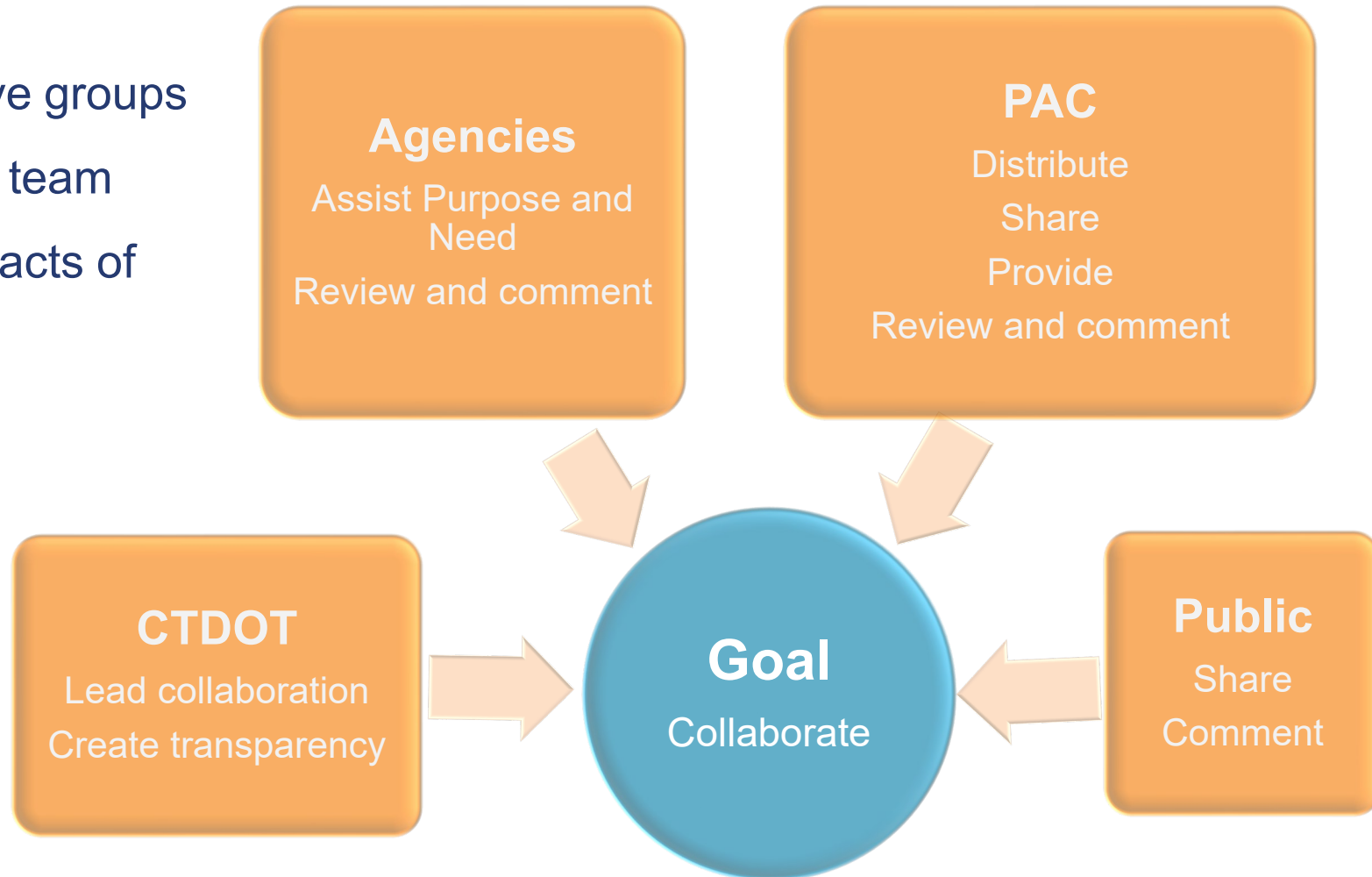
- Each organization provides one representative and one alternate, if desired
- Representatives include City, business, neighborhood, and non-profit groups
- Opportunities for new member groups



Roles and Responsibilities



- **Distribute** information to respective groups
- **Share** group objectives with study team
- **Provide** input on benefits and impacts of potential recommendations
- **Review and comment** on draft study materials



Meeting Frequency & Protocol



- Quarterly for 18 months
- PAC preferences?
 - Day of week
 - Time-of-day
 - In-person vs. virtual



Meeting Materials

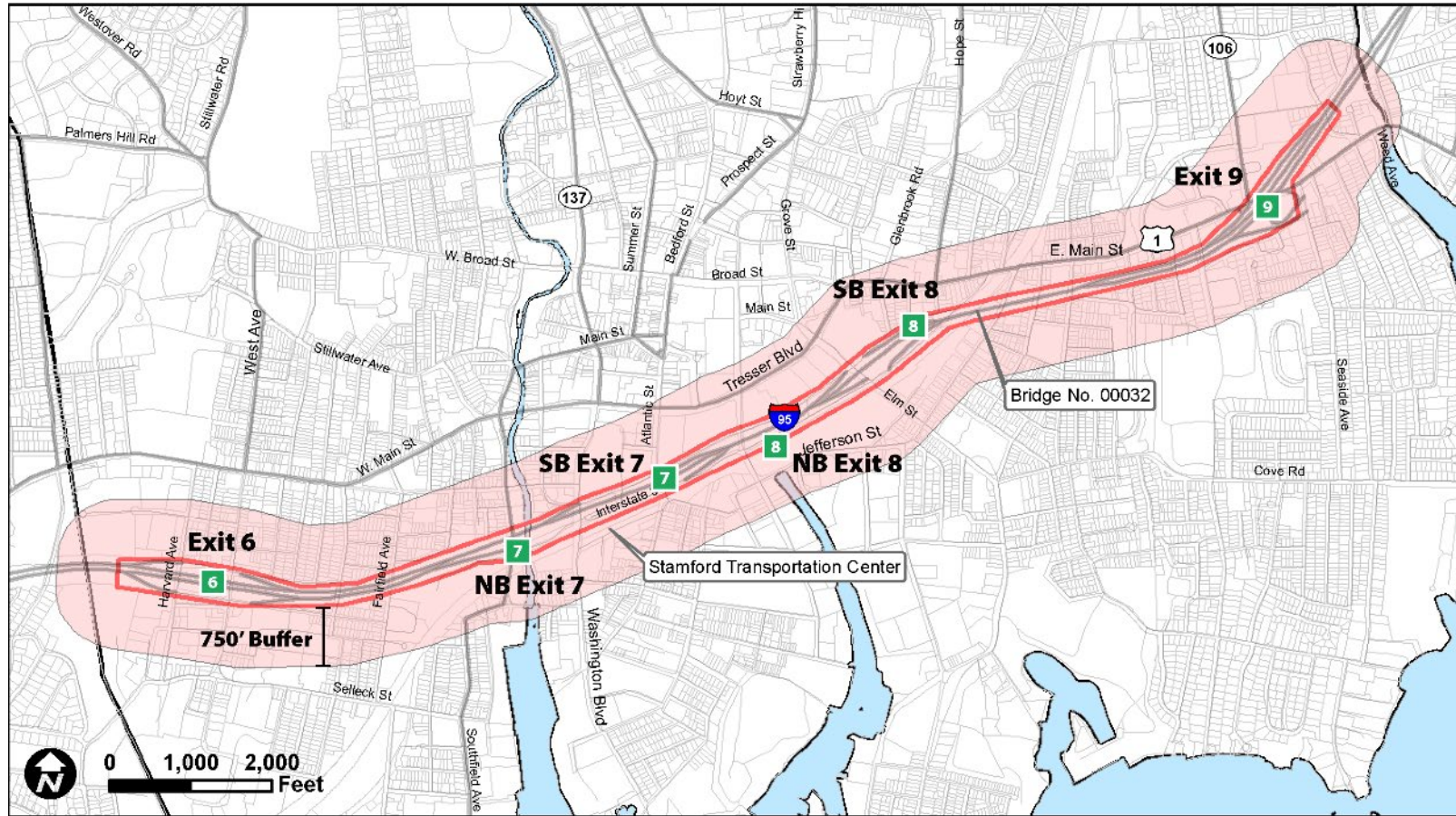


- Draft agenda posted to website one week prior to meeting
- Presentation posted to website one day prior to meeting
- Meeting notes and video / recording (if available) will be posted after meeting, once approved



Study & PEL Process Overview

Where is the Study?



Study Area

- Study Area (750' Buffer)
- Project Area

I-95 Stamford

Planning and Environmental Linkages Study



What is a PEL Study?

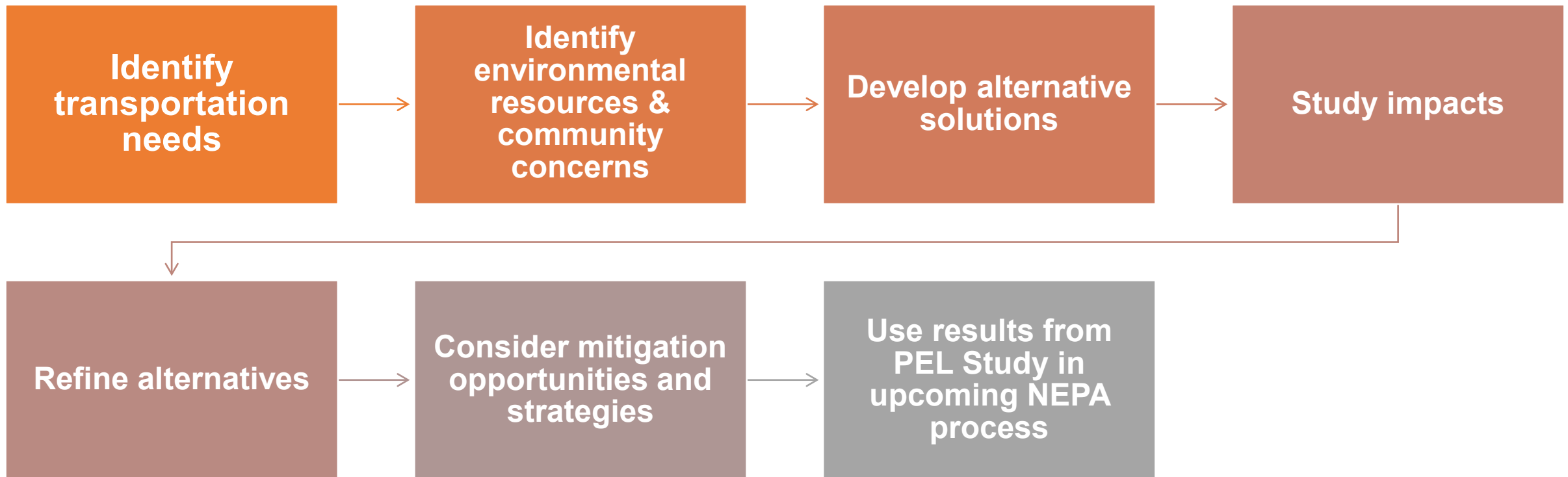


- Planning and Environment Linkages (PEL)
- Federal Highway Administration recognized process
- Connects transportation planning and environmental/ community concerns
- More information at:
www.environment.fhwa.dot.gov/env_initiatives/PEL.aspx
- Informational video: <https://youtu.be/kc44jvF8kAg>



*Image Credit: FHWA,
www.environment.fhwa.dot.gov/env_initiatives/PEL.aspx*

PEL Study Process



Community engagement occurs throughout entire process!

Benefits of PEL Studies



Shortens NEPA timeline / accelerated project delivery



Early identification of local stakeholders



Consistency with federal and state laws / regulations



Engaging non-transportation agencies in decision-making process



Better-inform project selection to State Transportation Improvement Program



Fostering relationships between CTDOT and public



Enhanced DOT coordination with local governments and agencies



Creating better, more responsive outcomes for the entire community

On-going Tasks



- Preliminary corridor and infrastructure assessments
- Data collection and preliminary traffic assessments (e.g., existing, no build)
- Needs and Deficiencies analysis
- Preliminary Purpose and Need Statement
- Concept development for improvements
- Stakeholder and public engagement



Developing Purpose and Need



A **vision** for I-95 corridor between Exits 7 and 9 will:

- Address I-95 bridge over MNRR and Myrtle Ave
- Improve traffic operations-and mobility in corridor and surrounding local network

Preliminary **goals** include:

- Improve traffic mobility and reliability of I-95
- Improve multi-modal connectivity and livability within corridor
- Enhance mobility equity



Existing Conditions

Concept Design Considerations

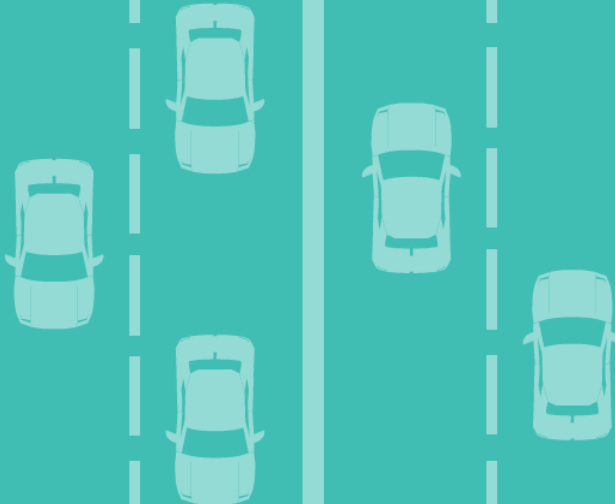
Physical Constraints



- Limited right-of-way
- On-ramp configuration
- Major utilities
- Stamford Transportation Center/CT **transit** facilities
- Railroad
- Maintenance & protection of traffic
 - Mainline
 - Ramps
 - Surface roads
- Bridge 00032



Fast Facts



200,000 +
vehicles use
the mainline
and ramps in
Stamford daily.



With 3000+ boardings, the
341 bus line between Stamford and
Norwalk has the highest number of
bus boardings in Stamford.

1,500 +
pedestrians
use South State St
to cross under
I-95 daily.

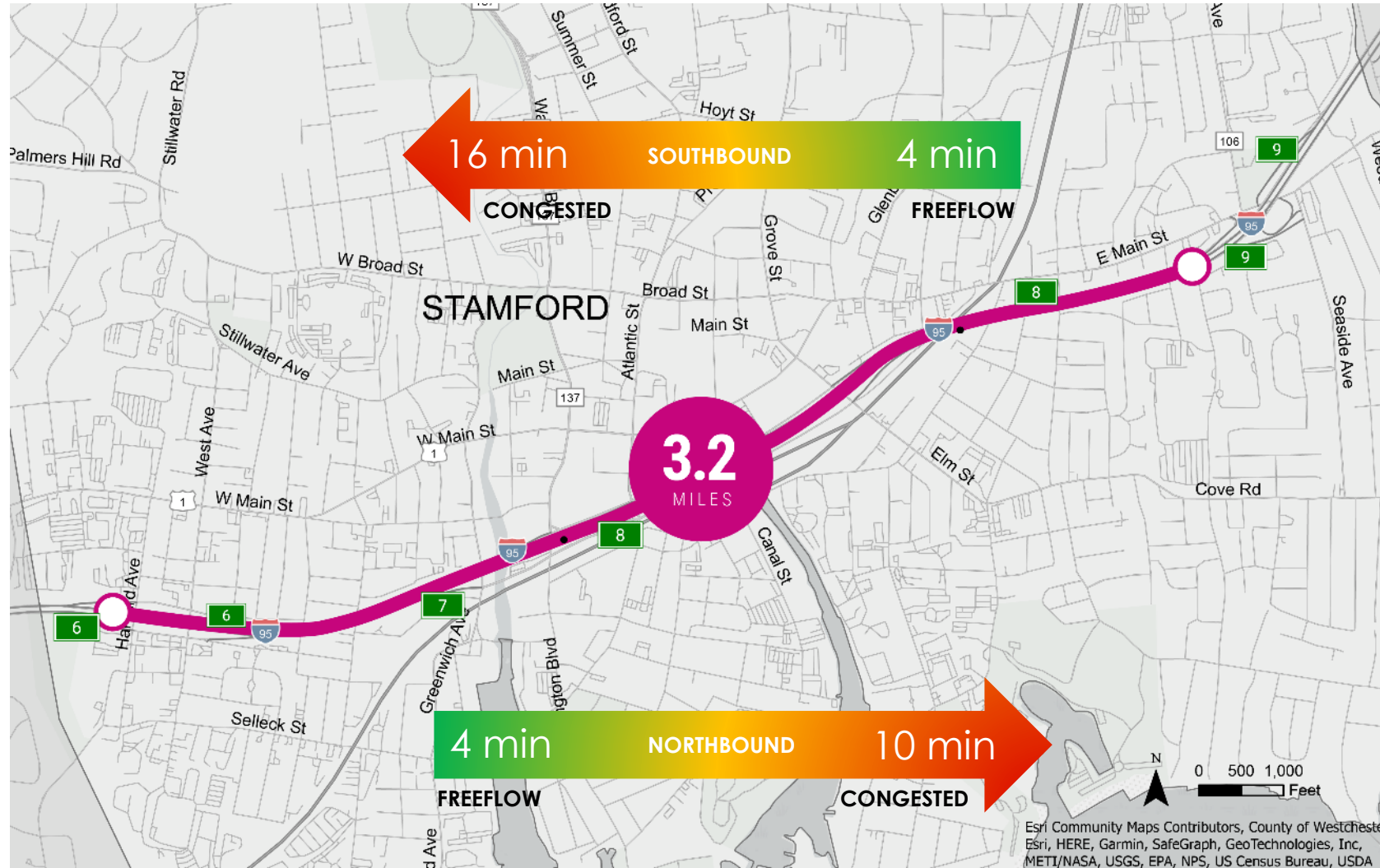


**The second busiest
station** in the Metro-North
Railroad network is Stamford,
making up 21% of ridership on
the New Haven Line.



I-95 Travel Time

- Non-congested (free-flow) travel time:
 - ~4 minutes from Exit 6 to Exit 9
- Travel time increases during congestion:
 - Southbound AM peak: 16 minutes (12 mph)
 - Northbound PM peak: 10 minutes (19 mph)



Level of Service (LOS) Classifications

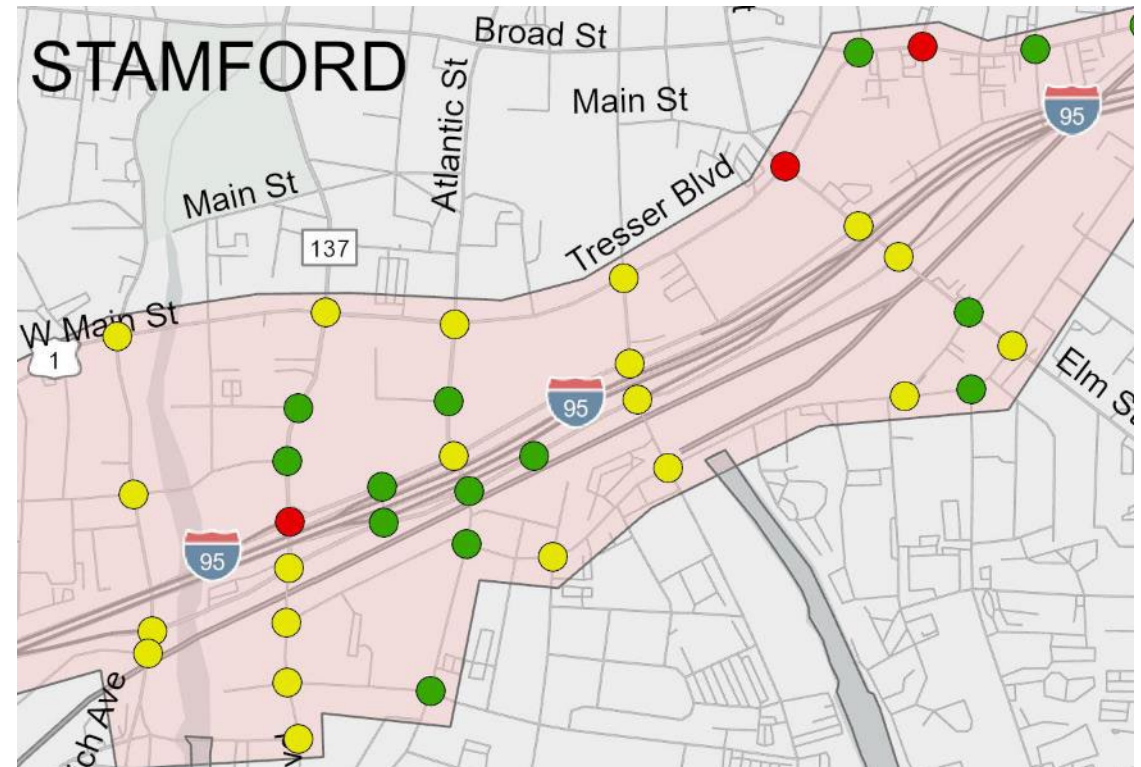


LOS A / LOS B	LOS C / LOS D	LOS E / LOS F
Best	Acceptable	Failing / deficient
Free flow traffic, few travel speed / mobility restrictions	Some travel speed / mobility restrictions	Significant travel speed / mobility restrictions; Demand exceeds capacity
No delays	Minimal / acceptable delays	Significant delays


Intersection LOS Results (Morning)




- Most intersections operate at LOS D or better
- 3 of 50 signalized intersections operate below acceptable range:
 - LOS E: N. State St at Washington Blvd
 - LOS E: Elm St at Tresser Blvd
 - LOS E: E Main St at Glenbrook Rd



Legend

 Study Area

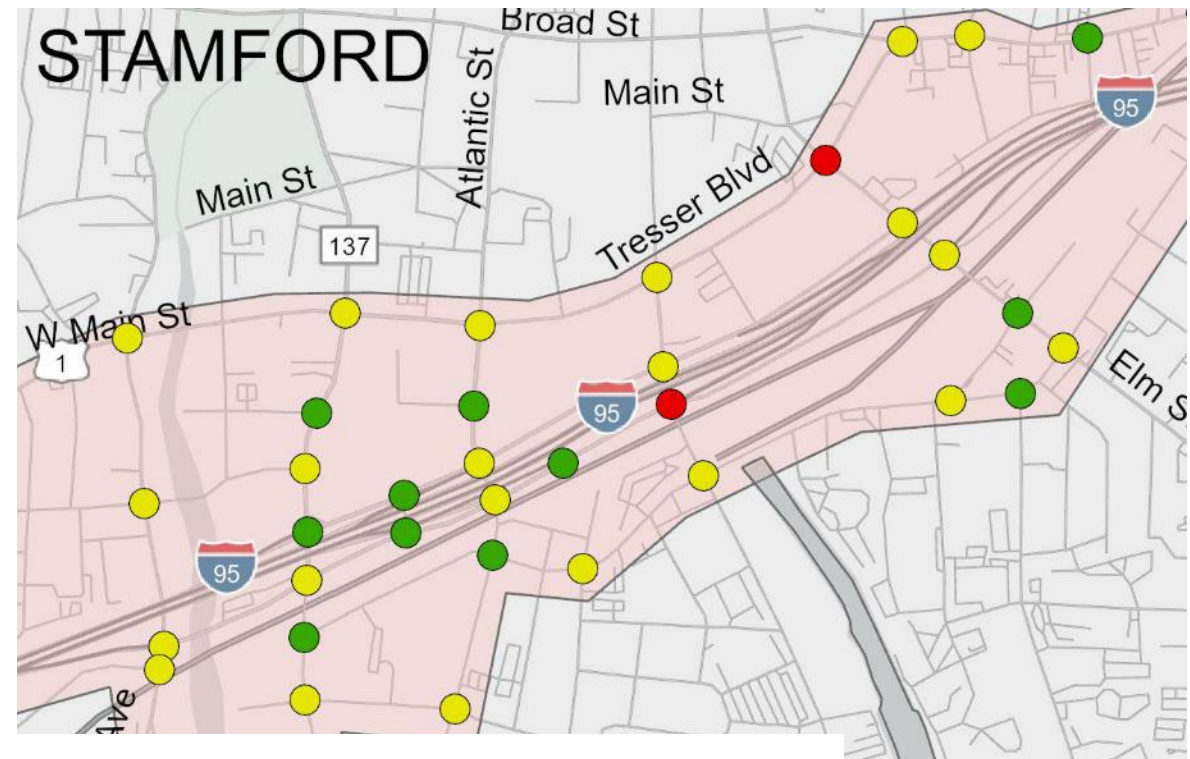
Level Of Service - Weekday AM

-  LOS A/B
-  LOS C/D
-  LOS E/F

Intersection LOS Results (Evening)



- Most intersections operate at LOS D or better
- 2 of 50 signalized intersections operate below acceptable range:
 - LOS E: S. State St at Canal St
 - LOS E: Elm St at Tresser Blvd



Legend

 Study Area

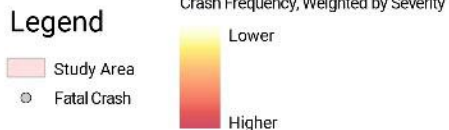
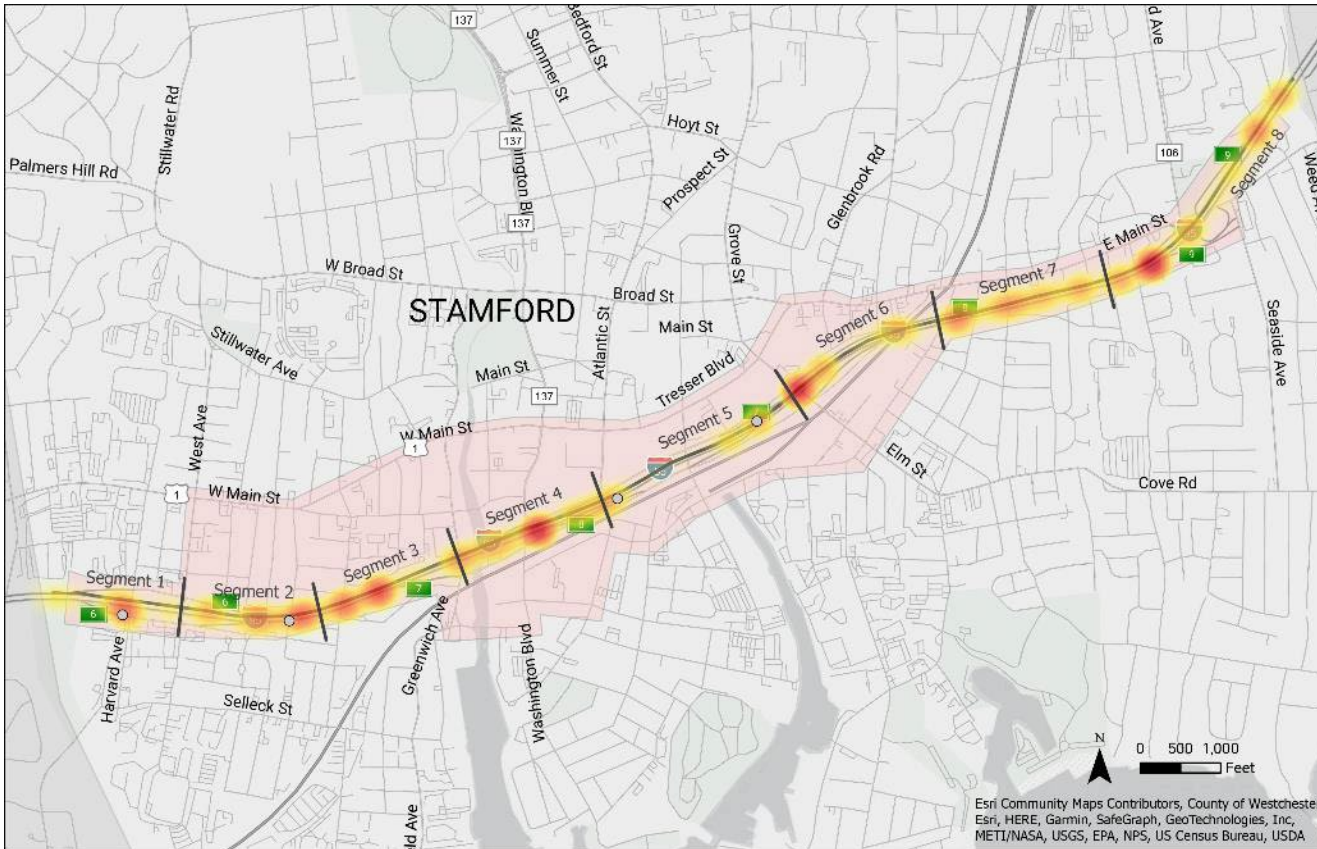
Level Of Service - Weekday PM

 LOS A/B

 LOS C/D

 LOS E/F

Crashes on I-95

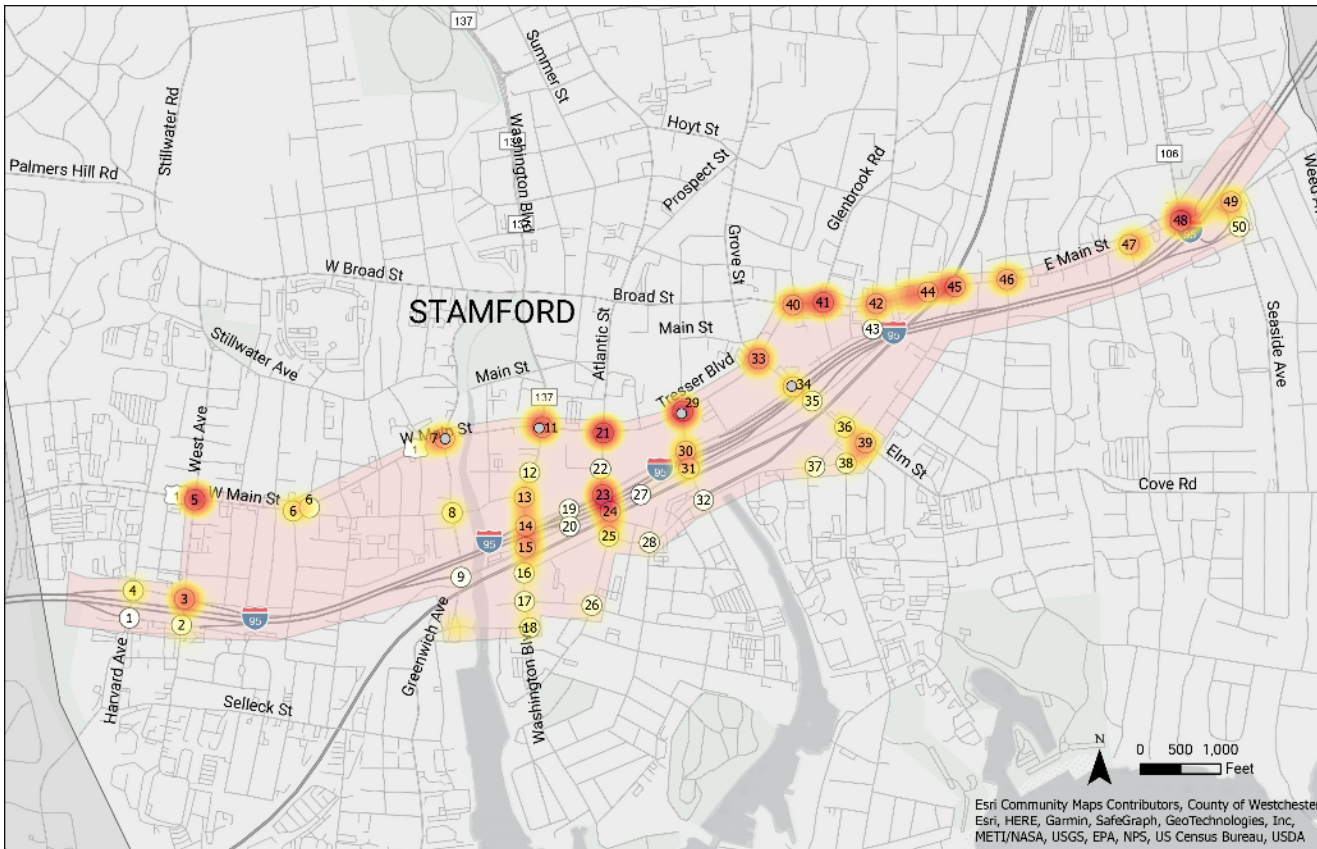


- Five years of crash data (2016-2021)
- Crash clusters occur on curves and at ramp merges
- Segment 5, with fewest crashes, is a straightaway and does not have ramp merges
- Four fatalities on mainline or ramp

Crashes at Stamford Intersections



- Five years of crash data (2016-2021)
- 48 signalized, 2 unsignalized
- U.S. Route 1 (East Main St) at Glenbrook Rd has highest crash rate
- Crash clusters occur along Route 1 and Atlantic St
- Four fatalities, three along Route 1



Key Resources



Visual resources

Socioeconomics

Environmental justice

Bicycle, pedestrian, and transit

Hazardous materials

Sec. 106 - historic and archeological

Sec. 4(f) - public-owned parks, recreation lands, wildlife/waterfowl refuges, historic sites

Sec. 6(f) – Land and Water Conservation Fund areas

Threatened and endangered species

Wetlands and water resources

Coastal resources

Floodplains / floodways

Tidal flooding and storm surge

Climate change/resiliency

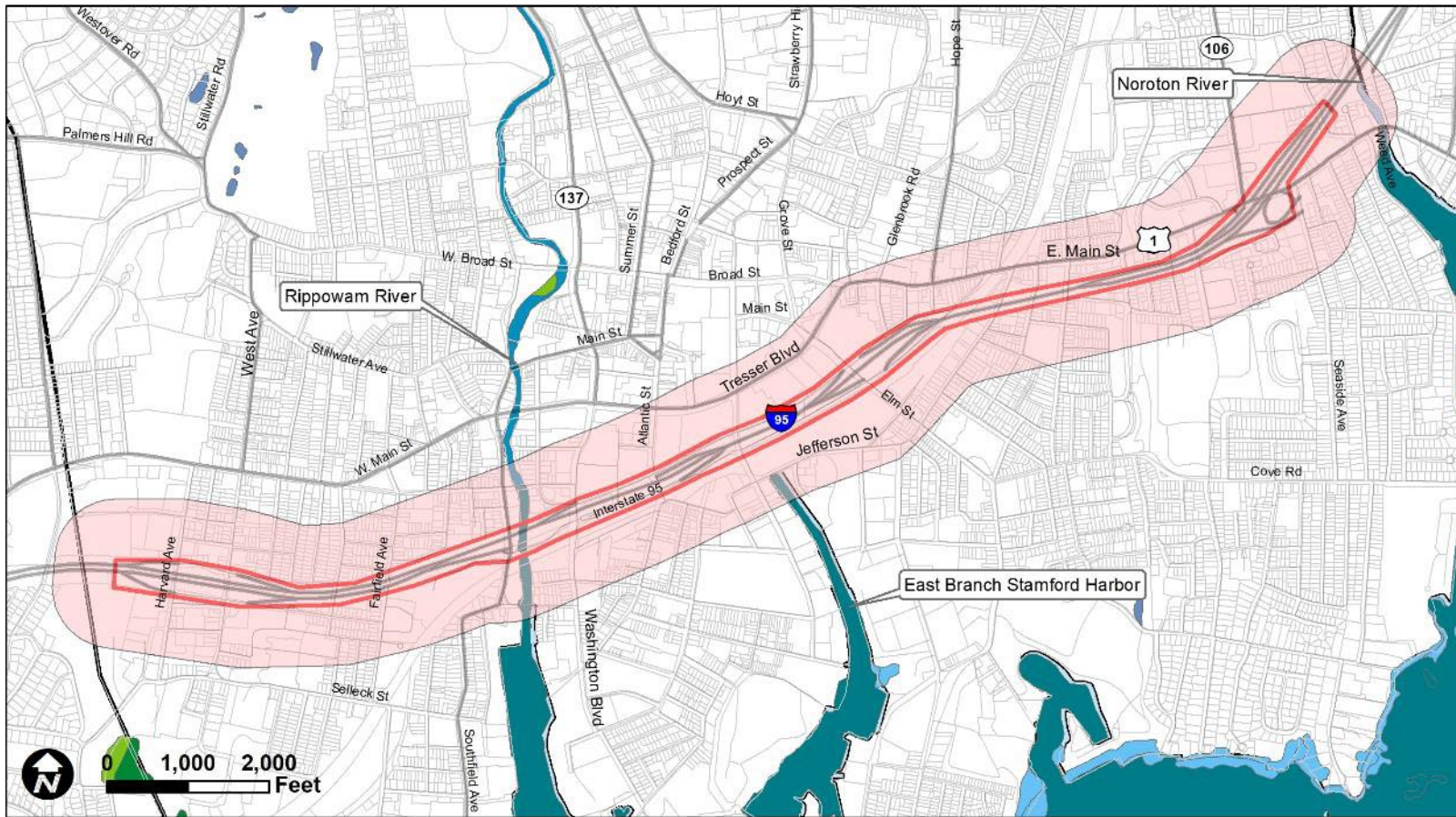
Greenhouse gas emissions

Air quality

Noise

Key Resources

Wetlands and Watercourses



- I-95 crosses both Rippowam and Noroton Rivers
- Vegetated wetlands border rivers
- Rare species not known to be present in study area

Wetland and Watercourse Resources

Study Area	Freshwater Forest and Shrub Wetlands	Estuarine and Marine Deep Water
Project Area	Freshwater Emergent Wetland	Freshwater Ponds
	Estuarine and Marine Wetlands	Riverine

Source: CTDEEP, NWI 2022

Key Resources

Wetlands and Watercourses



Rippowam River, view south from Richmond Hill Ave



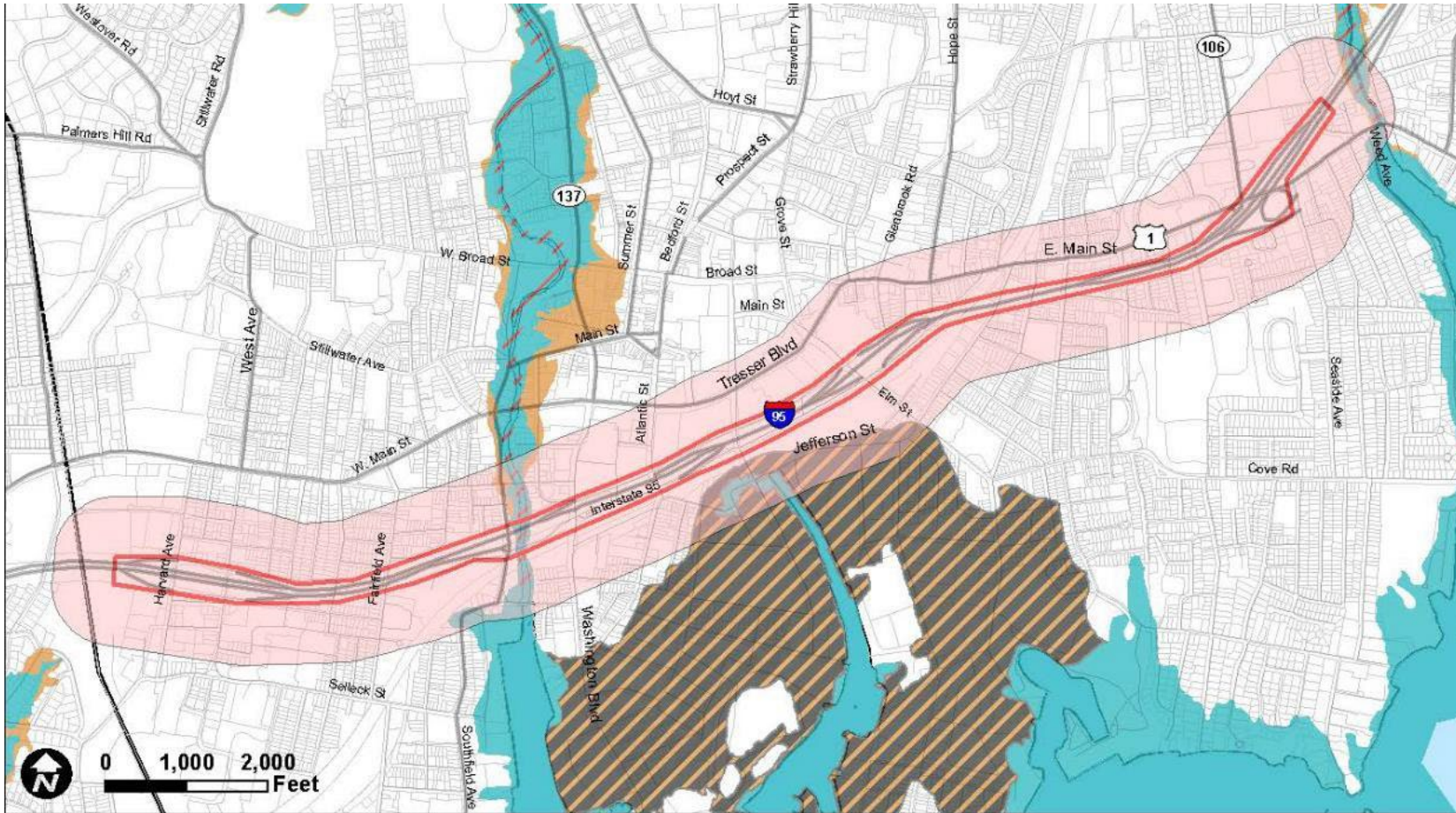
Rippowam River, view north from State St



Noroton River, view south to I-95

Key Resources

Floodplains



Floodplains

- Study Area
- 1% Annual Chance Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Regulatory Floodway
- Area with Reduced Risk Due to Levee

I-95 Stamford

Planning and Environmental Linkages Study

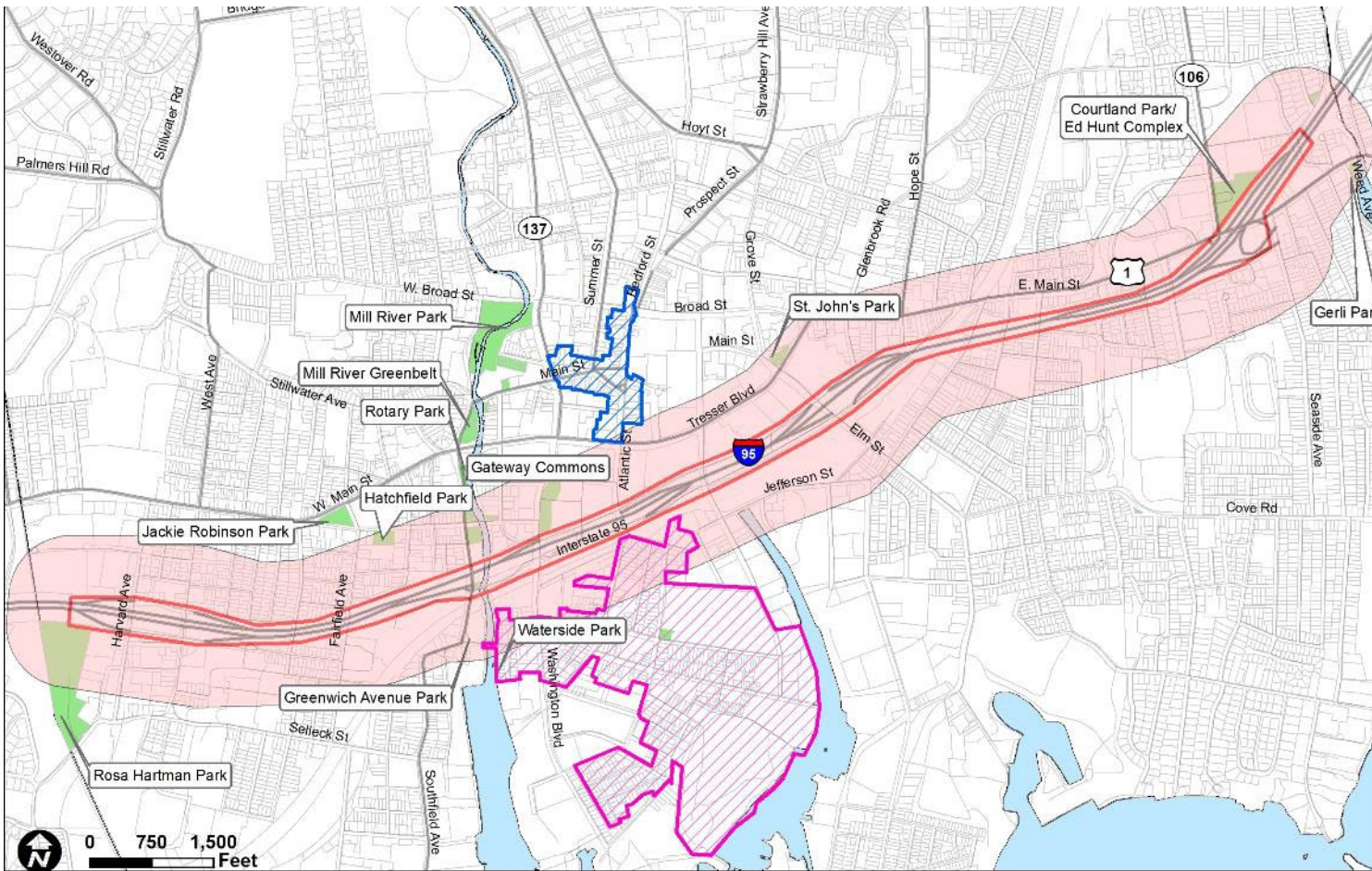


Key Resources

Historic and Recreational Section 4(F) Resources



- South End and Downtown historic districts
- Mill River Park
- Courtland Park
- Gateway Commons



Key Resources

Cultural Resources and Section 4(f)



Section 4(f): Publicly owned parks and recreation areas



Section 4(f): Historic properties



Key Resources

Cultural Resources and Section 4(f)



Numerous historic buildings and districts in study area, including:

- Old Main Post Office at 421 Atlantic St (1916)
- Pike house at 164 Fairfield Ave (1880)
- Church of the Holy Name at 325 Washington Blvd (1925)

Old Main Post Office
Photo credit: AHS Inc, 2022



Pike House
Photo credit: AHS Inc, 2022

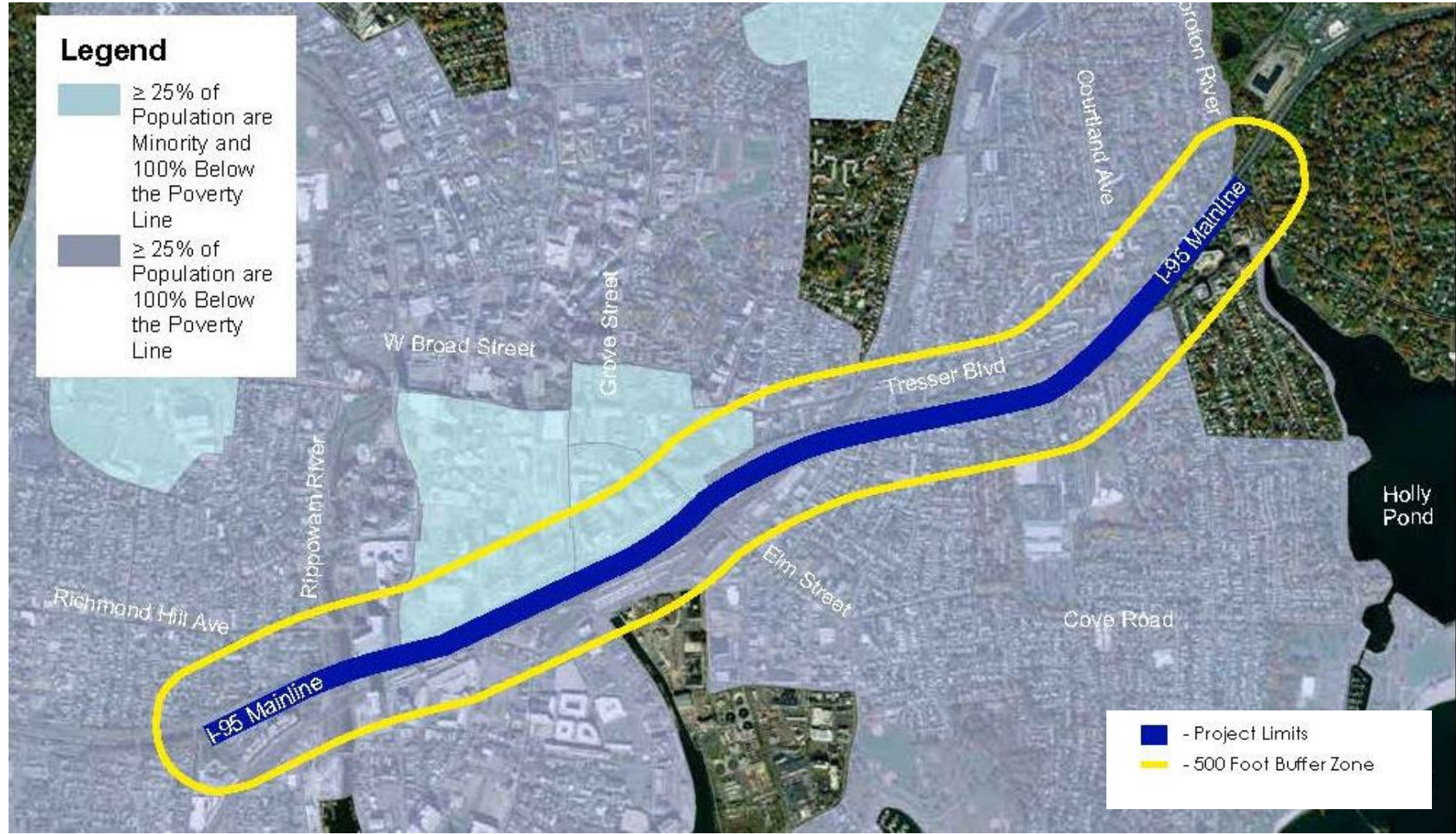


Church of the Holy Name of Jesus Christ,
Photo credit: AHS Inc, 2022



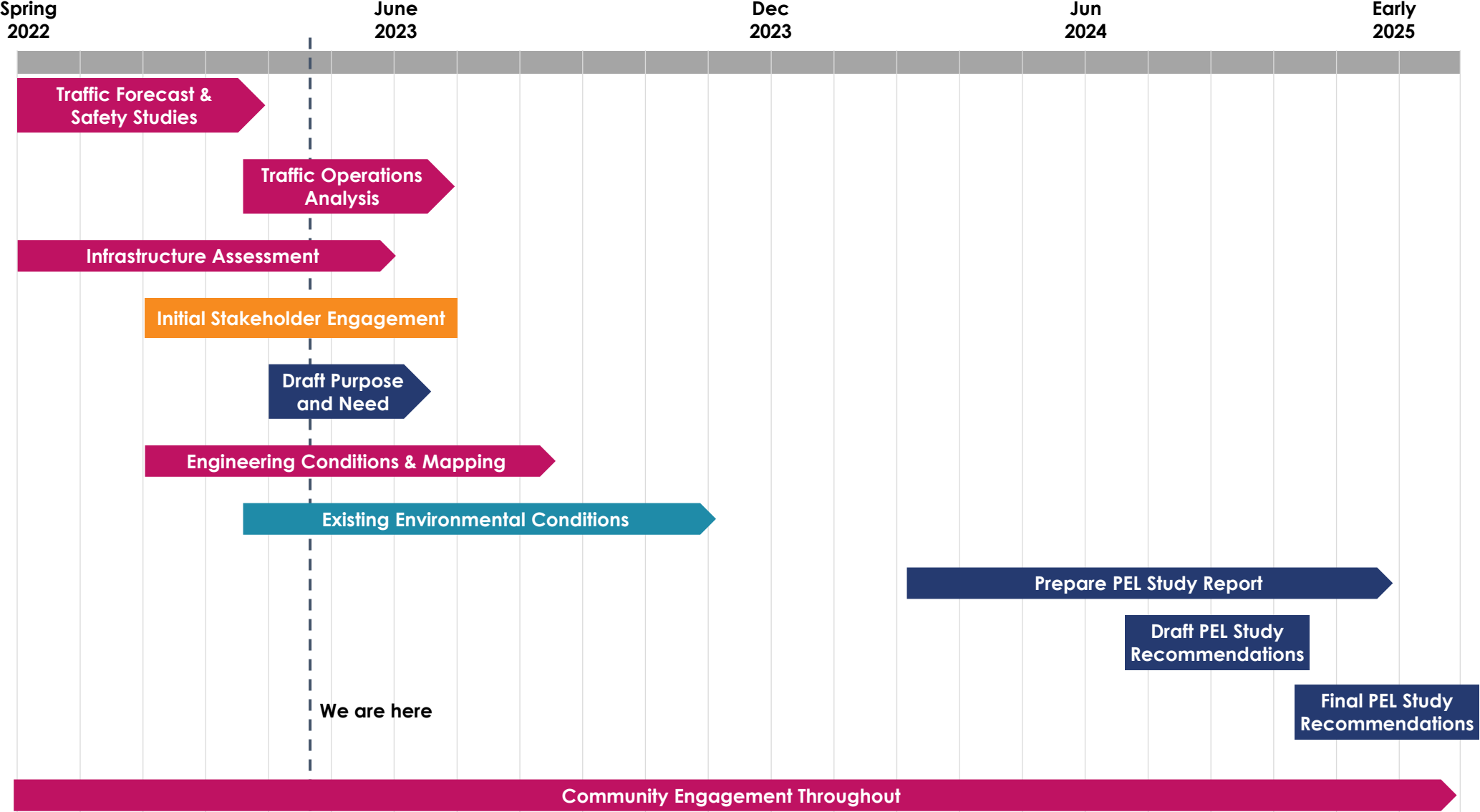
Key Resources

Low Income and Minority Neighborhoods Adjacent to I-95 Corridor

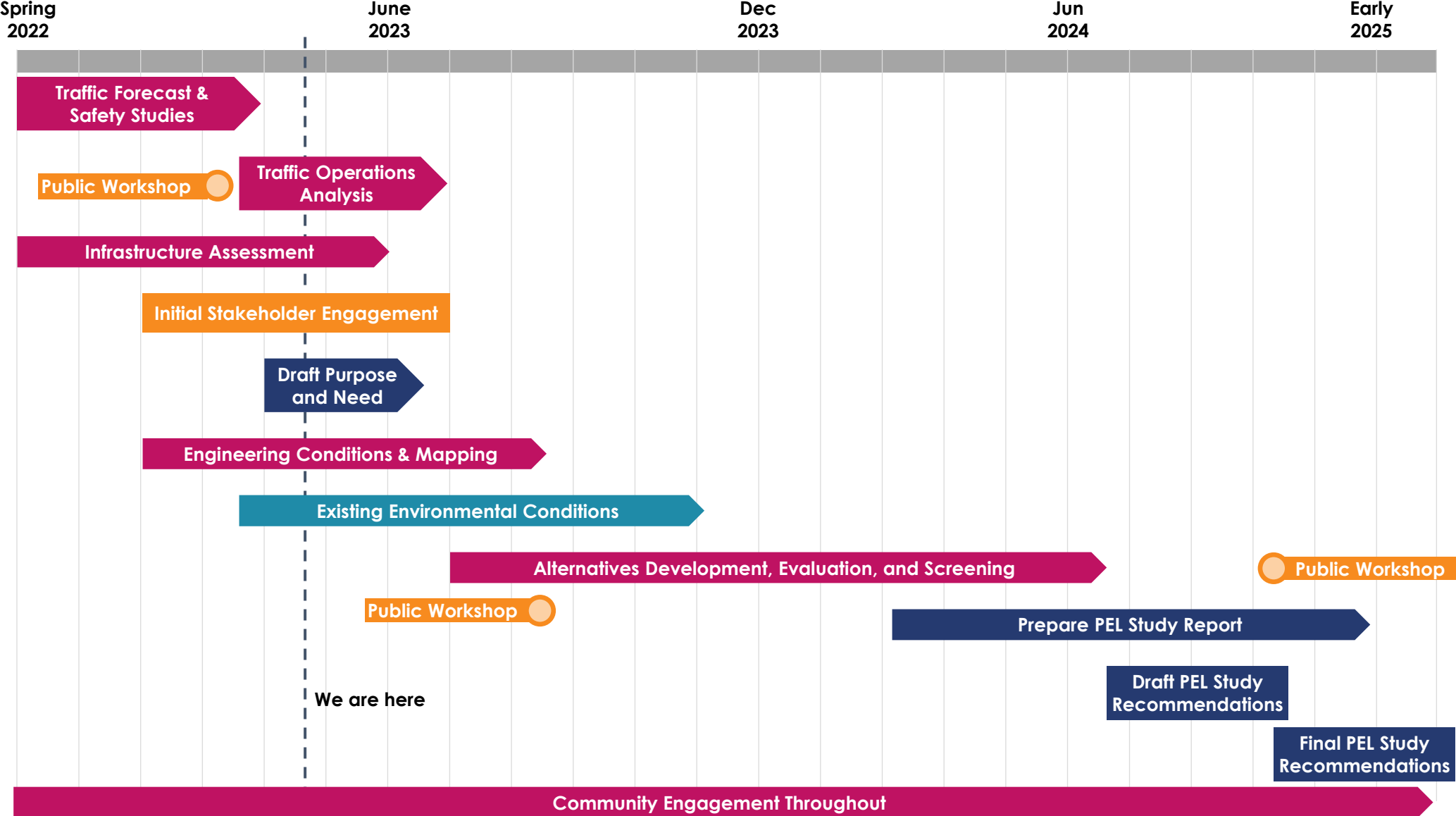


Study Schedule & Next Steps

CTDOT I-95 PEL Study - Major Components



CTDOT I-95 PEL Study - Major Components



Next Steps



- Needs and Deficiencies analysis
- Purpose and Need development
- Range of Alternatives development
- Alternatives analysis



Keys to Success

Reaping the Benefits of a PEL Study in Stamford



Shortens NEPA timeline / accelerated project delivery



Early identification of local stakeholders



Consistency with federal and state laws / regulations



Engaging non-transportation agencies in decision-making process



Better-inform project selection to State Transportation Improvement Program



Fostering relationships between CTDOT and public



Enhanced DOT coordination with local governments and agencies



Creating better, more responsive outcomes for the entire community

Reaping the Benefits of a PEL Study in Stamford



Shortens NEPA timeline / accelerated project delivery



Engaging non-transportation agencies in decision-making process

How?

- Begin preliminary Purpose and Need development during PEL
- Get agency concurrence on Purpose and Need early on
- Can eliminate critically flawed concepts before NEPA
- Can advance breakout projects, or easy wins before NEPA

Reaping the Benefits of a PEL Study in Stamford



How?

- Break out, or easy win, projects are more likely to enter STIP sooner and more efficiently



Better-inform project selection to State
Transportation Improvement Program

Reaping the Benefits of a PEL Study in Stamford



How?

- PAC, stakeholder meetings, pop up events, and early digital / media presence can create interest and support for study and recommendations direction early on
- Partners can alert study team of public dissent early on
- Better chance of consensus



Early identification of local stakeholders



Fostering relationships between CTDOT and public

Reaping the Benefits of a PEL Study in Stamford



What will the result be?



Creating better, more responsive outcomes for the entire community

Discussion



Thank you for your time.

Stay Involved



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Call us at 203-993-6529

Attend future **meetings!**

Visit our **website** and provide comments at i95stamford.com

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