Project Overview

The Connecticut Department of Transportation (CTDOT) is conducting a Planning and Environment Linkages (PEL) study to research ways to improve mobility along the I-95 corridor between Exits 7 and 9, serve existing and future needs, and identify opportunities to improve traffic operations, travel time, and safety. The study aims to find ways to improve mobility for all users of the local roadway network along and across I-95.

The study will also examine concepts to replace the aging I-95 bridge over Metro-North Railroad (MNRR) and Myrtle Avenue.

What will the product of the study be?

The product will be a report that outlines a vision for the study area and provides recommended solutions.

These solutions will include short-term (3-5 years) as well as medium-term (5-15 years), and long-term (15+ years) improvements.

Short-Term
3-5 years

Medium-Term
5-15 years

Long-Term
15+ years

The report will consider local communities and other development, local conservation plans, development plans, and public and agency input.

Get Involved!

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Visit i95stamford.com to learn about the project, view materials, and leave comments.

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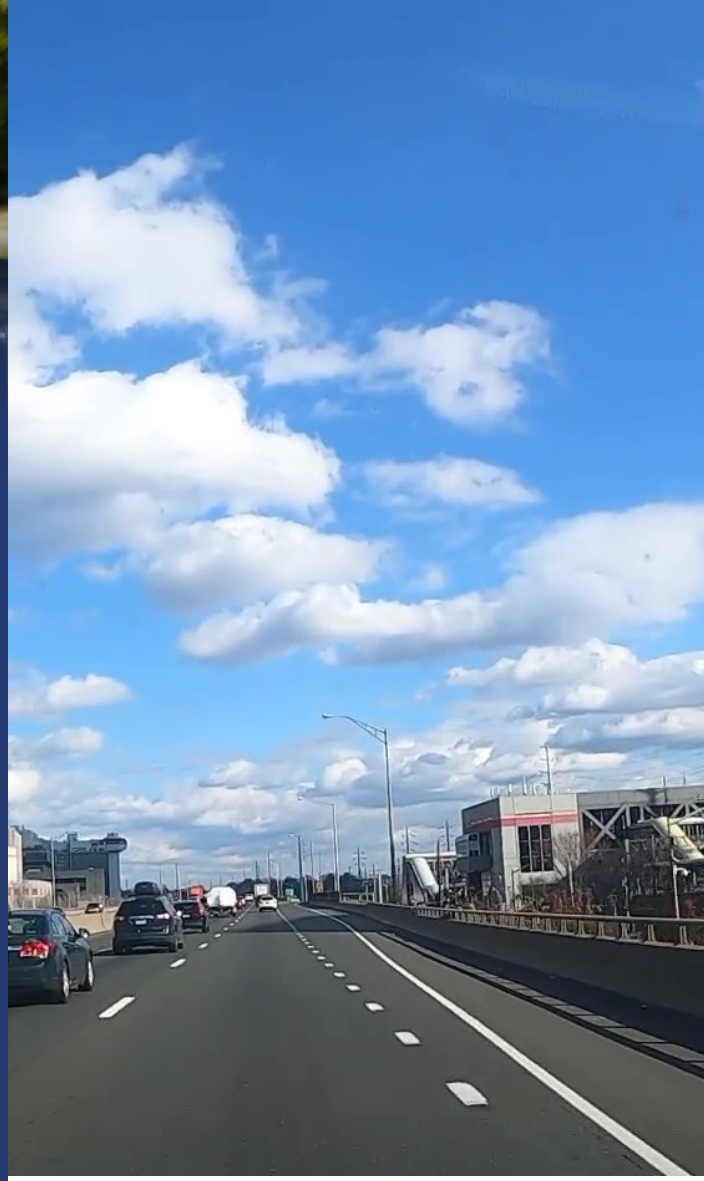

I-95 Stamford
Planning and Environment Linkages Study

www.i95stamford.com

CONNECTICUT DEPARTMENT OF TRANSPORTATION

What have we learned so far?

The study team has been busy collecting existing conditions data to support the needs being communicated by the community, stakeholders, and city officials as well as for potential recommendations to meet these needs. This report can be found on the website at i95stamford.com/documents. Highlights of the findings include the following.

The infrastructure is aging

Old roads need to be fixed, and the I-95 bridge over MNRR and Myrtle Avenue needs to be replaced.

Resources need to be preserved

There are several historic buildings and districts in study area (e.g., Pike House, Old Main Post Office, Church of the Holy Name of Jesus). If a construction project could potentially impact a historic building, mitigation efforts would be required to minimize negative effects. Examples of mitigation efforts include protective coverings, dust control, and noise barriers.

Stamford is a diverse community

There is a vibrant mix of cultures and a large representation of minority communities in Stamford, especially in the study area. Up to 40% of the households in the study area either do not speak English or do not feel comfortable conversing in English, with many speaking Spanish or Haitian Creole. The team also recognizes that households in this area often have lower incomes compared to the rest of the city.

What does this mean for the study?

Different people have different needs - for both how they get around Stamford and how they can give valuable input to the study. We want to meet the needs of as many users as possible and use the best tools to do so. By acknowledging and addressing language and other barriers, the study team can strive for more inclusive community involvement though different outreach tools, techniques, and services such as translation.

Traffic follows a pattern

Most I-95 travelers are headed southbound in the morning and northbound in the evening. Congestion impacts on travel time include:

I-95 Morning Southbound Peak

~22 minutes of added travel time in the 3.2-mi corridor

- 35% of mainline traffic exits to downtown Stamford
- Exit 8 and 7 most popular destination off-ramps

I-95 Evening Northbound Peak

~15 minutes of added travel time in the corridor

- 48% of mainline traffic originates from upstream I-95 (e.g., Greenwich, New York, etc.)
- Most popular local on-ramp origin is Exit 7 (Canal St)

Multimodal Transportation

The study area has a high volume of bicyclists, pedestrians, and transit users. A conservative tally of transit ridership on CT***transit***, shuttle bus ridership, pedestrian movements, and vehicle traffic counts in the vicinity of the Stamford Transportation Center revealed that transit riders and pedestrians account for nearly 80% of person trips on North State Street. Considering the significance of these modes of transportation, it is essential to prioritize and improve pedestrian and bicycle safety connections on the local road network within the study area.