



## **Appendices**

- A. Public Notices
- B. Project Newsletters



## **Appendix A: Public Notices**

# Let's Design Route 1 for the 21st Century



*Help plan the future of Route 1. Since the 1600s, Route 1 has served as a vital transportation and economic link for the Greenwich and Stamford. Yet the historic role of Route 1 has changed over time as technology and growth have urbanized the corridor. The time has come to reshape this corridor to fit the community's changing needs in the 21<sup>st</sup> Century.*

## What is the Study?

The South Western Regional Planning Agency (SWRPA) in cooperation with the Town of Greenwich, City of Stamford and Connecticut Department of Transportation, is conducting a study of the Route 1 corridor between Greenwich and Stamford.

The goal of this study is improve safety for all users, manage access, accommodate transit and enhance the corridor's economic potential and community character.

## How do I Participate?

Residents, business owners, property owners, and commuters can participate in several ways:

- 1 Attend the Public Meeting to hear the study team report on their progress and present the improvement concepts developed during the workshop. **October 28, 6:30 pm to 8:30 pm**, Eastern Greenwich Civic Center, 90 Harding Road, Old Greenwich.
- 2 Sit-in on the design workshops (see schedule at right), no appointment necessary. During the workshops, the study team will be developing preliminary design concepts and recommendations for the final plan. Feel free to drop by, meet one-on-one with the study team, share your thoughts and concerns, and review the developing ideas.
- 3 Send your ideas and issues to SWRPA in writing, by email or over the phone. Contact information is provided at right.

## Design Workshops

**Tuesday, October, 26, 2010**  
Drop in between 9:00 am to 5:00 pm

**Wednesday, October, 27, 2010**  
Drop in between 9:00 am to 5:00 pm

**Thursday, October, 28, 2010**  
Drop in between 9:00 am to 5:00 pm

## Public Meeting

**Thursday, October, 28, 2010**  
6:30 pm to 8:30 pm

## Location for all events:

Eastern Greenwich Civic Center  
90 Harding Road, Old Greenwich, CT

## Who do I contact with questions?

**SWRPA**  
Alex Karman  
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888 Washington Blvd., 3rd Floor  
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203.316.5190  
US1GreenwichStamford@swrpa.org  
Website: [www.swrpa.org](http://www.swrpa.org)



*This study is being conducted in coordination with the Town of Greenwich, City of Stamford and Connecticut Department of Transportation*



**COMMUNITY VISIONING WORKSHOPS**



**What is the purpose of the US Route 1 Study?**

The purpose of this study is to develop a coordinated plan to improve traffic operations and safety on Route 1 in Greenwich and Stamford while at the same time making it pedestrian friendly, managing access, maintaining traffic flow, minimizing congestion and accommodating transit in relation to land use.

As part of the ongoing process, the project team is holding a **Community Visioning Workshop** from **June 15<sup>th</sup> to June 17<sup>th</sup>**, 2010.

**What is a Visioning Workshop ?**

The Visioning Workshop will give you the opportunity to help shape the transportation improvements projects and land use policies that will impact future development along the Route 1 corridor. The evening Visioning Sessions will include an educational presentation that will address overall goals of the study, what are the issues, multi-modal transportation, and how Route 1 can become a "Complete Street".



**How can you get involved?**

The best way to get involved is to come to a Public Visioning session. There will be one held in Greenwich and one in Stamford. At the visioning session, you will have the opportunity to share your thoughts with your neighbors about the issues that concern you and the changes that you would like to see.

If you can't make it to one of the visioning sessions, please feel free to stop by the project team location on Wednesday or Thursday between 9:00am and 5:00pm. We will have staff available to talk one-on-one about your project, issues, and ideas.

**Workshop Schedule**

|                               |   |   |
|-------------------------------|---|---|
| <b>June 15,<br/>Tuesday</b>   | <b>Public Visioning Session</b><br>7:00 p.m. to 8:00 p.m.         | <b>YWCA Greenwich</b><br>259 East Putnam Avenue, Greenwich                                |
| <b>June 16,<br/>Wednesday</b> | <b>Public "Walk-In" Design Sessions</b><br>9:00 a.m. to 5:00 p.m. | <b>YWCA Greenwich</b><br>259 East Putnam Avenue, Greenwich                                |
|                               | <b>Public Visioning Session</b><br>7:00 p.m. to 8:00 p.m.         | <b>Stamford Government Center</b><br>888 Washington Blvd, 4 <sup>th</sup> Floor Cafeteria |
| <b>June 17,<br/>Thursday</b>  | <b>Public "Walk-In" Design Sessions</b><br>9:00 a.m. to 5:00 p.m. | <b>YWCA Greenwich</b><br>259 East Putnam Avenue, Greenwich                                |

Following the workshop, the project team will create a workshop document that will capture the graphic products of the workshop and summarizes the proposed project concepts and visions for the corridor. For more information visit the [www.swrpa.org](http://www.swrpa.org) and click on Transportation Planning -> Current Studies (or head straight to the study page: <http://www.swrpa.org/Default.aspx?Transport=199> )



## **Appendix B: Project Newsletters**

**Study Background** (continued from page 1)  
document releases. Besides these more traditional communication media, SWRPA is planning two multi-day workshops (see below,) which are opportunities for the public to interact directly with the planners, designers, and engineers conducting the study. SWRPA has retained a team of professional engineering and planners including Urban Engineers, AECOM and Fitzgerald & Halliday. Project team members from Urban Engineers and AECOM have conducted similar studies in the northeast, including an award-winning study in Hunterdon County, New Jersey.

**Contact**

For more information or to be added to the study mailing list (for meeting notices, document releases, etc,) please contact:

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Phone: 203.316.5190 x14

Scan with your phone



**Project Timeline** (continued from page 1)  
developed based on the vision and issues from the first workshop. The goal of the second workshop is to work with the community to refine the initial ideas into a comprehensive community supported plan.

*Phase 3 – Recommend Improvements and Produce a Final Plan:* During the third and final phase, the project team will produce a final plan and supporting document. The third phase will begin in the fall following the second workshop and should wrap up in early 2011.

**Vision Workshop Schedule** (continued from page 1)

Location for all events unless noted:

**YWCA Greenwich**  
**259 East Putnam Avenue, Greenwich, Connecticut**

Tuesday, June 15  
•7.00p - 9.00p Public Visioning Session

Wednesday, June 16  
•9.00a - 5.00p Public Walk-In Design Session  
•7.00p - 9.00p Public Visioning Session - *Stamford Gov't Center 4th Floor, 888 Washington Boulevard*

Thursday, June 17  
•9.00a - 5.00p Public Walk-In Design Session



**Study Background**

Prompted by growing congestion and redevelopment proposals, the South Western Regional Planning Agency has launched a traffic, transportation and land use study of the Route 1 corridor in Greenwich and Stamford. The South Western Regional Planning Agency (SWRPA), based in Stamford, is lower Fairfield County's transportation planning agency. The study, officially called the Route 1 Greenwich-Stamford Operational Improvement Plan, will be conducted in cooperation with the Town of Greenwich, City of Stamford, and Connecticut Department of Transportation.

"We hope to have a lot of public participation and input as the study moves forward," said Alex Karman, SWRPA's project manager. Along with a series of newsletters, study documents will be posted to a webpage on SWRPA's website. Members of the public can also join a mailing list to notify them of upcoming meetings and (continued on page 4)

**Project Timeline**

The Route 1 Greenwich-Stamford Operational Improvements Plan is broken down into three phases:

*Phase 1 – Data Collection:* During the first phase, the study team will develop a baseline look at conditions in the corridor. Data collection tasks include traffic counts, an analysis of accident reports, development of a traffic model, a review of land use and environmental data and mapping. Data collection began in January and will be finished in June before the visioning workshop.

*Phase 2 – Develop Alternatives:* During the second phase, the study team will hold two multi-day workshops. The first workshop, scheduled

for June (see above), seeks input from the community to develop a vision for the corridor as a whole as well as the individual sections and neighborhoods. The second workshop, anticipated in the fall, will present to the community the initial alternatives (continued on page 4)

**Visioning Workshop**

Over the course of the study, there will be two multi-day workshops. Unlike traditional public meetings, these workshops will be conducted in an interactive, open-house format, giving the public an opportunity to present their ideas for the corridor directly to the study team. The first workshop, to be held June 15 - 17, will focus on developing a broad vision for the Route 1 corridor. This includes understanding community goals and objectives as well as identifying chokepoints and areas ripe for improvement. The second workshop, to be held in the fall, will focus on designing and testing a range of potential transportation improvement projects and policy changes. (see schedule page 4)

### Corridor Facts:

|                         |  |                                     |                          |
|-------------------------|--|-------------------------------------|--------------------------|
| <b>Location:</b>        | From the New York State border in Greenwich to Washington Boulevard (CT 137) in Stamford | <b>Speed Limit:</b>                 | 25 – 35 mph              |
|                         |  | <b>Accidents, 2006–08:</b>          | 1,803                    |
| <b>Length</b>           |  | <b>Average Daily Traffic</b>        |                          |
| <b>Total:</b>           | 6.95 miles   | <b>2008:</b>                        | 12,200 – 27,900 vehicles |
| <b>Greenwich:</b>       | 5.67 miles   | <b>2030:</b>                        | 14,640 – 33,201 vehicles |
| <b>Stamford:</b>        | 1.28 miles   |                                     |                          |
| <b>Intersections:</b>   | 76   | <b>Daily Vehicle Miles Traveled</b> |                          |
| <b>Traffic Signals:</b> | 39   | <b>2008:</b>                        | 138,508                  |
| <b>Driveways:</b>       | 240+   | <b>2030:</b>                        | 165,016                  |
|                         |  | <b>Change:</b>                      | +19.1%                   |



### Stamford

Traveling on US 1 through the West Side of Stamford can be a pain. West Main Street narrows down to a two-lane road through most of this area. That, combined with drivers making left turns at West Avenue and Harvard Avenue and activity from neighborhood businesses and you get a recipe for congestion and headaches, especially at rush hour. This study will examine the feasibility of traffic flow enhancements on the West Side, such as squeezing in a turning lane at West Avenue, better coordinating signals, improving the street parking situation and making the area safer for pedestrians.



### Downtown Greenwich

As the vibrant commercial center of Greenwich, it should be no surprise that the stretch of US 1 through downtown Greenwich is congested. Shortly spaced intersections, cars angling for parking spots and shoppers all contribute to an unpredictable traffic flow in this area. This study will examine the feasibility of traffic flow en-

hancements in downtown Greenwich, such as modifying the signal timing at intersections and complete street improvements to pedestrian safety and the streetscape while being mindful of the character that gives downtown Greenwich a distinct sense of place.

### Cos Cob and Riverside

US 1 through Riverside and Cos Cob has the unenviable honor of being one of the most crash and delay prone stretches of the corridor. Probably the biggest chokepoint in this segment is the ramp to I-95 at exit 5. During rush hour, traffic through this important intersection slows down to a crawl. This stretch of road is also the setting for many accidents, in part

due to motorists pulling in and out Riverside and Cos Cob businesses. This study will examine the feasibility of traffic flow enhancements in the area, such signal timing at intersections, the feasibility of adding turning lanes at some traffic lights, and whether any driveways could be consolidated to improve safety.

## Contact

For more information or to be added to the study mailing list (for meeting notices, document releases, etc.) please contact:

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You can also follow us on:



<http://twitter.com/US1GS>



<http://on.fb.me/bIY5RK>

Or scan the barcode to the right with your smartphone to view the study website:



## Design Workshop Schedule (cont'd from p 1)

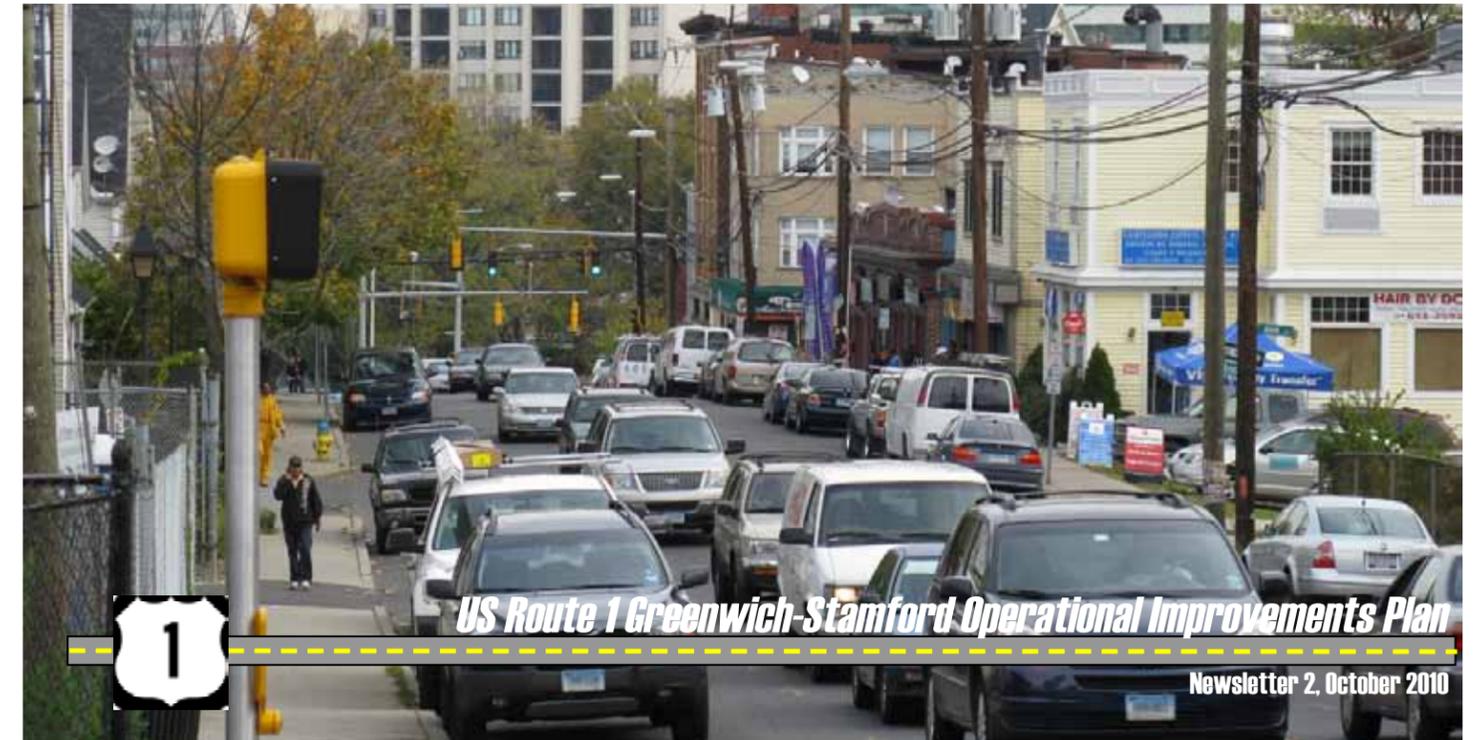
The focus of the Design Workshop will be to develop and test a range of transportation improvements, street design, and land use concepts that can remedy the chokepoints and problem areas identified at the June workshop. The culmination of the workshop will be a public presentation and discussion on the ideas developed during the course of the workshop. Following the workshop, the study team will produce a richly illustrated report that summarizes the proceedings.

Location for all events:  
**Eastern Greenwich Civic Center**  
**90 Harding Road, Old Greenwich, Connecticut**

Tuesday, October 26  
•9.00a - 5.00p Design Session

Wednesday, October 27  
•9.00a - 5.00p Design Session

Thursday, October 28  
•9.00a - 5.00p Design Session  
•6.30p - 8.30p Public Presentation and Meeting



## Existing Conditions Report Released

The Existing Conditions Report, a compendium of traffic data and field observations, has been released. The report is the first of several documents that will be produced over the course of the study and is available for download from the study website. The data contained in the reports serves as a basis for not only identifying locations with traffic problems but also determining just how bad the problems are and what might be the appropriate remedy.

Collected this past spring, the data includes turning movement counts at twenty intersections, travel times and speeds during the morning, midday, and evening peak periods, and field observations made by the study team. The data was used to develop a Synchro/SimTraffic model, the results of which are contained in the report. The observed conditions will be used as a baseline against which to evaluate proposed improvements later in the study. Safety and crash data is also presented, along with analysis of contributing factors at key locations. (see Existing Condition page 2)

## Visioning Workshop Recap

On June 14 – 16, SWRPA hosted a three-day Visioning Workshop to identify the public's biggest issues and develop a broad vision for the study. The workshop consisted of three days of stakeholder interviews and two evening public meetings, one in each Greenwich and Stamford. The purpose of the Workshop was to provide an early opportunity for the community to help shape

the direction of the project, identify critical issues, and frame the development of detailed design concepts and transportation strategies.

By all measures, the Visioning Workshop was a success. "We had a great turnout,

which included many community leaders with real knowledge about the issues at stake," said Alex Karman, SWRPA's project manager. All told, over seventy people either sat down for an interview or attended one of the evening meetings and some people made it to both. "The interviews were a great source of information. No one knows Route 1 better than the people who use it everyday," added Karman. (see Visioning Workshop page 3)

## Design Workshop Announced

Following up on the successful Visioning Workshop held in June, a Design Workshop is planned for October 26 – 28. Unlike traditional public meetings, the Design Workshop will be conducted in an interactive open-house format, letting the public share their thoughts and concerns directly with the engineers and planners as they work on their designs. Members of the public can stop by the Workshop at any time, no appointment necessary. (see schedule page 4)

## Existing Conditions (cont'd from p 1)

Recognizing that transportation does not exist in a vacuum, the Existing Conditions Report also contains a summary of the land use, environment, demographics, and history of the corridor. The mixed land use patterns in the corridor range from neighborhood centers like Cos Cob and the West Side, to mixed commercial areas with large retail establishments, to areas with concentration of office or auto sales uses. However, most of the land within one-quarter mile of Route 1 is residential.

Although generally urban and developed in appearance, Route 1 crosses several environmentally significant areas, notably the Mianus River. The corridor is historically important as one of the oldest and most important transportation routes between New York and Boston and for the role it played during the Revolutionary War. Route 1 is home to numerous historic properties including the Thomas Lyon House, which is purported to be the oldest building in Greenwich.

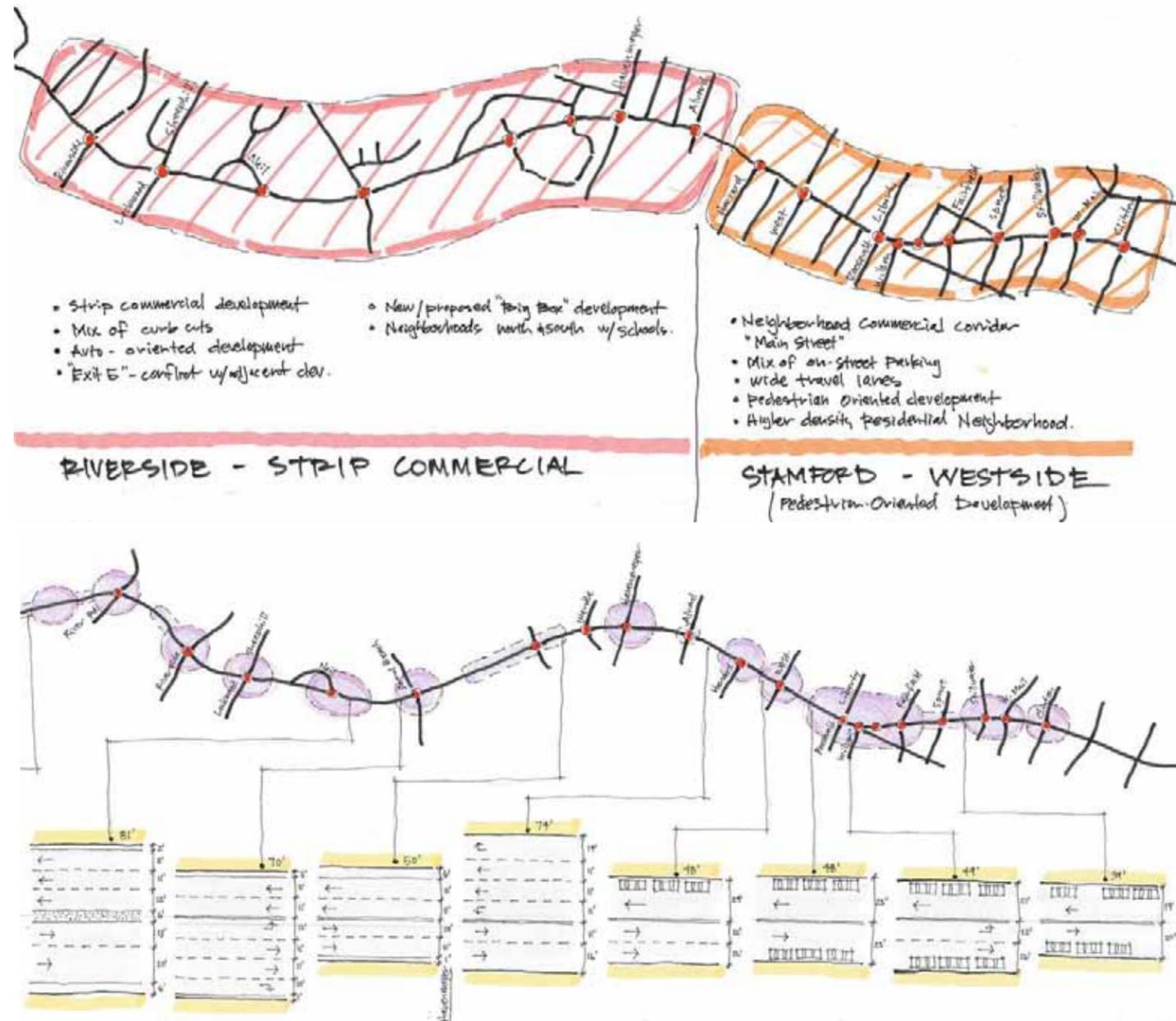


Image above: The Corridor Framework diagram identifies, maps and describes the unique places along Route 1 in order to recognize the broader context in which Route 1 exists and establish a "framework" for guiding decisions about the design and operation of Route 1.



Images, clockwise from top left: Attendees at the evening visioning session in Greenwich; Attendees at the evening visioning session in Stamford; Community members discuss their ideas about Route 1 with the study team during the Visioning Workshop at the YWCA Greenwich; Urban Engineers' project manager Scott Diehl and Father Richard Futie of Sacred Heart Parish discuss Stamford's West Side.

## Visioning Workshop (cont'd from p 1)

The list of attendees included:

- Greenwich First Selectman Peter Tesei;
- Members of Greenwich's Representative Town Meeting and Stamford's Board of Representatives;
- Officials from the Greenwich and Stamford Police and Fire Departments;
- Business owners and chambers of commerce representatives;
- West Side Neighborhood Revitalization Zone members;
- Planning and Zoning board members;
- Board of Education officials;
- Bicycle and pedestrian advocates;

- Neighborhood association leaders;
- Residents; and
- Other interested members of the public.

In October, the study team released the Visioning Workshop Report as an illustrated record of the event. The report recounts what the study team heard from stakeholders during the interviews and evening sessions as well as a design framework analysis that defines the physical context of the corridor and will serve as a basis for upcoming Design Workshop.

## Contact

For more information or to be added to the study mailing list (for meeting notices, document releases, etc,) please contact:

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Or scan the barcode to the right with your smartphone to view the study website:



## Connecticut DOT (cont'd from p 1)

the Design Workshop and solicit their feedback.

"It was a productive meeting," said Urban Engineers Project Manager Scott Diehl. "While there are still issues to be worked out, we were encouraged by the DOT's receptiveness to the design concepts."

Among the issues identified by CTDOT:

- **Roundabouts:** Through travelers may have encountered roundabouts elsewhere, they are relatively new to Connecticut. Roundabout proposals undergo special scrutiny at CTDOT.
- **Back-In Angled Parking:** Another concept that is used successfully elsewhere but not yet in the mainstream in Connecticut. The Town of Greenwich may test out Back-In Angled Parking to evaluate its safety.
- **Pedestrian Signals:** Several concepts propose changing pedestrian phases at some signals in Greenwich from "exclusive" to "concurrent". That is, pedestrians would cross with traffic rather than during a stop in traffic. This is an instance where the important goals of pedestrian safety and improving traffic flow need to be rectified.

The study team will continue working cooperatively with CTDOT throughout the rest of the study.



## Design Workshop Recap

Following up on the successful Visioning Workshop held in June, SWRPA hosted a three-day Design Workshop in October. The study team used the Design Workshop to develop and test a range of street design concepts to remedy the traffic problems identified at the Visioning Workshop. The event was held at the Old Greenwich Civic Center.

The Design Workshop consisted of three full days of collaboration among the study team's designers and engineers. "We had numerous visits from the public throughout the workshop," said Alex Karman, SWRPA's project manager. "Everyone who stopped by was impressed by the level of effort that goes into the designs." The workshop wrapped up with an evening meeting where the study concepts were presented.

The study team's concept development process was collaborative and iterative. The designers began by sketching out a concept on paper. Once the concept was reasonably developed, engineers used (see *Design Workshop page 2*)

## Numerous Improvements Foreseen Throughout Route 1 Corridor

A series of improvements to address traffic and safety problems are being studied for Route 1 in Greenwich and Stamford. The improvement concepts are part of a "Complete Streets" approach to transportation planning and traffic engineering that seeks to make roads safer, better, and more convenient for all users.

The concepts being studied take aim at several of the biggest bottlenecks and accident prone locations in the corridor, including Byram Circle, Cos Cob, and Exit 5 in Greenwich as well as West Main Street in Stamford.

A Complete Streets approach to street design is increasingly popular throughout the United States. Communities looking to make themselves more livable have used Complete Streets ideas to rethink how they accommodate traffic. Examples from around the United States demonstrate that complete streets can move traffic, improve safety, and help build communities. Sections of Route 1 In Greenwich and Stamford could benefit from this approach. (see *Improvements page 2*)

## Study Team Meets With Connecticut DOT

The study team has been working closely with the Connecticut Department of Transportation (CTDOT) throughout the course of the study. Though local officials play a major role in what happens on Route 1, it is CTDOT who is ultimately responsible for the road as well as any major improvements to it. With this in mind, the study team went to CTDOT's offices in Newington, Connecticut on January 19th to present the concepts developed during (see *Connecticut DOT, page 4*)



Above: Scott Diehl, Urban Engineers, discusses the study with members of the public during the Design Workshop.  
Below: Ian Lockwood and Ed McKinney, AECOM, work through a design concept for Exit 5 in Riverside.



**Design Workshop** (cont'd from p 1)  
traffic modeling software to simulate its performance based on real-world traffic volumes. If the simulation showed back-ups or other problems, it went back to the drawing board. However, if the simulation demonstrated that the concept would improve traffic flow at a particular location, the designers went to work refining the concept. The final drawings are meant to give the public a realistic vision of what the concept might look like when built.

In case you missed the workshop or just want to find out more about the concepts, copies of the public meeting presentation and *Design Workshop Report* are available for download from SWRPA's website: [swrpa.org](http://swrpa.org).

**Improvements** (cont'd from p 1)

Presented here are brief summaries of the identified problems and improvements under consideration at key locations:

**Byram Circle**

- Short weaving areas caused by tight curves are further constrained by the Byram River and nearby development;
- Curb cuts to and from businesses inside the circle conflict with through traffic.

**Concept**

- Convert circle to a two-way street with two roundabouts;
- Change confusing access to businesses in the circle and provide more land for parking or redevelopment;
- Give more prominent setting to Lyons House (c. 1690.)

**Cos Cob**

- Wide cross section splits commercial district, makes it unfriendly to pedestrians;
- Complicated series of closely spaced, offset intersections hinders traffic operations.

**Concept**

- Convert from 4-lane to 3-lane (two travel and one left turn lane) cross section;
- Reduce pavement width to give pedestrians a shorter distance to cross;
- Realign one offset intersection, reduce cycle lengths, improve progression, and modify pedestrian phase (exclusive to concurrent.)

**I-95 Exit 5**

- One-sided design brings exit ramps, US 1, and shopping center access together at one congested intersection;
- All Sound Beach Ave traffic must use US 1 to access I-95, further exacerbating congestion.

**Concept**

- Extend Neil Lane across I-95 overpass and connect it with Sound Beach Avenue;
- Reconfigure exit ramps and free up land consumed by interchange;
- Potential to replace two signalized intersections with roundabouts.

**Jackie Robinson Park**

- The Route 1 and Richmond Hill Avenue intersection involves four roads intersecting at various angles, with lots of asphalt.

**Concept**

- The proposed concept would realign the Richmond Hill Avenue intersection to a perpendicular angle, resulting in shorter pedestrian crossing distance to the park and safer traffic operations due to the simplified configuration;
- A new public plaza could be created from land reclaimed from the intersection.



Above: The design concept for Byram Circle calls for replacing the circle with two roundabouts and a two-way street.

Right: Changes to the Richmond Hill Avenue intersection would improve safety, calm traffic, enhance the park, and add a public plaza.



Left: Proposed reconfiguration of I-95 exit 5 and Sound Beach Avenue intersection, with Neil Lane extended across I-95 as well as changes to the off-ramps.



Above and below: Visualizations of Sinawoy Road intersection in Cos Cob showing the existing 4-lane and concept 3-lane cross section.

