Welcome: the presentation will begin soon!
AGENDA

1. Welcome / Workshop Logistics
2. Team Introductions
3. Study Purpose and Goals
4. Deliverables and Project Schedule
5. Existing Conditions Findings
6. Next Steps
WELCOME

- Workshop will be less than one hour
- Workshop is live and recorded
- Recording, with captions and translations, will be posted to the study website shortly after the workshop
- All participants will remain muted throughout the workshop
VIEWING TIPS

- Presentation includes a series of corridor maps
- Maps will display:
  - 😊 Best on a computer screen
  - 😊 Okay on an iPad
  - 😞 Not great on a smart phone
Providing Feedback

1. Answer poll questions
   • You will be asked questions throughout the presentation
   • Please answer the questions as prompted

2. Offer a comment / question in the Q + A sidebar
   • Moderator will take regular breaks during the presentation to rephrase comment / question and ask the presenter to respond

3. Please enter your name to have your question acknowledged
Q + A SIDEBAR

Locations of these controls may be different depending on the device and screen you are using.
Q + A SIDEBAR

Toggle between questions/comments YOU have asked and questions OTHERS have asked.

Locations of these controls may be different depending on the device and screen you are using.

Not all questions/comments will be addressed during the workshop but they will be recorded.

Enter your name here

Type your question/comment here

Click here to see questions/comments

Ask a moderator
Questions won’t be visible to everyone until a moderator approves them.
Locations of these controls may be different depending on the device and screen you are using.
Connecticut Department of Transportation (CTDOT) is sponsoring
Western Connecticut Council of Governments (WestCOG), in partnership with the City of Danbury and Town of New Fairfield, is administering
Fitzgerald & Halliday, Inc. (FHI) is doing the analysis and reporting
Technical Advisory Committee (TAC), consisting of representatives from Danbury and New Fairfield municipal staff, CTDOT representatives, HARTransit, and WestCOG, is providing input and guidance
MANAGING TODAY’S WORKSHOP

- Two presenters:
  - Marcy Miller, AICP, Senior Project Manager, Associate (FHI)
  - Parker Sorenson, Senior Engineer (FHI)
- One moderator will assist with the polling and comments posted in the Q + A side bar
  - Nick Campbell, Transportation Engineer (FHI)
STUDY PURPOSE AND GOALS

Reduce congestion during peak hours

Improve safety at problem intersections

Improve pedestrian amenities and connections

Consider bicycle amenities and connections

Assess the feasibility of a trail
Project Deliverables

- Study webpage
- Existing Conditions Report
- 2 virtual public workshops
- 3 Transportation Advisory Committee meetings
- Transportation Improvement Alternatives Report
- Concept Plan for improvements
- 1 public meeting
# Proposed Schedule

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## Key Deliverables:
- ○ Existing Conditions Technical Report
- ○ Draft Transportation Improvement Alternatives
- ★ Preliminary Report and Concept Plan
- ★ Final Report and Public Presentation (2 presentations) Delivery
LET’S GET STARTED
What are you doing to keep yourself occupied during this pandemic?

Please answer in the Q + A pane to the right of your screen.
STUDY AREA

- Route 37 between the I-84 westbound Exit 6 off-ramp in Danbury to 0.2 mile north of Route 39 in New Fairfield
SEGMENTS OF THE CORRIDOR

Three distinct segments have been identified:

1. **Southern Segment**: from I-84 Westbound Off-ramp to Jeanette Street
   - Widest roadway in the corridor with four lanes at some locations
   - Highest traffic volumes: 19,000 to 27,000 vehicles per day
   - Commercial in nature with many driveways and curb cuts
   - Limited pedestrian amenities
2. Middle Segment: from Jeanette Street to Bear Mountain Road

- One travel lane in each direction
- Traffic volumes: 14,000 to 16,000 vehicles per day
- Small scale retail businesses, single-family and multi-family residential
- Limited pedestrian amenities
3. **Northern Segment**: from Bear Mountain Road to New Fairfield Center

- One travel lane in each direction
- Traffic volumes: 10,000 to 12,000 vehicles per day
- High traffic speeds
- Primarily single-family residential until New Fairfield Center
- No pedestrian amenities until New Fairfield Center
Route 37 serves many purposes including:

- Regional shopping destination
- Local and regional truck traffic
- Local residential access
- Employment commuting
- Local business access
- Access to Western Connecticut State University, Danbury Hospital and other major destinations
- Northern route to New Fairfield, Route 7, and other points north
Route 37 is classified a minor arterial
In the study area, it is a two-or four lane roadway
Serves north-south travel between I-84 and adjacent municipalities
Travel conditions allow for relatively high speeds and minimal interference
Existing Conditions Findings - Traffic

- Traffic volumes range from 10,300 to 26,700 vehicles per day.
- Volumes have been stagnant throughout the last 20 years.
ARE YOU SURPRISED THAT TRAFFIC VOLUMES HAVE BEEN STAGNANT IN THE CORRIDOR?

PLEASE ANSWER IN THE Q + A SECTION ON THE RIGHT OF YOUR SCREEN
Concerns regarding traffic congestion have been expressed:

- **Intersection Levels of Service (LOS)** - a rating system that ranks intersections according to function and traffic flow on a scale of LOS A – F:
  - LOS A-C is favorable with limited delays and queues at intersections
  - LOS D and E are acceptable with added delays
  - LOS F is failing
- Analyzed at AM, mid-day, PM, and weekend (Saturday) time periods
All signalized intersections perform at a LOS C or better in all time periods.

However, queue lengths may be of concern at:
- Jeanette Street
- Golden Hill Road
- Saw Mill Road
DO YOU AGREE THAT LOS (OR TRAFFIC DELAY) IS ACCEPTABLE IN THE CORRIDOR?

PLEASE ANSWER IN THE Q + A SECTION ON THE RIGHT OF YOUR SCREEN.
• Commuters into the study area have decreased since 2002

• In 2017, 1,326 commuters came to the study area for work, while 2,388 residents left the study area for work

• Top employment destinations for study area residents include Danbury, Stamford, New York City, Norwalk, and Bethel

• Workers are commuting into the study area from locations such as Danbury, Bethel, Waterbury, Bridgeport, and Stratford
Crash data was analyzed for the three-year period between 2017 – 2019.

- 454 crashes
- One fatal crash
- One crash resulting in at least one suspected serious injury
- 34 crashes resulting in at least one suspected minor injury
- 76 crashes resulting in at least one possible injury
- 342 crashes resulting only in property damage

- Crashes are concentrated near intersections
PUBLIC TRANSPORTATION NETWORK

- Two routes for HARTransit and with dense residential developments
- Dial-A-Ride and ADA Service available
- Heavy school bus ridership
Route 37 in the study area is auto-dominated. Issues related to safety, congestion, and accessibility along the corridor include:

- No dedicated bicycle facilities
- Inconsistent narrow shoulders
- Busy driveways
- High traffic speeds
- Limited pedestrian facilities, with gaps in the network and few crosswalks

The Candlewood Valley Regional Land Trust, and other trail advocacy groups / stakeholders, are interested in a multi-use path along the Margerie Lake Reservoir.
DO YOU HAVE IDEAS ON HOW TO IMPROVE PEDESTRIAN SAFETY IN THE CORRIDOR?
WHERE?

PLEASE ANSWER IN THE Q + A SECTION ON THE RIGHT OF YOUR SCREEN
Environmental assets and constraints

- Wetlands, slopes and flood zones are present throughout much of the corridor.
- For a multiuse facility along Margerie Lake Reservoir, environmental permits are required and environmental documentation is likely.
- Margerie Lake Reservoir provides Danbury with part of its drinking water supply, so water quality is top priority.
DO YOU SUPPORT CONSTRUCTING A TRAIL ALONG THE MARJORIE LAKE RESERVOIR?

PLEASE ANSWER IN THE Q + A SECTION ON THE RIGHT OF YOUR SCREEN
SHOULD THIS TRAIL BE LOCATED CLOSER TO THE RESERVOIR OR CLOSER TO ROUTE 37?

PLEASE ANSWER IN THE Q + A SECTION ON THE RIGHT OF YOUR SCREEN
DOES PARKING NEED TO BE INCLUDED IF A TRAIL IS CONSTRUCTED?

IF YES, WHERE SHOULD IT BE LOCATED?

PLEASE ANSWER IN THE Q + A SECTION ON THE RIGHT OF YOUR SCREEN
Stakeholders Input To Date

- Business owners and residents are fatigued with the ongoing construction projects
  - Be mindful of adding any more construction to the roadway
- Beautification of the roadway such as lighting, wayfinding, and signage would be beneficial
- Congestion, particularly on the southern portion of the corridor is problematic at certain times of the day
- Multi-use path would benefit Candlewood Valley Land Trust
  - Could connect areas of corridor to existing Land Trust properties
OTHER THOUGHTS OR IDEAS?

PLEASE ANSWER IN THE Q + A SECTION ON THE RIGHT OF YOUR SCREEN
NEXT STEPS

• Begin drafting transportation improvement alternatives
• Preliminary report and concept plans for the corridor
• Final report and public presentation
STAY INVOLVED

- Revisit and tell others about the workshop recording, with captions and translations
  - Posted to study website within the next few days
- Visit https://westcog.org/transportation/studies/dnfcs/
- Contact Todd Fontanella, Senior Planner, WestCOG at tfontanella@westcog.org with questions or to be added to an email contact list
THANK YOU!