

**Parker, Jeff**

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**From:** [REDACTED]  
**Sent:** Wednesday, September 29, 2004 10:24 AM  
**To:** info@i95southeastct.org  
**Subject:** I-95 Southeast CT Website Comment

To: info@i95southeastct.org  
[REDACTED]  
[REDACTED]

Subject: I-95 Southeast CT Website Comment

Below is the result of your feedback form. It was submitted by  
[REDACTED] on Wednesday, September 29, 2004 at 10:24:06

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fname: Robert

[REDACTED]  
company: N/A

[REDACTED]  
city: Groton

states: CT

textfield: 06340

comments: I was at the Sept. 14, 2004 public meeting at the Groton City Municipal Bldg. I 100% approve of the study, and it's finding. Please add me to the project mailing list. Thank you.

Submit Form: Submit

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**Parker, Jeff**

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**From:** [REDACTED]  
**Sent:** Saturday, October 02, 2004 3:54 PM  
**To:** info@i95southeastct.org  
**Subject:** I-95 Southeast CT Website Comment

To: info@i95southeastct.org  
[REDACTED]  
[REDACTED]  
Subject: I-95 Southeast CT Website Comment

Below is the result of your feedback form. It was submitted by  
(wuurbs@aol.com) on Saturday, October 2, 2004 at 15:53:57

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fname: warren

[REDACTED]  
[REDACTED]  
[REDACTED]

city: niantic

states: CT

textfield: 06357

comments: very happy something is being done about slowdowns on I-95/ too many ups and downs and curves,seems people cannot keep speed if these conditions exist/another...sign should be posted, "If in passing lane and not passing someone, get out of lane"(ie)left lane for passing only!!! and should be very easy to enforce.any possibility someone could get the traffic light, at exit 62, rt. 79 off I-95(madison downtown exit) to trip??? one can read a book while waiting for this traffic light to sense you've entered the intersection/ thanks any help would be greatly overdue/warren

Submit Form: Submit

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INTEGRATED  
MANAGEMENT  
← CONTROLS LLC

250 Flag Marsh Road  
Guilford, CT 06437  
Phone: 203/453-6100  
Fax: 203/453-6328

2003, Sep 22.

Duncan W. Allen  
Parsons Engineering  
100 Summer Street  
Boston, MA 202110

Dear Mr. Allen:

I am writing to request a copy of the report which you presented to municipal officials in Connecticut. My interest is in understanding the study scope and assumptions on which the report's conclusions, as reported in the New Haven Register on 09/20 (see attached), are based.

I am writing you in the capacity of a private citizen, but I have previously served as chairman of the Transportation Planning Committee for the Town of Guilford, and have served on its Planning and Zoning, and Economic Development Commissions. I do not purport to be a transportation expert.

A year ago, again in the capacity of a private citizen, I released a memorandum entitled "A Transportation Initiative for the East Shore Corridor" to various government officials with the assistance of Guilford's First Selectman, Carl Balestracci. It called for a study and demonstration project to expand rail and limited supporting public transit service on the Eastern Shoreline of Connecticut: first on weekends; and, if successful, eventually on a basis equivalent to Metro North.

At the risk of not having the benefit of your full report, and only the attached article which appeared in the New Haven Register, I would take exception with the notion that expanded use of rail is simply an alternative to expanding I-95. It has more to do with land use, and with evolving compatible alternatives to the auto that can reduce not only highway congestion, but equally important, in-town congestion.

The memorandum, which is attached, proposed that in the long run, I-95 will need to be expanded in any case. In that respect I agree with your report. Rail and public transit are not alternatives to I-95 expansion, they are supplements to I-95 expansion which can extend its capacity and reduce its congestion in the longer term. Highway / rail is not a binary, win/lose proposition on the Connecticut shoreline. They are complementary.

But a complementary rail/ transit strategy can do things that highway expansion will not do. Among them:

- redirect real estate investment toward village and town centers along the railway, consistent with evolving "smart growth", (or as I prefer to say, 'sustainable development' strategies) to control sprawl;
- anticipate the need of an aging population for alternatives to the auto;
- contribute to controlling air pollution by reducing dependence on the personal auto;
- support evolution of communities which are more oriented to walking and bicycling, and thus can reduce town center congestion which is becoming as much a concern as highway congestion; and
- relieve highway congestion west of New Haven in Fairfield County as real estate prices there will force more people east of New Haven, either on the roads, or the rails.

If the news article correctly reports the results of your study, it states that, based on past trends, you do not foresee individuals forsaking their personal autos in sufficient numbers to make train/public transit a significant. Alternatively, I submit that we should be planning, not based on past trends or present conditions, but on the future that we can most reasonably anticipate. That future is defined by the following:

- a demographic shift in the population age distribution of unprecedented proportions that will create equally unprecedented needs for services, including transportation;
- a constrained economy resulting from present conditions but having prolonged impact, particularly as the demographic tsunami hits retirement age in ten years; and
- an evolution in public values that will be more open to investment and use of public resources, due substantially to the prior two factors.

An assessment which looks only at the exchange of traffic volumes but does not take into account contributing non-transportation values would seem to lead us to erroneous transportation and economic assessments.

One premise which was fundamental to the preparation of Guilford's transportation plan was that transportation requirements **should be derived from** rational land use plans; transportation should not drive land use. Unfortunately, as you know better than I, the latter has been the case. The long term evolution of a rail/public transit strategy and investment for the densely populated area of the East Shore should be to accomplish the long overdue goal of returning balance to land use and constraining sprawl.

I am also including for your further information another document entitled Transportation Community Options for Guilford, which I have recently released in a private capacity proposing development options relevant to Guilford's upgraded train station. The purpose of this document is to define how rail might be incorporated further into the community center to evolve a greater use of public transit and rail. This can only work if other Shoreline East AND MetroNorth communities adopt comparable strategies that enhance utilization of rail. In ten to twenty years, we might go significantly beyond the 1% you project, and that would not be shabby, given that it has taken 100 years to get to where we are, and we cannot rationally continue on the same path for the next hundred.

I look forward to reading your report, not as a conclusion, but as an important component of a public dialogue that must evolve an optimum land use/ transportation strategy.

Yours truly,



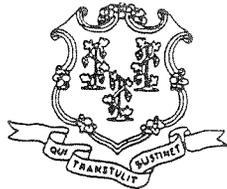
CC:

- Carl Balestracci, First Selectman, Town of Guilford
- James F. Byrnes, Jr. Acting Commissioner of Transportation
- Paul B. Eccard, First Selectman, Westbrook
- Michael Pace, First Selectman, Old Saybrook
- William Peace, Selectman, Old Saybrook

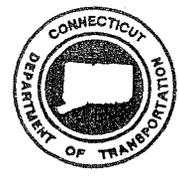
Attachments:

- "Study Says Mass Transit Upgrades Won't Ease I-95 Traffic" , New Haven Register, 2003/09/20.
- "A Transportation Initiative for the East Shore Corridor", 2002, July 31
- "Transit Community Options for Guilford" 2003, Sep. 8

Branford 1/2



# STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546  
NEWINGTON, CONNECTICUT 06131-7546

Phone:

October 7, 2003

[Redacted address lines]

Guilford, Connecticut 06437

Dear [Redacted name]

This is in response to your September 22, 2003 letter to Mr. Duncan Allen of Parsons Transportation Group regarding the I-95 Branford to Rhode Island Feasibility Study "Draft Transit Service Enhancements Analysis" report. This Draft report and its findings were presented to the study Advisory Committee on September 18, 2003 for discussion.

Of particular importance and central to the committee discussion was the summary findings of the draft report, which stated that "because the enhancements (transit) would not substantially achieve the project's goals and objectives, and would not be cost effective, there appears to be no reason to develop them into a candidate alternative in their own right." Based upon the limited amount of traffic that can be expected to be diverted from I-95 to transit, the transit system analyzed in this study cannot be considered a stand-alone solution to existing and future traffic demand in this corridor. This is not to say that transit does not have an important role in the region. The importance of transit in this corridor is recognized and will be considered in the development of the "Priority Implementation Plan".

This study has identified capacity and geometric deficiencies along I-95 that must be addressed. To ignore this need in favor of a total transit approach would not be consistent with the project mission statement, to "...identify corridor deficiencies and make recommendations for practical cost-efficient improvements to improve or preserve the capacity of the corridor and provide for future growth."

At the present time, the draft transit report is being further developed. A revised transit report is being prepared and will be included as an agenda item at the next Advisory Committee meeting, tentatively scheduled for early November 2003 at the Waterford Town Hall. The last item of the Advisory Committee business will be public comment.

A copy of the final report will be provided to you when completed. It will also be available on the study web site.

October 7, 2003

Thank you for your comments and information. You are encouraged to work through Mr. Carl Balestracci, the study Advisory Committee member representing Guilford.

Very truly yours,



Charles S. Barone  
Transportation Planning Director  
Bureau of Policy and Planning

cc: Mr. Carl Balestracci – Town of Guilford  
Mr. Michael Pace – Town of Old Saybrook  
Mr. Rodney Bascom – Clough, Harbour & Associates  
Mr. Duncan Allen – Parsons Transportation Group



Town of  
*North Stonington, Connecticut*

October 1, 2003

James R. Andrini, Project Manager  
Connecticut Department of Transportation  
PO Box 317546  
Newington, Connecticut 06131-7546

Dear Mr. Andrini:

We are asking that the proposed modification to Exit 93 of I-95 in North Stonington, recommended by Mrs. Anne [REDACTED] of East Clarks Falls Road be given consideration during the feasibility study of I-95 being conducted at this time.

We are attaching a map showing the proposal to redesign the southbound off ramp of the Exit to change the traffic flow that is now impacting the intersection of Clarks Falls Road, a.k.a. Route 216 and Route 184 a.k.a. Providence New London Turnpike. The traffic would now enter directly onto Route 184 above the Truck Stop thereby improving the area allowing a more *traditional* four way intersection.

If you have any questions please feel free to contact my office. Thank you for your consideration of this proposal.

Respectfully,

Nicholas H. Mullane, II  
First Selectman

Cc: James Butler, SECCOG  
[REDACTED]

CONNECTICUT  
RIVER REGIONAL  
ESTUARY PLANNING  
AGENCY

AT SAYBROOK JUNCTION-MARKETPLACE  
455 BOSTON POST RD. P.O. BOX 778 OLD SAYBROOK, CT 06475  
860/388-3497 FAX 860/395-1404  
crrerpa@snet.net

October 10, 2003

Mr. James Andrini  
Connecticut Department of Transportation  
2800 Berlin Tpke  
Newington, CT 06131-7546

RE: Transit Service Enhancement Analysis – September 2003

Dear Mr. Andrini,

This is a follow-up letter to the last meeting of the Advisory Committee for Interstate 95 Feasibility Study and comments made by Linda Krause relative to the Transit Service Enhancement Analysis submitted by Parsons. It was noted that this document was a draft version and would be reworked.

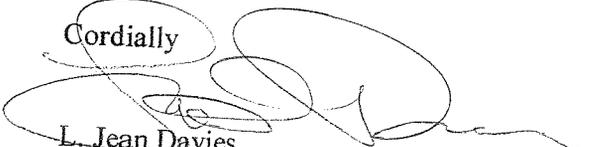
As the consultant re-examines the study, we would like emphasize that various questions be posed to answer what appears to be a complex issue of congestion on Interstate 95. The primary question posed in the initial draft was whether transit enhancements as described in the report would divert traffic from summer Friday peak hour vehicles miles traveled. This type of single focused question is similar to asking, "what is level of parking is required for a shopping center on the day after Thanksgiving".

A more comprehensive question would be how an enhanced shoreline transit system would work within a multi-modal system of transportation, both within the study area and within a tri-state system, to alleviate average daily traffic volume on Interstate 95. The problem of congestion on Interstate 95 is multi-faceted, and any solution must also be multi-faceted. Interstate thru-traffic, commuters, regional destination tourism, and freight traffic should be analyzed separately, since any single "fix" will not address all types of users. Public transit within Connecticut is most likely to address commuters both within state and potentially interstate commuting. In addition, it seems important to consider solutions within an overall time-frame. Improvement to transit services and other facets of a multi-modal system would be more quickly implemented and be more helpful in the short term than major highway construction.

Another observation was that the cost effectiveness criteria established in the report is based on a "New Start" rather than on enhancement of existing systems for transit. The benefit of regional and statewide transit enhancements might be seen as cost effective if the criteria were re-evaluated as an enhancement to the overall transportation system. The report stated that ; "*road space released is then often taken up by a vehicle from an adjoining slightly less congested hour, whose driver was previously willing to trade off traveling at a less convenient hour for travel time savings.*" This means that even the construction of a third lane on Interstate 95 may not alleviate congestion. Therefore, it would seem that the cost for transit enhancements and altering public perception of transit is a cost effective strategy in the long range plan to improve mobility in Interstate 95.

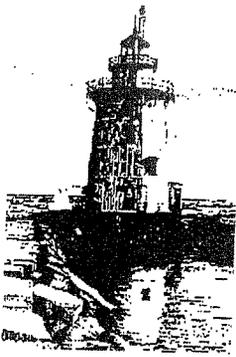
I hope these comments will be helpful in re-assessing the draft "Transit Service Enhancement Assessment".

Cordially

  
L. Jean Davies

CRERPA Transportation Planner

Cc/ Charles Barone, Transportation Planning Director  
Clough, Harbour & Associates



Keuse 1/2

# LOWER CONNECTICUT VALLEY SELECTMEN'S ASSOCIATION Metropolitan Planning Organization

445 Boston Post Rd - P.O. Box 778 - Old Saybrook, CT 06475  
Telephone: 860-388-3497 FAX: 860-399-1404  
Email: CRERPA@snet.net

October 14, 2003

James F. Byrnes Jr., Commissioner  
CT Department of Transportation  
2800 Berlin Tpke  
Newington, CT 06131-7546

RE: Chester- Hadlyme Ferry

Dear Commissioner Byrnes,

At its meeting on September 11, 2003, the Lower Connecticut Valley Selectmen's Association (LCVSA) met to discuss various issues, including the change in the rate structure for the Chester-Hadlyme Ferry and through association, the Rocky-Hill Glastonbury Ferry.

Since that time, emergency legislation, passed under Bill # 2051, has given you the opportunity to offer discounts rates for commuters. This was excellent progress to preserve the integrity of the Connecticut River ferries as functioning component of both Route 148 and 160 for commuters and residents of the state.

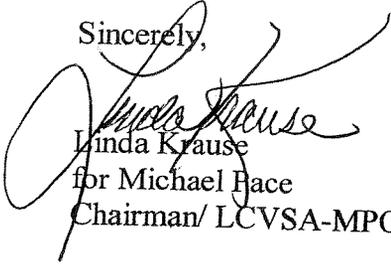
The primary concern, as evidence by articles in the Hartford Courant as recent as October 1, 2003 and files from 1989 and 2002, is that the issue with ferry operation on the Connecticut River is a recurrent topic for both CTDOT, the residents, merchants, and ferry associations with CTDOT usually in the hot-seat position. A case in point raised at the meeting was the overall cost for improving the ferry slips over the last two years in context with the maintenance of operations. The LCVSA strongly recommends funding be provided for an independent study of operations in conjunction with cost benefits to the region's and state's tourism industry. The study would examine: current operations in conjunction and in comparison with other alternatives; include potential stakeholders in the ferry system; options for reducing users costs; overall policy regarding ferry operations; and provide recommendations for future use and operations funding.

There are several goals associated with this study. One particular goal is to identify stakeholders in the ferry system, and reduce the pressure on CTDOT as the sole point of contact. This stake holders list might include: tourists, commuters, emergency management, Connecticut Tourism, area merchants, the Department of Environmental Protection, Ferry District Associations, and Connecticut Department of Transportation. Stakeholders can contribute ideas and options for funding operations during the operating season to ensure that the ferry remains a viable transportation alternative well into the future. A second goal is to examine ways to further reduce user costs especially for residents and commuters. Another goal is to examine the overall state perspective on

ferry operation and whether they are a segment of tourism, the road system, and/or state heritage. One task would be to look at the operations of other state run river-ferry systems, some of which offer free passage to the general public.

The river ferries are important multi-modal element in diverting local traffic from Interstate 95 during peak hours in the summer, a link to important tourist attractions, and historic icons. As evidenced by the general public response to the fare increase, the ferry system on the Connecticut River remains an important aspect of the transportation system within the state and closer scrutiny may yield long-term benefits for continued operations.

Sincerely,



Linda Krause  
for Michael Pace  
Chairman/ LCVSA-MPO

- Cc/ J. Spallone, State Representative
- Brian O'Connor, State Representative
- Peter Maxwell, Ferry Association
- Clough, Harbour & Associates (Consultant – Interstate95 Study)