

I-84 Danbury Project

Project Advisory Committee (PAC) Meeting No. 3: Results

September 24, 2019





Comment Card Exercise

From my perspective, the most pressing needs and deficiencies within the I-84 corridor in Greater Danbury are (list up to 3):

In my opinion, the I-84 Danbury Project would be successful if it achieved the following:



Comment Card Exercise


 I-84 Danbury Project

From my perspective, the most pressing needs and deficiencies within the I-84 corridor in Greater Danbury are (list up to 3):

- Congestion - Both Morning and afternoon Congestion
- Safety
- Road Condition - Pavement

In my opinion, the I-84 Danbury project would be successful if it achieved the following:

- Reduce Travel Time and Congestion
- Improve Safety and decrease fatality
- Improve Pavement Condition

 I-84 Danbury Project

From my perspective, the most pressing needs and deficiencies within the I-84 corridor in Greater Danbury are (list up to 3):

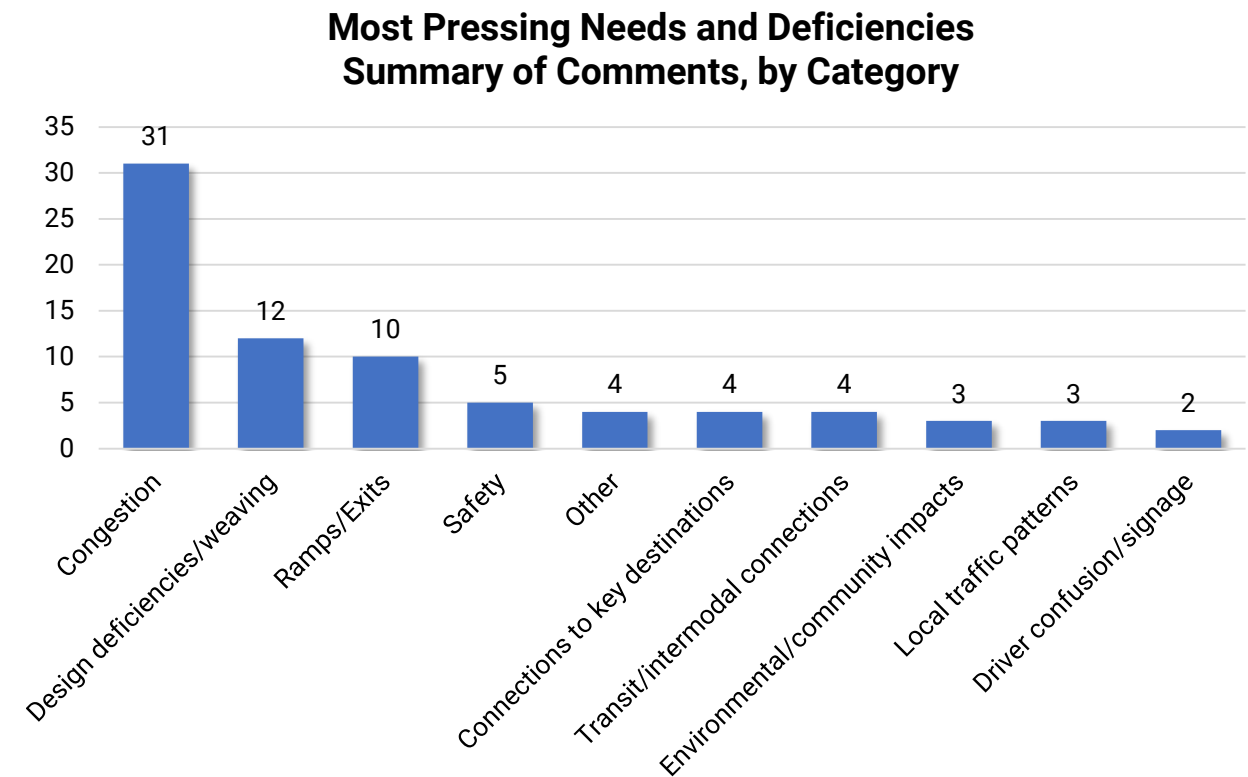
- 1) traffic reduction
- 2) improved connections to Downtown Danbury/urban & retail centers
- 3) improved connection & coordination w/ other multi-modal forms of transportation

In my opinion, the I-84 Danbury project would be successful if it achieved the following:

- 1) improved overall flow of traffic within and through Danbury.
- 2) improved connection to urban & retail centers (preferably w/o using highway)
- 3) increased use & ease of use of mass transportation & biking/walking.

From my perspective, the most pressing needs and deficiencies within the I-84 corridor in Greater Danbury are:

- 30 comment cards received
- 78 individual comments on needs and deficiencies received
- Congestion was the most frequently mentioned (31 comments) followed by design deficiencies/weaving (12 comments) and ramps/exits (10 comments)



Pressing Needs: Congestion

- Congestion - both morning and afternoon congestion
- Unreliable travel times
- Congestion at the interchanges
- Frequent congestion heading west from Exit 9 when approaching Exit 7 merge
- I-84 is too small for the volume that uses it
- There is need to alleviate the traffic tie-ups, especially during commuting time
- Heading east: 3 lanes to 2 lanes east of Exit 8 creates congestion
- Hampering business growth and economic development as a result of congestion



Pressing Needs: Design deficiencies/weaving

- Geometric alignment
- Poor alignment
- Exit 8 is dangerous due to cross over traffic (mentioned 3 times)
- Left lane exit from I-84 to Route 7 NB
- The merge between Exit 3 and Exit 4 in the eastbound direction (mentioned twice)
- 90 degree bend between Exit 3 and Exit 4
- The curve at Exit 3 only to enter onto an uphill to Exit 5



Pressing Needs: Ramps/Exits

- On/off ramps insufficient and illogical (for example, "off" ramp, but no return "on" ramp)
- Improve current exit/entrance ways to I-84
- Limited on/off access
- Design and placement of the entrance and exit ramps
- Dangerous on/off ramps
- Ramp backups due to lack of capacity of local roads
- Exit 6 E-W and no exit or entrance

Pressing Needs: Safety

- Safety
- Large number of crashes
- Safety both on I-84 itself and on the local roads
- Crashes are both the cause of and result of congestion
- Road condition - pavement



Pressing Needs: Connections to Key Destinations

- Inability to access Downtown Danbury area directly
- Improved connections to Downtown Danbury/urban and retail centers
- Downtown access - access to Hospital
- Highway could use an exit to get to Danbury Hospital



Pressing Needs: Transit/Intermodal Connections

- HART service interruptions
- Lack of intermodal connections
- Better public transportation
- Improved connection & coordination with other multi-modal forms of transportation



Pressing Needs: Local Traffic Patterns

- Danbury's side streets are not conducive to a cross-town trip, necessitating Danburyians using I-84 more for city trips
- Criticality of I-84 to move around Danbury
- Keep local traffic (between Exit 3-8) off I-84



Pressing Needs: Environmental/Community Impacts

- Air pollution
- Pollution/air quality concerns
- Co-existing with adjacent land use



Pressing Needs: Driver Confusion/Signage

- Better signage and road marking to notify drivers far ahead of their exit or route direction
- Poor, non-direct, unintuitive connections



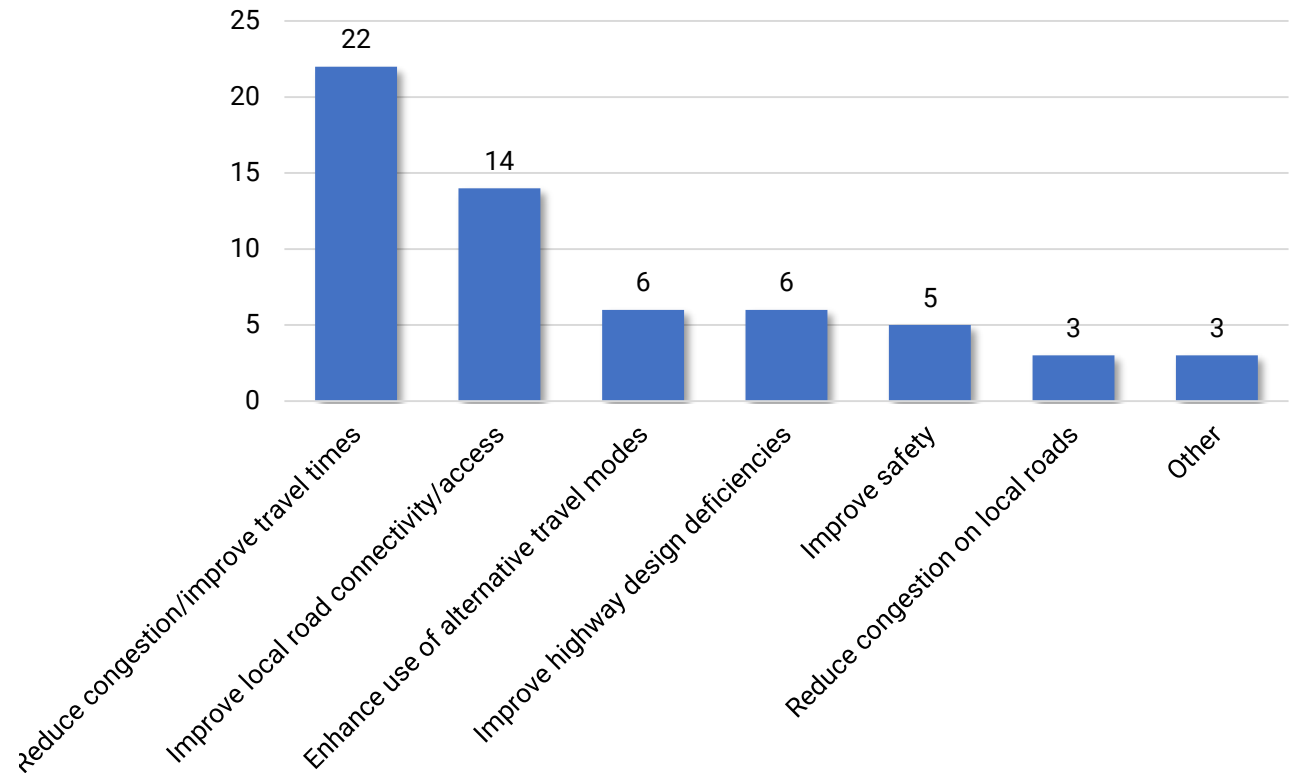
Pressing Needs: Other

- Greater civic participation
- What is being done to highway from Exit 8 to Waterbury and NY area by Exit 2. These areas need improvements as well (extent of project)
- Improvements need to be made soon (timing of project)
- Design to work with existing conditions

In my opinion, the I-84 Danbury Project would be successful if it achieved the following:

- 30 comment cards received
- 59 individual comments on “measures of success” received
- Reduce congestion/improve travel times most frequently mentioned (22 comments) followed by improve local road connectivity/access (14 comments)

What Would Make This Project a Success?
Summary of Comments, by Category



Measures of Success: Reduce Congestion/Improve Travel Times

- Reduced traffic congestion
- Decreased commuter times
- Cut thru congestion by 10 minutes
- Reduce congestion on I-84 while accommodating additional users
- If traffic did not seem like we are driving in NY City during rush hour
- A high capacity flow of traffic from the NY border to Waterbury
- Smooth traffic flows during all hours of the day (rush hours and seasonal traffic)
- No delays entering on to 84 from Route 7 South

Measures of Success: Improve Local Road Connectivity/Access

- Better downtown access routes from west side
- Improved overall flow of traffic within (preferably w/o using highway) and through Danbury
- If a design helped get local traffic off the highway
- Improved capacity and added a service road to accommodate local traffic and give access to additional neighborhoods that cross the highway w/o access
- At least have a plan to increase local road capacity for off ramp traffic
- Assisting with local driving without cars using the highway
- Less local traffic getting around I-84 traffic

Measures of Success: Enhance use of Alternative Travel Modes

- Increased use & ease of use of mass transportation & biking/walking
- Promoted more than one use of transportation
- Altered mode of transportation to reduce reliance on cars
- Easy access to rail
- Improved, safer access to rail, transit, bike, and pedestrian use within Danbury
- More alternatives to travel on the highway/improved connectivity



Measures of Success: Improve Highway Design Deficiencies

- Address the split exits
- Create better on/off access to I-84
- Create Exit 6 ramp for westbound access
- Provided more exit and entry ramps; would cut backups at current exits
- Straighten the road
- 3+4 and 7+8



Measures of Success: Improve Safety

- Improve safety and decrease fatalities
- Lowered crashes in the corridor by 10%
- Reduce accidents and make travel efficient
- Improve pavement condition
- Reduction in accidents



Measures of Success: Reduce Congestion on Local Roads

- Reduce spillover traffic to local roads
- Eliminate local road traffic
- Prevent traffic build-up elsewhere



Measures of Success: Other

- This project is completed by 2025
- Advanced transportation/highway state-of-the-art in CT (ITS, ramp meters, autonomous infrastructure)
- Maintained safety while resulting in zero or positive environmental impact in the Greater Danbury Area. Also should include long-term plan looking past the superhighways - what is the end game?



Project Need Check-In



Project Need Check-in

Please take a keypad.



- Read the question.
- You have 15 seconds to press the numbered button that corresponds with your answer.
- You may change your mind; the last button pressed will be your recorded response.

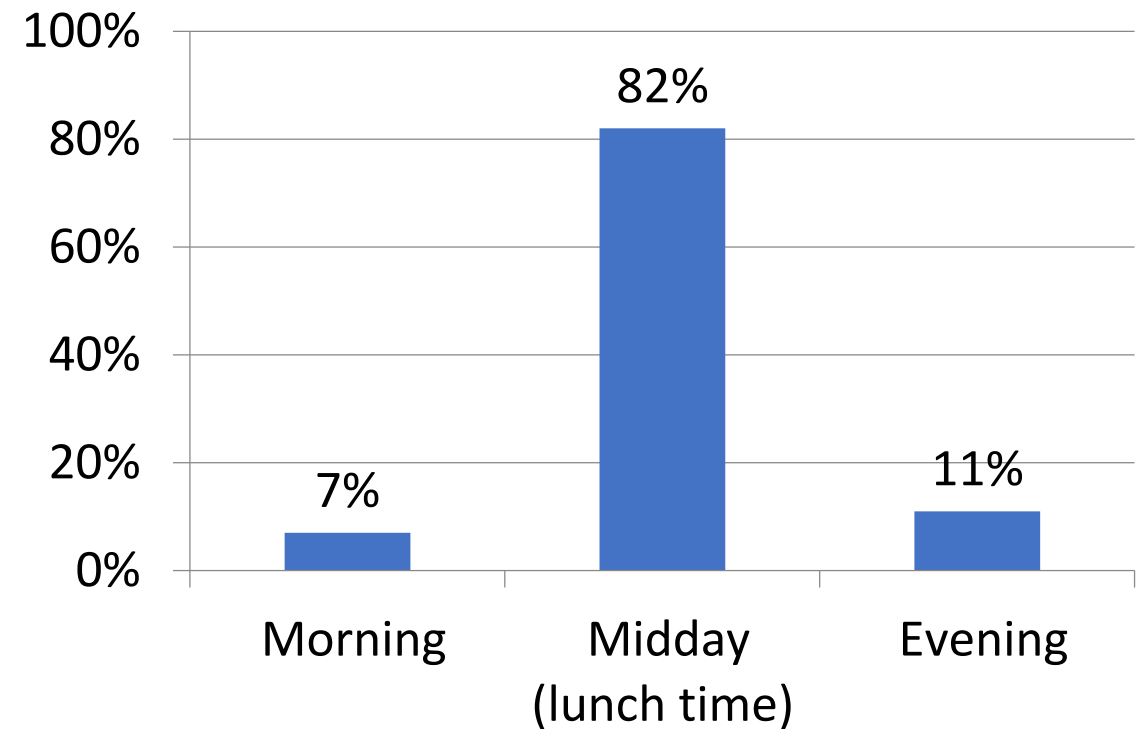
Let's start with a practice question . . .



Project Need Check-in

What time of day works best for future Project Advisory Committee (PAC) Meetings?

1. Morning
2. Midday (lunch time)
3. Evening





Project Need Check-in

Please rate each of the following statements based on the weighting scale below:

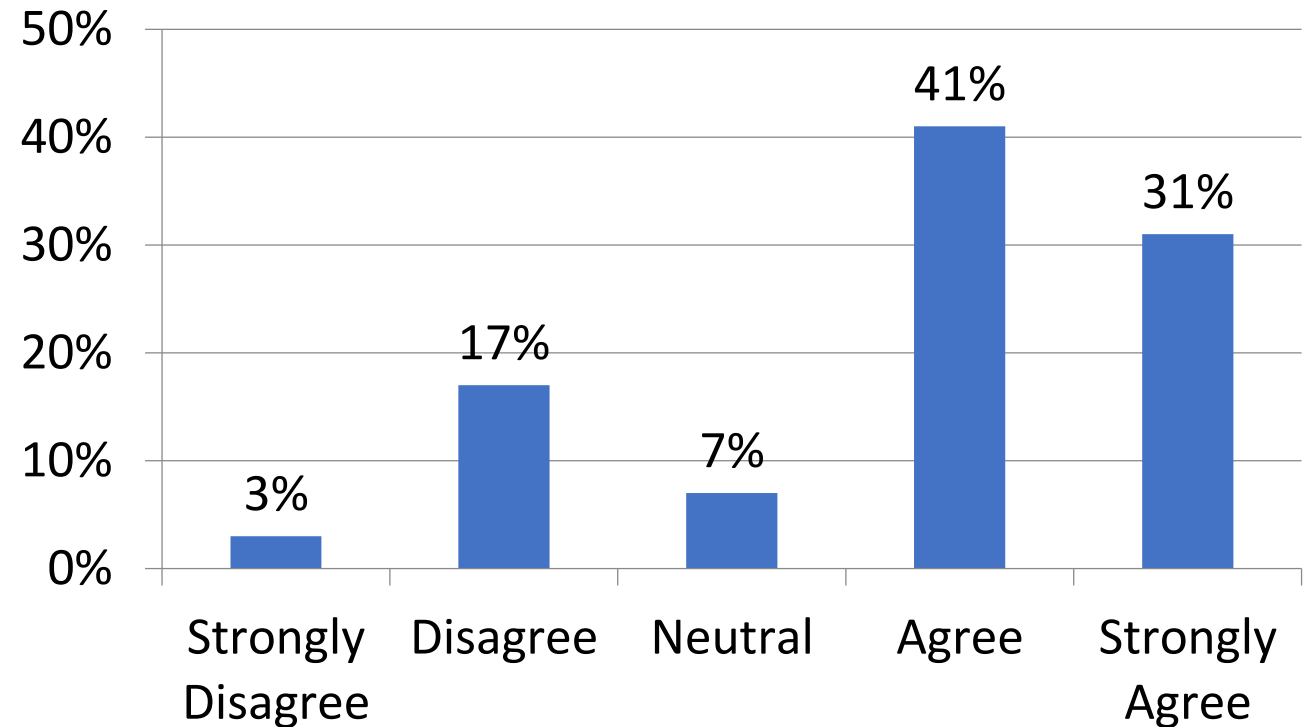
1. Strongly Disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly Agree



Project Need Check-in

I routinely change my travel patterns or behavior in order to avoid congestion on I-84.

1. Strongly Disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly Agree

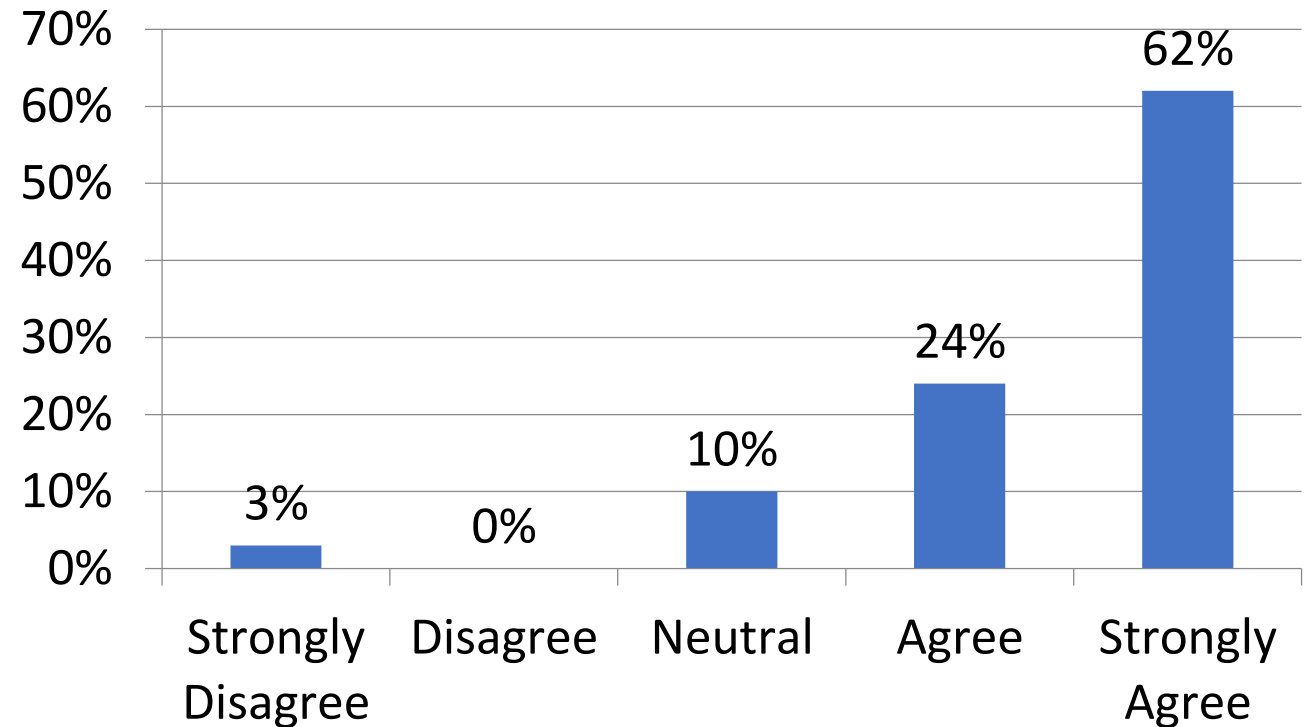




Project Need Check-in

Traffic congestion on I-84 has gotten worse over the last five years.

1. Strongly Disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly Agree

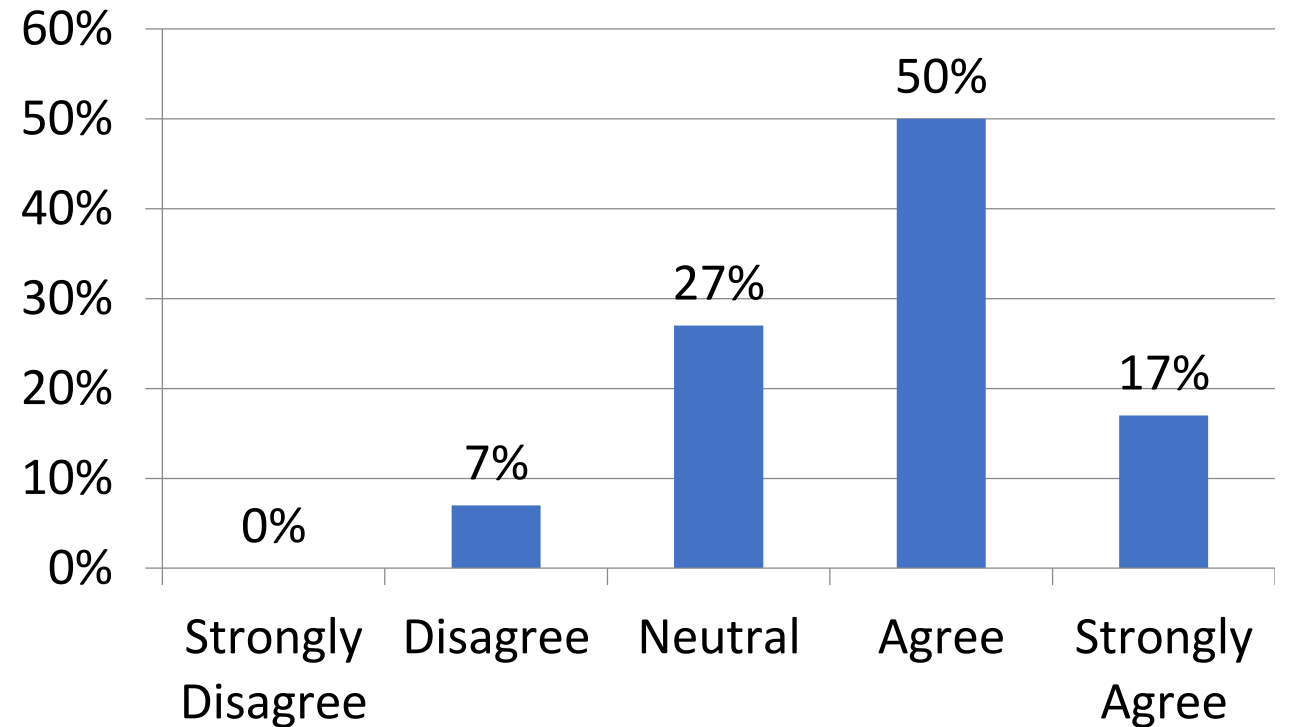




Project Need Check-in

Traffic congestion on I-84 is hurting the local economy.

1. Strongly Disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly Agree

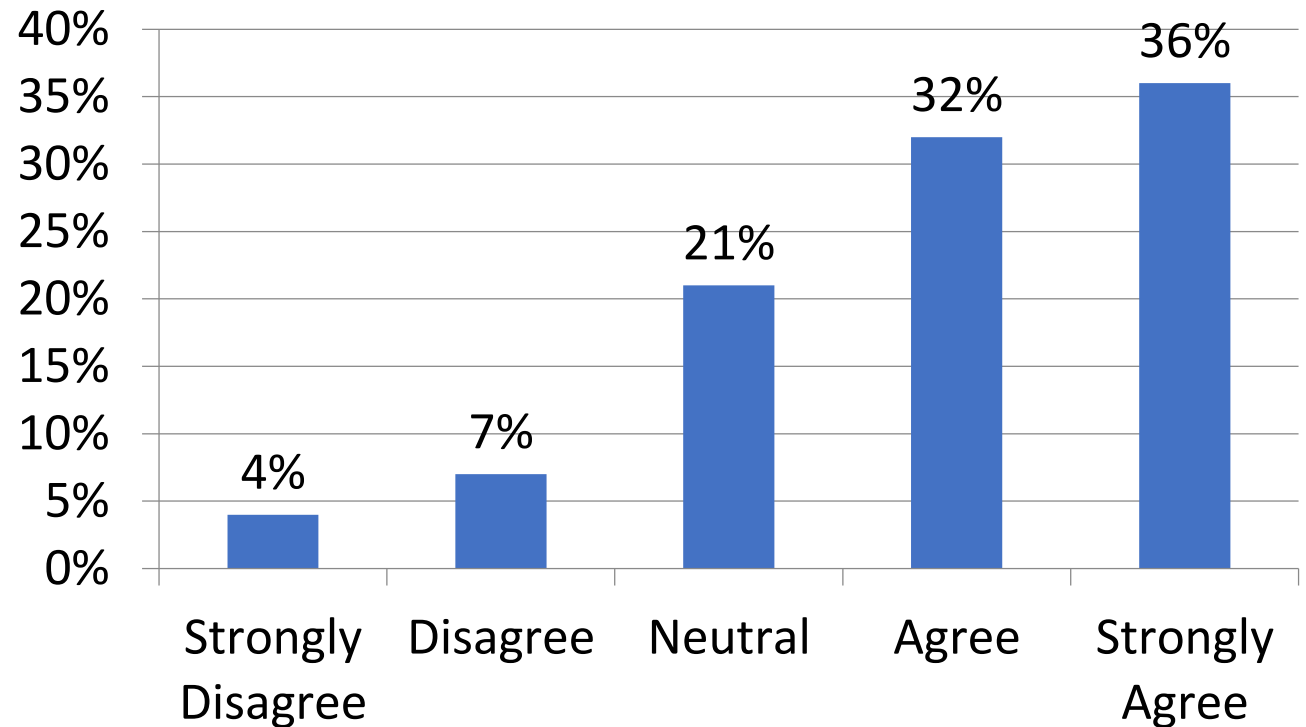




Project Need Check-in

Danbury's local street network makes it difficult to travel between destinations within the city without using the highway.

1. Strongly Disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly Agree

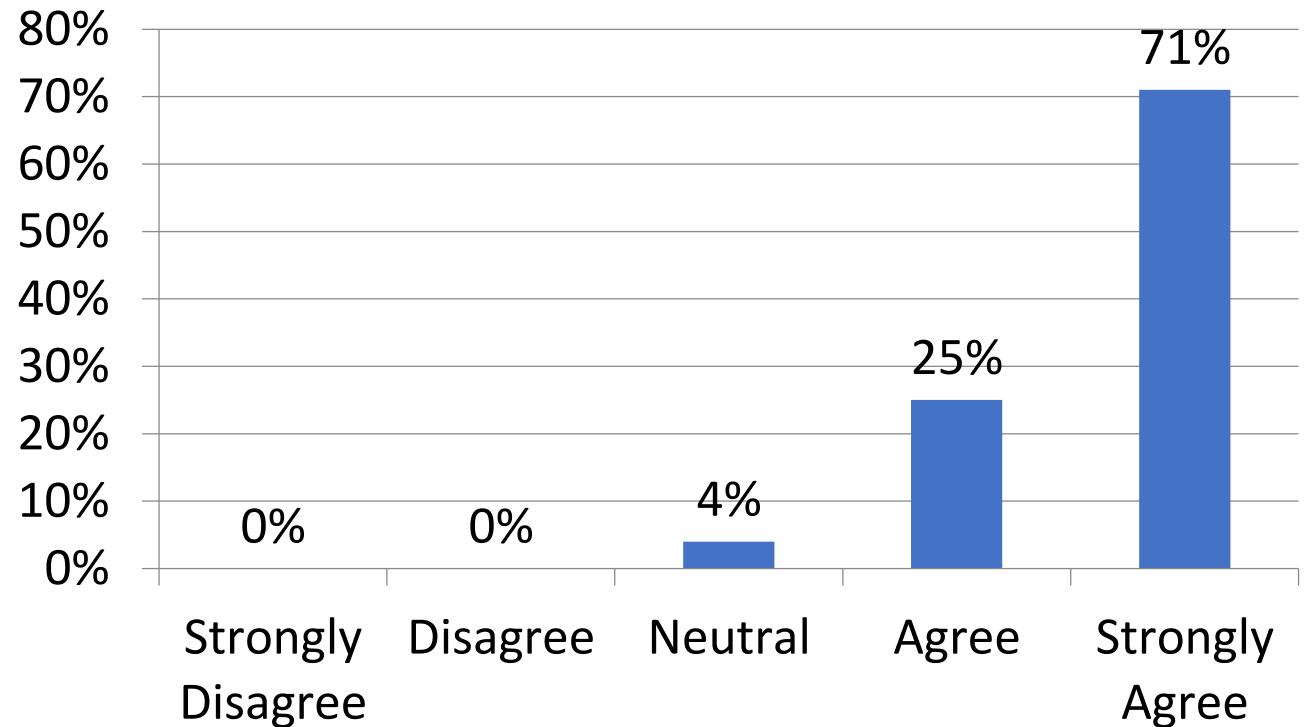




Project Need Check-in

Improved access to rail and bus transit service is a need within the region.

1. Strongly Disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly Agree

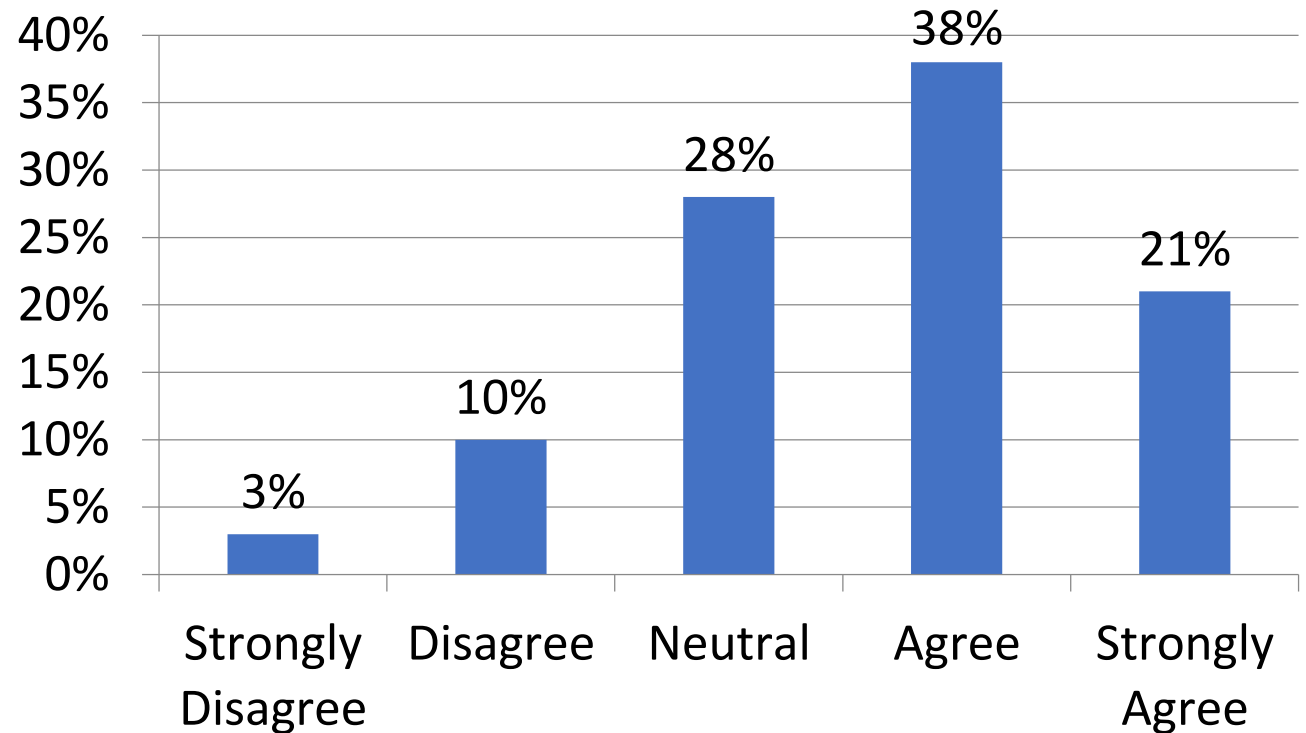




Project Need Check-in

The expansion of the Park & Ride system along I-84 and Route 7 is a need within the region.

1. Strongly Disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly Agree

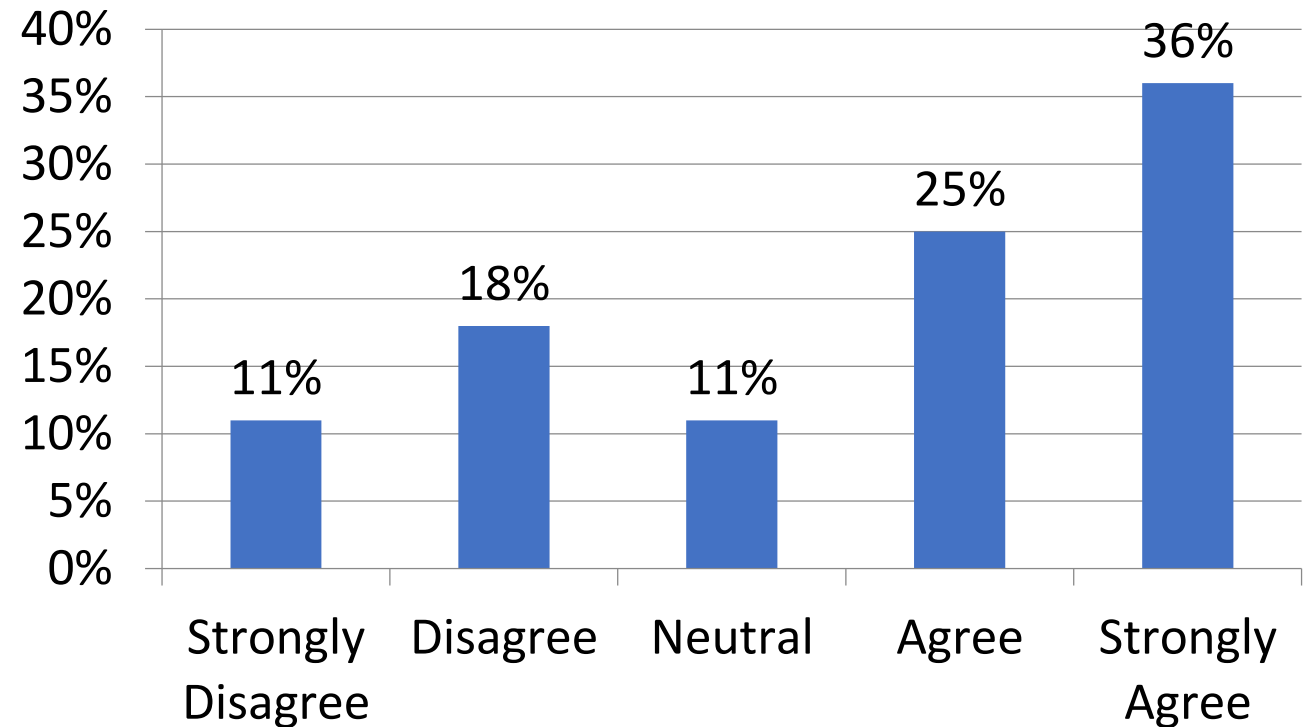




Project Need Check-in

I-84 acts as a barrier to bicycle and pedestrian travel.

1. Strongly Disagree
2. Disagree
3. Neutral
4. Agree
5. Strongly Agree






Project Purpose Check-In

Project Purpose Check-in


Please rate each of the following questions using the weighting scale below:

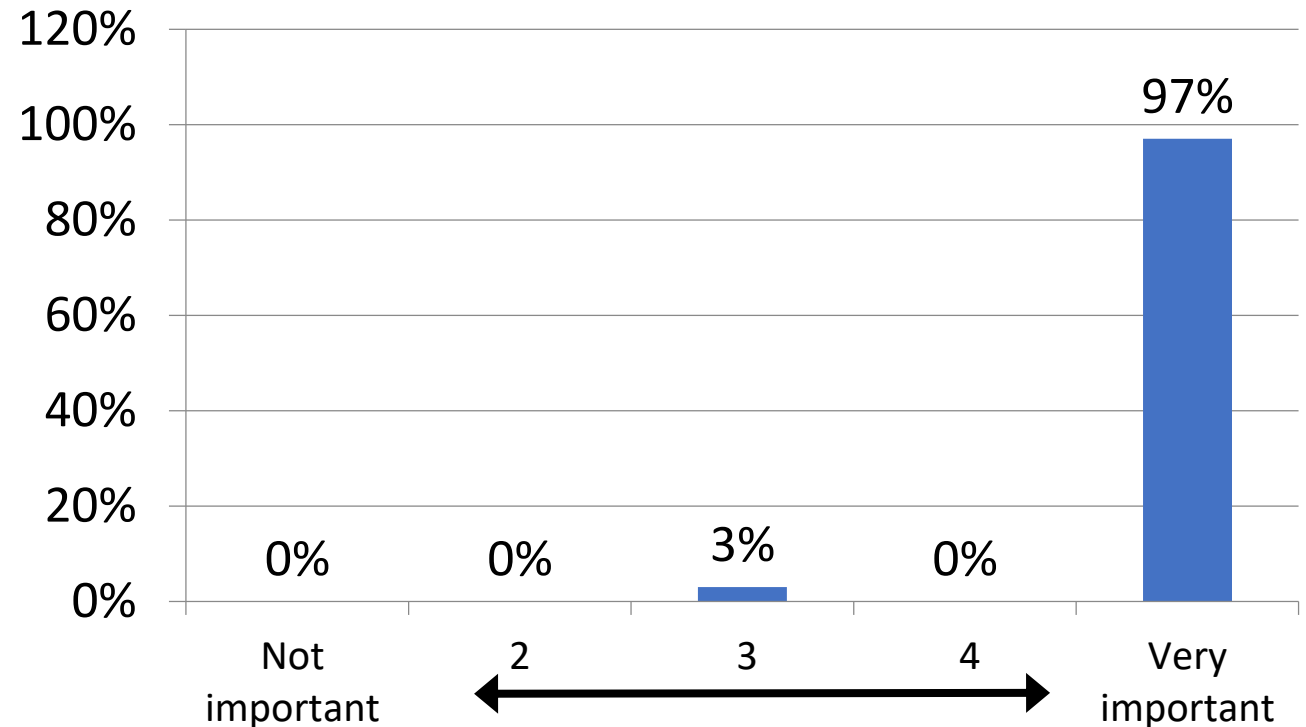
1. Not important
 - 2.
 - 3.
 - 4.
 5. Very important
- 



Project Purpose Check-in


How important is it that the I-84 Danbury Project reduces congestion on the highway (I-84 and Route 7)?

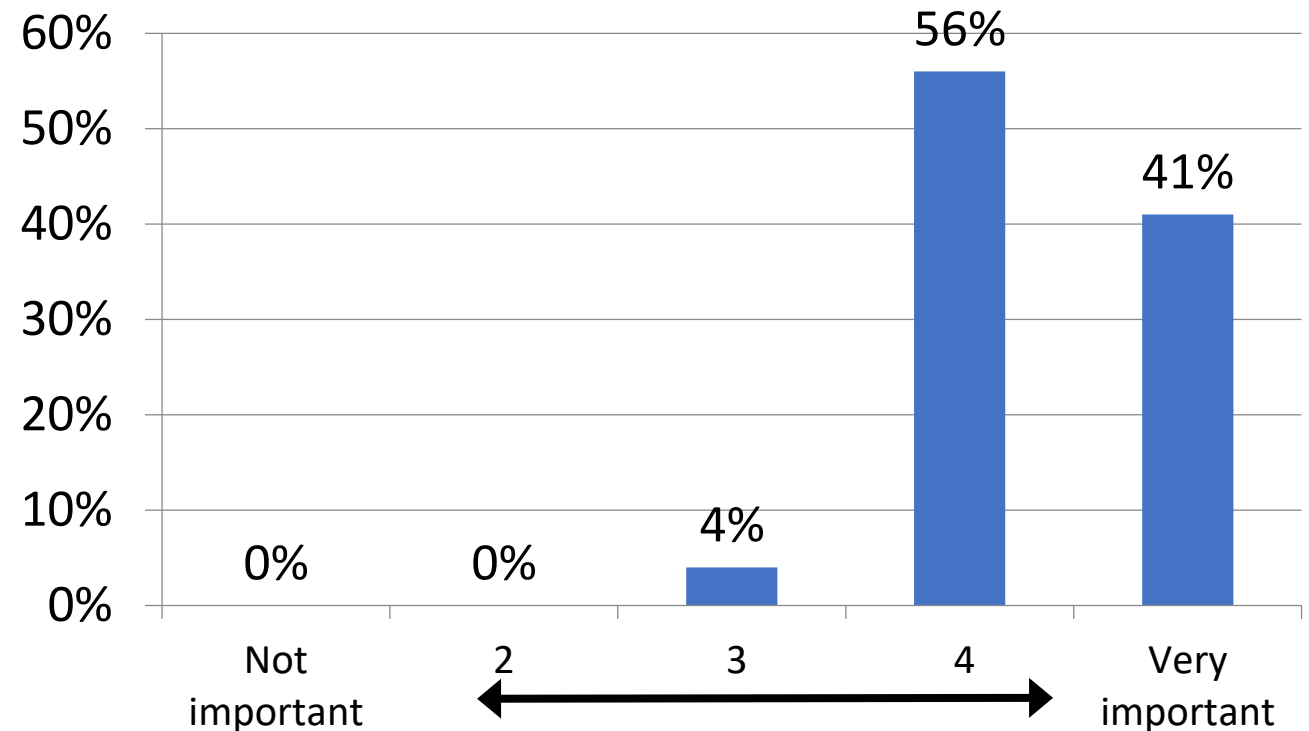
1. Not important
 - 2.
 - 3.
 - 4.
 5. Very important
- 



Project Purpose Check-in

How important is it that the I-84 Danbury Project reduces congestion on adjacent local roadways?


1. Not important
 - 2.
 - 3.
 - 4.
 5. Very important
- 

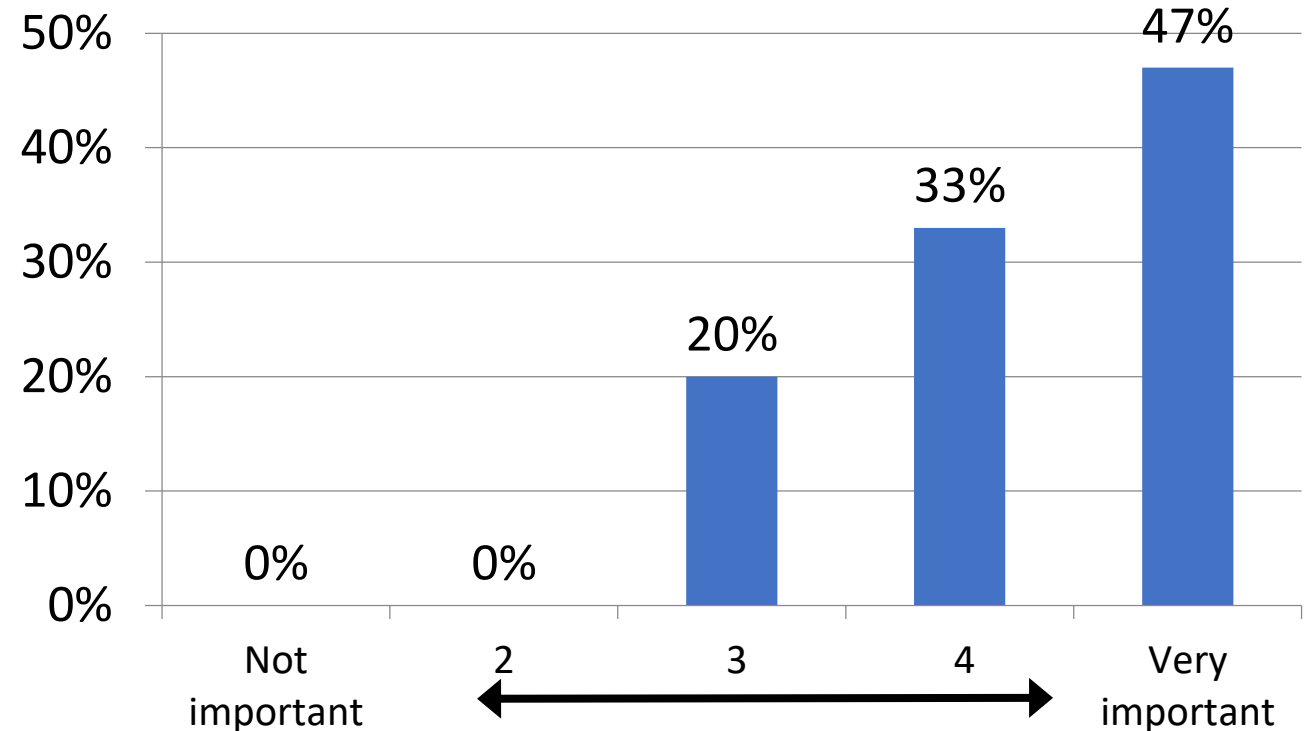




Project Purpose Check-in

How important is it that the I-84 Danbury Project reduces crashes?


1. Not important
 - 2.
 - 3.
 - 4.
 5. Very important
- 

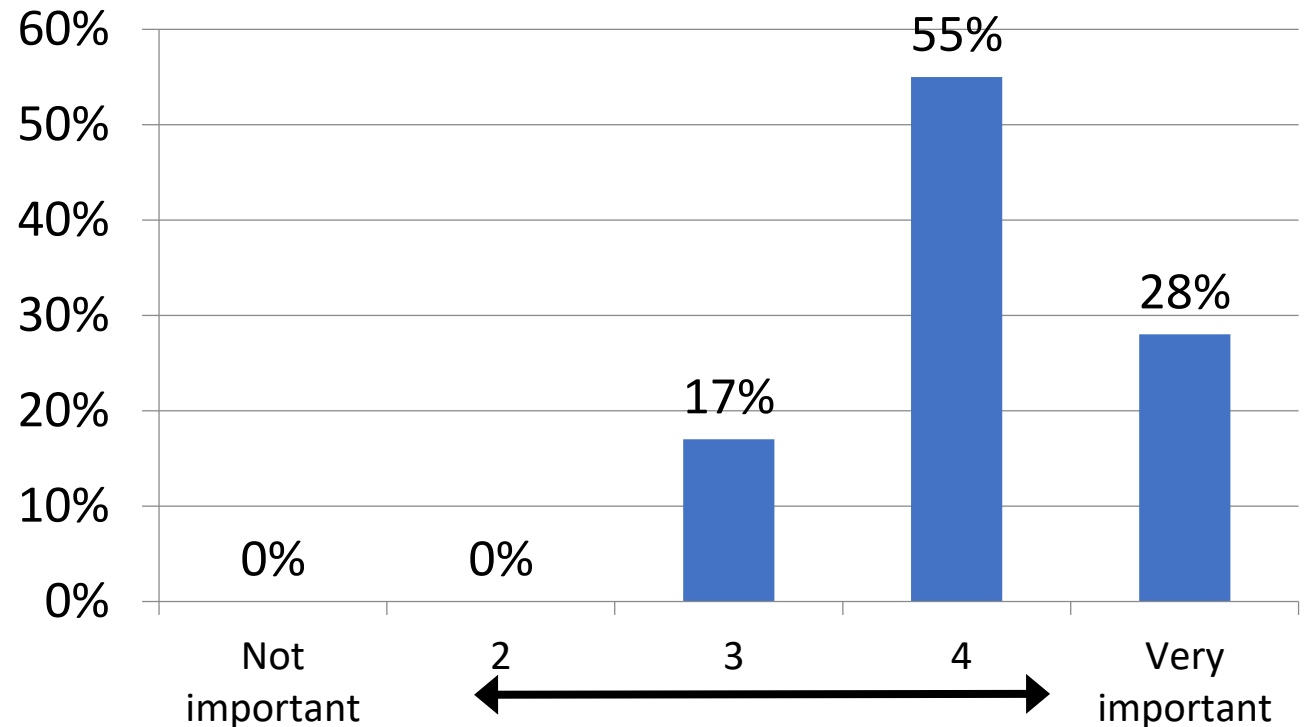




Project Purpose Check-in

How important is it that the I-84 Danbury Project reduces sharp curves and weaving?


1. Not important
 - 2.
 - 3.
 - 4.
 5. Very important
- 

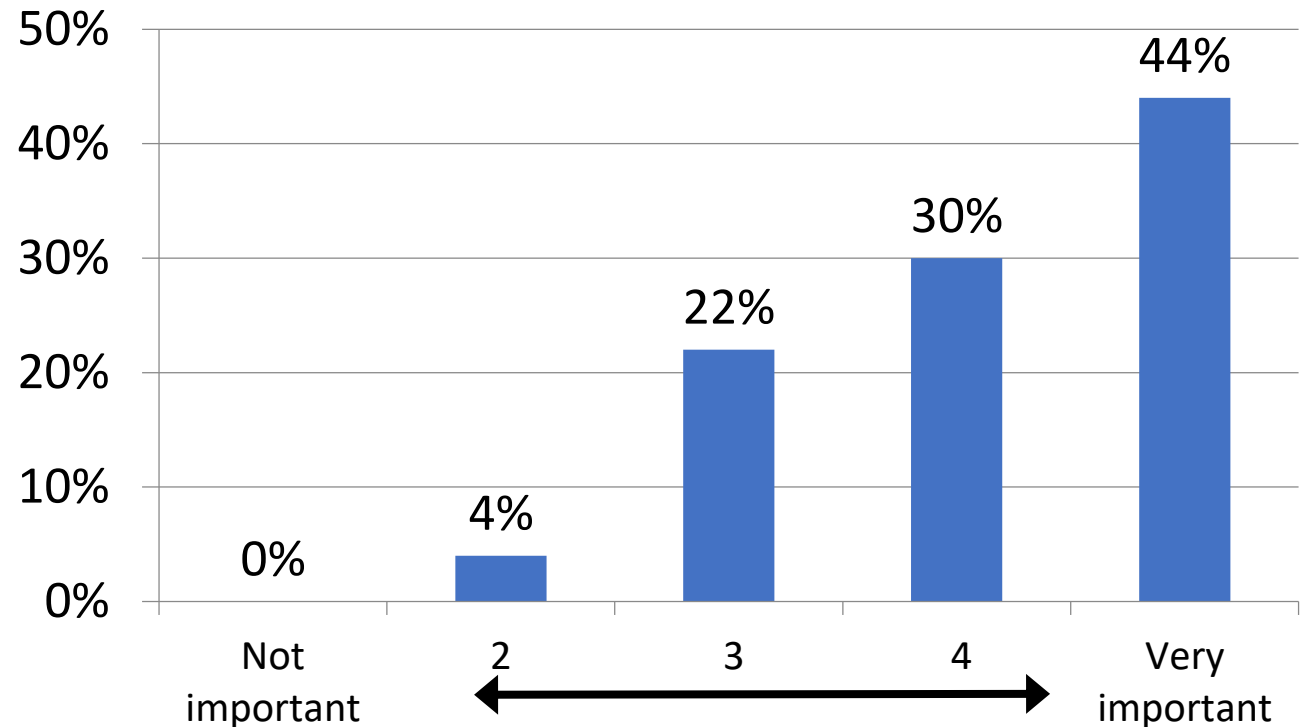




Project Purpose Check-in


How important is it that the I-84 Danbury Project improves connections between the highway and Danbury Hospital?

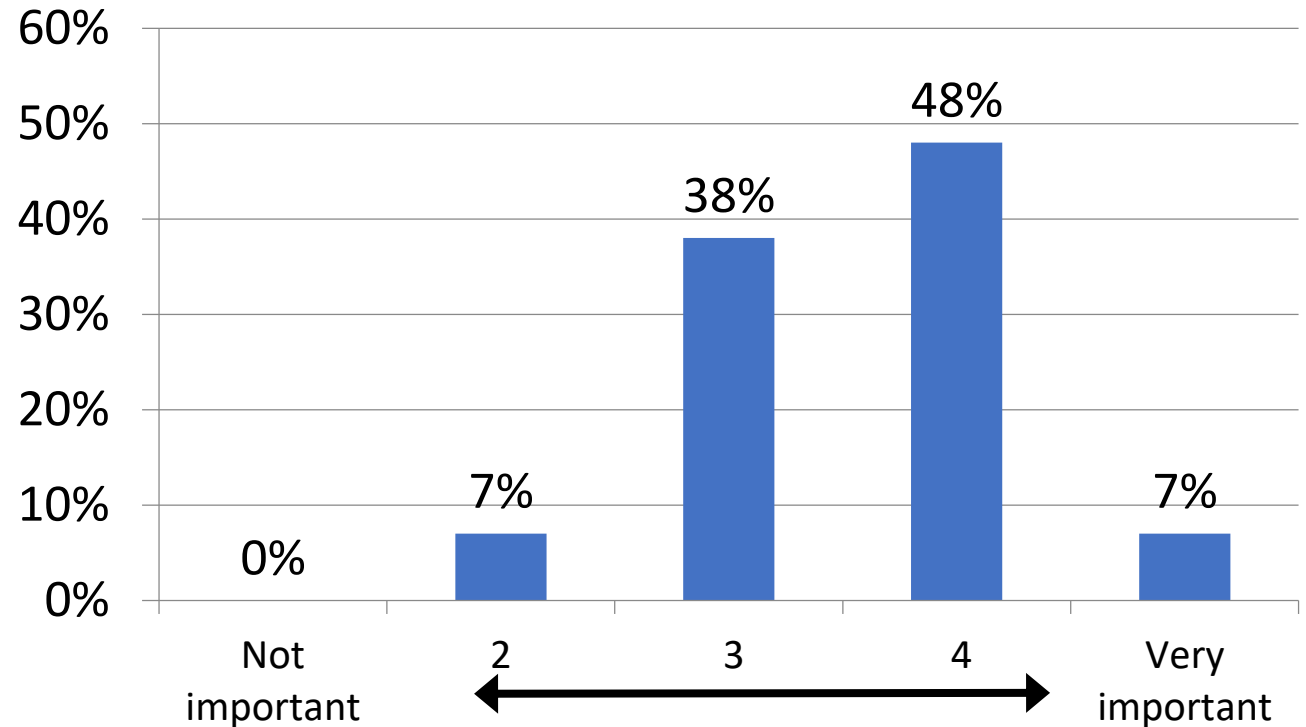
1. Not important
 - 2.
 - 3.
 - 4.
 5. Very important
- 



Project Purpose Check-in


How important is it that the I-84 Danbury Project improves connections between the highway and businesses and employers?

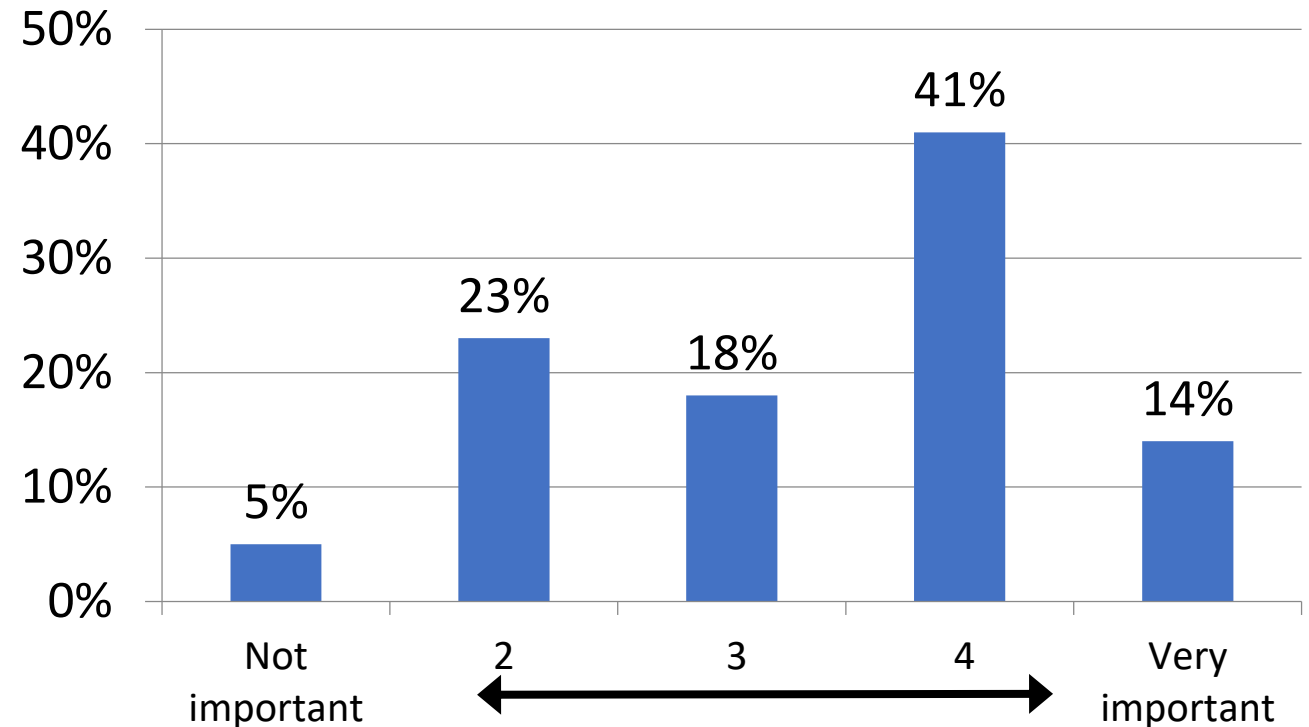
1. Not important
 - 2.
 - 3.
 - 4.
 5. Very important
- 



Project Purpose Check-in


How important is it that the I-84 Danbury Project improves bike and pedestrian infrastructure near the highway?

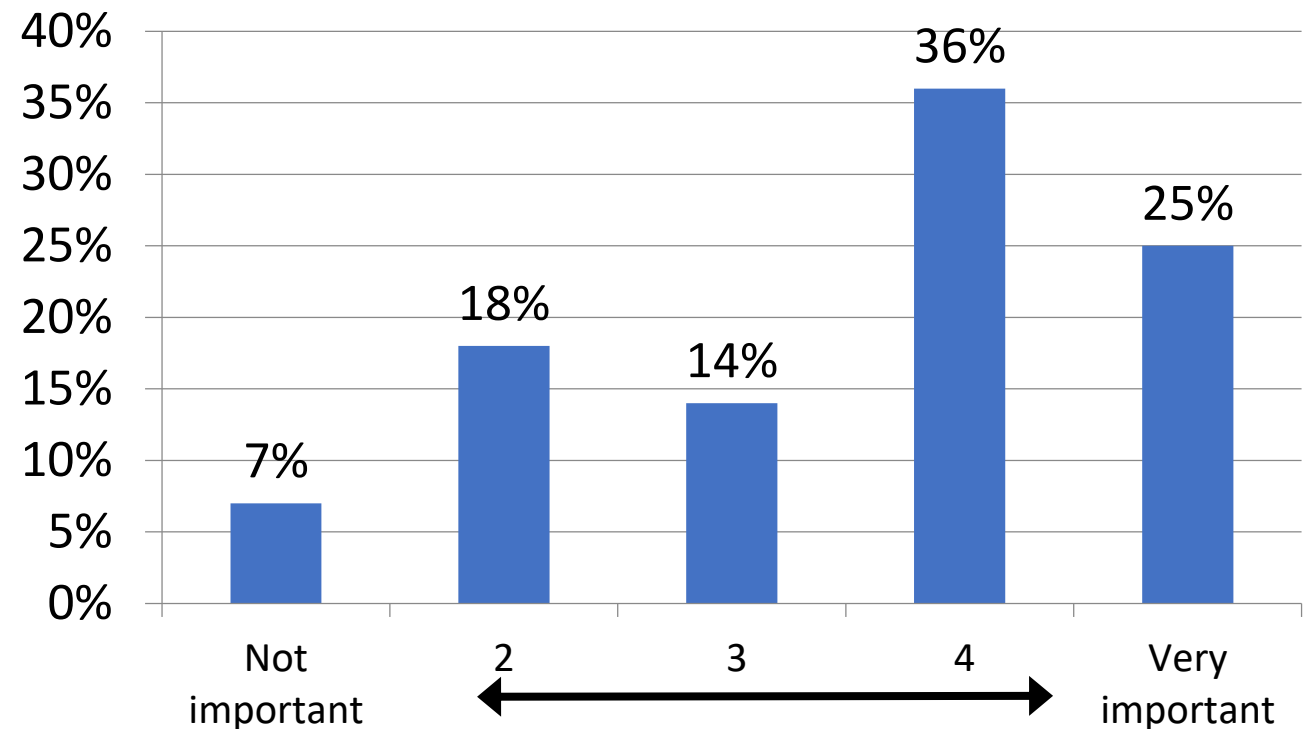
1. Not important
 - 2.
 - 3.
 - 4.
 5. Very important
- 



Project Purpose Check-in

How important is it that the I-84 Danbury Project improves rest areas and pull-offs for trucks?

1. Not important
 - 2.
 - 3.
 - 4.
 5. Very important
- 



Comment Card Exercise Results

PAC Meeting #3 – September 24, 2019

From my perspective, the most pressing needs and deficiencies within the I-84 corridor in Greater Danbury are:

- Traffic congestion
- Too many cars
- Insufficient volume capacity
- Route 7 congestion bottleneck
- Widening of through-city travel lanes to ease congestion
- Elimination of bottlenecks at interchanges
- Traffic reduction
- Reduce traffic congestion
- Congestion is a major problem
- Congestion at any given time
- Unreliable travel times
- Congestion - both morning and afternoon congestion
- I-84 is too small for the volume that uses it
- Need to find ways to keep people on 84 off Danbury Streets when 84 is congested
- Capacity
- Lack of capacity
- mix of local and thru traffic
- Thru area congestion
- Major congestion
- There is need to alleviate the traffic tie-ups, especially during commuting time
- Congestion at peak hours
- Congestion at normal hours
- Congestion at the interchanges
- Commute time congestion
- Frequent congestion heading west from Exit 9 when approaching Exit 7 merge
- Heading east > 3 lanes to 2 lanes east of exit 8 creates congestion
- Congestion between Exit 3 and 5 - northbound
- Exit 7 southbound congestion entering I-84
- Congestion in both directions, and not just the weekday rush hour
- Lack of lanes between exit 3+4 (merge to 2)
- Inability to access Downtown Danbury area directly
- Downtown access Danbury - access to Hospital
- Improved connections to Downtown Danbury/urban and retail centers
- Highway could use an exit to get to Danbury Hospital
- Exit 4 merging of Route 7 NB & I-84 EB
- Exit 8 merging from Route 7 SB
- Left lane exit from 84 to Route 7 NB
- The merge between Exit 3+4 W-E (eastbound)
- Westbound split of Route 7 in (same area as above)



- The curve at Exit 3 only to enter onto an uphill to Exit 5
- Geometric alignment
- 90-degree bend at exit 3/4
- Poor alignment
- Heading east > Left lane to exit 7 - people merge right if not going to exit 7
- Exit 8 is dangerous due to cross over traffic
- A safe crossover from Federal Road to Exit 8 - I-84 via Route 7 express. That crossover of 2 lanes to exit is horrendous
- Better signage and road marking to notify drivers far ahead of their exit or route direction
- Poor, non-direct, unintuitive connections
- Air pollution
- Pollution/air quality concerns
- Co-existing with adjacent land use
- Criticality of I-84 to move around Danbury
- Keep local traffic (between Exit 3-8) off I-84
- Danbury's side streets are not conducive to a cross-town trip, necessitating Danburyians using I-84 more for city trips
- Design to work with existing conditions
- Greater civic participation
- What is being done to highway from exit 8 to Waterbury and NY area by exit 2. These areas need improvements as well
- Improvements need to be made soon
- Hampering business growth and economic development as a result of congestion
- On/off ramps insufficient and illogical (for example, "off" ramp, but no return "on" ramp)
- Improve current exit/entrance ways to I-84
- Lack of exit on North Street for EB traffic
- Design and placement of the entrance and exit ramps
- Dangerous on/off ramps
- Exit 6 E-W and no exit or entrance
- No exit 6.
- Ramp backups due to lack of capacity of local roads
- Limited on/off access
- No exit between 5+7
- Road condition - pavement
- Large number of crashes
- Safety
- Safety both on I-84 itself and on the local roads
- Crashes are both the cause of and result of congestion
- HART service interruptions
- Lack of intermodal connections
- Better public transportation
- Improved connection & coordination with other multi-modal forms of transportation.



In my opinion, the I -84 Danbury project would be successful if it achieved the following:

- Alters mode of transportation to reduce reliance on cars
- Easy access to rail
- Improved, safer access to rail, transit, bike, and pedestrian use within Danbury
- Increased use & ease of use of mass transportation & biking/walking
- More alternatives to travel on the highway/improved connectivity
- Promoted more than one use of transportation
- 3+4 and 7+8
- Address the split exits
- Create better on/off access to I-84
- Create Exit 6 ramp for westbound access
- Provided more exit and entry ramps; would cut backups at current exits
- Straighten the road
- Alleviated cross-town movements @ exits
- Assisting with local driving without cars using the highway
- At least have a plan to increase local road capacity for off ramp traffic
- Better downtown access routes from west side
- Better emergency access to hospital
- Handled the volume of traffic expected in the next century now and there were better cross-town city roads to keep Danburyians from having to use 84 for cross-town trips
- If a design helped get local traffic off the highway
- Improved capacity and added a service road to accommodate local traffic and give access to additional neighborhoods that cross the highway w/o access
- Improved connection to urban & retail centers
- Improved overall flow of traffic within (preferably w/o using highway) and through Danbury
- Less local traffic getting around I-84 traffic
- More capacity
- Positive discussion for how through-traffic and local traffic traverse Danbury
- Viable circulator/peripheral routes around the City (not just thru Downtown)
- Improve pavement condition
- Improve safety and decrease fatalities
- Lowered crashes in the corridor by 10%
- Reduce accidents and make travel efficient
- Reduction in accidents
- Maintained safety while resulting in zero or positive environmental impact in the Greater Danbury Area. Also should include long-term plan looking past the superhighways - what is the end game?
- Advanced transportation/highway state of the art in CT (ITS, ramp meters, autonomous infrastructure)
- This project is completed by 2025
- Eliminates local road traffic



- Prevents traffic build-up elsewhere
- Reduce spillover traffic to local roads
- A high capacity flow of traffic from the NY border to Waterbury
- Alleviate congestion at rush hour
- An additional lane where possible to reduce commute
- Better flow - reduce sharp curves exit 3/4 mall
- Cut thru congestion by 10 minutes
- Decreased commuter times
- Eased daily congestion
- Eased the flow in both directions. Obviously, weekday rush hours will still be tough, but non-rush hour times should be practically crystal clear
- Efficient traffic flow through Danbury - on I-84
- If traffic did not seem like we are driving in NY city during rush hour
- Much shorter commute times
- No delays entering on to 84 from Route 7 South
- Of course, moving I-84 traffic more quickly
- Reduced congestion on I-84 while accommodating additional users
- Reduce congestion @ Exit 8 on ramp and Newtown Road
- Reduce travel time and congestion
- Reduced congestion during commuter hours
- Reduced traffic congestion
- Reduced traffic congestion by better traffic patterns along the corridor
- Reduction in congestion
- Smooth traffic flows during all hours of the day, including rush hours and seasonal traffic
- Welcome to CT, multiple lanes coming from NY - Exit 9 off/684 could be wider

