Appendix N Public Involvement Documentation

I-84 Danbury PEL Study

Prepared for: The Connecticut Department of Transportation

August 2025

I-84 Danbury

N.1 Communication Methods

I-84 Danbury PEL Study

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I-84 Danbury

Communication Methods

Project information has been distributed to the public through the project website, social media, newsletters, fact sheets, press advisories/media relations, and e-bulletins. Both the project website and social media sites were interactive tools for engagement.

Information was distributed in print and electronic or digital formats throughout the PEL Study. These techniques also prompted interested citizens and groups to sign-up for e-mail alerts so that they could receive meeting notices and updates about the Study.

Press advisories publicized the availability of free language assistance and reasonable accommodations. Additionally, public notices provided instruction for those who are hearing impaired to call the 711 Telecommunications Relay Service to request accommodations.

A variety of tools were employed to better enable CTDOT to reach a diverse cross-section of the public including stakeholders traditionally underserved by existing transportation systems. Many communications (e.g., newsletters / fact sheets, social media posts, and news articles/ ads) were issued in English, Spanish, and Portuguese. Web users had the ability to translate the general content of the website into the language of their choice via Google Translate. Most social media posts were in English, Spanish, and Portuguese. The Study team translated news and social advertisements and the written articles for the Tribuna newspaper into Spanish and Portuguese.

Digital media was employed as a means of conducting engagement with a large, diverse audience. This enabled participation of stakeholders representing diverse ages, ethnic and racial backgrounds, income levels, and interests.

Project Website – The Study website was created to provide information about the PEL study and to host project documents. The website is a repository for all information presented at PAC and public meetings as well as summaries of those meetings. The site is the primary portal of information for the public and includes PowerPoint presentations, fact sheets, concept plans, maps, study recommendations, and other information developed over the course of the PEL assessment, as well as links to the Facebook, X, Instagram, and YouTube pages. The website provides an opportunity to comment on specific concepts and study recommendations that have been developed for the I-84 corridor. In addition, the website allows users to contact the Study team with additional language and/or Americans with Disabilities Act (ADA) requests.

Social Media – Online public engagement has employed social media, including Facebook, X, Instagram, and YouTube, to better notify the public of opportunities to attend live meetings and other public events, to steer online traffic to new postings on the project website and to provide multiple platforms to disseminate alternative project content (e.g., videos, photos, and webinars). Study information and updates as well as meeting videos were posted on social media sites.

Newsletters and Fact Sheets – The Study team periodically (typically twice a year) generated newsletters and fact sheets with relevant content. These documents were brief and concise and included text and infographics to convey information on key transportation-related topics such as freight, transit, land use sustainability, economy, and technology. Printed versions of these brochures, newsletters or fact sheets were distributed at public meetings, at local libraries and other community facilities; digital versions were

posted to the website and linked to social media. Newsletters and fact sheets were translated and made available in Spanish and Portuguese. In addition, newsletters and fact sheets were ADA-compliant.

Press Advisories/Media Relations – Engagement with the press and media outlets occurred at strategic points throughout the study. Press advisories or releases were prepared to update the public and stakeholders on progress and notify them about the availability of information or plans. Press advisories or public notices were also prepared and distributed to media outlets in advance of key public information meetings or public hearings about the study to notify the public about the date, time, place of the meetings, and the subject(s) to be discussed. Several radio, TV, print, and online media outlets in the Danbury area assisted in reaching communities and Limited English Proficiency (LEP) populations.

E- Bulletins – In addition to regularly issued newsletters and fact sheets, e-bulletins were prepared and electronically distributed over the course of the study to the individuals and groups on the stakeholder email list. The communications included study updates, website updates, notifications of public meetings and events, and newsletter releases.

The following subsections detail engagement activities and results for the PAC, key stakeholders, and the public. Each of these groups played a key role in providing input throughout the PEL Study process.

N.2 PAC Meeting Summary

I-84 Danbury PEL Study

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Table N-1
PAC Meeting Purpose, Themes, and Attendees

Date	Name	Purpose/Key Themes	Number Of PAC and Public Attendees
1/29/2019	PAC Meeting #1	Introducing the project • Requests for improvements to ramps • Questions on the value of a PAC meeting for the projects purpose and need citing both are already known • PAC could benefit from FHWA rep and MTA Metro-North rep • Methods to merge slow traffic lane eastbound past Interchange 8 • Congestion mitigation efforts include establishing light rail service	44
5/9/2019	PAC Meeting #2	Provide overview of needs and deficiencies • Most members of PAC raised their hand when asked if traffic was issue on I-84 in Danbury • PAC members had questions on sources of congestion projections • Question on whether to include potential toll gantries into congestion projections • Concerns of traffic lights on local roads being an issue • Few comfortable walking & biking routes in Danbury • Extending project limit to NY state line	32
9/24/2019	PAC Meeting #3	Defining Purpose and Need Avoiding highway during commute by taking local roads More needs to be done to get 18-wheelers out of the left lanes, increasing traffic Local street network makes it difficult to travel between destinations without using the highway Improved access to rail and bus transit service is a need Park and Ride systems are a need I-84 acts as a barrier to bicycle and pedestrian travel Underpasses are poorly lit City is simply not walkable or bikeable Region's municipalities are not bicycle friendly (hilly terrain, narrow roads, lack of signage and infrastructure) Lack of driver and bicyclist education are all problems Traffic congestion on I-84 is hurting the local economy	31

Date	Name	Purpose/Key Themes	Number Of PAC and Public Attendees
11/20/2019	PAC Meeting #4	Recap of feedback from previous meetings/ next steps Concern of traffic during construction Congestion was the most common need and deficiency Purpose of project presented: reduce congestion, improve mobility Preliminary tools to improve congestion and mobility presented Non-highway improvement and non-infrastructure strategies to address congestion and mobility presented	29
11/16/2020	PAC Meeting #5	Exploring concepts and explaining evaluation process Concern of backup on interchange 6 off-ramp Deploying noise barriers due to road widening of concept 1 Desire for non-highway solutions to be identified and evaluated	25
5/26/2021	PAC Meeting #6	Continue exploring 4 additional concepts with the PAC Concepts presented Question of how concepts could tie into Main Street to meet grades Concern of generating traffic in Juniper Ridge and disruption to quiet, bucolic community Concerns of cut-through traffic Concerns of increased traffic onto local city streets	20
11/16/2021	PAC Meeting #7	Exploring 3 additional concepts with the PAC: #3, #13, #4 Preventing disproportionate impacts to homes of Ford Avenue neighborhood (EJ) Opportunities to enhance pedestrian and bicycle facilities as part of concepts Bus and rail options alone will not meet project purpose, but complement highway options Concern of congestion on local roads leading to Danbury Hospital	30

Date	Name	Purpose/Key Themes	Number Of PAC and Public Attendees
5/25/2022	PAC Meeting #8	Exploring three additional concepts including Concept 24 (Starr Avenue – Interchange 5), Transportation Systems Management and Operations (TSMO), and Concept 14 (Collector-Distributor (CD) Road Eastbound-East), and concept screening process. Discussion involved mitigation, improving the local network, property impacts, Danbury Hospital access	22
6/22/2022	PAC Meeting #9	Continue discussing the concept screening criteria. Discussion involved mitigation, improving the local network, noise impacts, wildlife impacts, Danbury Hospital access	23
8/24/2022	PAC Meeting #10	Provide a recap of where the project team is in the study process; continue the discussion on the concept fatal flaw and screening analysis; and provide an example of how the mainline segment, Concepts 1, 5, 8, 9, and 22, have progressed through the analysis; present project next steps. One participant questioned what Concept 1 will do to improve highway access to and from local destinations.	14
10/20/22	PAC Meeting #11	Present concept screening results for Center, West, and East segments.	15
12/14/22	PAC Meeting #12	The project team shared the screening process and the study segments with the PAC and explained the combining of previously screened segment concepts and non-highway options that they are evaluating.	12
3/9/23	PAC Meeting #13	The project team continued the discussion on the screening of concept combinations as well as discussing the potential early-action / break-out projects.	13
8/9/23	PAC Meeting #14	Provide brief overview of screening 26 concepts. Focus was on potential breakout projects – Dynamic Lane Use, Intersection Improvements at Main and Downs Streets, Interchange 8 Improvements.	18
1/22/25	PAC Meeting #15	Provide a brief review of study background and the screening process and results. Focus was given to the potential breakout projects and next steps.	25

N.3 Key Stakeholder Meeting Summary

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Table N-2
Key Stakeholder Meetings

Date	Name	Number of Attendees	Key Topics
1/10/2017	City of Danbury	11	Public outreach, existing conditions
2/6/2017	WestCOG	12	Existing conditions and corridor sensitivities, potential solutions, public outreach
3/23/2017	Newtown	12	Potential project impacts, local road solutions, public outreach
3/23/2017	Brookfield	13	Existing conditions, multimodal solutions, public outreach
3/23/2017	Redding	10	Local transportation concerns and key stakeholders, Route 7 conditions
3/27/2017	New Fairfield	10	Existing conditions, future plans
3/27/2017	New Milford	13	Existing conditions, multimodal solutions, public outreach
4/18/2017	AAA	11	PAC formation, additional public outreach, highway tolls
5/15/2017	Bethel	15	Existing conditions, elimination of left hand exits, transit use, industrial park traffic
5/15/2017	Western Connecticut State University	11	Existing conditions, multimodal solutions
5/15/2017	Ridgefield	8	Existing conditions, Danbury hospital access, bike lanes
5/17/2017	Danbury Hospital	14	Existing conditions, access issues, facility importance
6/1/2017	Motor Transport Association of Connecticut (MTAC)	9	Project planning, existing conditions, public outreach
6/8/2017	City of Danbury / WestCOG	13	Existing conditions, local road concerns
7/6/2017	NYMTC / NYSDOT	11	Project impacts, potential solutions, public outreach
7/24/2017	Cartus	10	Project overview, existing conditions, multimodal/other solutions, public communications

Date	Name	Number of Attendees	Key Topics
8/23/2017	Connecticut Association for Community Transportation (CACT)	7	Project overview, public outreach, transit use
8/28/2017	Housatonic Area Regional Transit (HART)	9	Project overview, existing conditions, project impacts, public outreach
10/26/2017	Mid-Hudson South Transportation Coordinating Committee (Putnam, Westchester, Rockland Counties)	23	Safety/traffic concerns, planned/potential projects in corridor, project funding
1/29/2018	Housatonic Railroad	6	Project conflicts, potential rail projects
1/29/2018	Connecticut State Police	6	Existing conditions, construction support
2/14/2018	CTrides	10	TDM Programs, public outreach
7/6/2018	Putnam County/NYMTC	14	Project overview, existing conditions, land use changes, future studies/projects
8/21/2018	Greater Danbury Chamber of Commerce	31	Project overview, existing conditions, potential solutions, project costs,
8/27/2018	Boehringer-Ingelheim	12	Project overview, project limits, transit use, existing conditions, construction/schedule/funding concerns
8/27/2018	Danbury Airport	5	Project overview, existing conditions, airport operations, previous studies
6/1/2018	MTAC	5	Study suggestions, construction impacts, future engagement opportunities, property acquisition, existing conditions
12/5/2018	Sierra Club, Connecticut Chapter	10	Initial project comments and questions, solution positions, air quality, WestCOG planning
12/6/2018	HART Advisory Committee	11	Toll impacts, traffic conditions, potential solutions, diversion routes, study funding
2/6/2019	Danbury Museum and Historical Society	9	NRHP sites, existing conditions, multimodal solutions, major businesses, cemetery operations
3/4/2019	Danbury Fair Mall	6	Project overview, expansion plans, public engagement

Date	Name	Number of Attendees	Key Topics
6/26/2019	Greater Danbury Chamber of Commerce	NA	Project overview
11/14/2019	Wooster Cemetery	12	Project overview, wetland benefits, potential impacts
11/22/2019	NYS Department of Transportation	8	Agency structure, potential New York highway improvements, project overview, multimodal improvements, PEL Study funding, NY transportation study
2/6/2020	St. Peter's Cemetery	6	Project overview, cemetery expansion, wetland impacts
3/4/2020	HART	8	Existing infrastructure review and challenges, potential improvements
3/4/2020	Immanuel Lutheran Cemetery	8	Project overview, existing conditions
3/12/2020	NO2MOREI84	5	Project overview, multimodal improvements
6/24/2020	Kenosia Cemetery	7	Project overview, existing conditions, next steps
9/29/2021	Mayor of Danbury	9	Project overview, ROW impacts, multi-modal options, project funding, public concerns
12/21/2021	NY Communities	15	Project overview, study limits and purpose, concepts, project funding
4/28/2022	Chris Rocia, CTWeather	8	Project overview, local road concerns, congestion improvements, multi-modal facilities
5/12/2022	City of Danbury	11	Concept 24 development, Main & Downs breakout project
6/15/2022	Sierra Club, Connecticut Chapter	7	PEL process, study purpose, multimodal options, greenhouse gas concerns
8/15/2022	City of Danbury	9	Concept 26 development, Main & Downs breakout project, including realignment
11/29/2022	City of Danbury Planning Department	10	Proposed bicycle plan, discussion of specific pedestrian improvements within the I-84 Danbury corridor
1/26/2023	WestCOG	6	Discussion of WestCOG regional study

Date	Name	Number of Attendees	Key Topics
2/23/2023	City of Danbury	11	Project update on screening process
6/22/2023	City of Danbury Planning Department	9	City Trail Plan and other opportunities
10/3/2023	WestCOG	6	DLU Breakout Project
8/22/2024	City of Danbury Planning Department	6	Update on PEL Study
10/25/2024	HART and CTDOT Public Transportation	9	Present PEL Study's Transit Recommendation
10/29/2024	City of Danbury Planning Department	6	Discuss pedestrian and bicycle corridors
4/4/2025	Legislative Delegation Update	14	Discuss study background and purpose, concept development, screening process, potential breakout projects and next steps (ROM attached)

Project No. 0034-0349
I-84 Danbury
Legislative Delegation Update on I-84 Danbury PEL Study
April 4, 2025
MS Teams

Attendance:
Mike Calabrese – Bureau Chief of Highway Design, CTDOT
Neil Patel – Principal Engineer, CTDOT
Kevin Burnham – Project Manager, CTDOT
Krishalyn Macrohon – Project Engineer, CTDOT
Philip Mainiero – Director of Legislative Affairs, CTDOT
Mary Ann Daly – Legislative and Administrative Advisor, CTDOT
Joshua Beckett-Flores – Legislative and Administrative Advisor, CTDOT

Sharat Kalluri – Project Manager, CDM Smith

State Senator Eric Berthel – CT State Senator, 32nd District
Eileen Conard – Legislative Aide to Senator Eric Berthel
Representative Ken Gucker – CT House Representative, 138th District
Representative Bob Godfrey - CT House Representative, 110th District
Representative Martin Foncello – CT House Representative, 107th District
Hailey Zawilinski – Legislative Aide to Senator Julie Kushner

The I-84 Danbury PEL Study Team provided the Legislative Delegation on the Study's latest update. The agenda of the meeting was:

1. Review of I-84 Danbury Study Background and Purpose
2. Concept Development
3. Screening Process and Results
4. Potential Breakout Projects
5. Next Steps

Below are the questions received from the Legislative Delegation:

I-84 Danbury PEL Study

House Representative Martin Foncello expressed concerns about the short distance between Exits 7 and 8 eastbound and the weaving condition that exists today. The team identified this deficiency during the study and the proposed Concept 15 aims to address this issue by providing a Collector-Distributor (CD) Road for Route 7 traffic before it merges onto I-84.

State Senator Eric Berthel inquired whether the CD road is similar to the service roads found on Long Island adjacent to the interstate. Sharat Kalluri, CDM Project Manager, clarified the differences between the CD road and Long Island's service roads. Long Island's service roads, known as frontage roads, are designed for higher-speed traffic, featuring 12-foot travel lanes and 12-foot shoulders that run parallel to the interstate. In contrast, the CD road operates at slower speeds and is intended to collect local traffic.

Representative Bob Godfrey expressed concerns about the cost of the project, particularly regarding the properties located between Exits 8 and 9, including gas stations, hotels, and residential areas, as well as the region between Exits 5 and 6 of I-84 westbound. He noted that these areas are situated on a cliff, making improvements there potentially very expensive. Godfrey requested that the costs associated with the proposed alternatives be included in the public hearing. Neil Patel, CTDOT Principal Engineer, stated that the study is currently at the conceptual level with high level estimated construction cost for the long-term alternatives between $3-4 billion. The estimated cost doesn't include a full assessment of right-of-way (ROW) impacts. He clarified that improvements to the properties between Exits 7 and 8 fall within the highway's ROW. Sharat Kalluri added that the hotels and gas stations near Exit 8 are set back and will not be affected by the proposed alternatives, as they fit within the existing ROW.

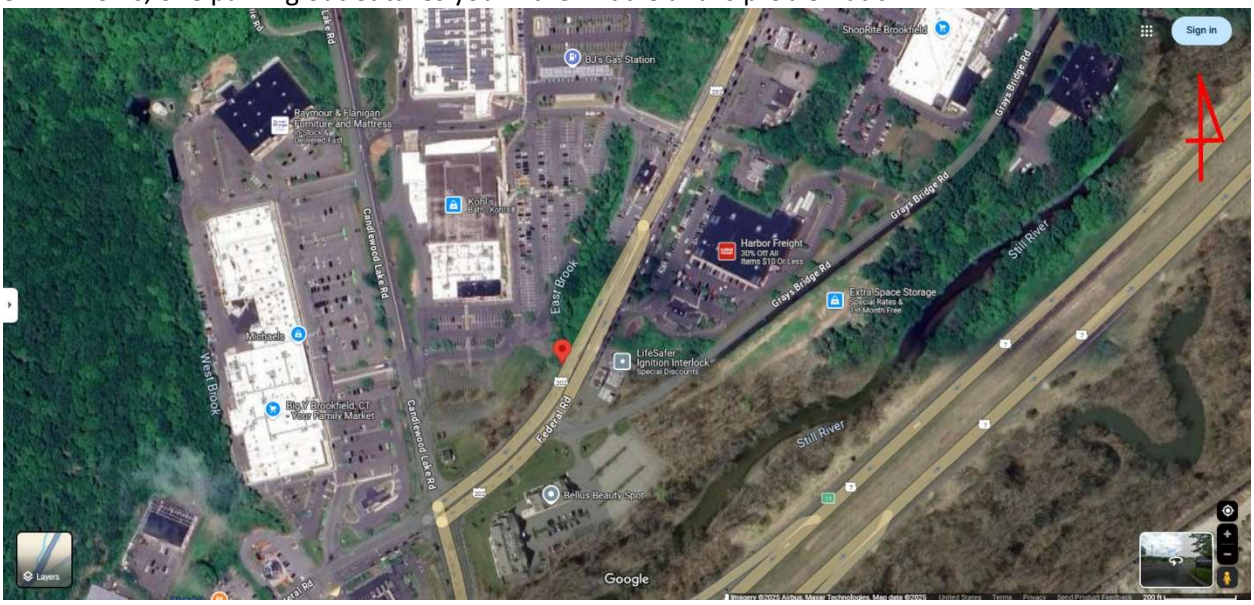
Representative Bob Godfrey noted that in 1963, Exit 8 was undeveloped, but it has since grown significantly and is now very close to the existing road. Currently, the area has 3 to 4 lanes. Neil Patel acknowledged the existing topography of I-84 at Exit 8 and mentioned that one of the breakout projects aims to address the issues at Interchange 8.

Potential Breakout Projects

State Senator Eric Berthel requested that the Study Team share the slides with him, as he needed to leave the call early. Neil Patel confirmed that the slides would be shared but asked the delegates not to distribute them to the public, as the Study Team will be completing final revisions and presenting to the public at an upcoming public meeting.

Representative Martin Foncello offered the following comments:

1. He asked the study team to evaluate the intersection of I-84 westbound off-ramp at Exit 4 and Mill Plain Road. Motorists drive quickly here as the right lane merges into one past Mill Ridge Road.
2. In Brookfield, at the Route 202/Federal Road/Candlewood Road intersection, the city received complaints about motorists using two left turn lanes when it is signed for one left turn lane. Proper pavement markings were recommended to address this issue.
3. In Kohls, one parking outlet takes you in the middle and is problematic.



Location: https://maps.app.goo.gl/mszVrnubvu7xXszg8

4. Danbury has "mass transit but no mass". Public transportation is widely available in the City but it lacks significant ridership demand.

Representative Ken Gunker shared that he has received most complaints about the intersection of Federal Road (Route 202), White Turkey Road, and Candlewood Lake Road, where Kohl's and Michaels are located. He said that this intersection raises safety concerns due to the misalignment of the travel lanes.

Representative Ken Gucker discussed the need for improved walkability along Mill Plain Road. He informed the study team about ongoing discussions regarding a bike trail on the rail line (Maybrook Rail Trail) that would run between I-84 and the Danbury Mall. He suggested that the study team prioritize the bike trail project over Mill Plain Road, explaining that the bike trail would eliminate the need for a sidepath on Mill Plain Road. Neil Patel responded that the study team has been coordinating with the City, which is leading the initiative for the bike trail along the rail line. He also mentioned that the Department is considering improvements on state roads where the State has jurisdiction.

Representative Martin Foncello asked the study team to monitor the westbound direction to New York during rush hour. He described the traffic backup in the westbound direction as a "white-knuckle situation." He also noted that drivers frequently weave in and out of traffic.

Representative Bob Godfrey expressed interest in attending the Public Information Meeting and asked the study team to accommodate the legislative delegation's schedule. He mentioned that they are busy until early June. Neil Patel agreed to schedule the meeting for the second week of June or later.

N.4 Focus Group Report

I-84 Danbury PEL Study

Prepared for: The Connecticut Department of Transportation

August 2025

I-84 Danbury

I-84 Danbury Project

Set 1 Focus Group Report

State Project No. 34-349

October 2017

CDM Smith

CONNECTICUT DEPARTMENT OF TRANSPORTATION

I-84 Danbury Project: Set 1 Focus Group Report

Introduction

A part of the I-84 Danbury Project's Public Involvement Program, two sets of focus groups were included in the early planning stages of the overall I-84 Danbury Project. Each set of focus groups – referred to as Set 1 and Set 2 – was comprised of three individual focus groups, each with a special area of focus: (1); Economics & Community (2) Environmental Topics; and, (3) Commuter Travel. Each focus group will include a discussion about existing conditions of the study corridor, which spans between exits 1 and 10.

While not statistical or hard data, the information obtained from the focus groups was intended to assist the project team in understanding the experiences and opinions of those working, living, and traveling within the project corridor. The objectives of the focus groups were to elicit insightful information about the public's perceptions regarding the existing conditions of the project area and the upcoming Project.

Set 1 Focus Groups were held on May 10, 2017. Set 2 Focus Groups are scheduled to occur once the project team has identified a number of viable project alternatives.

Purpose

The purpose of Set 1 focus groups was to gather input from the general public in order to: 1) identify project goals and objectives, as well as expectations for the project as a whole; 2) understand critical issues and opportunities on various topics related to potential changes to I-84 (e.g. economics and community, environmental topics and, commuter travel); and, 3) to inform the development of alternatives by considering the expressed viewpoints of those who frequently use the highway or those who will be more directly affected by its reconstruction.

Set 2 focus groups will cover the same topic areas (economics & community, environmental topics, and commuter travel) and, to the greatest extent possible, include the same participants as the Set 1 focus groups. Set 2 focus group discussion will center on soliciting input on the alternatives developed by the project team in terms of the degree to which the alternatives address the concerns expressed in Set 1 focus groups.

Desired Outcomes

The focus groups are intended to enhance the project team's understanding of the public's concerns in relation to economic, community, environmental, and commuter impacts. Specifically, the desired outcomes of the focus groups will be to:

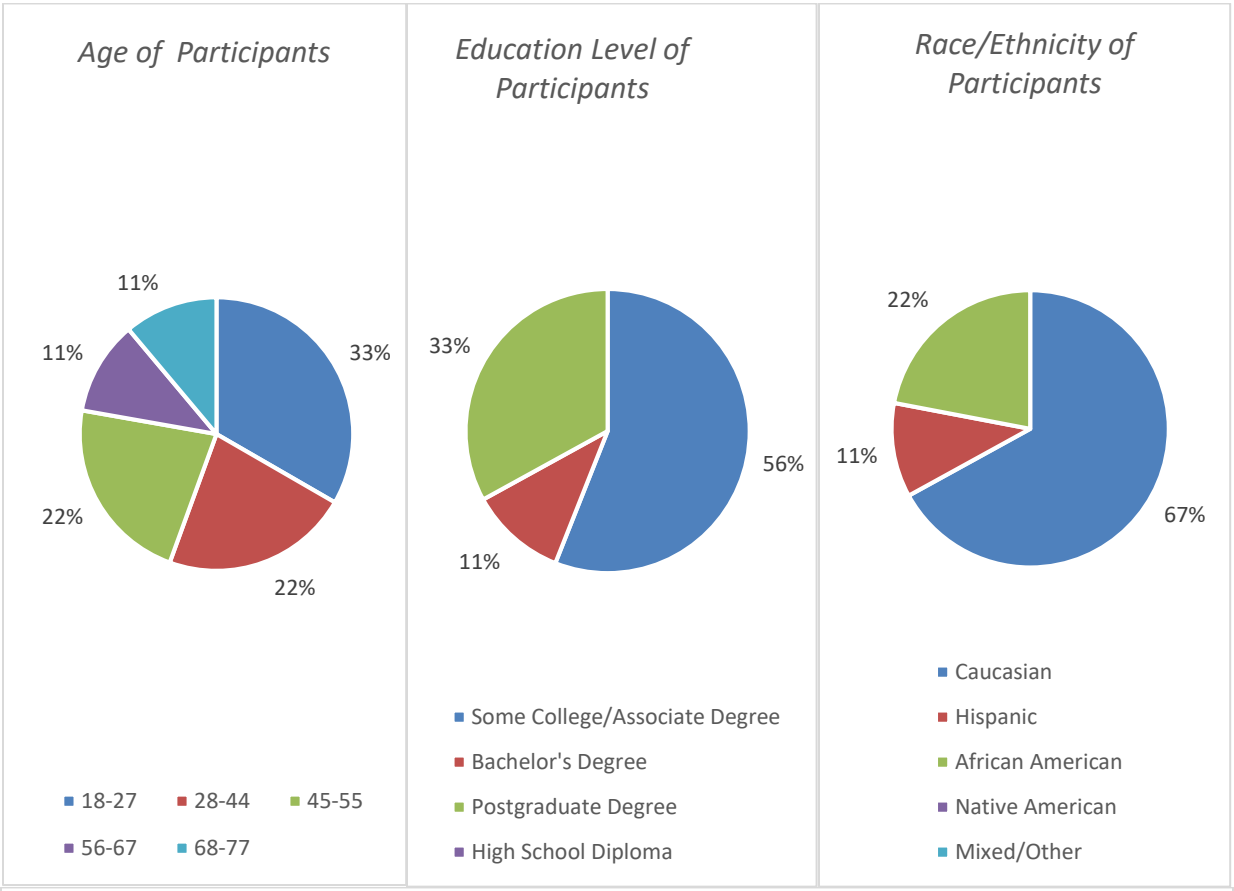
1. collect informed opinions on this major capital investment and the project's purpose and need;
2. shed light on persistent challenges or problems on the I-84 corridor;
3. gauge public reaction to potential alternatives; and
4. better understand the needs and concerns of particular groups of people.

Set 1 Focus Group Participants

Focus group participants were selected to provide a representative sample of Danbury-area residents in terms of race/ethnicity, income levels, employment, commuting patterns, age, and gender. To ensure objectivity, potential participants were pre-screened to preclude people that are employed in the fields of engineering, governmental policy or planning, market research or marketing, and environmental protection.

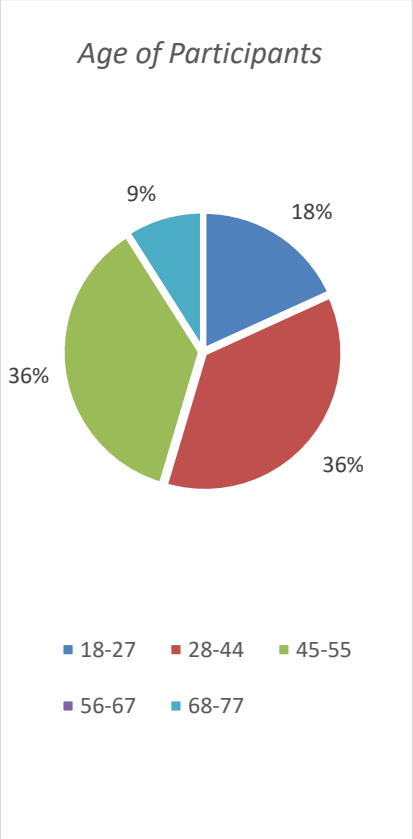
Economics & Community

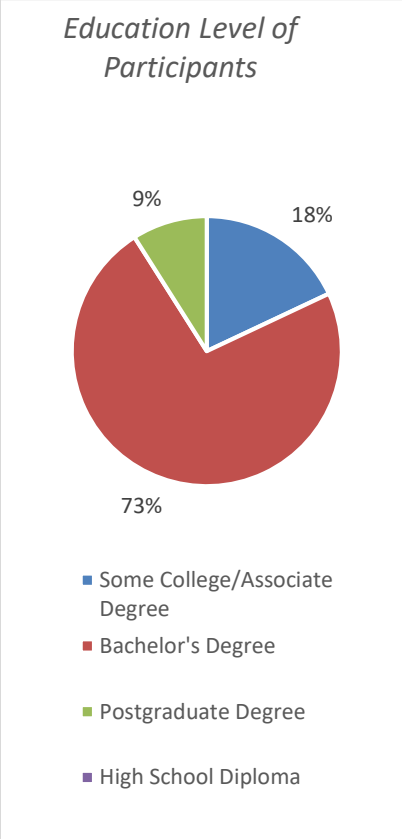
Occupations represented among this group's participants included: Administrative Assistant, Software Developer, Retired Cook, Case Manager, Life Skills Instructor, Business Owner, Grant Writer, and full-time college student.

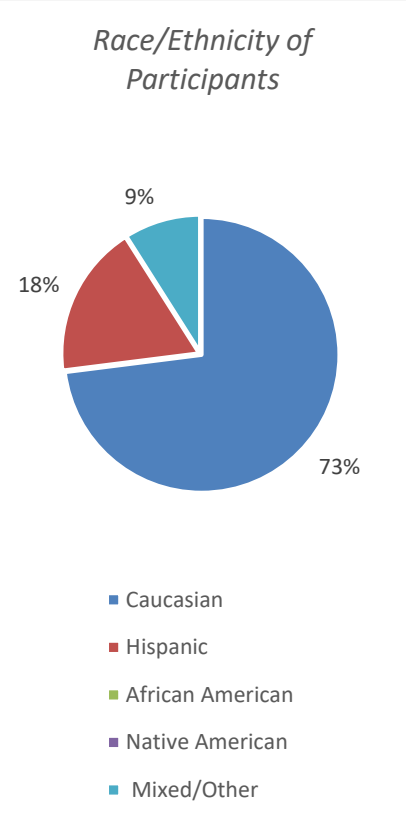


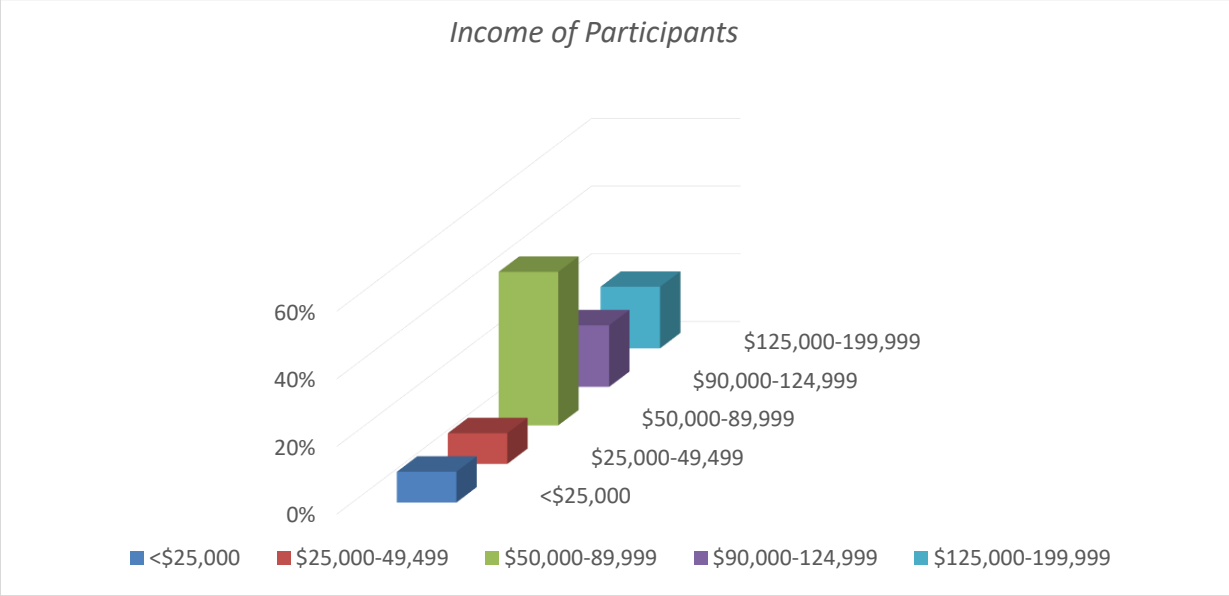
Environmental Topics

Occupations represented among this group's participants included: Director of Client Services, Homemaker, Police Officer, Voice-over Actor, Pre-school Teacher, Waitress, Web Developer, IBM Retiree, Loan Officer, and part-time School Administrator.



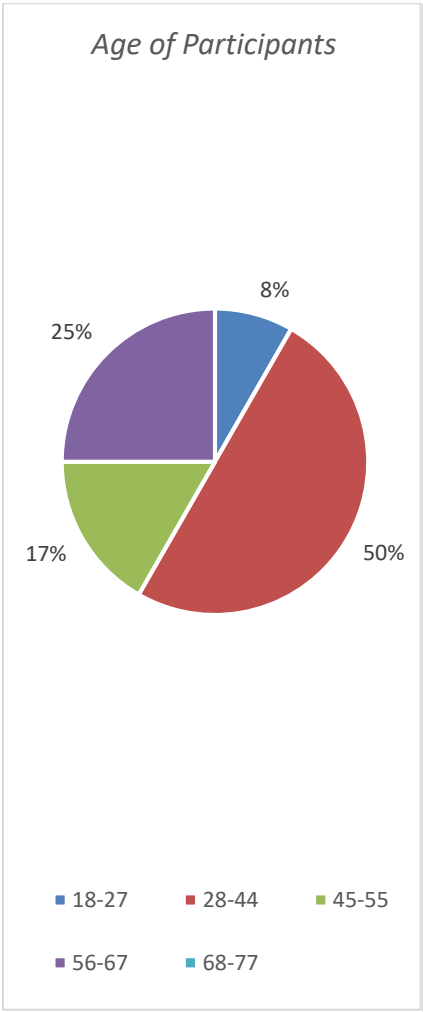


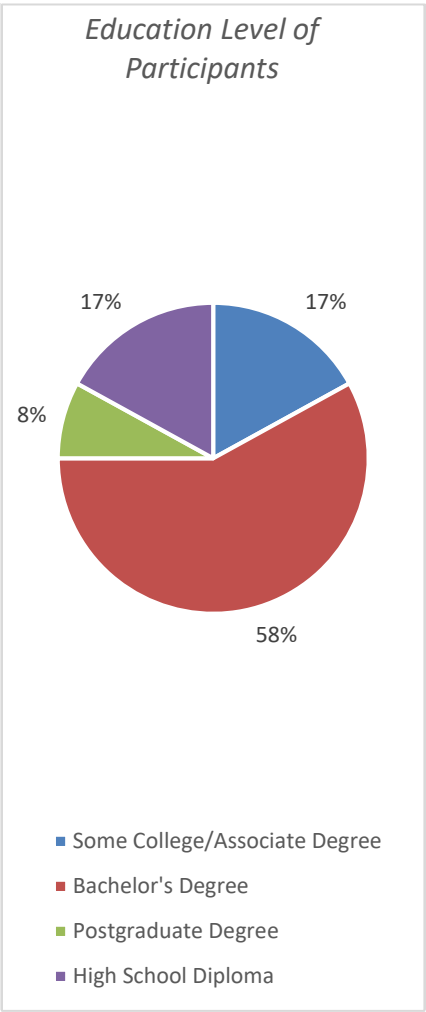


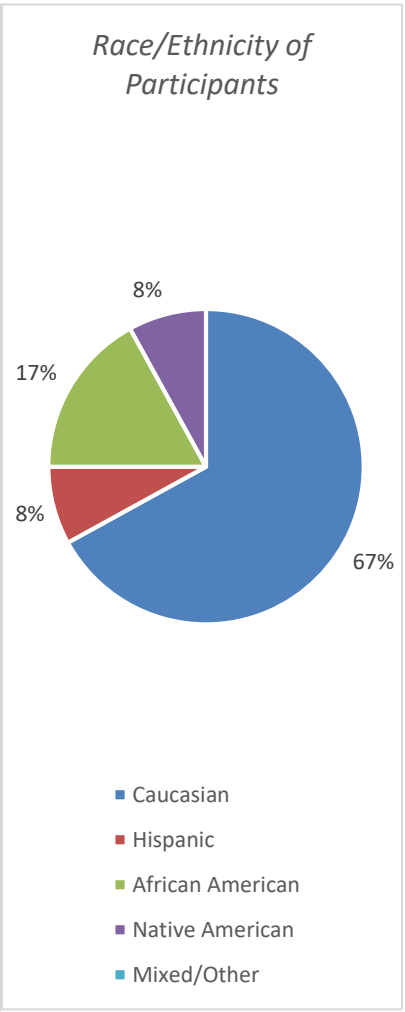


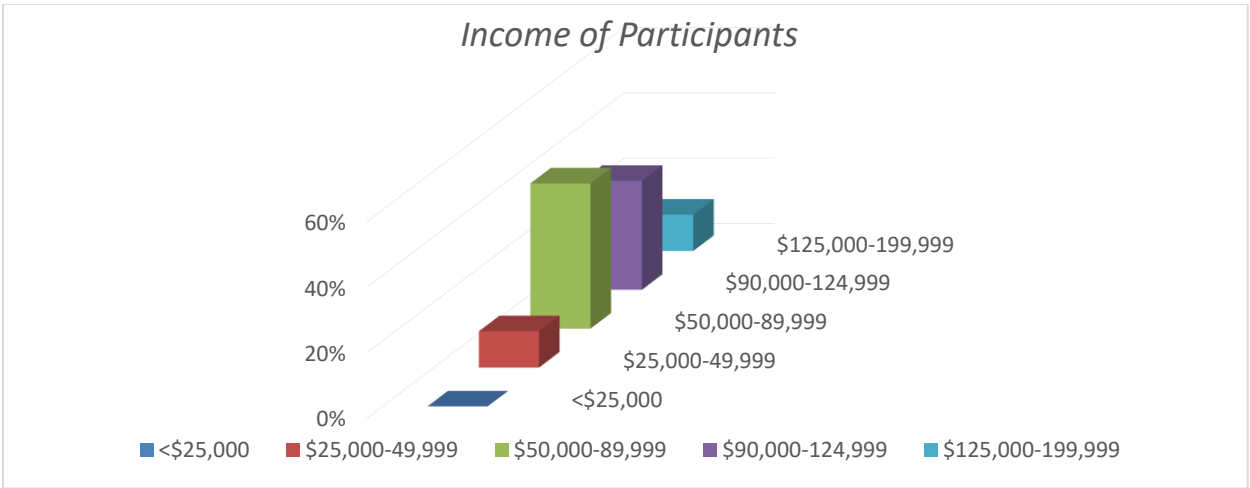
Commuter Travel

Occupations represented among this group's participants included: Manager, Administrative Assistant, Landscaper, Farming/Sales, Medical Engineer, Corporate Sales, Pre-school Teacher, Relocation Consultant, Corporate Sales, and Senior Web Developer.









Format and Structure

All three Set 1 Focus Groups were held on May 10, 2017 in Danbury, Connecticut: Economics & Community at 10 AM; Environmental Topics at 12:30 PM; and Commuter Travel at 5:30 PM. Laura Toole of WSP USA and David Sousa of CDM Smith co-facilitated each group. Anna Mariotti, of WSP USA, served as note taker.

Each meeting began with an introduction and an "ice-breaker" exercise, followed by an explanation of how focus group input would be used.

The project team assured the participants' anonymity, and explained that names would not be attributed in any focus group documentation. David Sousa then presented an overview of the project to provide context for the discussion.

Following the presentation, Laura Toole began the facilitated discussion, focusing first on existing conditions and then on the focus of the specific focus group: Economics & Community; Environmental Topics; and Commuter Travel.

Existing Conditions

Participants across all focus groups shared the same assessment of the corridor: it is dangerous and severely congested. While participants expressed frustration about both dangerous conditions and extended commutes, safety concerns generally trumped frustration over delays due to volume and congestion. Many participants reported taking backroads instead of the highway, because of safety concerns as well as to bypass congestion.

Primary reasons for the dangerous driving conditions were consistent across all focus groups: interchange, on- and off-ramp configuration which necessitates drivers to cross multiple lanes within short distances; traffic back-up and/or stopped traffic; curves that do not allow drivers to see what's ahead; on-ramp lanes that are too short to merge into traffic; inconsistent number of lanes (2 to 3 to 2); inconsistent speed limits; lack of speed limit enforcement; and tractor trailer trucks that speed, tailgate, travel in the left lane and park along the sides of highway exits.

Interchange, Exit and Entrance Ramp Configuration

The most often cited reason for the corridor's dangerous conditions was the configuration of interchanges or on- and off- ramps. Participants from all three focus groups bemoaned the corridor's configuration which mandates crossing multiple lanes of traffic to reach an exit, or trying to access a left exit while dodging the high speed traffic of the left lane. Participants noted that when entering the highway, it can be extremely difficult to merge quickly enough among the highway traffic, before the entrance lane ends. The Route 7 and I-84 interchanges were mentioned by numerous participants as particularly troublesome. To convey how dangerous the situation can be, one participant referred to it as a "death trap."

Extreme Congestion/Stopped Traffic

Congestion and backup that leads to extremely slowed or stopped traffic presents an ongoing problem on the corridor. Numerous participants noted that they have to slam on their brakes when they come upon the slowed or stopped traffic.

This situation is exacerbated by curves along the corridor which prevent advance sight of the slowed or stopped traffic ahead. Curves at exits 8 and 11 were called out as particularly problematic.

Traffic signals and lack of flow at the end of exits cause a line of stopped cars to build up on the highway. Exit 5 was mentioned often, the stop sign at the end of this exit regularly results in cars backing up onto the highway.

Participants identified multiple reasons for backed up and stopped traffic along the corridor, all of which combine and make the situation worse: traffic volume is more than the highway can accommodate, the configuration of exits and interchanges necessitates excessive merging or weaving among the heavy volume, and the processing of traffic at the end of exit ramps causes lines of stopped cars to back up onto the highway.

Inconsistent Conditions

Participants lamented the inconsistent speed limit along the corridor, which alternates between 55 and 65 MPH. The inconsistent number of lanes, increasing and decreasing from three to two, also adds to congestion and causes cars to cut each other off.

Lack of Enforcement

Participants reported that there is a lack of speeding enforcement. One participant, who commutes daily from New York State to Danbury to work, explained that, regularly, there are numerous speed traps on the New York side of the corridor, but rarely in Connecticut. As a result, drivers consistently begin to speed once they reach Connecticut.

Numerous participants conveyed concern about tractor trailer drivers along the corridor. It was repeatedly noted that the trucks regularly travel in the left lane, tailgate cars, and speed excessively. One woman explained that she drives 9 miles over the speed limit in order to keep up with traffic, but said that trucks "still barrel down on me." Trucks were also reported to park along the sides of exits, limiting visibility for drivers. A lack of traffic enforcement was reported for the actions of tractor trailer truck drivers.

Confusing Signage and Lane Markings

Corridor travelers noted that signage placement along the route could be improved to provide more clarity and an appropriate amount of time to react. Lane markings were also reported to be poor and in need of improvement.

Impact on Local Roads

Traffic spills onto local roads as a result of highway congestion, creating backup inside Danbury. Focus group participants identified the following problem areas:

- Danbury Hospital area. The congestion in this area was reported to be severe and problematic. Some participants acknowledged that they avoid choosing doctors who work out of Danbury Hospital because it is so difficult to drive to the hospital.
- Downtown becomes "impassable" when the highway is backed up.
- North Street. Participants reported that the backup at North Street is worsened by the fact that it is a one-lane road with a very short green light.

- When there is severe congestion or an accident in the vicinity of exit 3, Mill Plain Road traffic backs up onto Kenosia Avenue.
- The local roads in the vicinity of exit 8 back up. One participant described the area as "ridiculous," saying "If I am at Target, I have to travel in a circle just to get on the highway. A congested circle."
- Federal Road, East Hayestown Road, Lake Avenue and White Street were also identified as impacted by congestion as a result of highway conditions.
- Numerous participants reported taking "long" shortcuts via local roads, some for safer driving conditions and others to avoid stand-still conditions on the highway. "I take long 'short cuts' but at least I'm moving," one woman explained.

Economics and Community

When discussing economic development and community matters, participants explained how travel conditions shape their behavior, including decisions about where to shop, travel, and live. These decisions impact the local economy and quality of life for residents.

Participants reported:

- Avoiding the shops and restaurants in downtown Danbury due to congestion
- Purposefully selecting doctors who do not work out of Danbury Hospital
- Avoiding Danbury Fair Mall
- Purchasing gasoline at an expensive gas station in order to avoid the hassle of driving on congested local streets

Many participants described Danbury and the area as a great place to live. One person noted that 43 years ago, he moved his family to Bethel because the opening of I-684 allowed him to work in White Plains. Another said, "I know people who work and live in Stamford and would like to live here because it's less expensive. But they won't move because of the traffic they'd face with a commute."

Commuter Travel Impact

Participants regularly add extra travel time in an attempt to arrive at their destinations on time. One woman noted that over the years, she has gone from leaving 30 minutes early to 50 minutes early as conditions along the corridor worsened. Another person explained that the day starts with stress--either from being late for work or driving in dangerous conditions. One participant stated, "Trucks turn it into a 'white knuckle' drive."

Environmental Topics

Environmental concerns surrounding existing conditions on I-84 included air pollution, litter, and animals roaming onto the highway as a result of the removal of large numbers of trees (and the consequent habitat removal and displacement of wildlife) for development projects.

Recommendations for Short-term Improvements

Participants provided suggestions for short-term improvements that could make the corridor safer, before the I-84 Danbury Project starts. They are as follows:

- **Prevent traffic at exits from backing up onto highway.** Improve traffic processing at the end of exits for efficient traffic flow and to prevent stopped traffic from backing up onto the highway. Exit 5 was cited as an example: with only a stop sign at the end of the exit, traffic regularly lines up onto the highway.
- **Install clear highway signage.** Improve highway signage, including better placement of signs to provide drivers with enough time to react, and clearer lane usage signs. Participants felt that electronic signs that warn of upcoming conditions are very helpful and should be used more along the corridor. Also noted as helpful are signs which are painted on the road's pavement. Lastly, drivers requested that lane markings be improved.
- **Enforce a consistent speed limit.** Institute and enforce a consistent speed limit. Conditions along the corridor are more haphazard because of varying speed limits that are often ignored and rarely enforced.
- **Improved police presence along corridor.** Police presence and traffic enforcement to crackdown on tractor trailer trucks that speed, tailgate, travel in the left lane, and park and idle along the side of exits.
- **Staggered employee hours**. Participants requested that the project team work with large employers to broach the idea of staggered work times and work from home options to reduce congestion, especially during construction.

Recommendations for Long-term Improvements (Project Recommendations)

There was consensus among participants that the I-84 Danbury Project should add additional lanes and reconfigure interchanges. Specifically, there was broad agreement for the other measures listed below.

- **Add lanes/widen the highway.** Unprompted, a majority of participants stated that the highway needs to be widened with additional lanes. One participated stated, "Widening is a necessity at this point. There will be impacts, but it's unavoidable." No participants objected to the idea of adding lanes. However, some did acknowledge that the benefits of widening the highway will have limits. One person said, "More lanes will be helpful for a while, but then they will fill up." Another person noted that widening would help, but may push the bottleneck further up the corridor.
- **Reconfigure interchanges, entrance and exit ramps in corridor.** Participants were resolute about the need to reconfigure interchanges and on- and off-ramps along the corridor. The primary reasons for this were to increase safety and to prevent a bottleneck by removing the need to cross multiple lanes to access exits or interchanges. The Route 7/I-84 interchanges were repeatedly mentioned as being particularly dangerous.
- **Safer, lengthier on- and off-ramps.** Participants voiced their desire for entrance and exit ramps that allow for longer, safer merges. Some participants also expressed a desire for entrance and exit only lanes.
- **Install restricted lanes.** Participants suggested the inclusion of restricted lanes for various purposes, including for tractor trailer trucks, public transit (bus) use, and carpool use.
- **Install rumble strips.** Rumble strips were recommended for use at exits to slow down cars before they entered onto city streets.
- **Straighten the highway.** Participants suggested the smoothing out of curves along the corridor in order to provide better sight lines.
- **Improve hospital access.** Improve access to Danbury Hospital from local roads and from highway.
- **Consistent speed limit and traffic enforcement**. A consistent speed limit through the corridor was brought up by numerous participants. Some also reported strong traffic enforcement in New York State, but little in Connecticut.
- **Placement of exits and entrances.** Participants suggested less exits and entrances within the City limits, to prevent people from using the highway to get across town.

Ancillary Long-Term Improvements

Participants voiced suggestions for long term improvements to the area that were not directly related to the project scope. They are as follows:

- **New Highway.** A high-speed connection between I-95 and I-84 was proposed as there is currently no direct route.

- **Tolls.** Participants were largely in favor of tolls as long as they were electronic and did not include the installation of toll booths.

- **Public Transit.** Participants reported that there is no efficient mass transit in the area, but if there were, they would use it.

  A Newtown resident explained that she had to drive far to catch a train. Bus service was not perceived to be extensive or user-friendly. One woman recommended that buses allow for bike storage for riders.

  Someone else spoke about using public transit in Australia, explaining, "It was easy. Nice, clean, consistent, and frequent buses. I didn't need a car."

- **Pedestrian and Bicycle Improvements.** There was broad support for an improved pedestrian and bicyclist infrastructure along the local roads in Danbury. One man noted, "I live 5 minutes from work and would like to bike there, but won't because it's too dangerous."

  Many participants requested safer sidewalks, some requested off-street paths and trails for pedestrians and bicyclists. One person noted, "Wooded trails that are paved would be nice."

- **Carpooling.** When asked, a handful of participants reported that they would consider carpooling if there were incentives such as convenient commuter lots or financial incentives offered by their employers.

  However, many more people said that they need control over when they come and go. Participants reported they would consider using a circulator shuttle that traveled at regular intervals between commuter lots and places of employment.

Construction Mitigation Recommendations

Participants provided clear direction on mitigation measures that would be most important to them during construction. Suggestions fell into the categories of reducing local community impact, commuter impact, environmental concerns, and construction work hours, timeline and phasing.

Local Community Impact

- Take appropriate measures to prevent construction air, noise and light pollution from impacting quality of life for those who live nearby. The installation of a temporary barrier was suggested.
- Maintain easy access to local business, including clear signage.
- Select machinery that meets or exceeds air and noise pollution standards.
- Be mindful of wear and tear on local roads and the maintenance costs due to increased use.

Commuter/Traveling Public

- Ensure access to Danbury Hospital is maintained/improved from both the highway and local roads.
- Prevent construction from making trip times even longer.
- Outreach to large employers to arrange for staggered work hours/work from home, to lessen congestion and back-up, particularly during construction.
- Consider building more direct routes to ease congestion, especially during construction. Some examples cited included building a bridge to a specific place(s) and/or access roads that run between the highway and city streets.

Environment and Wildlife Protection

Participants reported the following environmental concerns to be most important to them:

- Limit air pollution caused by congested traffic and construction machinery.
- Protect habitat for the area's land and water resources. There was concern over the removal of protected areas and wetlands. Notably, there was the perception among some participants that CTDOT does not have to follow environmental rules that others follow. "The Rt. 7 extension was built right through a swamp, yet a builder would never be able to develop there."
- Include wildlife management and planning for the removal of trees. Participants wanted wildlife to be protected, and for projects to avoid wildlife being pushed into neighborhoods and/or onto the highway.
- Replace trees after construction.
- Prevent and/or clean up litter during construction.

Construction Work Hours

- Schedule construction work to occur late night to early morning. Participants felt strongly that construction should occur between 12 midnight and 5 AM. Multiple participants expressed that beginning construction at 8 PM will be too early as many people are still traveling the corridor.

Construction Methods and Phasing

- Coordinate with other municipal, development projects and consider impact on local roads.
- Utilize accelerated construction techniques whenever possible.
- Consider completing project in phases in a manner that will lessen impact.

Project Timeline

- Develop a realistic construction timeline and adhere to it. One participant summed it up by saying, "The public gets frustrated that timelines and budgets are never held to." Another person noted that accurate timelines will also be vital information for local businesses.
- Complete project in the shortest amount of time possible. Some participants felt that projects, even big ones such as bridges, take too long. Others agreed. "We know there's engineering standards, but c'mon," one man said.

  A few people had the perception that crews try to drag projects out to make more money. One woman said, "I see seven workers filling a pothole. I could do it myself."

  Another person explained, "Sometimes I see some workers here and there," and asked "Can you speed up the process? Put more resources all at once?"

Big Picture Understanding of Project Impacts

During the three Set 1 Focus Groups, participants seemed to develop an understanding of the "big picture," becoming aware that inconvenience will be unavoidable while the corridor is improved. Some spoke about it openly. One person explained, "At this point it's an unsolvable problem. We can resolve it, but not in a way that will make everyone happy."

Another noted, "A holistic solution is not achievable," referring to his belief that there will be no way to make everyone happy. He added that he was concerned that, "Conflict [will] prevent plans from progressing."

Next Steps

Set 1 Focus Groups provided the project team with an unambiguous understanding of the problematic conditions along the corridor as well as a coherent set of priorities, concerns, and suggested mitigations for the I-84 Danbury Project.

This information will be useful to the project team in numerous ways, including establishing project goals and objectives and the project's purpose and need, setting the parameters by which design alternatives will be considered in Set 2 focus groups and in improved communication strategies to counter misconceptions.

N.5 June 2017 Open House Report

I-84 Danbury PEL Study

Prepared for: The Connecticut Department of Transportation

August 2025

I-84 Danbury

I-84 Danbury Project

REPORT OF MEETING

PROJECT:	I-84 Danbury Project State Project No. 34-349 – Exit 3 through 8, Danbury, CT
LOCATION OF MEETING:	Western Connecticut State University Student Center Room 201 Danbury, CT
DATE OF MEETING:	Tuesday, June 13, 2017, 12:00 – 8:00 PM
SUBJECT OF MEETING:	Public Open House No. 1

1. MEETING ADVERTISING:

The Project Team advertised the first Public Open House in the following ways:

- Press Release sent via the Connecticut Department of Transportation (CTDOT) Communications Office and posted on CTDOT's website.
- Custom flyer in 3 languages (English, Spanish, and Portuguese) hand-delivered to and displayed at local and regional institutions such as city and town halls, community centers, public libraries, community organizations, faith-based organizations, and schools. The flyer posting sites were principally located within Environmental Justice communities within 2-1/2 miles of the project area and other sites within a quarter mile of the corridor, as well as municipal/civic venues in Danbury and each of the six towns surrounding Danbury.
- Email blast to the project contact mailing list advertising the Open House and directing stakeholders to the project website for additional information.
- Coordinating additional email blasts to the public utilizing email distribution lists of the City of Danbury and adjacent municipalities.
- Coordinating the posting of the event flyer and details to websites and online event calendars of area municipalities and Western CT Council of Governments.
- Posting the event details to social media (Facebook and Twitter) prior to the event.
- Approximately two dozen event wayfinding signs and banners were posted on the campus of Western Connecticut State University and within the Student Union to direct attendees to parking for the event and to the meeting room.
- Personal calls from the Project Team to chief elected officials of area municipalities and State legislators.
- English, Spanish, and Portuguese newspaper display ads that were published twice in each of the following publications prior to the event, once a week or two before the event, and again a few days before the event.

- The Tribuna Newspaper
  - English
  - Spanish
  - Portuguese
- The News-Times

2. MEETING SCHEDULE AND ATTENDENCE

The Public Open House took place on Tuesday, June 13, from 12:00 P.M. to 8:00 PM. The event included various videos, exhibits, stations, boards, and fact sheets through which members of the public could obtain project information, ask questions, and provide comment directly to Project Team members. Approximately 43 members of the public attended the Public Open House.

3. PROJECT OVERVIEW VIDEO

Two looping, project overview videos were made available in the venue room for Open House attendees to view at their leisure. Project overview videos were presented in the following formats:

- English narration (Portuguese subtitles)
- Spanish narration

4. INFORMATIONAL BOARDS

Several informational boards were placed in the venue room and at various topical stations. They included:

General

- Project Area Map
- Project Approach (Schedule)
- Nearby CTDOT Projects Map
- Western Connecticut Region Map (Interactive map exercise – find where you live and work)
- Interactive aerial drone digital display of the corridor that allowed attendees to "fly" the corridor and stop action to post comments on the smart screen.

Traffic and Commuting

- Traffic Congestion on I-84 (Traffic Volumes and Travel Times)
- Crashes on I-84 (Crash History)
- Functional Street Classifications Map
- Traffic Distribution on I-84 (Traffic Patterns, Morning Peak Traffic, Evening Peak Traffic)

Community Connectivity

- Complete Streets
- Modal Connectivity
- Street Connectivity
- Street and Sidewalk Network Map
- Danbury – 1953 Map

The Environment
- Project Area Map
- Air Quality
- Natural Environment
- Noise

5. COMMENT BOARDS

30x40" "comment boards" were provided at each of the three topical stations, and attendees were encouraged to write their comments or observations about I-84 and its environs on post-it notes that were applied to the Comment Boards or, if referring to specific location, onto a large map of the corridor that was also provided at each station.

6. COMMENT CARDS

Attendees were provided comment cards at the registration table that allowed attendees to write down their questions or comments on the project and drop into a comment box, or mail in to a CTDOT address at a later date.

7. PROJECT NOTIFICATION LIST

At the registration table, attendees were afforded the option of providing their name, address, phone and email which will enroll them into a stakeholder list that receives notifications of future meeting or of the availability of new information on the project website.

8. FACT SHEETS

Four (4) Fact Sheets were created in concert with the above topical stations and were available in English, Spanish, and Portuguese versions. A large print, 16-point font version of each Fact Sheet was made available for requests by persons requiring greater visual accessibility.

9. PROJECT LAUNCH SURVEY

A public survey was made available to meeting attendees to share how they perceive and travel in and along the project area. The survey was made available in English and Spanish. Digital online versions of the survey will soon be made available in the project website in English, Spanish, and Portuguese.

N.6 December 2022 Open House Report

I-84 Danbury PEL Study

Prepared for: The Connecticut Department of Transportation

August 2025

I-84 Danbury

I-84 Danbury Project

REPORT OF MEETING

Date and Time: Wednesday, December 14, 2022, from 5:30 – 8:00 PM
Location: Western CT State University Student Center, Room 202
Subject: Public Information Meeting

1. Attendees

NAME	ORGANIZATION	EMAIL ADDRESS / PHONE
Richard Corzo	self	robinhood399-list@yahoo.com
Mike Rocco	self	mrocconollamps@gmail.com
Mike Elliot	self	deadmanlaz@gmail.com
Seth Dalk	self	slyinc@charter.net
Thomas Tampone	self	Thomas.tampone@gmail.com
Eric Siege	Mill Plain Volunteer Fire Department	esvege@yahoo.com
Eli Khouss	Self	
Tim Curtis	self	
Sulttipol Radernot	Self	suttipolr@gmail.com

DEPARTMENT OF TRANSPORTATION		
NAME	**ORGANIZATION**	**EMAIL ADDRESS**
Nilesh Patel	Connecticut Department of Transportation (CTDOT)	Nilesh.patel@ct.gov
Krishalyn Macrohon	CTDOT	krishalyn.macrohon@ct.gov
CONSULTANT TEAM		
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2. Open House

Prior to the formal presentation, the study team conducted an open house session to answer specific question about the Interstate 84 Corridor study in Danbury. This included a short 11-slide loop video that used the voice and face recording platform. This was shown on a large video monitor immediately after the sign in table. This loop video is available at www.i84danbury.com/course_cat/past-events/.

In addition, there were a total of 13 boards situated around the room that provided background information on the project and the Planning and Environment Linkages (PEL) study process. Several boards showed potential concepts under consideration for the mainline, west, center, and east segments. And one board is dedicated to highlight concepts that are eliminated from further consideration.

Krishalyn Macrohon, of CTDOT, welcomed everyone and stated that the meeting will be recorded. She asked how those in attendance were informed of the meeting. About 90 percent of those in attendance raised their hands to acknowledge that they heard of the meeting through social media postings, either in Facebook or Instagram. One person stated that he also saw the article in Tribuna newspaper. She introduced the project team. She next discussed the Title VI of Civil Rights Act, which prohibits discrimination on the basis of race, color, or national origin in English and Spanish versions. She encouraged everyone to complete the survey after the meeting at this link https://portal.ct.gov/ctdotsurvey. The goal of the survey is to improve future community engagements by Connecticut Department of Transportation.

K. Macrohon reviewed the agenda. It included discussion on study limits, PEL study process, and study segments for the mainline, west, center, and east segments of the corridor. The meeting would discuss non-highway options and close the presentation with the next steps for the project team. She passed the presentation to Rick Black of SLR Consulting.

R. Black discussed the key findings from 2018 Needs and Deficiencies Study, which evaluated the existing conditions of the I-84 Danbury study corridor. He first discussed congestion. He stated that the original design capacity of the highway was 15,000 vehicles per day. The 2016 volume significantly increased to 110,000 vehicles per day, and the forecasted 2040 volume is 130,000 vehicles per day. He stated that poor mobility, including the lack of facilities for transit, bicycle, and walking, adds to many of the deficiencies for travel in the study corridor.

He discussed what a PEL study is and what the study seeks to accomplish. He noted that the PEL study process can potentially shorten the environmental or National Environmental Policy Act (NEPA) process. He stated that the team has set up a Project Advisory Committee (PAC), which has met 12 times since the study started. He described the PAC members' role and the group they represented. He discussed the community engagement process and how early outreach can potentially lead to early identification of community concerns. Overall, the PEL Study process could lead to short-term, early action, or quick win projects.

R. Black discussed that the study is currently evaluating the solution-based concepts and is looking to initiate a program to implement solutions as the next step. He presented the study limits which begin from the New York – Connecticut state line to Interchange 8 of I-84. He stated that the corridor is over an 8-mile stretch and presents complex issues such as incomplete interchanges, left hand ramps, etc.

R. Black explained that the study limits are divided into four (4) segments: mainline, west, center and east. He first discussed the mainline segment and its key deficiencies. Mainline segment looks at the entire I-84 corridor of the study limit and is currently experiencing the peak hour congestion, left hand entrances and exits, and poor site distances. He invited Sharat Kalluri of CDM Smith to explain the three mainline concepts that are moving forward for consideration. S. Kalluri stated that Concept 1 would add a lane for the entire stretch of the corridor. This concept would also eliminate the left ramps to and from Route 7 at Interchanges 3 and 7 and proposes to replace them with right-hand ramps. Concept 9 would separate Route 7 and I-84 traffic by introducing express lane for Route 7 in the median. Route 7 drivers would not be able to exit locally. In contrary, Concept 22 would provide I-84 as express lane in the median while Route 7 would be in the outside lanes with local access. Concept 9 and Concept 22 would have wider footprints than Concept 1.

R. Black discussed the west segment. Key deficiencies in the west segment include left hand ramps at Exit 3, weaves between Exits 3 and 4, sharp curves, and short merging distances. S. Kalluri discussed Concept 6 which introduces new Segar Street ramp at the vicinity of Interchange 3 in the eastbound direction. Concept 12 would create a collector distributor (CD) road between Interchanges 3 and 4 in the eastbound direction and provides access to Lake Avenue. A CD road typically runs parallel the highway and collects local traffic.

R. Black discussed the center segment and its key deficiencies. He explained that this section of the corridor has seen increased congestion as most local residents use the highway for local trips within the Greater Danbury. In addition, the current local network contributes to the poor mobility of the corridor. S. Kalluri discussed the four concepts in this segment. Concept 3 would provide full interchange at Tamarack Avenue, which improves the access to the hospital and other areas of Danbury. The existing ramps at North Street will be removed under this concept. Concept 13 (Great Plain Road) would provide partial ramps at Great Plain Road to complement the missing ramps at North Street.

S. Kalluri discussed Concept 13 at Great Plain Road. Concept 16 would eliminate the existing North Street interchange (Interchange 6) and provide connection to North Street and Tamarack Avenue via Collector-Distributor (CD) Roads on both the north and south sides of I-84. Concept 26 would provide Interchange 6 (North Street) a full interchange and create a CD road between Exits 5 and 6 in the eastbound direction. Under this concept, the Main and North Street interchanges would be too close to each other.

R. Black continued onto the discussion of east segment. Similar to the west segment, deficiencies in the east segment include the weaving between Exits 7 and 8 and the left-hand ramps at Interchange 7. S. Kalluri described two east concepts, Concepts 14 and 15. Concept 14 would include a CD road in the eastbound direction between Interchanges 7 and 8. Meanwhile, Concept 15 would include CD road for both directions between Interchanges 7 and 8. Both concepts would propose a diverging diamond interchange at Interchange 8. This would eliminate the need for the Newtown Road northbound traffic to circulate around the interchange to enter the I-84 westbound on-ramp.

S. Kalluri next discussed a strategy that could be a potential break-out project: Dynamic Lane Use (DLU). He asked the attendees to picture the Tappan Zee bridge, officially named the Governor Mario M. Cuomo Bridge, in New York and how it worked. During the construction of the new Tappan Zee bridge, he explained that a fourth lane was introduced as a reversible lane and was implemented using movable barriers. Unlike the Tappan Zee, he clarified that the proposed strategy would not use movable barriers and would use gantry and signage to indicate the opening and closing of the dynamic lane. In addition, DLU would be provided in the inside shoulder in each direction and would be open during the peak hour in the peak direction. During non-peak hours, the DLU would function as a left shoulder. He also added that DLU is not recommended to operate 24 hours / 7 days per week because of its inadequate shoulder width during operational and would need to clear the lane for emergency use.

S. Kalluri next discussed the non-highway concepts that considered the regional transit services, including express bus routes, especially to commuter rail stations. He added that a circulator service could enhance access to work and shopping destinations in the city by providing transfers between HART hubs and the new express services. He also mentioned a study on the Maybrook Line Rail Service by Putnam County, which explores the feasibility of adding a service between Danbury and Brewster. Finally, he discussed potential bicycle and pedestrian trail improvements, some of which are being look at by the City of Danbury.

Nilesh Patel, of CTDOT, discussed additional lists of potential early action projects. He discussed next steps of the project, which include the completion of the draft PEL Study Report in early 2023. The draft report will include recommendations for early action / break out projects and long-term projects. He also announced that the next public meeting will be expected in Spring / Summer 2023. He then presented the timeline of the detailed NEPA, design, and construction as presented using a flow chart. He added that the extensive length of the corridor may require phasing the construction. He closed the presentation describing how the public can stay involved.

3. Question and Answer Period

Question/ Comment: Where does the runoff go? There was additional discussion on the requirement to put drains and filter in the Elks Lodge parking lot on Sugar Hollow Road and an insinuation that the CTDOT does not have to do this on highways. It was voiced that the State often dumps asphalt in the middle of road, and this is an environmental concern. It seems like the state gets away with more than the locals.
Answer: N. Patel replied that the state does have strict standards, especially with newer U.S. Environmental Protection Agency (EPA) regulations that will continue to become more stringent. Jeanine Armstrong-Gouin added that when I-84 was built with no regulations. There are now EPA storm water criteria and regulations, which provide opportunity to improve the water quality with any improvement. She added that the U.S. Army Corps of Engineers will be involved with any permitting projects that require federal funding.

Question/ Comment: Are you still taking comments and how can they be submitted?
Answer: The best way to submit comments moving forward is via email at info@danbury.com.

Question/ Comment: This work seems like it's going in the right direction.

Question/ Comment: Can the median concepts [Concepts 9 and 22] be done within the existing footprint.
Answer: No, these concepts require more impacts.

Question/ Comment: I like the dynamic lane use.
Answer: Several other states are implementing this strategy, and their data has shown positive results for reducing congestion.

Question/ Comment: Did any of these concepts address the eastbound Exit 5 going over to Clapboard Ridge Road? There is heavy congestion of eastbound traffic getting off Exit 5.
Answer: Not directly, Concept 26 is the closest. Additionally, there is no planned flyover concept that directly connects the I-84 eastbound traffic to Clapboard Ridge Road. Motorists will still need to make a left-hand turn at a signal at Main Street off-ramp.

Question/ Comment: Will the dynamic lane use exacerbate the traffic weaving that is existing now? Some drivers would have to cross three lanes instead of 2 lanes under this strategy.
Answer: The signage would have to be very clear for this to work well.

Question/ Comment: Has the team collected data with respect to where cars are going?
Answer: The study team has collected traffic volumes as part of the Needs and Deficiencies Study, including origin and destinations data. The study team gathered from the travel pattern that 30% of traffic on the highway is local.

Question/ Comment: Will CD roads require property takings?
Answer: Possibly. In many of the cases, there would need some property takings. Some areas would require retaining walls to lessen the impacts.

Question/ Comment: Disappointed that Concept 10 is not part of the presentation.

Question/ Comment: Can the old Exit 2 that used to provide access to Kenosia Avenue be restored? Bringing this back could alleviate traffic to the mall and on Mill Plain Road. Also, another lane is needed at Mill Plain Road.
Answer: The study team will look into this further, but the current Exit 2 is too close to the old ramp at Kenosia Avenue.

Question/ Comment Most of the eastbound traffic lightens up after Exit 5. The corridor between Exits 3-5 is the most congested.
Answer: The congestion before Exit 5 in the eastbound direction is because of Route 7 traffic weaving. The proposed right-hand ramp at Interchange 3 could alleviate this.

4. Open Discussion

- A resident liked Concept 13 with the split interchange at North Street / Great Plain Road. He indicated that it was the least impactful. In his opinion, the study should not focus just on the Hospital but look at other options. He did not like Concept 3 because it does not connect directly to North Street. He also asked if anything else is being proposed on I-84 in the west side (Interchanges 1 and 2) besides the lane add on the mainline. The project team noted his comments on the Concepts 3 and 13 and added that at Interchanges 1 and 2, no work is being proposed.
- A resident stated that he did not like Concepts 9 and 22 because of the wide cross section. The project team noted his comment.
- One of the attendees works at District 4 as a snowplow operator and had maintenance concerns with the dynamic lane use specifically associated with how the snowplow operations occurs during a storm. The project team noted his comment.
- Another resident asked how the dynamic lane use will work with Route 7 traffic being on the median side while ramps are not being switched. The project team indicated that there will be adequate signage and pavement markings provided to guide traffic and this is being currently studied.

N.7 June 2025 Public Information Report

I-84 Danbury PEL Study

Prepared for: The Connecticut Department of Transportation

August 2025

I-84 Danbury

I-84 Danbury Project

REPORT OF MEETING

Date and Time: Thursday, June 26, 2025, 5:00 – 7:00 PM
Location: Western Connecticut State University Student Union, 181 White Street, Danbury
Subject: Public Information Meeting

1. Attendees

NAME	ORGANIZATION	EMAIL ADDRESS / PHONE
Veera Karukonda	City of Danbury	v.karukonda@danury-ct.gov
Pat Carlone	WXCI Radio, Western CT State University	carlonep@wcsu.edu
Tom Pura	Danbury resident	
James Lesperance	Danbury resident	jimtheplumber@live.com
Eli Khoum	Danbury resident	Ekhou89@yahoo.com
Fernando Luis	Danbury resident	Flui164@sbcglobal.net
Ken Glucker	CT State Representative	Ken.Glucker@cga.ct.gov
Waleed Albakry	City of Danbury	W.albakry@danbury.ct.gov
Ben Chianese	City of Danbury City Council	b.chianese@danbury-ct.gov
Jean Novacco	Danbury resident	jtnovabiz@gmail.com
Peggy Stewart	Danbury resident	Stewartp0213@gmail.com
Jennifer Pappas	New Fairfield resident	happypappy@charter.net
Susan Scarduzio	Danbury resident	slscarduzio@gmail.com

DEPARTMENT OF TRANSPORTATION		
NAME	**ORGANIZATION**	**EMAIL ADDRESS**
Nilesh Patel	Connecticut Department of Transportation (CTDOT)	Nilesh.patel@ct.gov
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Kim Lesay	CTDOT	Kimberly.lesay@ct.gov
Shannon Burnham	CTDOT	shannon.burnham@ct.gov
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CONSULTANT TEAM		
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Rick Black	SLR Consulting	rblack@slrconsulting.com
Fernanda Mastroluca	SLR Consulting	fmastroluca@slrconsulting.com
Marcy Miller	FHI Studio	mmiller@fhistudio.com

2. Open House Boards

The Connecticut Department of Transportation (CTDOT) hosted an in-person Public Information Meeting to discuss the I-84 Danbury Planning and Environment Linkages (PEL) Study on Thursday, June 26, 2025, at the Western Connecticut State University Student Union, 181 White Street, Danbury from 5:00–7:00 p.m.

The meeting provided an opportunity for Danbury community residents, leaders, and business owners to learn about the I-84 Danbury PEL Study and share their feedback with the CTDOT study team. In addition to the general PEL process, the team shared information on the recommended range of alternatives and potential breakout projects.

The meeting was set up as an open house-style meeting with nineteen (19) information boards positioned around the room to provide details on the following topics:

- Welcome
- Study Background
- Needs & Deficiencies
- Screening Process
- Concept Segments
- Mainline Concept C1 – Lane Continuity
- Mainline Concept Renderings
- Center Concepts
  - Center Concept C3 – Hospital Access
  - Center Concept C13 – Great Plain Road
  - Center Concept C26 – North Street On-Ramp Interchange 6
  - Center Concept Renderings
- West Concept C6 – Interchanges 3 & 4 Segar Street Ramp Eastbound
- East Concept C15 – Collector Distributor (CD) Road
- Potential Breakout Projects
  - Bicycle Plan
  - Mill Plain Road Sidepath
  - Bus Transit Options
  - Interchange 8 Improvements
  - Dynamic Lane Use
  - Main Street, North Street, and Downs Street Intersection Improvements

There was also a presentation of four slides, of the two mainline and two center concept renderings, that were projected onto a screen at the front of the room.

3. Verbal Comments and Conversations

Members of the public were encouraged to browse the room, ask questions, and offer feedback to the study team during the open house. The following verbal comments were offered to members of the project team.

General / Corridor Wide

- The cause of congestion is population and employment growth. New York has more control over this than Connecticut does. The study Needs and Deficiencies should reflect this.
- Any improvements to I-84 need to extend across the New York state line.

- One attendee said he spends more than an hour commuting to New York City for work. He avoids I-84 because of congestion.
- There were questions about how long-term concepts / alternatives will affect travel patterns.
- An attendee questioned whether the team knew how many houses may be acquired.
- An attendee supported the recommendations and questioned when things will be constructed.
- An attendee stated support for the Flex Lane and requested that this improvement be initiated quickly.
- A few of the attendees were in support for Concept 3 for the center segment.

Mill Plain Road

- There were concerns expressed about roadway capacity needs on Mill Plain Road, which should be prioritized over a shared use sidepath.
- Another attendee voiced concerns about traffic and the speeds on Mill Plain Road. Mill Plain Road gets busy, and people divert off I-84.
- Pedestrians and bicyclists will not be safe on Mill Plain Road.

Exits 2 and 3

- An attendee stated concern about first responders' access to I-84 between Interchanges 2 and 3 and questioned whether it is possible to create gated access to the I-84 eastbound.

Main Street / North Street / Downs Street

- The team should consider school bus operations / stops in vicinity of Exit 6, particularly on North Street.
- An attendee questioned whether there will be property acquisitions at this intersection.
- This breakout project will drastically impact Golden Hill Road, Oak Street, and Main Street traffic north of I-84. It will cause more congestion.

Golden Hill Road

- There were concerns about cut-through traffic on Golden Hill Road entering and exiting I-84 at Interchange 5.

I-84 / Route 7

- There were concerns about highway signage on I-84 for Route 7 northbound (Interchange 7) and Route 7 southbound (Interchange 3).

Route 7

- There were concerns about vegetation blocking the view for merging traffic on Route 7 northbound before Interchange 11.

Interchange 8

- The lane drop at the top of the hill east of Interchange 8 is the cause of congestion into the Danbury area.
- The intersection of the I-84 westbound off-ramp and Route 6 is currently confusing. There was support for eliminating unnecessary movements at this interchange.
- There is a bottleneck issue westbound just after the on-ramp from Interchange 8 (Newtown Road).
- An attendee asked for the lane reduction to be eliminated on I-84 eastbound near Interchange 7. On I-84 eastbound, east of Interchange 7, the mainline goes from three lanes to two lanes. Further east, the highway goes back to three lanes. The two-lane stretch creates congestion.
- Another attendee voiced support for the proposed Interchange 8 improvements.

4. Written Comments

The following comments were placed into the comment box at the sign in table:

- Emergency access onto I-84 between Exits 1 – 3.
- Cars do not stop for school buses on North Street, creating safety issues.
- Stop the Margerie Trail.

N.8 July 2025 Virtual Public Information Report

I-84 Danbury PEL Study

Prepared for: The Connecticut Department of Transportation

August 2025

I-84
Danbury

I-84 Danbury Project

REPORT OF MEETING

Date and Time: Tuesday, July 8, 2025, 12:00 – 1:15 PM
Location: Virtual via Zoom Webinar
Subject: Public Information Meeting

1. Attendees

NAME	ORGANIZATION	EMAIL ADDRESS / PHONE
Matthew Cassavechia	Danbury Hospital	m.cassavechia@danbury-ct.gov
Micah Chen		Michah.chen@gmail.com
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Barry Abrams	Juniper Ridge District	abramsb@hotmail.com
Charlie Callahan		ccallahan72@gmail.com
Ken Lynch	Western CT State University	lynchk@wcsu.edu
Rudy Marconi	Town of Ridgefield	torfirstselectperson@ridgefieldct.gov
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Gregg Crerar	Western CT State University	crerarg@wcsu.edu
Brandon Franz		bmitchelf@gmail.com
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NAME	**ORGANIZATION**	**EMAIL ADDRESS**
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CONSULTANT TEAM		
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Mike Joyce	CDM Smith	joycemj@cdmsmith.com
Jeanine Armstrong-Gouin	SLR Consulting	jgoiuin@slrconsulting.com
Joe Rubino	SLR Consulting	jrubino@slrconsulting.com
Rick Black	SLR Consulting	rblack@slrconsulting.com
Cassandra Valcourt	FHI Studio, now IMEG	cassandra.j.valcourt@imegcorp.com
Marcy Miller	FHI Studio, now IMEG	marcy.a.miller@imegcorp.com

2. Overview

The Connecticut Department of Transportation (CTDOT) hosted a virtual Public Information Meeting to discuss the I-84 Danbury Planning and Environment Linkages (PEL) Study on Tuesday, July 8, 2025 via Zoom Webinar from 12 – 1:15 p.m. The meeting provided an opportunity for

Danbury community residents, leaders, and business owners to learn about the I-84 Danbury PEL Study and share their feedback with the CTDOT study team. In addition to the general PEL process, the team shared information on the recommended range of alternatives and potential breakout projects.

The meeting was a follow-up to the June 26th in-person open house-style meeting and presented the same materials as at the earlier meeting. The presentation was followed by a discussion period.

3. Presentation

Marcy Miller, of FHI Studio, now IMEG, began the presentation by welcoming everyone to the virtual Public Information Meeting. She provided an overview of the meeting format and provided tips for participating, by raising hands or typing into the Q + A feature, in the Zoom Webinar meeting. She reminded the attendees that the meeting is being recorded and will be posted online to the project website at www.i84danbury.com. She reviewed Title VI information related to civil rights and encouraged the attendees to complete a voluntary post meeting survey at https://portal.ct.gov.ctdotsurvey.

Kevin Burnham, of CTDOT, introduced the study team and reviewed the agenda for the presentation. The agenda included:

1. Study Background
2. Screening Process
3. Concept Segments
4. Potential Breakout Projects
5. Schedule
6. Discussion

Jeanine Armstrong-Gouin, of SLR Consulting, provided background information on PEL studies, noting their purpose is to streamline planning efforts for states, regions, and municipalities. A key feature of PEL studies is community engagement. She described several of the engagement efforts that have occurred for this process. J. Gouin stated that the PEL Study is often the initial stage of planning prior to the larger planning, environmental, design, and construction process. She presented the identified Needs & Deficiencies of the study limits. J. Gouin described the geometric and travel features that impact the congestion and poor mobility in the corridor.

J. Gouin presented the study location, noting that the 10-mile corridor is broken into concept segments (Mainline, West, Center, and East). She discussed the three-tier screening process and the filtering of 26 initial concepts down to 12 concept combinations. Three reasonable alternatives advanced to further environmental review and the study recommended several breakout projects.

K. Burnham presented several improvement concepts, beginning with Mainline Concept C1: Lane Continuity. In much of the corridor, this continuity would present itself as consistent three lanes of travel in each direction and replacement of left-hand ramps with right-hand ramps. He presented the concept for the West Concept C6: Interchanges 3 & 4 Segar Street eastbound ramp.

This new ramp at Segar Street would provide better access and eliminate weaving between I-84 and Route 7 traffic around Exit 4.

K. Burnham presented the three Center section concepts. Concept C3 would provide full Danbury Hospital access via Tamarack Avenue. Center concept C13 would implement a partial interchange at Great Plain Road to provide access to and from the west. Center concept C26 would complete the missing ramps at the North Street interchange. In the East section, Concept C15 would eliminate many of the weaves via a collector-distributor (CD) road. It would also address some of the poor curvature.

K. Burnham stated that the concepts presented above have a longer timeline and often high costs. He reviewed several breakout projects, noting that they typically are implemented more quickly and at a lower cost. He presented the Dynamic Lane Use (DLU), which would allow for travel in the left, median shoulder during peak congestion periods. This breakout project would all occur within the current right-of-way (ROW). He said that DLU is also referred to as Flex Lane.

Sharat Kalluri, of CDM Smith, presented bicycle and pedestrian breakout projects, including a sidepath along the Mill Plain Road corridor. He presented transit service options to add new express bus routes and a circulator route to serve most of the travelers that are currently traveling on transit in the eight municipalities including and surrounding Danbury. He discussed a potential turtleback interchange that could be constructed at Interchange 8 to provide a more fluid traffic circulation pattern.

The final breakout project presented by S. Kalluri is the intersection improvements at Main Street, North Street, and Downs Street. He stated that the team held an open house in August 2024 to learn whether the public could support improvements at this intersection. He presented survey results from the open house, noting a large percentage of support for converting Downs Street to a one-way eastbound street.

Nilesh Patel, of CTDOT, presented the project schedule, stating that the environmental review, design and construction for the long term I-84 improvement alternatives could take several years before implementation given the complexity and magnitude of the improvements. Construction of some of the breakout projects could start as early as 2028. The PEL Study report should be posted to the website within the next few weeks.

M. Miller closed by stating that those wishing to comment can do so via emailing the general inbox, entering a comment on the project website, or calling a specific number at CTDOT. All comments are due to CTDOT by July 22, 2025.

4. **Discussion**

Question: To clarify, is the DLU anticipated to be a static opened / closed based on the time of day or will it be opened / closed based on density, speed, or some sort of metric that will trigger it to open or close?
Answer: K. Burnham replied that the opening of this lane would be based on highway condition and/or speeds.

Question: How do we speed up the timeline? Can the red tape be cut? The timeline is agonizingly long.
Answer: N. Patel replied that this is a common question for many larger projects. CTDOT is required to go through several legal requirements and keep the road open during construction, which adds to the project timeline. He said that the breakout projects, such as DLU, would offer some congestion relief improve mobility quicker.

Question: How will the westbound Exit 4 be addressed, as it is tough to get over?
Answer: S. Kalluri stated that he understood the question to be related to the movement from I-84 westbound to Route 7 southbound. Exit 4 westbound would not change with respect to access to Lake Avenue. On the eastbound direction, he said that the Segar Street ramp concept would prevent the I-84 traffic from exiting at Exit 4 and would remove the existing weave between I-84 eastbound and Route 7 northbound traffic.

Question: Is there any anticipation or expectation to coordinate with New York State Department of Transportation (NYSDOT) to also coordinate improvements up to and including to the I-684 interchange which is where most would argue the corridor begins? The bridge over Dingle Ridge Road has already been widened to be able to carry three lanes in each direction a number of years ago.
Answer: N. Patel answered that as the alternatives move into the environmental review phase, the coordination with NYSDOT would continue. Additional alternatives may be introduced through coordination during the environmental process. S. Kalluri added that there has been some early coordination between the two state agencies, and the study limits have been extended to include potential improvements to I-684.

Question: How many people do you expect to use the new bus or bike lanes? How is Return on Investment (ROI) measured?
Answer: S. Kalluri discussed the team's high-level bus analysis. He said that the team did not see a significant mode shift to transit, primarily a result of riders' current access to transit. He added that the team has not looked at mode shift to bicycle use yet. However, he noted that transit and bus improvements will complement the highway improvements.

Question: If there is electronic monitoring of congestion and speed, can the design include speed cameras (with ticketing) to help enforce the speed limit and promote public safety? Speeding is rampant today, with no sign of police enforcement.
Answer: K. Burnham answered that the team is looking at enforcement tools that can be implemented when DLU is in effect.

Question: What environmental review is needed for opening the shoulder?
Answer: N. Patel replied that DLU would require a Categorical Exclusion (CE), which is less complex and typically faster to complete than what would be required for the entire corridor alternatives.

Comment: Regarding the bike sidepath near Exit 2, Western Connecticut Council of Governments (WestCOG) has a project in progress to develop the abandoned railroad that parallels Mill Plain Road.
Answer: N. Patel stated that the team is aware of this and is coordinating with the City and region on this work.

Question: How does this stretch of highway compare to others within the state??
Answer: N. Patel said his team has been working on several PELs in the state. Each PEL corridor is unique. The I-84 Danbury corridor faces challenges such as lane discontinuity, poor road geometry, and left-hand exits.

Question: How successful are DLUs in other states? What are their use cases like?
Answer: N. Patel stated that several other states, including Wisconsin, Michigan and Ohio, have successfully implemented DLU. CTDOT has been speaking with those states about their operations and benefits. S. Kalluri added that Wisconsin and Michigan have seen significant reductions in delay, and Wisconsin has noted significant reductions in rear-end crashes. He added that several other states are opening the lanes, though none of these are in New England.

Question: Would the DLU be a high-occupancy vehicle (HOV) or general use lane when it is open?
Answer: K. Burnham answered that the lane would function as a general use lane. S. Kalluri added that trucks would not be permitted in the DLU.

N.9 Public Listening Session Report

I-84 Danbury PEL Study

Prepared for: The Connecticut Department of Transportation

August 2025

I-84 Danbury

I-84 Danbury Project

REPORT OF MEETING

Date and Time: Tuesday June 14, 2022, from 4 – 5 PM
Location: Microsoft Teams Virtual Meeting Platform
Subject: Listening Session #2

1. Attendees

NAME	ORGANIZATION	EMAIL ADDRESS / PHONE
ATTENDEES		
Richard Corzo		
Joe D		
Eileen		
Eileen's mother		

DEPARTMENT OF TRANSPORTATION		
Nilesh Patel	Connecticut Department of Transportation (CTDOT)	Nilesh.patel@ct.gov
Krishalyn Macrohon	CTDOT	Krishalyn.Macrohon@ct.gov
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Joe Rubino	SLR Consulting	jrubino@slrconsulting.com
Marcy Miller	FHI Studio	mmiller@fhistudio.com

2. Discussion

The Connecticut Department of Transportation (CTDOT) hosted a public listening session for the I-84 Danbury Project. The meeting occurred on Tuesday, June 14, 2022, from 4 – 5 PM via the Microsoft Teams virtual meeting platform. Sharat Kalluri, of CDM Smith, welcomed the attendees to the meeting and introduced the project team members.

S. Kalluri reviewed the agenda for the session. He stated that he planned to give a 10–15-minute presentation to the attendees. He would cover the study limits, why improvements are needed, the project draft purpose, concepts, screening, and next steps. He would then open the meeting to comments and questions from the attendees.

S. Kalluri displayed a map of the study limits which generally span from the New York – Connecticut state line through Interchange 8 of Interstate 84 (I-84). He stated that the aging I-84 corridor experiences severe congestion, about one crash per day, and has poor access to downtown and Danbury Hospital.

S. Kalluri next stated the draft purpose developed for the study. "The purpose of the I-84 Danbury Project is to reduce congestion and improve the mobility of people and goods in the I-84 corridor in greater Danbury." He added that congestion is characterized by slower speeds, and mobility is the ability to move people and goods. He noted that safety, while not specifically called out, would be addressed through congestion and mobility improvements. For example, if congestion is

improved through elimination of weaving, there will be fewer sideswipes and related crashes. He discussed how the project purpose will be used in the concept development and evaluation process. He added that if a concept fulfills the purpose, it moves forward in the screening process. If it does not fulfill the purpose, it is eliminated.

S. Kalluri provided an overview of the concepts and how to navigate through them on the concepts webpage at www.i84danbury.com/concepts/. He stated that the concepts are generally categorized into mainline and interchange concepts for the various sections (west, center, and east) of the corridor.

S. Kalluri next stated the study phase will be completed in mid-2023. The recommendations will range from simple to complex. Concepts may be combined with other concepts and reevaluated. Simple project could be implemented within five years. More complex projects would likely take 10+ years to implement.

S. Kalluri concluded the presentation by suggesting several means to provide feedback to the project team. This included visiting the website and leaving feedback, calling the project hotline, following the project on social media, and talking to project team members at the pop-up events.

3. Discussion

Richard Corzo stated that he is interested in hearing more about Concept 6. S. Kalluri reviewed Concept 6 stating that it aims to improve vehicular travel conditions near Interchanges 3 and 4. He noted that the I-84 eastbound traffic will be prohibited from exiting at Interchange 4 onto Lake Avenue. This concept would pull the traffic off onto a new off-ramp to Segar Street. It is recommended to advance through the screening process because it meets the project purpose.

Joe D. voiced concern about the low railroad bridge clearance over West Street. He also suggested removing the traffic signal at the intersection of Park Avenue and Segar Street and realigning Segar Street with the Route 7 northbound off-ramp. S. Kalluri answered that the project team is aware of the issue on the railroad bridge clearance over West Street and it was raised by HARTransit. He indicated that the railroad bridge is not part of the project scope. However, he stated that the observation regarding Segar Street and the realignment of the Route 7 northbound off-ramp is a good comment and the project team will consider them as the concept advances.

R. Corzo asked why Concept 7, the tunnel concept, is not advancing. Jeanine Armstrong Gouin, of SLR Consulting, answered that a tunnel would present constructability issue and would need to relocate the water treatment facility, which provides the primary drinking water supply in Danbury. It also would significantly impact several neighborhoods.

Eileen questioned whether sound barriers are being considered. J. Gouin answered that because the project is only in the study phase now, the project team has not considered noise barriers yet. She added that the team has completed a baseline noise analysis of existing conditions. Once recommended concepts move into the environmental analysis phase, the team will assess each for noise impacts and potentially recommend barriers. Eileen followed up if noise barriers have been included on other projects. Nilesh Patel, of CTDOT, answered that a noise study would include a recommendation for need during the environmental assessment phase.

Eileen commented that drivers are carpooling less frequently because of COVID. S. Kalluri responded that traffic volumes are back up since the decline on Spring 2020, but drivers are also spreading their trips throughout the day. Eileen also stated that improvements on Route 7 could alleviate traffic at Interchanges 3 and 4.

R. Corzo asked for more information on concepts that could improve access to Danbury Hospital. S. Kalluri answered that Concepts 2, 3, 11, and 13 looked at improving the access to Danbury Hospital. Concept 2 involves the construction of eastbound and westbound collector-distributor (CD) roads. Concept 3 would provide interchange improvements at Tamarack Avenue. Concept 11 is similar to Concept 2 and involves a CD road in the center section of the I-84 corridor. Concept 13 would provide interchange improvements at Great Plain Road. Concepts 2, 3, and 13 are advancing, while Concept 11 is not advancing.

Joe D. asked if it makes sense to put ramps on Rockwell Road, rather than Great Plain Road. S. Kalluri answered that ramps onto Rockwell Road would be too close to the Route 7 ramps.

S. Kalluri discussed some of the bus and rail options that are considered in Concept 4. These options would complement any highway options. Joe D. asked if there will be an electrified rail service to the South Norwalk Metro North station. S. Kalluri answered the line is not electrified due to less demand and was uncertain if it would be electrified in the future. Regarding the Danbury-Brewster Rail Feasibility Study, S. Kalluri was not certain if the study has been released to the public. Eileen added that she typically prefers to ride the Metro-North Harlem Line on weekends to New York.

N. Patel discussed that an implementation plan will be developed as part of the current study. This implementation plan will provide recommendations that range from simple (early-action) to long-term projects. The less complex projects may be built within five years. Others can take more than 10 years to design and construct.

Eileen asked how the project team has been communicating with the public. She suggested communicating construction updates to the public via Channel 8 News and Waze. Marcy Miller, of FHI Studio, stated that in addition to these listening sessions, the project team meets regularly with a Project Advisory Committee, has increase presence in social media, regularly updates the website, writes news articles and newsletters, and is holding a series of pop up events this summer in Danbury.

N.10 Public Comments Summary

I-84 Danbury PEL Study

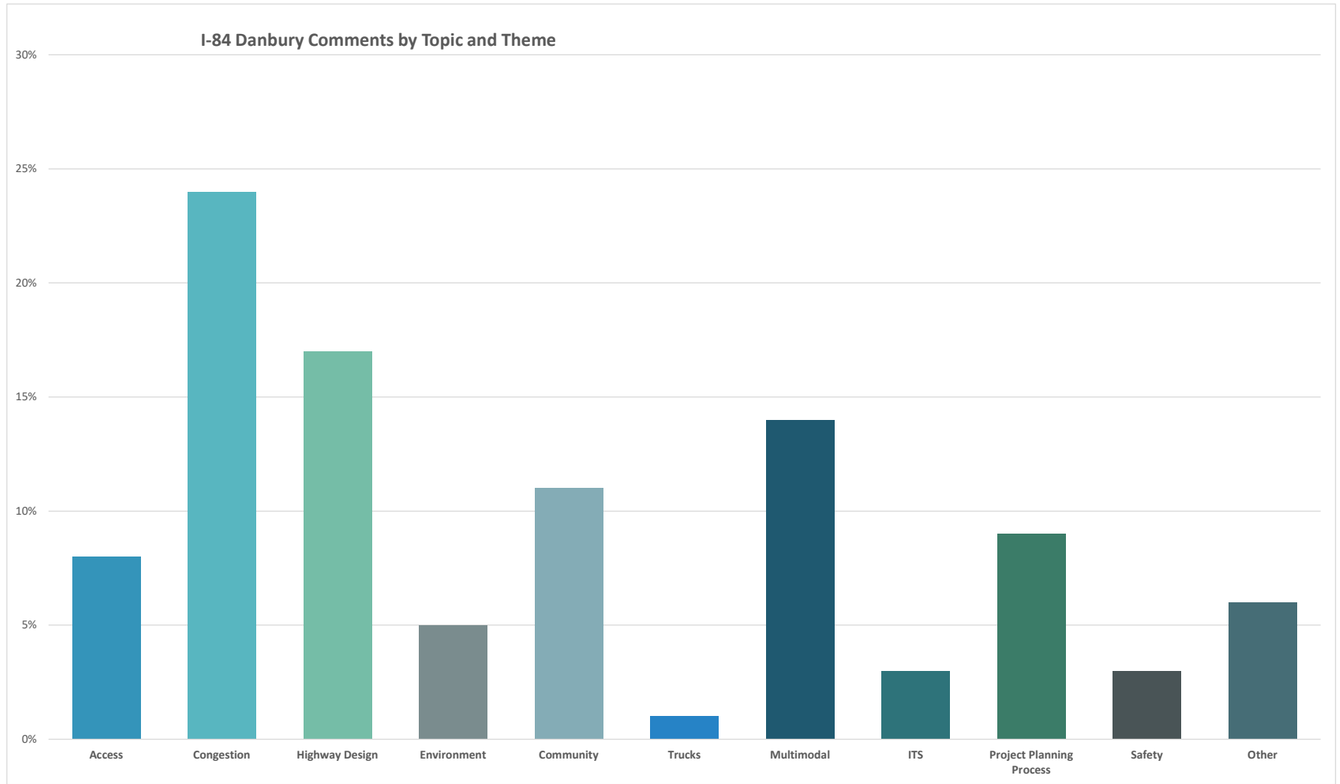
Prepared for: The Connecticut Department of Transportation

August 2025

I-84 Danbury

I-84 Danbury Project
State Project No. 34-349
Table N-3
Summary of Public Comments

Theme	Comment Topic	Total Comments	Comments per Theme	% of All Comments	Live Meetings	Electronic Comments	PAC	Stakeholder Meetings
Access	Poor Access to Danbury Hospital	22		2.2%	3	6	5	8
	Better Wayfinding Needed	6		0.6%	3	1	1	1
	Improved Exit Signs & Lane Striping Needed	18		1.8%	6	7	1	4
	HOV Lane or Dedicated Transit Lane Needed	11		1.1%	1	4	0	6
	Expand and/or Improve Park and Ride Lots	6		0.6%	0	0	0	6
	Congestion Hinders Access to Destinations	21		2.1%	4	10	3	4
			84	**8.6%**	0	0	0	0
Congestion	More Lanes Needed/Widen Highway	30		3.1%	1	22	3	4
	Congestion at Interchange 684 & 84	12		1.2%	2	6	1	3
	Trucks Cause Congestion	8		0.8%	3	3	0	2
	Congestion at Danbury Interchanges	139		14.2%	13	59	36	31
			189	**19.3%**	0	0	0	0
Highway Design	Concern About Tolls	17		1.7%	2	2	1	12
	Improve Roadway Geometry & Slopes	47		4.8%	6	13	20	8
	Improve Interchanges/Remove Left-Hand Ramps	74		7.6%	5	45	12	12
	Add Exit 6 Eastbound	16		1.6%	6	9	0	1
	Improve Lighting	8		0.8%	1	5	2	0
	Dynamic Lane Use	3		0.3%	0	0	3	0
			165	**16.9%**	0	0	0	0
Environmental Impacts	Flooding Issues Need to be Addressed	9		0.9%	1	2	2	4
	Noise Pollution Concern	18		1.8%	5	11	1	1
	Wildlife Displacement Concern	7		0.7%	3	2	2	0
	Air Quality Concern	13		1.3%	2	7	0	4
			47	**4.8%**	0	0	0	0
Lack of Multimmodal Access	Improve Commuter Rail Access	30		3.1%	1	7	5	17
	Encourage Carpooling & Other TDM Programs	19		1.9%	1	3	3	12
	Improve Bus Service	24		2.5%	1	4	6	13
	Improve Bicycle & Pedestrian Travel	35		3.6%	6	9	7	13
			108	**11.0%**	0	0	0	0
Community Impacts	ROW Acquisition Concern	25		2.6%	1	9	7	8
	Congestion Suppresses Local Economy	20		2.0%	5	4	6	5
	Construction Related Impacts to Local Roads	50		5.1%	10	11	6	23
			95	**9.7%**	0	0	0	0
Trucks	Lack of Truck Parking / Illegal Truck Parking	5		0.5%	0	0	1	4
	Need More Truck Slow Lanes	2		0.2%	0	1	0	1
			7	**0.7%**	0	0	0	0
Intelligent Transportation Systems (ITS)	Real-Time Traffic Notification Needed	10		1.0%	1	4	0	5
	Consider Future Autonomous Vehicles	5		0.5%	2	0	1	2
	Adaptive Traffic Signals or Ramp Meters	7		0.7%	0	2	3	2
			22	**2.2%**	0	0	0	0
Project Planning Process	Timeline	26		2.7%	5	10	7	4
	Project Cost & Funding	52		5.3%	5	17	8	22
	Consider Non-Highway Alternatives	25		2.6%	1	13	7	4
			103	**10.5%**	0	0	0	0
Safety	Abrupt Speed Changes Dangerous	10		1.0%	2	6	0	2
	More Law Enforcement Needed	10		1.0%	2	7	0	1
		0	**20**	**2.0%**	0	0	0	0
Other	Other	73		7.5%	2	53	16	2
			73	**7.5%**	0	0	0	0
Concepts	Concept 7	10		1.0%	0	9	1	0
	Concept 1	6		0.6%	0	3	2	1
	Concept 6	8		0.8%	0	6	2	0
	Concept 3	6		0.6%	0	1	4	1
	Concept 2	9		0.9%	0	0	9	0
	Concept 9	6		0.6%	0	2	4	0
	Concept 10	8		0.8%	0	6	2	0
	Concept 13	6		0.6%	0	0	5	1
	Concept 12	3		0.3%	0	3	0	0
	Concept 26	1		0.1%	0	0	1	0
	Concept 4	2	**65**	**6.6%**	0	0	2	0
	Totals		**978**	**100.0%**	**112**	**404**	**208**	**254**


I-84 Danbury Comments by Topic and Theme
30%
25%
20%
15%
10%
5%
0%
Access
Congestion
Highway Design
Environment
Community
Trucks
Multimodal
ITS
Project Planning Process
Safety
Other