Glenville Road Intersection Improvements
At Brookside Drive & Valley Drive

Public Information Meeting

Town of Greenwich
Stantec Consulting Services Inc.
April 30, 2020
Introduction & Public Comment Format

• Presentation will be recorded and posted to the project website link provided at end of presentation

• All questions will be answered at the end of presentation

• Submit questions via the “Raise Hand” feature on Zoom screen (phone only participants dial *9 to “Raise Hand”)

• Email address will be provided at the end to send in additional questions
Agenda

• **Introduction & Opening Remarks**
  Town of Greenwich – Jason Kaufman, PE

• **Project Overview**
  Stantec Consulting Services Inc.
  Kent Gannon, PE and Christopher Mojica, PE, PTOE

• **Additional Project Impacts**
  Stantec Consulting Services Inc.

• **Public Comments & Questions**
Tonight’s Goals

• Provide overview of the project
• Review findings of the Traffic Study
• Review project impacts and opportunities
• Discuss next steps
• Receive comments

WE WANT TO HEAR FROM YOU!
Purpose & Need
Glenville Road Intersection Improvements
At Brookside Drive & Valley Drive

Why This Project?
• Primary - Provide safety improvements
• Secondary - Improve traffic circulation
• Secondary - Introduce traffic calming measures
Other Project Considerations

• Potential realignment or relocation of Eagle Hill School driveway
• Potential sidewalk leading to Lake Avenue
• Coordination with other flood control initiatives within the project area
• Subsurface infrastructure and utility relocation / coordination
• Environmental permitting and Town approvals
• Private property impacts
• Construction approach / sequencing and traffic control

ALL WILL BE ADDRESSED THROUGHOUT THE DESIGN PROCESS
Project Overview

Stantec Consulting Services Inc.

Kent Gannon, PE
Christopher Mojica, PE, PTOE
Note: The 85th percentile speed of Glenville Road is 35 miles per hour (MPH). This value indicates the speed at which or below most (85%) drivers are traveling.
Study Area Intersections
Existing Conditions

Glenville at Valley

Glenville Rd.

Horseneck Brook

Valley Dr.
Existing Conditions

Glenville at Eagle Hill School

A

B

Valley Dr.

Eagle Hill Driveways

Glenville Rd.

Brookside Dr.
Existing Conditions

Glenville Rd.

Glenville at Brookside

Horseneck Brook

Glenville Rd.

Brookside Dr.

Private Driveway
Crash History along Glenville Road (2016-2018)

- “Near Misses” are not reflected in the crash data
- Almost 20 “Near Misses” observed at Glenville / Brookside in October 2019 over a 10-hour period

The 85th percentile speed of Glenville Road is 35 miles per hour (MPH). This value indicates the speed at which or below most (85%) drivers are traveling.
Improvement Options

• **Option 1** – Realignment/Reconfiguration of Brookside Dr. at Glenville Rd.

• **Option 2** – Signalization at Valley Dr. and Brookside Dr. Intersections

• **Option 3** – Roundabouts at Valley Dr. and Brookside Dr. Intersections

• **Option 4** – Realignment of Brookside Dr. at Glenville Rd. and Roundabout at Valley Dr. (Hybrid of Option 1 and Option 3)
Option 1 – Realignment/Reconfiguration of Brookside Dr. at Glenville Rd.
Option 2 – Signalization at Valley Dr. and Brookside Dr. Intersections
Option 3 – Roundabouts at Valley Dr. and Brookside Dr. Intersections
Roundabout Example in Greenwich
Havemeyer Lane and Northridge Road
Option 4 – Realignment of Brookside Dr. at Glenville Rd. and Roundabout at Valley Dr. (Hybrid of Option 1 and Option 3)
Evaluating Traffic Operations

- Evaluated Future (2039) Traffic Operations under Two Scenarios
  - Future Conditions without Improvements (No Build)
  - Future Conditions with Improvements (Build)

- Traffic is evaluated based on the overall average delay (seconds per vehicle) at an intersection using Levels-of-Service (LOS)

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Signalized Intersections</th>
<th>Unsignalized Intersections</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Average Control Delay per Vehicle (seconds per vehicle)</td>
<td>Average Control Delay per Vehicle (seconds per vehicle)</td>
</tr>
<tr>
<td>A</td>
<td>≤ 10</td>
<td>0–10</td>
</tr>
<tr>
<td>B</td>
<td>&gt; 10–20</td>
<td>&gt; 10–15</td>
</tr>
<tr>
<td>C</td>
<td>&gt; 20–35</td>
<td>&gt; 15–25</td>
</tr>
<tr>
<td>D</td>
<td>&gt; 35–55</td>
<td>&gt; 25–35</td>
</tr>
<tr>
<td>E</td>
<td>&gt; 55–80</td>
<td>&gt; 35–50</td>
</tr>
<tr>
<td>F</td>
<td>&gt; 80 or v/c ratio &gt; 1.0</td>
<td>&gt; 50 or v/c ratio &gt; 1.0</td>
</tr>
</tbody>
</table>

Source: HCM 6th Edition
Existing Traffic Operations

Peak Hour 7:30 - 8:30 AM
Peak Hour 3:30 - 4:30 PM
Projected Traffic Operations
Future Conditions without Improvements (No Build)

Peak Hour 7:30 - 8:30 AM
Peak Hour 3:30 - 4:30 PM
Summary of Preliminary Traffic Analysis

- Intersections are projected to operate at acceptable levels of service (LOS) under Option 1, Option 3, and Option 4.

<table>
<thead>
<tr>
<th>Location</th>
<th>Intersection</th>
<th>Weekday Morning (AM) Peak Hour</th>
<th>Weekday Afternoon (PM) Peak Hour</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>No Build</td>
<td>Option 1</td>
</tr>
<tr>
<td>1</td>
<td>Glenville at Valley</td>
<td>LOS A</td>
<td>LOS A</td>
</tr>
<tr>
<td>2</td>
<td>Glenville at Eagle Hill Driveway</td>
<td>LOS D</td>
<td>LOS C</td>
</tr>
<tr>
<td>3</td>
<td>Glenville at Brookside</td>
<td>LOS D</td>
<td>LOS A</td>
</tr>
</tbody>
</table>

Option 1: “T” at Brookside
Option 2: Signals
Option 3: Roundabouts
Option 4: “T”/Roundabout
Project Impacts and Opportunities

- Safety Improvements
- Traffic Calming / Improved Traffic Flow
- Green Infrastructure
- New Drainage Infrastructure
- Landscaping Opportunities/Additions
## Summary of Assessed Improvement Options

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
<th>Safety Improvements</th>
<th>Traffic Circulation</th>
<th>Traffic Calming</th>
<th>Aesthetic Improvements</th>
<th>Green Infrastructure</th>
<th>Cost</th>
<th>Constructability</th>
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</thead>
<tbody>
<tr>
<td>No Build</td>
<td>No Improvements</td>
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<td>+</td>
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<tr>
<td>1</td>
<td>&quot;T&quot; at Brookside</td>
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<td>Signals</td>
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<td>3</td>
<td>Roundabouts</td>
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<tr>
<td>4</td>
<td>&quot;T&quot;/Roundabout</td>
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Project Schedule / Next Steps

• Select a Preferred Alternative

• Additional Public Meetings

• Targeted Stakeholder Meetings

• Anticipated Project Schedule
  ➢ Finalize Feasibility Study – Spring/Summer 2020
  ➢ Preliminary/Final Design – 2021
  ➢ Permitting Completion – 2021
  ➢ Construction – 2022

• Anticipated Funding – Design (100% Town), Construction (100% State)
Questions?

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• Project Contact:

  Jason M. Kaufman, P.E.
  Senior Civil Engineer
  Department of Public Works
  203-622-3839
  jkaufman@greenwichct.org

• Project Website:  https://www.greenwichct.gov/1658/Glenville-Road-Intersection-Improvements

THANK YOU FOR PARTICIPATING IN THIS VIRTUAL MEETING!
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