The purpose of the public information meeting was to discuss the Arch Street Corridor Adaptive Signal Control Project. A PowerPoint presentation was made by the project team. Key items in the presentation included:

- Project Information including explanation of CMAQ funding and project components including upgrading signal equipment, minor intersection/roadway modifications and upgrading pedestrian accommodation including adding missing sidewalk.

- Project Background focusing on the following key project area issues: Queuing on I-95 SB exit ramp, frequent congestion along Arch St., queuing during PM peak hour on Arch St back to and through Railroad Ave, special events and I-95 incidences.

- Adaptive Signal Systems including an explanation of the current signal system and how adaptive is different, where has adaptive been used, why use it in Greenwich and what do we expect the adaptive system to do.

- Potential Impacts, project status and next steps.

Questions

Following the presentation questions and comments were provided by attendees. A summary of the questions/comments are provided below

- It was noted that a key existing issue is the misuse of the SB exit ramp lanes to access Arch St. It was noted that some vehicles illegally use the left most lane (LT only lane) and then turn right onto Arch St because they want to be in the turn lane for Horseneck Ln or Railroad Ave. A more frequent problem that was noted was that driver’s frequently use the right most lane on the exit ramp and then after turning onto Arch St. change multiple lanes to access the turn pockets for Horseneck Ln or Railroad Ave.
• The project team noted that it is hoped that this issue will be mitigated thru the expected reduced queuing on the ramp as a result of the adaptive system.
• The project team also noted that the Town has indicated to CTDOT that the existing lane use sign at the top of the ramp is confusing.

- It was noted that the existing queuing frequently extends onto I-95 resulting in potentially unsafe/undesirable conditions and it was asked if anything could be done now to help
  • The project team noted that this problem should be lessened as a result of the adaptive system. As part of the project, queue detection is being included on the ramp so that the system can quickly detect and respond to queuing on the ramp that approaches the mainline.
  • The project team also noted that they have discussed the idea of making changes to the existing signal system now to help address the issue with CTDOT. The changes would require substantial signal plan work which is very similar to what is currently being done. Since the timeframe for the changes to the existing signal plans would be similar to the timeframe for the current project, it was decided to not make changes to the current system.

- It was asked if the RTOR restriction on the SB exit ramp could be removed. It was noted that the sight distance is not adequate.

This meeting summary represent the discussions and subject matter as understood by Urban Engineers at the subject meeting. Any revisions and or changes to these minutes should be brought to the attention of Scott Diehl at Urban Engineers within seven (7) days of issuance.

Respectfully Submitted,

Scott Diehl, PE
URBAN ENGINEERS, INC.
Arch Street Corridor
Adaptive Signal Control Project
Public Information Meeting – May 16th

Project Information

• Congestion Mitigation Air Quality (CMAQ) Grant
  – Greenwich Awarded $2.3 Million Grant
  – Upgrade Signal Equipment including Adaptive System
  – Connect Signal System to Town Hall for monitoring
  – Minor Roadway and Intersection Improvements
  – Upgrade Pedestrian Accommodations including adding missing sidewalk
ARCH STREET CORRIDOR ADAPTIVE SIGNAL CONTROL TECHNOLOGY
TOWN PROJECT #12-34

Project Location

ARCH STREET CORRIDOR ADAPTIVE SIGNAL CONTROL TECHNOLOGY
TOWN PROJECT #12-34

Project Background

ARCH STREET CORRIDOR ADAPTIVE SIGNAL CONTROL TECHNOLOGY
TOWN PROJECT #12-34
Adaptive Signal Systems

- What is out there right now?
- What is an Adaptive Signal System?
- Where has it be used?
- Why use it here?
- What do we expect to happen?

- Time-of-Day Timing Plans
  - 7 AM – 10 AM
  - 10 AM – 4 PM
  - 4 PM – 8 PM
- Exclusive Pedestrian Phases
  - Hinders progression through closely spaced intersections
- Can’t Fully Respond to Increased Traffic Demands
  - I-95 Incidents and Special Events
  - Train Arrivals
  - Construction Activity
Adaptive Signal Systems

• What is an Adaptive Signal System?
  – Intelligent software
  – Responds to traffic demand in real-time
  – Continually optimizes signal timings
    • Vehicle detectors/sensors at each intersection provide data
    • Each signal knows the traffic coming from surrounding intersections

• Where has it been used?
  – Adaptive Systems have been implemented throughout most of the United States
    • Locally -- NY, MA, NJ, PA
Adaptive Signal Systems

• Why use it here?
  – More flexibility to handle traffic volumes and patterns than currently available
  – Signal timings are based on actual volumes as opposed to the time-of-day
  – Won’t need to update timings as volumes change

Adaptive Signal Systems

• What do we expect to happen?
  – Noticeable improvement to traffic movement and traffic delays
Impacts

• No ROW impacts anticipated
• Minimal (de minimis) impact to the park, if any
• Will coordinate with State Historic Preservation Office on any impacts to Greenwich Ave. Historic District (signal equipment)
• Lane closures during construction

Project Status and Next Steps

• Currently Finishing Preliminary Design
• Semi-Final Design expected to start in June 2016
• Final Design to be completed by the end of 2016
• Construction in 2017
Questions?

Points of Contact

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