



Report of Meeting #3

Present: See attached sign-in sheets.

Welcome, Introduction & Ground Rules: Following the welcome and introductions, the Department of Transportation (DOT) reviewed the Project Advisory Committee (PAC) ground rules for continued membership and participation on the PAC and commitments of the project team.

Meeting Purpose: The DOT reviewed the purpose of the meeting: to solicit input from PAC members on alternatives as part of the National Environmental Policy Act/Connecticut Environmental Policy Act (NEPA/CEPA) process. The DOT explained that the alternatives that had been discussed last meeting, and that were being discussed this meeting and the next meeting, were options previously developed. They are being used as drafts or starting points for discussion to determine impacts of possible solutions to the environment. The final alternatives that will be carried forward in the EA may be a combination of the draft alternatives or others that come out of discussions with PAC member groups.

Binders: The new distributed binder materials for PAC members were reviewed including: updated PAC member roster, summary report of PAC meeting #2, PAC meeting #3 presentation slides, and draft concepts of alternatives (for discussion purposes only).

ALTERNATIVES

The focus of PAC Meeting #3 was On-Alignment Alternatives including a rehabilitation option, a new construction option and two possibilities for traffic control during construction. These included a detour using Route 1 and a temporary bypass bridge. PAC members were asked to provide feedback on each of the presented alternatives, as well as suggestions for how to lessen the impacts of each alternative, referred to in NEPA/CEPA as “mitigation.” Furthermore, PAC members were asked to share their thoughts on other alternatives or “hybrids” or “mash-ups” of the presented alternatives – in other words, taking desirable elements from one or more of the presented alternatives and combining them to create a potential new or modified alternative. Input from PAC members is presented below and attached.

Rehabilitation

Feedback on Concerns

- Visual impacts from height
- Additional truck use and commercial traffic if the clearance is raised
- Doesn't address issue of vehicle mirrors crashing
- Doesn't address issue of improving bridge opening and closing time
- Bridge still vulnerable to flooding and projected sea level rise under this alternative
- Bridge must be designed to safety allow for fire truck passage across the river
- During construction on I-95, concerns about routing traffic off the interstate and onto local roads and across the bridge





- If the roadway is widened, concerned bridge will be used as a cut-through

Ideas for Lessening of Impacts

- Widen sidewalks
- Improve right-turn lane onto Riverside Avenue to improve traffic flow
- Town can pursue restriction on truck traffic on municipal roads like Greens Farms Road, east of Bridge Street (example: Croaton)
- Is a historic “restoration” alternative a possibility? (See discussion below under General Comments; this will be called the “conservation” alternative.)

New Bridge On-Alignment

Feedback on Concerns

- Congestion is a safety issue for bicycle/pedestrian travel on west side of the river; need better accommodations on south side of the intersection to eliminate need to cross the street
- Sidewalk configuration (revisions and addition) to improve pedestrian access and safety
- Loss of existing trusses
- Greater clearance to improve mobility for marine vessels trade-off with visual impact/scale of new bridge; adapt to clearance of Metro North railroad bridge (to the south)
- Widened bridge may invite higher speeds
- Maintain/improve water quality for shellfish habitat through roadway design (open structure vs. solid roadway)

Ideas for Lessening of Impacts

- Lengthen and create a better right-turn lane
- Improve passage for marine traffic and limit times of navigation channel closure/restrictions during construction
- Add bikeway/sidewalk to both sides; trade-off is that this improvement would have an adverse impact on property and character of the area
- Re-attached trusses as decorative element of new bridge

Detour

- The detour is not tenable due to congestion on Route 1 and poor level of service on its intersections; along with very limited opportunity for improvement
- Detour would require major intersection improvements on Route 1





Temporary Bridge

- Construction details (i.e., type of equipment used, construction staging areas) will be looked at later in the design process; conceptual only at this time
- Need temporary roadside barrier for roadway protection
- Potential right of way to be looked at by CTDOT Rights-of-Way (ROW)
- Stone walls: reconstruct to existing conditions after construction is completed
- Permanent easement purportedly protects wetlands associated with Imperial Landing development (Town may need to be involved in release)
- Visual impact of height on adjacent properties
- Intersection improvements needed in advance of constructing temporary bridge (or else drivers will avoid the area); improve alignment and right-turn onto Riverside Avenue
- Install sidewalk on south side of temporary bridge
- Pedestrian safety concern with temporary bridge crossing; it is a longer river crossing than under existing conditions
- Include pedestrian walkway on both sides of the bridge

General Comments

- One PAC member noted that when the PAC discusses “restoration”, this term has a very specific definition that requires detailed and official historic action to restore a structure to its original state (in case of the Cribari Bridge, that is 100+ years ago). To clarify, the term “Conservation” will be used to distinguish and discuss this type of alternative requested by the PAC. The CTDOT recognizes the importance of creating a Conservation Alternative.
- Regardless of the alternative selected, the Town of Westport can move forward now with its own efforts to control truck traffic on town-owned roads leading to the Cribari Bridge. To this end, the Town might also consider following the lead taken by other towns to petition the state to eliminate trucks on certain stretches of state roads.
- As a refresher, review alternatives previously discussed at the start of future PAC meetings
- Develop a matrix comparing features associated with each alternative (i.e., height, lane width, truck accommodations, bicycle lanes, pedestrian accommodations, speed of bridge opening/closing, maintenance cost)
- Compare/contrast alternatives in Environmental Assessment/Environmental Impact Evaluation (EA/EIE)
- Consider a No Build/Rehabilitation hybrid alternative which fixes what is broken, makes the bridge usable, and maintains historic truss as a decorative element
- Consider a Full Rehabilitation alternative without widening the roadway or spreading the trusses
- Look at lengthening right-turn lane onto Riverside Ave to increase storage capacity for each alternative considered



Project 158-214
Project Advisory Committee Meeting
November 28, 2018
Westport Town Hall, Rooms 201/201A

- PAC members prefer scanning of their original workshop sheets and attaching to summary report of meeting (rather than entering in matrix format - like Meeting #2)

Next Meeting: The next PAC meeting is anticipated to take place in late January. The focus will be Off-Alignment Alternatives. The workshop activity will be replicated, with PAC member input requested. Alternatives will be evaluated according to how they meet the project Purpose and Need, and for impacts on the built, natural, and social environment. NEPA/CEPA requires that all reasonable alternatives be considered; a preferred alternative is not selected until after impacts from each are examined. Mitigation of adverse impacts will also be considered as part of the NEPA/CEPA process. PAC members were asked to continue to coordinate with others involved in the groups they represent between meetings and provide any feedback not already discussed at the meetings, and that any additional questions or comments can be sent directly to the project team.



PAC Representative	Rehabilitation Alternative Feedback	Rehabilitation Alternative Mitigation	On-Alignment Replacement Alternative Feedback	On-Alignment Replacement Alternative Mitigation	Detour or Temporary Bridge Feedback	
					Detour	Temporary Bridge
Bridgebrook Marina	I'm concerned no change in marine access No bike path No thru traffic by Town	[no input]	Scale of structure Concerns of shoulders Default height of the Metro North bridge	[no input]	[no input]	[no input]
Connecticut Trust for Historic Preservation	Design is very schematic. It is hard to judge its effect no historic character. How will repairs to stone abutments be done? Repair in-kind is preferable.	[no input]	Loss of historic bridge. Scale appropriate to surroundings incl. National Register district.	Consider reusing historic truss Scale modifications discussed in mtg. e.g. sidewalk outside truss, narrower shoulders	[no input]	Stone walls on Bridge Street – resources in historic district could be damaged by construction
DeStefano & Chamberlain, Inc.	Limited service life Roadway width not adequate No improvement to intersection No improvement to boat traffic	[no input]	Loss of historic fabric Wide lanes great Scale too large Shoulders not needed Improves navigation	[no input]	Unacceptable	Good idea
Imperial Landing	As trusses are repaired – length of time of bridge closure a major issue!	[no input]	Three years bridge closure! Scale could be huge	[no input]		Impact on private property No limit on temp. bridge means heavy traffic in neighborhood

PAC Representative	Rehabilitation Alternative Feedback	Rehabilitation Alternative Mitigation	On-Alignment Replacement Alternative Feedback	On-Alignment Replacement Alternative Mitigation	Detour or Temporary Bridge Feedback	
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Homeowner's Association	<p>Maintain posted bridge height restriction to limit truck traffic.</p> <p>Historic nature of bridge appears to be compromised.</p> <p>Will the changing of town laws to restrict traffic suffice?</p>		<p>Wider road means faster traffic</p> <p>What is the change in elevation of the bridge?</p> <p>Must limit truck traffic across bridge</p> <p>Noise</p> <p>Environmental Mitigation</p>			<p>Where does the construction equipment sit?</p> <p>Bridge height is very high – effects aesthetics for Imperial Landing</p>
Saugatuck Rowing & Fitness Club, LLC	<p>7 ft. clearance from high tide to steel, boats must go under, more height would help</p> <p>Children walk to club & sidewalk isn't being widened</p> <p>We like that bridge will have same look</p> <p>Roadway hasn't been widened</p>	[no input]	<p>Huge bridge, could be scaled off in the neighborhood</p> <p>3-year project is very long</p> <p>Wider lanes means faster cars, dangerous for pedestrians</p> <p>Great that bridge is high above water line</p>		<p>Traffic</p> <p>Improve intersections</p>	<p>Additional construction</p> <p>Designed for highway traffic</p> <p>Keep restrictions on temporary bridge</p>

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					Detour	Temporary Bridge
	<p>Can't increase speed of the opening</p> <p>Removal of electrical box, which will increase height & posted allowance -> truck friendly</p>		<p>2 bike lanes & 1 sidewalk would be helpful</p> <p>5 ft. shoulders are too wide & put sidewalk outside of trusses</p>			
Westport Boating Advisory Committee	<p>Maintaining current height limits marine traffic (high mean water to bottom of bridge)</p> <p>Roadway approach does not change still dangerous for vehicles</p> <p>Vehicles (larger) will still face potential accident causing further bridge damage</p> <p>Maintaining the current motor placement will add expense due to frequent flooding</p>	[no input]	<p>Better sidewalks and wider better flow for cars & pedestrians</p> <p>Increased height above water allows more traffic w/o having to open bridge</p> <p>Allows for emergency equip to cross bridge</p> <p>Electrical components now further away from water (flooding) is better for maintenance</p>	[no input]	Increased downtown traffic	<p>Maintains current flow of traffic around town</p> <p>Consider the pedestrian traffic flow options on the west side</p>

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	<p>Money not well spend on this bridge configuration</p> <p>Investment will only last 25-30 years</p>					
Westport Board of Selectmen	<p>Need to widen sidewalks</p> <p>No improvement to width of travel path – 9’9” not desirable</p> <p>Lengthen right turn lane</p> <p>Limited sidewalk width</p> <p>Upgrade <u>resiliency</u> of bridge opening mechanism</p> <p>No improvement to flooding of mechanicals</p> <p>Consider improving turning radius on S.E. corner of Bridge St. & Riverside – includes</p>	[no input]	<p>Proportionality of bridge to surroundings</p> <p>Like the elevation to protect mechanicals and improve boat traffic</p> <p>Reduce operations costs – need for fewer personnel (or none) to open/close bridge</p> <p>Modern mechanicals will speed up open/close</p> <p>Pedestrian safety may require re-think of</p>	[no input]	<p><u>Not for consideration</u></p> <p>Not feasible with Rt 1 intersections</p>	<p>Compensation for business disruption</p> <p>Maximize que space approaching intersection – right hand lane</p>

PAC Representative	Rehabilitation Alternative Feedback	Rehabilitation Alternative Mitigation	On-Alignment Replacement Alternative Feedback	On-Alignment Replacement Alternative Mitigation	Detour or Temporary Bridge Feedback	
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	<p>taking of small Bridge Square corner</p> <p>Only a 25-year life cycle projection</p> <p>Remove overhead electrical box – install marine cable</p>		<p>sidewalks/bikeway location</p> <p>Scale is too large – sidewalk outside of truss and reduced shoulder will help</p> <p>Land could be reduced to 10'6"</p>			
Westport Chamber of Commerce	<p>Concern trucks will use bridge</p> <p>Rather see increase in road than sidewalk if at all.</p> <p>Support retaining character & use of existing bridge</p> <p>Don't want increase in height – not 13 to 14, not 14'1" -14'3"</p> <p>Would have liked to have seen [?] right turn in this proposal</p> <p>Would have liked to have seen better turn</p>	[no input]	<p>Not an option</p> <p>No need for it</p> <p>Too big</p> <p>Out of character</p> <p>Some off-bridge improvements should have been on rehab proposal</p>	[no input]		<p>\$ to business [?] / property owner</p> <p>Temp bridge west side last, the west side first [?]</p>

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	<p>options on west side in this proposal</p> <p>Like to see a hybrid no build/rehab</p> <p>Like to see chart will all options compared Bikes can walk over bridge, if that preserves character</p>					
Westport Fire Department	<p>Ability to drive all fire apparatus over the bridge</p> <p>Still doing damage to fire engines due to narrow roadway</p> <p>Have to seize the bridge with emergency signage to cross over</p>	[no input]	<p>Ability to drive all fire apparatus over the bridge</p> <p>Bridge would not flood during storms giving access to apparatus</p> <p>No damage to fire apparatus with wider road</p> <p>Do not need to seize bridge for emergency response over it</p>	[no input]	[no input]	[no input]

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Westport Flood and Erosion Control Board	No input provided					
Westport Planning and Zoning	<p>Can a header board be installed which has a lower “max height” indicated than is standard?</p> <p>How similar will a replacement structural member be to the original it replaces?</p> <p>In the No Build, what would the maintenance be like (compared to what we have now)?</p> <p>Fix but don't change</p>	<p>Want the least impact on existing social fabric</p> <p>Want to enhance usage of bridge by bikers, walkers, and commuters</p>	<p>Want variables and ranges for each proposed change</p> <p>Least vs. most Smallest vs. largest Lowest vs. highest</p>	<p>Idea: create a riverfront walkway for social and commercial use which also creates circulation on and off the bridge</p>	<p>Level if intersections would be negative impacted</p> <p>Business on Post Rd negative impact, big concern</p>	<p>Where does the construction equipment go?</p>
WestCOG	<p>Impact to travel patterns</p> <p>Safety for vehicles passing under bridge (accidents)</p> <p>Sidewalks that are ADA compliant</p>	[no input]	<p>Intersection traffic flow</p> <p>Ped/bike access</p>	[no input]	<p>Concern – level of service at the intersections</p>	<p>Ped/bike access -> safe crosswalk locations</p> <p>Temporary bridge may accommodate most traffic, but construction will still impact the surrounding roadway network.</p>

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Westport Police Department	Concerns: Traffic congestion, bike traffic, pedestrian traffic & walkways				Oppose the detouring concept	Temporary bridge a plus to properly manage traffic
						Needs to address marine traffic
Westport Public Works Department	No input provided					
Westport Representative Town Meeting	Height of bridge Signage to prevent oversized vehicles from crossing 4 ft. width expansion but same road length Height of bridge to rising sea level rise Use of black shell rust inhibitors on point and joints	[no input]	Width increase Same height Bike lane	[no input]		

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Westport Shellfish Commission	No mention of remediation of runoff or road debris entering river – this is <u>serious</u> Limit height to existing	[no input]	Runoff remediation As presented, seems too large a scale Like the bike lanes – prefer <u>one</u> though Like broader access	[no input]		Prefer temporary bridge to detour Need walkway on temporary road

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Section 106 Consulting Parties	Bridge Street Neighborhood	Restore historical authentic We need a conservation alternative	Marine traffic cannot be interrupted Limit traffic? Cannot pollute either during construction Temporary bridge cannot pollute river	Unacceptable destroys historic dist.	Forget this Too much impact on environment Consider noise & air quality Find out what construct will do to river?		Forget south side sidewalk Minimize taking property Noise & light pollution necessary
	Green's Farms Association	Stop signs, speed bumps, to make it difficult to <u>any</u> vehicle Passive traffic control Reminds me of [?] teeth being replaced by implants. Looks	[no input]	[no input]	[no input]	Route 1 + 136 & 1 + 33 intersections [?] need improvement regardless & before the temporary bridge is built	Restrict commercial traffic to what would eventually be permitted on the rehab'd bridge Permanent traffic light at Imperial /

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		<p>the same, but it is not the original</p> <p>Anything that makes access to Greens Farms Road easier must be countered by local traffic control</p> <p>Calculate the number of "swings" then and now</p>					Bridge St. intersection
	Historic Bridge Foundation						
	HistoricBridges.org	Not in attendance					
	Historic District Commission	Solution should be a reasonable compromise between retaining as much of existing bridge while correcting	[no input]	Initially do not see sufficient benefit to replacement versus rehabilitation of existing bridge	[no input]	Too problematic	Rehab. Existing bridge with process that does not require a

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		<p>serious structural deterioration</p> <p>Concern that as much of existing character of bridge is retained.</p> <p>Retain as much of existing structure as possible.</p> <p>No modification or replacement of bridge must not encourage increased large truck traffic.</p> <p>Careful study should be made to determine if rehab. Could be done</p>		Scheme presented seems larger than necessary with too little in added amenity			temporary bridge

PAC Representative		Rehabilitation Alternative Feedback	Rehabilitation Alternative Mitigation	On-Alignment Replacement Alternative Feedback	On-Alignment Replacement Alternative Mitigation	Detour or Temporary Bridge Feedback	
						Detour	Temporary Bridge
		without requiring by-pass temporary bridge.					
	Save Westport Now	<p>Slow traffic</p> <p>Need a <u>pure restoration</u> alternative (so it doesn't disappear)</p> <p>Don't raise height it will allow larger trucks</p> <p>Concerned about making it easier for 18-wheelers</p> <p>Need to maintain historical authenticity</p>	[no input]	<p>Danger of cars going faster if widen lanes</p> <p>Danger of bridge being out of scale with neighborhood</p> <p>Don't use commuter lot for staging</p> <p>Too big a structure – will encourage truck traffic</p> <p>Too tall – will encourage more traffic</p>	[no input]	[no input]	[no input]

PAC Representative		Rehabilitation Alternative Feedback	Rehabilitation Alternative Mitigation	On-Alignment Replacement Alternative Feedback	On-Alignment Replacement Alternative Mitigation	Detour or Temporary Bridge Feedback	
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		<p>Concerned about changing appearance of bridge</p> <p>Would like wider sidewalk</p> <p>Please review previous comments provided in other process</p> <p>Need to measure traffic during evening rush</p> <p>Need to improve 2 intersections</p>		<p>Put sidewalk on south side to ease RR access</p> <p>Environmental issues! Shellfish need to be protected</p> <p>Sidewalk on south side of temp. bridge</p> <p>Need a turn lane on temp bridge</p>			

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		Extend the right turn lane so fewer back-ups					
	Westport Coalition	Bike & ped both east & west Future water level rise Higher ongoing maintenance costs Slow rate of opening & closing – impact on Westport & river Maybe preserve current bridge by moving it and build state of art new	[no input]	[no input]	Emphasis on bike & pedestrian flow Both sides of bridge	Too hard	Pedestrian access on both sides Impact on local business

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		Town should actively work to manage traffic calming on local roads Doesn't help traffic problem					
	Westport Preservation Alliance	No input provided					

SIGN-IN SHEETS



SIGN IN SHEET

NOVEMBER 28, 2018

Note: PAC members shaded in pink.

Attended	First	Last	Title	Organization	EMAIL	PAC Member	Alt.
X	Sam	Arciola		Westport Police Department	sarciola@westportct.gov	X	
X	Priti	Bhardwaj		CTDOT	Priti.Bhardwaj@ct.gov		
X	Morley	Boyd		Westport Preservation Alliance	boyd.cthh@gmail.com		X
X	Bob	Caporale		Imperial Landing Homeowner's Association	bobcaporale@gmail.com	X	
X	Andrew	Colabella	Member	Westport Representative Town Meeting	acolabellartm4@gmail.com	X	
X	Sarah	Connolly	General Manager	Saugatuck Rowing & Fitness Club, LLC	sconnolly@saugatuckrowing.com	X	
X	Ron	Corwin		Westport Coalition	ron@roncorwin.com	X	
X	Jim	DeStefano, P.E.	Resident	DeStefano & Chamberlain, Inc.	jimd@dcstructural.com	X	
X	Steven	Edwards	Consultant	Westport Board of Selectmen	sedwards@westportct.gov	X	
X	Francisco	Fadul		CTDOT	Francisco.Fadul@ct.gov		
	Tim	Fields		CTDOT	Timothy.Fields@ct.gov		
	Kevin	Fleming		CTDOT	Kevin.fleming@ct.gov		
X	Jeff	Fontaine		CJM	JFontaine@cjmpc.com		

X	Robbie	Guimond	Owner	Bridgebrook Marina	robbieguimond@gmail.com	X	
X	Kristen	Hadjstylianos		WestCOG	khadjstylianos@westcog.org	X	
X	Steven	Harlacker		H & H	sharlacker@hardestyhanover.com		
PHONE	Kitty	Henderson	Executive Director	Historic Bridge Foundation	kitty@historicbridgefoundation.com	X	
X	Randy	Henkels	Chair	Historic District Commission (HDC)	hdc@westportct.gov	X	
X	Clarinda	Higgins	Chair	Westport Shellfish Commission	rindyhiggins@gmail.com	X	
	Nathan	Holth		HistoricBridges.org	nathan@historicbridges.org	X	
X	Jennifer	Johnson		Westport Coalition	jbarrjohnson@gmail.com	X	
X	Bill	Kiedaisch	Chairman	Town of Westport Boating Advisory Committee	billkiedaisch@gmail.com	X	
	Foti	Koskinas		Westport Police Department	fkoskinas@westportct.gov	X	
X	Norman	Kramer		Green's Farms Association	normankramer@yahoo.com	X	
X	Paul	Lebowitz	Chair, Planning and Zoning Commission	Town of Westport	paul4pandz@gmail.com	X	
X	Kim	Lesay		CTDOT	Kimberly.Lesay@ct.gov		
X	Mark	Levesque		CJM	mlevesque@cjmpc.com		
X	Werner	Liepolt		Bridge Street Neighborhood	wliepolt@mac.com	X	
	Dick	Lowenstein	Vice President	Green's Farms Association	dick.lowenstein@gmail.com	X	
X	Matthew	Mandell	Executive Director and President	Westport Chamber of Commerce	matthew@westportwestonchamber.com	X	
X	James S.	Marpe	Selectman	Westport Board of Selectmen	Jmarpe@westportct.gov	X	

X	Mark	McMillan		CTDOT	mark.mcmillan@ct.gov		
X	Ted	Nezames		CTDOT	Theodore.Nezames@ct.gov		
X	Peter	Ratkiewich, P.E.	Director of Public Works Flood and Erosion Control Board	Town of Westport	pratkievich@westportct.gov	X	
X	Tom	Ryan		CJM	tryan@cjmpc.com		
X	Kurt	Salmoiraghi		FHWA	Kurt.Salmoiraghi@dot.gov		
	Art	Schoeller		Green's Farms Association	art@optonline.net	X	
X	Valerie	Seiling Jacobs	Co- Chairman	Save Westport Now	valerieseilingjacobs@gmail.com	X	
X	David	Shorrock		Imperial Landing Homeowner's Association	dwshorrock@yahoo.com		X
X	John	Suggs		Westport Preservation Alliance	johnsuggs@gmail.com	X	
X	Christopher	Wigren	Deputy Director	Connecticut Trust for Historic Preservation	CWigren@cttrust.org	X	
X	Robert	Yost	Fire Chief	Westport Fire Department	ryost@westportct.gov	X	
	Mary	Young	Director, Planning & Zoning	Town of Westport	maryyoung@westportct.gov	X	

Public Sign In						
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	Steven	Chin			Stevenchin13@yahoo.com	
	Jay	Walshon			Netmd50@gmail.com	