

BASCOM, ROD

From: William Peace [wpeace@snet.net]
Sent: Wednesday, October 22, 2003 12:42 PM
To: BASCOM, ROD; Anthony DaRos; Anthony G. Carr; Carl A. Ballestracci Jr.; Carmine Trotta; Dan Morley; Dave Head; Dennis Popp; Edward Dombroskas; Edward Steward; Fred Riese; Gregory Mannesto; Irwin B. Kessman; J. Michael Bennett; James Andrini; James McCusker; James S. Butler; James Wensley; Jason Vincent; Jean Stimolo; Jill Barrett; John Markowicz; Joseph Varneke; Judy Gott; Larry Englisher; Linda Krause; Mark Oefinger; Michael Chong; Nicholas H. Mullane; Paul Eccard; Peter Richter; Stewart Macmillan; Susan K. Lee; T. Gerald Dyar; Timothy Griswold; Tony Palermo; Wayne Fraser
Subject: Re: Advisory Committee (AC) Meeting # 4 and Revised Draft Transit Report

Dear Rodney,

Thank you for forwarding the draft transit report. My role is to represent the town of Old Saybrooks interests and this report does a Major disservice to our community.

First, during the last two months I have been a observer of mass transit as I traveled by train to Boston weekly, then took the little green trolleys. The system works! Second early spring the dept of transportation constructed an additional parking lot for 180 cars. This is was in addition to the parking that existed of about 400 cars. Most of the time there is no available parking at the station. All of these cars are simply not on I 95.

This report provides no recommendations for the next 10 to 15 years to accommodate traffic demands while I 95 is being widened. This is a fatal error.

This report also does not touch the issue of heavy trucks, possibly that will come later.

Recommendations:

- 1: Provide Meto North Type service between New York and Boston.
- 2: Significantly increase parking along the entire rail corridor.
- 3: Add 200 more parking spaces in Old Saybrook.(it is doable).

Take care Bill

"BASCOM, ROD" <RBASCOM@CHA-LLP.COM> wrote:

As a reminder, the next meeting of the AC will be Tuesday, October 28th from 2:00 to 4:00 PM at the Waterford Town Center. A presentation and discussion of the study's preliminary improvement concepts will be the main order of business. The revised Transit Service Enhancement Analysis report will also be discussed as an item of unfinished business. You will be receiving a hard copy of the revised report in the mail within the next couple of days. I have also attached the document for your convenience.

Rodney A. Bascom, P.E., Partner
 Clough, Harbour & Associates LLP
 2139 Silas Deane Highway, Suite 212
 Rocky Hill, Ct 06067
 860-257-4557
 860-257-7514 (fax)

10/27/2003

Jill

-----Original Message-----

From: Ken Livingston [mailto:klivingston@fhiplan.com]

Sent: Wednesday, December 10, 2003 6:56 PM

To: 'Jill Barrett'

Subject: I95 Southeast Comments

Hi Jill,
Here are some comments.

Kenneth M. Livingston, AICP
Principal Planner
Fitzgerald & Halliday, Inc.
Phone: 860.523.8789
Fax: 860.371.2873
email: klivingston@fhiplan.com
www.fhiplan.com

From: [REDACTED]
Sent: Tuesday, December 09, 2003 4:37 PM
To: 'info@i95southeastct.org'
Subject:

In your study of route I-95 that extends to the Rhode Island border, I recently read a discussion on moving the southbound on/off ramp at exit 93 in North Stonington. I agree that much need to be done at this intersection as it is

12/11/2003

On the southbound side of I-95 there is an on ramp from Exit 1 in RI that is about one mile from the exit 93 off ramp. There is also an access road that runs parallel to I-95 from where the on ramp stops in Rhode Island and then turns into Route 184 as it crosses the CT border.

If you were to work with the State of Rhode Island and have the on ramp moved so that it feeds onto this access road and travelers would get on I-95 at exit 93. Then also have the off ramp for exit 93 moved East toward the Rhode Island border and come onto the access road mentioned above, I think you would have a better flow of traffic and a cleaner look to the area.

If it also your intention to look at expanding the highway to handle more lanes, it appears that you would have to work with Rhode Island authorities to plan this change, why not start now and lay the foundation for any improvements you plan to make in the future.

[REDACTED]
[REDACTED]
Fidelity Investments
Registered Investment Advisor Group
82 Devonshire Street OSGS
Boston, MA 02109-3614
866-445-7191 toll free direct
[REDACTED]
[REDACTED]
[REDACTED]

Clearing, custody or other brokerage services may be provided by National Financial Services LLC, or Fidelity Brokerage Services LLC, Members NYSE, SIPC

Aug. 28, 2004
Comments Re: I-95 Traffic Study Report
(For The Record)

- 1 - Leave the Rocky Neck Connector and Four Mile River Rd. Exit alone. Combining will be a nightmare.
 - a - The Connector serves motorists destined for the State Park (which can be many) to do so without using Four Mile River Rd., bogging down Rt 161, and clogging local roads.
 - b - The Industrial Park next to the Connector road has easy access to and from I-95 for its tenants, etc. - no local roads need be traveled.
 - c - It's much more convenient time-wise for ambulances, etc. who serve the nursing home located in this park to have Connector access.
 - d - The Four Mile River Rd. Exit allows motorists to go to local roads without getting involved in Rocky Neck traffic or Industrial Park traffic.
- 2 - Leave RT 1 alone. Do not ruin it, too. It's a fairly heavily traveled road already. Local traffic, The National Guard and out-of-towners already use this road. When I-95 experiences a problem traffic is diverted to RT 1. We do not need additional traffic. We do not need to have a problem needing widening, etc. Do not ruin our neighbor roads.
- 3 - I-95 does not need to be widened. Too

much property would be lost - too much real estate taxes would be lost - too much of a burden would be put upon those remaining to pick up that loss - East Lyme would be even more divided than it is now, too.

4 - No widening of I-95 - Conn. can not afford to loose more wetlands, we've lost too much

5 - State Bonding is too high now - it's horrible It must be reduced. Only essential projects should be bonded - not I-95 widening.

6 - Widening I-91, I-84, etc. in the Hartford area has not reduced traffic congestion. It has only generated more traffic. This will be repeated if I-95 were widened.

7 - No widening of I-95 - it would be totally obsolete by the time it was completed.

8 - Mass transit is the solution. Dollars for mass transit can be generated by:

a - Charge a fee or tax on everyone entering Conn. at every border - a tax, fee, or toll - other states do this;

b - State imposition of a head tax on all people who go to the casino to gamble - They gamble, they use our roads to do that; they cause congestion - they should pay;

c - Imposition of a tax on all new subdivisions which are causing urban sprawl causing traffic congestion;

d- These options would negate any thought of widening I-95. It would not be needed

9- Remove long-haul trucks from I-95. This is a huge part of the problem. I-95 would NOT have to be widened then. *

Mayor Bob [redacted]
[redacted]
Edut Lyme, Conn 06333

* The widening of I-95 is totally irresponsible and destructive and a waste of tax dollars. There are other solutions to the traffic problem / congestion.

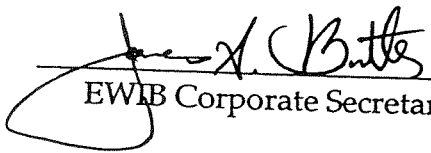
Sent To Clough, Harbour & Assoc.
2139 Silas Deane Highway
Rocky Hill, Ct. 06067



CORPORATE RESOLUTION


BE IT RESOLVED THAT:

The Eastern Connecticut Workforce Investment Board (EWIB), representing the workforce development policy interests of forty-three member municipalities, hereby endorses the recommendations contained in the I-95 Southeast Corridor Feasibility Study Report. EWIB recognizes that both the recommended near-term and long-term improvements will enhance safety, improve capacity, reduce congestion, and are critical to the future of this important component of the State of the Connecticut transportation system. It has long been maintained that the state's and the region's quality of life and economic prosperity are significantly dependent upon travel to and through its boundaries. The recommendations for improvements to I-95 are one component of maintaining a balanced transportation system within the state and in southeastern Connecticut, and EWIB hereby urges the State of Connecticut Transportation Strategy Board and the Connecticut Department of Transportation to vigorously pursue the implementation of these recommendations.


EWIB Corporate Secretary

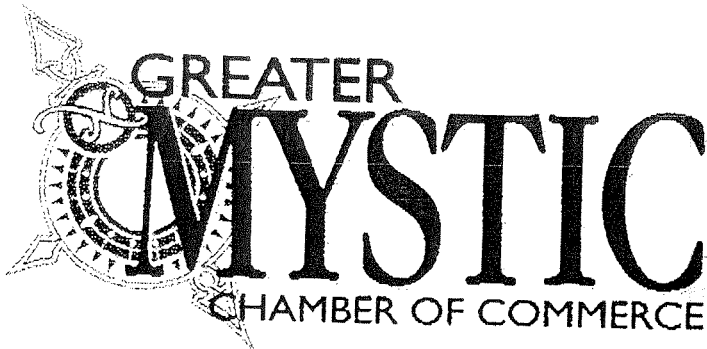
9/28/04
Date

Dated at Franklin, Connecticut, this 28th day of September 2004
Subscribed and sworn to before me, a Notary Public in and for the County of New London, and State of Connecticut, this date September 28, 2004.


Signature of Notary Public

My Commission Exp. Apr. 30, 2006

Date My Commission Expires



Linnéa Lindstrom
Executive Director

November 10, 2004

John Markowicz
seCTer
190 Governor Winthrop Blvd.
Suite 300
New London, CT 06320

Dear John:

The Greater Mystic Chamber of Commerce represents more than 800 businesses in southeastern Connecticut, and we endorse the recommendations contained in the I-95 Southeast Corridor Feasibility Study Report. We recognize that both the recommended near-term improvements will enhance safety, improve capacity, reduce congestion, and are critical to the future of this important component of the State of Connecticut transportation system. It has long been maintained that the state's and the region's quality of life and economic prosperity are significantly dependent upon travel to and through its boundaries. The recommendations for improvements to I-95 are one component of maintaining a balanced transportation system within the state and in southeastern Connecticut. The Greater Mystic Chamber of Commerce urges the state of Connecticut Transportation Strategy Board and the Connecticut Department of Transportation to vigorously pursue the implementation of these recommendations.

Sincerely,

Linnéa Lindstrom
Executive Director

Mystic Coast & Country Travel Industry Association, Inc. 2005 Public Policy Agenda

I. TRANSPORTATION

Mystic Coast & Country Travel Industry Association, Inc. (MC&C) will continue to support the efforts of the region's legislators, the Governor and her Department of Transportation, the South East and North East Councils of Governments (COGs), and the CT River Estuary and the Mid-State Regional Planning Areas (RPAs)*. MC&C will continue to advocate for the funding necessary to complete these projects. The priorities for the region continue to be the following:

- **Expansion of I-95** from New Haven to the Rhode Island border.
- **Implementation of an "Intermodal" system** (ferry boat, train, public transit) to move visitors and employees into and around the region.
- **Completion of Rt. 11**, including its efficient connection to I-95.
- **Improvements to Rt. 2** between I-95 and Rt. 164.

II. THE "HOTEL" (room occupancy) TAX

Over the past few years there has been considerable discussion about the use of the revenue produced by Connecticut's 12% tax on room occupancy. MC&C is strongly opposed to any increase in the tax rate, or to the granting of authority to levy it to any other entity other than the state.

It is the position of the MC&C that *the revenue produced from 2% of the 12% room occupancy tax, or a minimum of \$10 million, be dedicated to the Tourism Division of the Commission on Culture and Tourism* to work in conjunction with the tourism regions, for marketing, promotion, and advertising. These funds should be used exclusively for the purchase of media to promote the tourism assets of Connecticut. The focus of this promotional activity should be to generate visitors into Connecticut from outside the state.

III. PROMOTION OF TOURISM

MC&C supports the Commission's effort to eliminate duplication by coordinating media and marketing efforts with and among the Tourism Districts. Our association will continue to encourage state funding for tourism promotion, and leverage state funding through private-public partnerships. These cooperative arrangements are the best way to maximize the economic benefit of travel and tourism.

- **Representation of the Tourism Industry** – The Districts should aggressively solicit the involvement of the tourism industry and should include, as voting members, tourism professionals who are currently employed in the industry.
- **Cooperative Marketing Agreements**— The Commission should attach a high priority to funding marketing agreements between public and private tourism entities, and ensure that those initiatives produce results, based on well developed strategic plans. Cross marketing between private tourism businesses and the culture, arts and humanities organizations should be strongly supported by the State

These areas of concern constitute the Public Policy Agenda of the MC&C. We will be advocating this agenda with the Governor, her Administration, and the General Assembly, and will be working with other public and private organizations in the region and the state to help advance these objectives.

* The membership of MCC is located throughout the cities and towns that make up these COGs and RPAs.

RESOLUTION ~~██████~~
CONCERNING THE I-95 CORRIDOR FEASIBILITY STUDY

RESOLVED, that Mystic Coast & Country Travel Industry Association, Inc., representing over 300 businesses, hereby endorses the recommendations contained in the I-95 Corridor Feasibility Study.

Mystic Coast & Country Travel Industry Association, Inc. recognizes that both the recommended near-term and long-term improvements will enhance safety, improve capacity, and are critical for the future of this region's transportation system. It has long been held that the state's (and region's) quality of life and economic success is greatly dependent on travel to and through it.

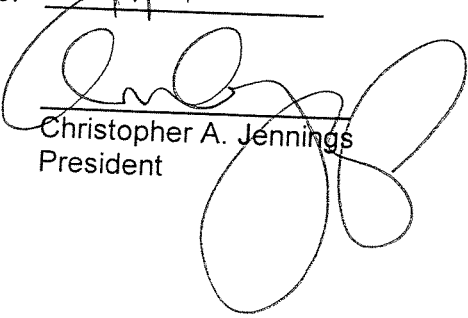
The recommendations for improvements to I-95 are one component of creating a balanced transportation system in the state, and Mystic Coast & Country Travel Industry Association, Inc. hereby urges the State Transportation Strategy Board and the Connecticut Department of Transportation to vigorously pursue the implementation of these recommendations.

This resolution shall be effective November 4, 2004.

CERTIFICATE

I hereby certify that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Board of Directors of Mystic Coast & Country Travel Industry Association, Inc. on November 4, 2004.

Date: 11/4/04

By: 
Christopher A. Jennings
President

SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

5 Connecticut Avenue, Norwich, Connecticut 06360
(860) 889-2324/Fax: (860) 889-1222/Email: seccog@snet.net

**RESOLUTION 04-13
CONCERNING THE I-95 CORRIDOR FEASIBILITY STUDY**

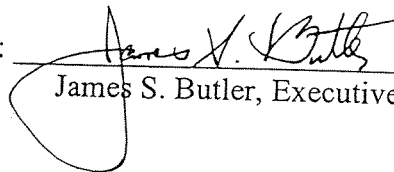
RESOLVED, that the Southeastern Connecticut Council of Governments, representing its twenty member municipalities, hereby endorses the recommendations contained in the I-95 Corridor Feasibility Study. The Council of Governments recognizes that both the recommended near-term and long-term improvements will enhance safety, improve capacity, and are critical for the future of this important component of this region's transportation system. It has long been held that the state's (and region's) quality of life and economic success is greatly dependent on travel to and through it. The recommendations for improvements to I-95 are one component of creating a balanced transportation system in the state and the Southeastern Connecticut Council of Governments hereby urges the State Transportation Strategy Board and the Connecticut Department of Transportation to vigorously pursue the implementation of these recommendations.

This resolution shall be effective 15 September 2004.

CERTIFICATE

I hereby certify that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Southeastern Connecticut Council of Governments on September 15, 2004.

Date: 10 September 2004

By: 
James S. Butler, Executive Director



CHAMBER *of* COMMERCE
EASTERN CONNECTICUT

RESOLUTION 04-13
CONCERNING THE I-95 CORRIDOR FEASIBILITY STUDY

RESOLVED, that the Chamber of Commerce of Eastern Connecticut, Inc., representing over 1,100 businesses, hereby endorses the recommendations contained in the I-95 Corridor Feasibility Study. The Chamber of Commerce of Eastern Connecticut recognizes that both the recommended near-term and long-term improvements will enhance safety, improve capacity, and are critical for the future of this region's transportation system. It has long been held that the state's (and region's) quality of life and economic success is greatly dependent on travel to and through it. The recommendations for improvements to I-95 are one component of creating a balanced transportation system in the state and the Chamber of Commerce of Eastern Connecticut hereby urges the State Transportation Strategy Board and the Connecticut Department of Transportation to vigorously pursue the implementation of these recommendations.

This resolution shall be effective 26 October 2004.

CERTIFICATE

I hereby certify that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Chamber of Commerce of Eastern Connecticut on October 26, 2004.

Date: November 2, 04

By: Thomas A. Sheridan
Thomas Sheridan, President