

### Merritt Parkway Multi-use Trail Frequently Asked Questions

#### What would be the surface material of the trail?

The material is not known at this time. More than likely, it would be a combination of hard and soft at different areas depending on terrain.

#### Would there be lighting along the trail?

The Merritt Parkway is not illuminated. In keeping with the existing character, a trail would not be lit. However, the use of small lights or reflectors may be considered for safety reasons to delineate the edges of the trail.

#### Where would parking for the trail be located?

It is expected that the existing Park and Ride lots, whose peaks are normally during the week and not on weekends (when a trail would likely be most heavily used), would be utilized for a trail. It is possible that additional parking may be provided by nearby businesses that may have surplus spaces. The possibility of building new surface lots will also be discussed during the study process.



# Public Workshop

## MERRITT PARKWAY MULTI-USE TRAIL FEASIBILITY STUDY

STATE PROJECT 173-410

### Town of Greenwich

Greenwich Town Hall  
101 Field Point Road  
Cone Conference Room, 2nd Floor

Monday March 26, 2012  
6:00 pm

#### Connecticut Department of Transportation Personnel

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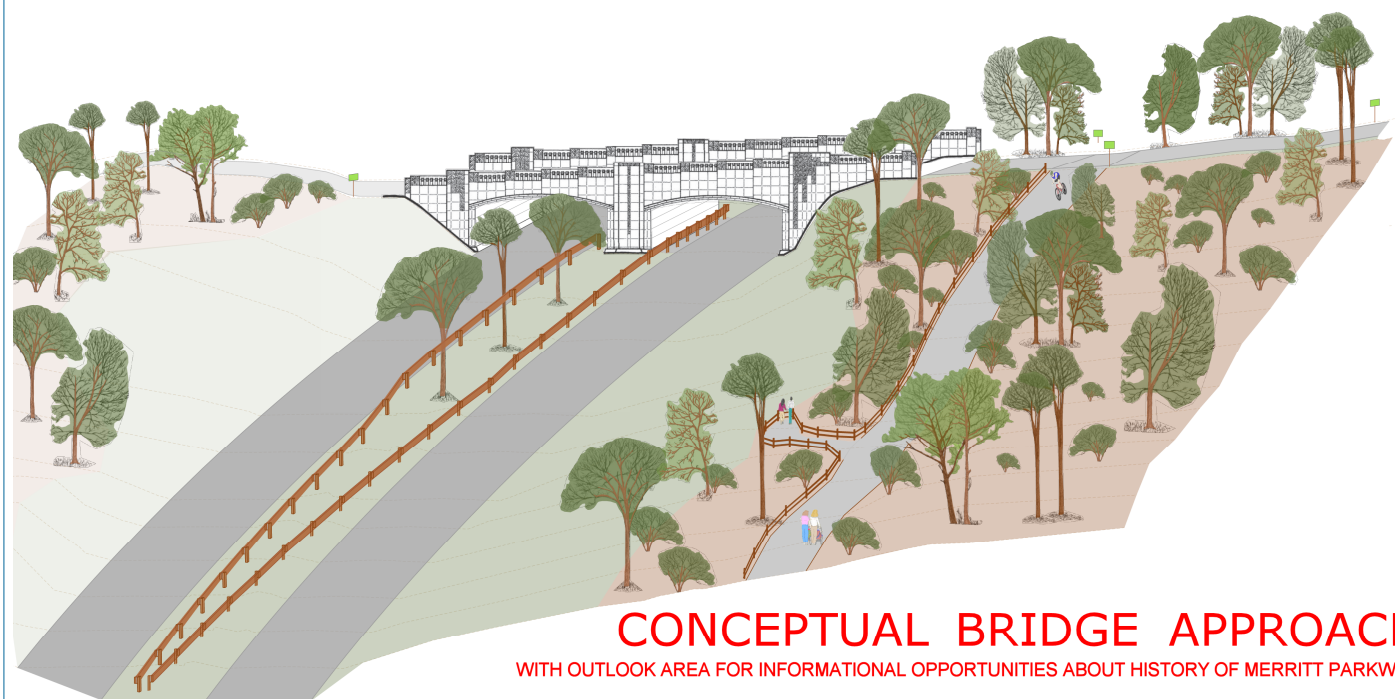
## Merritt Parkway Multi-Use Trail Feasibility Study

**The purpose of the study** is to determine whether a multi-use trail is feasible through the Merritt Parkway corridor. By documenting and analyzing many factors, including any effect on the scenic and historic character of the Parkway, and by soliciting stakeholder input, an informed decision can be made as to whether a multi-use trail is appropriate.

**In 2010**, the Department submitted a grant application to the National Scenic Byways Program for the purpose of exploring the feasibility of a multi-use trail along the Merritt Parkway. The grant was awarded to the Department and funds became available in October 2011 to begin the feasibility study process.

**One of the most historic roadways** in the United States, the Merritt Parkway (built during the Great Depression) is famous for its 66 unique bridges which settle into the surrounding topography and landscape. Unlike most other Parkways in America, the Merritt Parkway was conceived as a commuter corridor for the purpose of alleviating traffic on the already crowded Route 1.

The Parkway is not only a State Scenic Road and a National Scenic Byway, but it is also on the National Register of Historic Places. Its significance as a historic property is found in the bridges, the aesthetics of the alignment, and the landscape, the combination of which is truly unique.

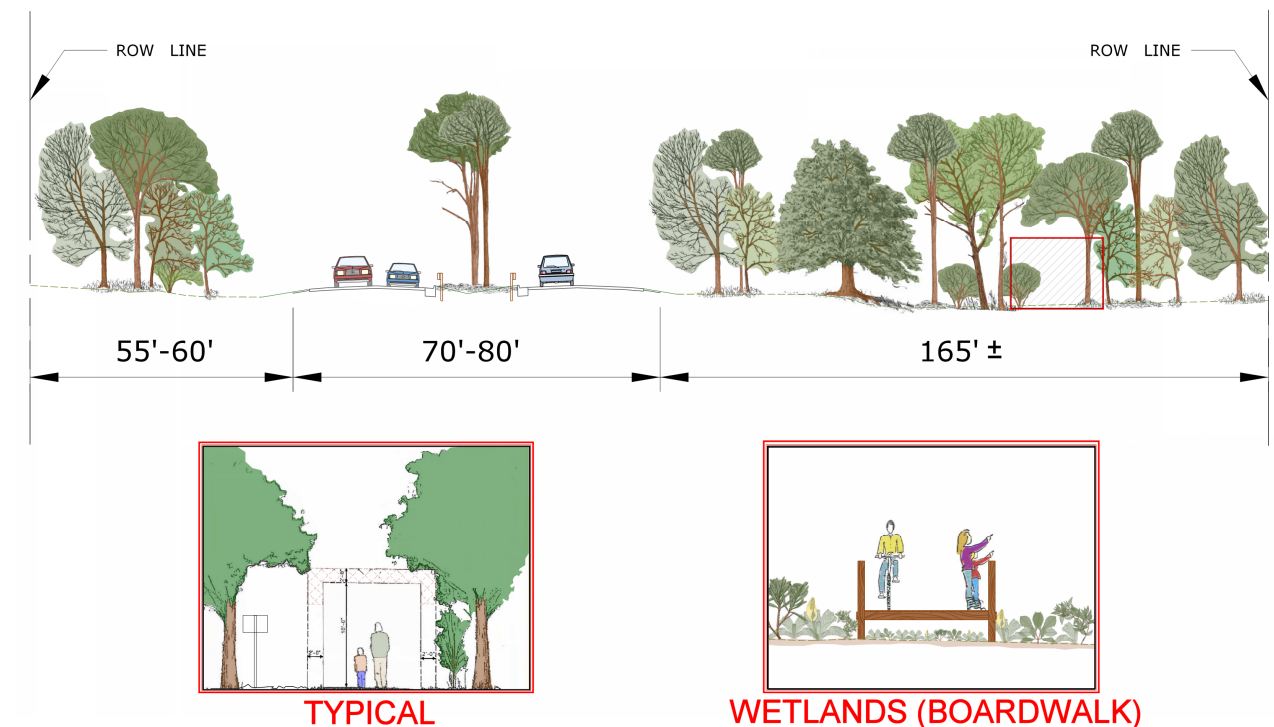


### CONCEPTUAL BRIDGE APPROACH

WITH OUTLOOK AREA FOR INFORMATIONAL OPPORTUNITIES ABOUT HISTORY OF MERRITT PARKWAY

NOTE: ACTUAL CONDITIONS AND DIMENSIONS MAY VARY

## TYPICAL CONCEPTUAL CROSS-SECTION



### POSSIBLE TRAIL TREATMENTS THROUGH VARYING TERRAIN

**An extensive public outreach program** is being conducted as part of this study. In addition to meetings held with the elected officials of each City or Town along the Parkway, two public meetings will be conducted in each municipality.

**The purpose of this meeting**, the first of the two, is to collect information from local residents and to identify and prioritize community challenges and opportunities. With a focus on Greenwich, this meeting is designed to meet stakeholders and understand their individual concerns.

Once all pertinent information has been collected and a conceptual design for the trail has been established, the second meeting, a Town Information Meeting, will be held to present the conceptual design and gather any additional feedback. Currently, that meeting is expected to be held in Fall/Winter of 2012.

The information, ideas, and concerns raised by this process are critical to the success of the study. We invite you to share input and provide us with the local knowledge that is essential for this study to best serve the community.

[www.CT.gov/DOT/MerrittTrailStudy](http://www.CT.gov/DOT/MerrittTrailStudy)

**MERRITT PARKWAY MULTI-USE TRAIL  
PUBLIC WORKSHOP**

**REPORT OF MEETING**

**Date of Meeting:** March 26, 2012

**Time:** 6:00 pm

**Location of Meeting:** Greenwich Town Hall, 101 Field Point Road, Cone Conference Room,  
Town of Greenwich

**Subject:** Merritt Parkway Multi-use Trail Public Workshop

Mr. William Britnell of the Department of Transportation's Division of Highway Design opened by outlining the purpose/goals of the multi-use trail study with a presentation to the workshop attendees. He noted that this is a feasibility study and it will eventually lead to decision as to whether a trail should be constructed. He explained the meeting is a working meeting and that DOT representatives are looking for input specific to Greenwich as there will be a similar meeting held in each municipality along the Merritt Parkway.

Following the presentation, attendees were broken into small groups, each headed by a DOT representative. Attendees were given the task of identifying concerns they may have about a potential trail. They were asked to focus their discussion specifically on Greenwich. After approximately 15 minutes of discussion within the groups, the group leaders reported to the rest of the room. The concerns were recorded on flipcharts as they were being reported. When all groups had been heard, attendees were asked to vote on their greatest concerns using stickers that had been distributed to each person. During the time attendees were voting, DOT staff was available for questions and concerns. Specifically, Ms. Sue Fiedler of the Department's Landscape Design unit talked with numerous citizens whose properties directly abut the Merritt right-of-way. She took note of where their homes were by marking survey plans and listened to their specific concerns.

Once voting had been completed, the groups were reformed and given the task of brainstorming local opportunities that a trail could create within the Town of Greenwich. Following another 15 minutes of discussion, group leaders again reported out to the rest of the room. The discussed opportunities were recorded on flip charts.

Finally, attendees were asked to provide suggestions for the trail. It was noted that as the groups had already discussed concerns, the suggestions provided during the session might focus on potential resolutions to those concerns. Following 15 minutes of discussion, group leaders reported their group's recommendations, which were again recorded on a flip chart.

Will Britnell thanked the attendees for coming and the workshop was officially ended. Numerous residents and attendees remained behind to talk with DOT personal.

Following the workshop, the information collected on the flip charts was compiled below. The concerns are ranked according to the number votes they received during the workshop, whereas the opportunities and suggestions are simply listed as they were recorded.

#### Concerns:

1. Safety and Security of Abutters
2. Maintenance
3. Tree Removal
4. Degradation of original design intent
5. Would the trail actually be a priority once study is complete?
6. Wetlands
7. Users – Other locations more are appropriate
8. Road Crossings
9. Drug Use
10. Funding
11. Other alternative E/W routes?
12. Cost
13. Parking on local roads
14. Maintenance – Food/Litter disposal
15. Parking – Adjacent owners
16. View sheds and screening – property
17. Suitability of Local Roads (they're narrow)
18. Degradation of existing equine trails
19. Curfews
20. Width of trail – related impacts
21. Preservation of the Landscape
22. Cleanliness
23. Bike Trail not the right choice for this locale
24. Existing animal life
25. The State should keep its existing right-of-way
26. Noise
27. Existing flooding problems
28. Steep grades
29. Privacy
30. Destination – Poor topography
31. More use within ROW? State/Town property
32. Emergency Services
33. Safety concerns because the trail will not be lit
34. Liability
35. Fencing – Users/Auto/Owners
36. Existing ROW encroachments – fences etc.

#### Opportunities:

1. Consider a trail just for walking
2. Get bikes off road – off dangerous streets
3. How will equestrians fit into plan?
4. East/West Connection
5. Existing parcels of land and open space
6. Property values increase
7. Opportunity for groups through local roads
8. Promote a healthy lifestyle
9. Traffic calming on N/S roads
10. Draw new residents
11. Potential for new engineering jobs
12. Better access to Boy Scout Camp activities
13. Provide educational and locational education

14. Connect to Babcock Reserve
15. Connection to Audubon Society
16. Better screening
17. Healthy exercise
18. Maintain existing open space
19. Economic opportunities
20. Link to historic points within Town
21. Cross country skiing in winter
22. Opportunity for families
23. Volunteers for maintenance etc.
24. Fix existing safety concerns

Suggestions:

1. Use green building – both materials and procedures
2. Make use of 'Master Plan' plantings
3. Expand existing parking if possible
4. No paved parking
5. Look to other trails/communities for examples
6. Mile-by-mile sponsorship – public/private?
7. Use grade-separated crossings at ramps
8. Another location would be more preferable (i.e. upstate)
9. Exclude bikers for the safety of pedestrians and equestrians
10. Address user conflict thoroughly
11. Curfew at dusk
12. No motorized users
13. Use for recreation, not as a means of commuting
14. Look to both local and State agencies for wetlands compliance
15. Significant drainage problems exist
16. Active public participation routine
17. ADA compliance will be challenging
18. 6' cyclone fence (chain link)
19. Emergency response
20. Restricted hours
21. Sound barriers
22. Coordinate with municipalities
23. Address the liability issue
24. Greenwich tree conservancy
25. Use mile markers along the route
26. Have garbage receptacles available
27. In-depth environmental impact assessment
28. Have an 'Adopt-a-mile' program
29. Fund the trail in segments
30. Use 'model' or 'trial' segments
31. Fencing
32. Improve environment
33. Extensive plantings plan