

## **Briefing Paper: HPN Vehicular Traffic Impacts on Quality of Life and Safety for Surrounding Neighborhoods**

### **I. Purpose**

### **II. Background**

### **III. Issues**

### **IV. Recommendations**

### **V. Letter from Town of Greenwich First Selectman**

### **VI. Exhibit A: Press Coverage**

#### **Exhibit B: Directional App Example**

#### **Exhibit C: Greenwich Police Department Accident/Police Reports**

### **I. Purpose:**

To provide an overview of the negative quality of life impacts and safety issues caused by vehicular traffic (passengers, airport and airline employees, vendors) cutting through Greenwich, CT residential streets to access Westchester County Airport, influenced by navigation apps such as Waze and Google Maps.

As the attached letter from the Greenwich First Selectman states, Greenwich is working with residents to alleviate these negative impacts, but firmly believes working with Westchester County Airport is imperative to solving the issues.

Currently HPN conducts no vehicular traffic studies, nor is any data collected by HPN to assess traffic counts, traffic times and patterns, community impacts, or traffic counts at airport access points. Mitigating the traffic issues will require developing a clearer understanding of all the key aspects and contributing factors of the situation.

## **II. Background:**

Westchester County Airport serves a growing number of passengers annually, attracting both larger capacity commercial and additional private flights. Due to traffic congestion on primary access routes, and the need for improved directional information, many drivers rely on navigation apps like Waze and Google Maps to find alternative, shorter routes, which often direct airport-bound vehicles through residential neighborhoods. While these shortcuts may reduce travel time for drivers by only a few minutes, they can have significant adverse effects on the safety, well-being, and quality of life for residents in these areas.

## **III. Issues:**

### **1. Increased Traffic Volume in Residential Areas**

- **Problem:** Significant increases in vehicular traffic on local residential streets that were not designed to handle high traffic and commercial volumes.
- **Impact:** Higher noise levels, congestion, and reduced safety for residents, particularly during peak hours and busy travel periods.

## 2. Safety Hazards for Pedestrians and Cyclists

- **Problem:** Residential streets are typically designed with fewer safety features (such as crosswalks, stop signs, and speed bumps) than main roads, increasing the risk of accidents. These roads are dark, narrow and winding, never meant to accommodate such traffic.
- **Impact:** Increased risk of accidents involving pedestrians, cyclists, and children, as many residential neighborhoods encourage walking and cycling. Higher speeds and unfamiliar drivers contribute to these safety risks.
- **Local roads now have a pre-dawn rush hour closely aligned with early airport morning departures, HPN staffing needs, and the residential roads are now used by commercial vehicles including hotel shuttles and livery drivers.**

## 3. Degradation of Air Quality and Noise Pollution

- **Problem:** Increased vehicular traffic contributes to both air pollution and noise, which can degrade quality of life and health for residents.
- **Impact:** Higher levels of carbon emissions affect respiratory health, particularly for vulnerable groups such as children and the elderly. Continuous noise, coupled with air traffic noise and pollution, can disrupt daily life and increase stress.

## 4. Road Wear and Maintenance Costs

- **Problem:** Increased traffic accelerates road wear, requiring more frequent repairs and increased maintenance costs.

- Impact: Local municipalities may face higher expenses for road upkeep (including but not limited to repair work, litter removal, and increasingly accident clean up expense) which could affect other budget priorities or require adjustments to local taxes and resources.

#### **IV. Recommendations:**

##### **1. Better Communication, Community Engagement and Public Awareness**

- **HPN needs to conduct a comprehensive traffic study as part of a master plan to better understand the impact on neighboring communities.** This should include assessing how vehicles are accessing the airport and at which access points, traffic counts, and speed limit exceedances.
- Passenger, taxi/ride share provider, vendor, airport and airline employee surveys should be conducted to better understand how they are traveling to HPN and what resources they use for driving directions
- HPN should work with the Town of Greenwich to inform residents about measures being taken and encourage feedback. Collaborate with neighborhood associations to discuss concerns, evaluate solutions, and raise awareness about the impact of traffic on residential quality of life.
- HPN should improve communication to employees, passengers, and vendors regarding the best, and most important, safest routes to use to access the airport. This could include, for example, improved directions on HPN and Westchester County websites, internal and external email notifications, working with the State of Connecticut to improve Merritt Parkway airport directional signage.

##### **2. Coordination with Navigation Providers**

- Engage with Waze, Google Maps, and similar services to de-prioritize certain residential streets as through routes to the airport. Encourage these services to update route algorithms, particularly during high-traffic periods.

### 3. Traffic Calming Measures

- Work with local municipalities to inform implementation of traffic calming strategies in affected neighborhoods, such as speed bumps, roundabouts, and narrow lanes, to discourage high-speed through traffic. Additionally, consider adding stop signs and improved signage to alert drivers to residential areas.
- Airport access traffic mitigation measures based on traffic study data should be considered (one option would be to eliminate the ability to make a right turn off of King Street to access the airport - this would redirect traffic to stay on the Merritt to King Street instead of the residential cut-through).

### 4. Improved Airport Access Infrastructure

- Working with State and County officials to assess and improve directional signage on the Merritt Parkway and other surrounding Highways/Parkways.
- Explore long-term infrastructure solutions to ease airport access pain points, such as widening existing roads or adding dedicated airport lanes on primary access routes. Collaborate with county and state transportation departments to prioritize projects that can divert traffic from residential streets.



## **V. Letter from Town of Greenwich First Selectman**



## TOWN OF GREENWICH

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Email: [Fred.Camillo@GreenwichCT.org](mailto:Fred.Camillo@GreenwichCT.org)

Fred Camillo  
*First Selectman*

February 27, 2025

Hon. Ken Jenkins  
County Executive  
County of Westchester  
148 Martine Avenue  
White Plains, NY 10601

Dear Hon. Ken Jenkins:

The Town of Greenwich is proud of our working relationship with neighboring Westchester County and look forward to many more years of cooperation and collaboration on many fronts, including the issue of congestion on local roads near Westchester Airport. While our Town is working with residents on any and all possible options to alleviate the congestion, we respectfully ask our partners in Westchester to please work with us so that what has become a dangerous situation due to motor vehicles cutting through local roads en route to the airport can be mitigated. If it is determined that there is a similar issue on the New York side of our shared border, Greenwich would, without hesitation, offer to assist our friends in Westchester.

We would like to respectfully recommend the following to be included as part of the Airport Master Plan:

HPN conduct detailed traffic studies to better understand how vehicles are accessing the airport and which access points are being heavily used, traffic counts, speed limit monitoring. This would provide a better understanding of the direct impact on neighboring communities;

Passenger, vendor, and airport and airline employee surveys to better understand how they are traveling to HPN and what resources they use for driving directions;

Traffic mitigation measures should be considered (one option would be to eliminate the ability to make a right turn off of King Street to access the airport - this would redirect traffic to stay on the Merritt to King Street instead of the Porchuck/Cliffdale cut through);

Better communication to airport and airline employees, passengers, and vendors regarding the best and safest routes to use to access the airport (clear HPN website driving directions); and

Working with State and local officials to better improve directional signage on the Merritt



Parkway.

Again, the Town of Greenwich stands ready to work with our friends in Westchester County, especially where we may share jurisdiction in a particular area, to ensure that local roads on both sides of the border are not negatively impacted by airport traffic.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Fred Camillo". The signature is fluid and cursive, with the first name "Fred" being more prominent than the last name "Camillo".

Fred Camillo

First Selectman, Town of Greenwich



## Conclusion:

The increased use of residential streets as cut-throughs to Westchester County Airport has brought a range of negative consequences for local communities, impacting both quality of life and safety. Implementing strategic interventions and engaging with both the technology companies and the community are essential steps in addressing these issues.

We request that HPN officials conduct traffic studies to assess access points to HPN, peak times, that specifically impact King Street, Clifffdale Road, Porchuck Road and other nearby residential streets.

HPN operations are having a negative impact on surrounding communities and creating a safety issue for nearby residents. Increased operations or expansion will only create a more dangerous situation. It would be irresponsible for HPN officials to not better understand and address this impact.

HPN and County officials must consider vehicular traffic and its impact as part of any master plan.

## **VI. Exhibit A: Local press reports about the issue caused, in part, by HPN**

<https://greenwichfreepress.com/news/government/in-back-country-patience-wears-thin-out-of-town-speeding-drivers-waze-google-maps-routing-algorithms-226911/>

**Exhibit B: An example of Google Maps directing traffic from as far away as Milford, CT onto dangerous and curving residential roads instead on staying on the Merritt Parkway to King Street – to save 2-3 minutes in drive time. King Street is a mixed-use road able to accommodate the airport and commercial traffic, safely as a straightaway access point.**

6:50



5G 92



Milford



HPN



53 min

2 hr 13

1 d

5 hr

53 r



53 min (41 mi)

Fastest route, lighter traffic than usual

Saves gas · On-site



>> Preview

+ Add stops

≡ Steps



**Exhibit C: Multiple Greenwich Police Department Accident/Police Reports involving persons accessing HPN**

*“Operator 1 related that she was going to pick her children up at the airport. That her cell phone GPS was not working and she took her eyes off the roadway to look at her phone”*

*“The accused related that he was dispatched to a call at Westchester Airport and was told by his dispatcher to get there as soon as possible”*

*“The accused related she is visiting from Alabama and took her dad’s car to pick her husband up at the airport”*

*“Operator 1 related she was enroute to Westchester Airport to pick up her husband and that she felt uneasy at how narrow Porchuck Road is”*

*“Operator related that he had just dropped his family at Westchester Co. Airport, did not realize how fast he was going”*

# CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PB-1 REV July 2014.01

Crash Summary (Back)

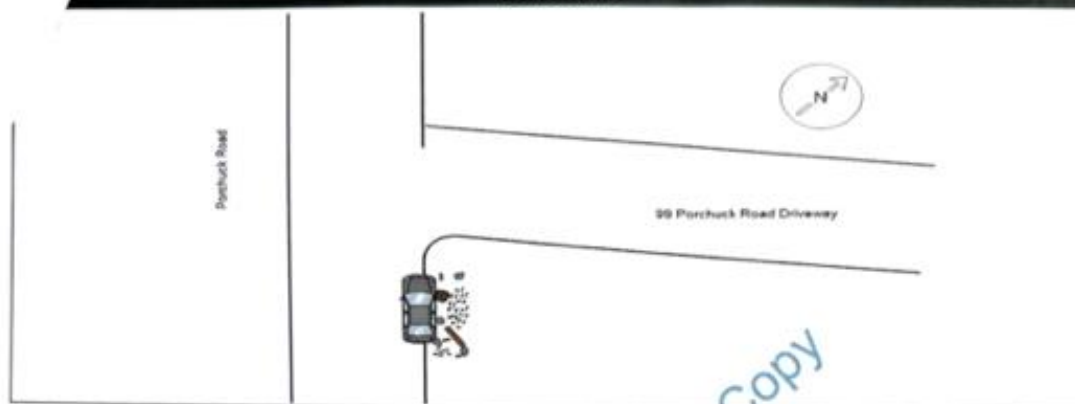
Case Number

2300025180

DOT Identifier

For DOT use only

## DIAGRAM



☐ Vehicles were moved prior to police arrival

## NARRATIVE

Officers Narrative: Describe any unusual circumstances associated with the crash, including officer's observations.

Refer to each by motor vehicle number and/or non-motorist number

Vehicle 1 was traveling westbound on Porchuck Road between North Porchuck Road and Riversville Road.

At a point in the roadway 2 tenths of a mile west of North Porchuck Road, Vehicle 1 exited the roadway and struck large rocks located on the right shoulder of the roadway in front of 99 Porchuck Road.

No reported injuries.

Operator 1 related that she was going to pick up her children at the airport. That her cell phone GPS was not working properly and she took her eyes off of the roadway to look at her phone which caused her vehicle to exit the roadway and get lodged onto the large rocks.

Investigation determined that the roadway was free of defect. That vehicle 1 left the travel portion of the roadway and collided with large rocks on the shoulder of the roadway, in front of 99 Porchuck Road.

Operator 1 was issued a written warning for 14-296aab, Cell Phone violation.

Related Incident Number	Officer First Name Thomas	Officer Last Name Huestis	Badge Number 120	Police Agency Code CT0005700
Case Status O-Open C-Closed	Officer Signature: /PO. Thomas J Huestis/		Supervisor: /LT. Edward P Isidro/	





4/14/2023

14 51

## Greenwich Police Department

Page 2 of 2

### Call Summary Report

#### Call Remarks

**Remark Date/Time:** 02/27/22 15:29

**Name:** CORE CAR INC

**DOB:** 00/00/0000

**Address:** 30 Commerce Road

**City:** Stamford

**State:** CT

**Phone:** - -

**Work Phone:** - -

**Op Id:**

**Comments:**

**Remark Date/Time:** 02/27/22 15:31

**Name:** Schlossberg, William

**DOB:** [REDACTED]

**Address:** [REDACTED]

**City:** [REDACTED]

**State:** [REDACTED]

**Phone:** - -

**Work Phone:** - -

**Op Id:** [REDACTED]

**Comments:**

**Remark Date/Time:** 02/27/22 15:41

**Animal Indicator:**

**EMD Indicator:**

WRITTEN 14-218A

ACCUSED WAS TRAVELLING WEST ON PORCHUK RD BETWEEN ROUND HILL RD AND NORTH PORCHUK RD. ACCUSED WAS OBSERVED, BASED ON TRAINING AND EXPERIENCE, TO BE TRAVELLING WELL IN EXCESS OF THE POSTED SPEED LIMITS. DUE TO MANY TURNS AND NARROW ROADWAY THE SPEED LIMITS VARY BETWEEN 25 AND GO AS LOW AS 15. THE UNDERSIGNED HAD TO EXCEED THE POSTED SPEED LIMIT BY 15 TO 20 MPH ON NUMEROUS OCCASSIONS IN ORDER TO KEE UP WITH THE ACCUSED.

THE ACCUSE DRELATED THAT HE WAS DISPATCHED TO A CALL AT WESTCHESTER AIRPORT AND WAS TOLD BY HIS DISPATCHER TO GET THERE AS FAST AS POSSIBLE.

ACCUSED WAS ADVISED THAT HE WAS NOT BEING ISSUED AN INFRACTION BASED ON THE FACT THAT HE WAS NOT LOCKED ON RADAR EXCEEDING THE SPEED LIMIT, WHICH IS THE ONLY REASON HE WAS BEING ISSUED A WRITTEN WARNING.

ATTITUDE GOOD. ACCUSED ADMITTED TO DRIVING TOO FAST AND APOLOGIZED FOR HIS



## Call Summary Report

## Call Remarks

Remark Date/Time: 08/04/22 12:31

Name: Pond, Thomas

DOB: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Phone: - -

Work Phone: - -

Op Id: [REDACTED]

Comments:

Remark Date/Time: 08/04/22 12:31

Name: Chelsea, Pond

DOB: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Phone: - -

Work Phone: - -

Op Id: [REDACTED]

Comments:

Remark Date/Time: 08/04/22 12:37

Animal Indicator: EMD Indicator:

ACCUSED WAS OBSERVED TO BE TRAVELING WEST ON PORCHUCK RD IN THE AREA OF #90.

A COLLECT QUERY SHOWED THE ACCUSED VEHICLE TO BE EXPIRED DATING FROM 05/2021.

ACCUSED RELATED SHE IS VISITING FROM ALABAMA AND TOOK HER DADS CAR TO PICK UP HER HUSBAND FROM THE AIRPORT.

ATTITUDE GOOD.

TICKET ISSUED



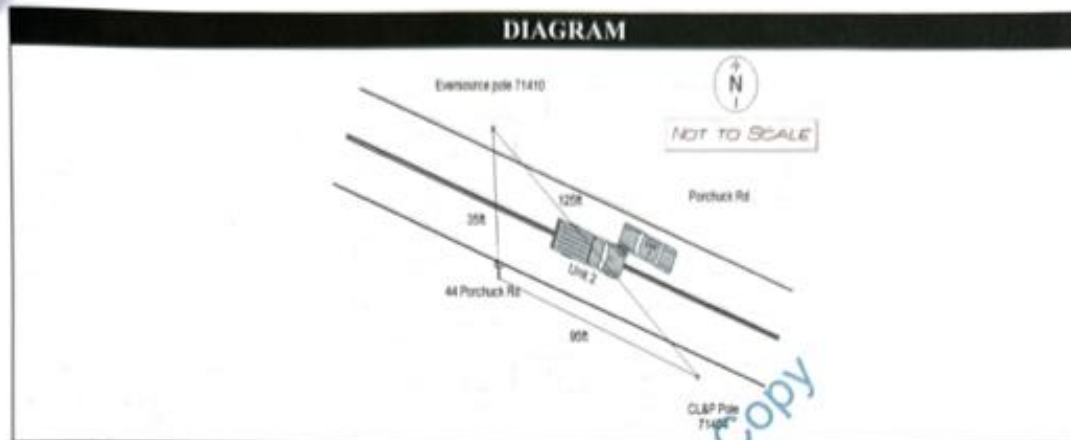
# CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV July 2014.01  
Crash Summary (Back)

Case Number  
DOT Identifier  
For DOT use only

2000004044

## DIAGRAM



☒ Vehicles were moved prior to police arrival

## NARRATIVE

Officers Narrative: Describe any unusual circumstances associated with the crash, including officer's observations.  
Refer to each by motor vehicle number and/or non-motorist number

Vehicle #1 had been traveling west on Porchuck Rd within the sole westbound travel lane approaching North Porchuck Rd.

Vehicle #2 (unknown) had been traveling east on Porchuck Rd within the sole eastbound travel lane approaching Chateau Ridge Rd.

As both vehicles traveled in their respective directions of travel Vehicle #2's left side crossed into the westbound travel lane of Porchuck Rd. Subsequently the left side of Vehicle #2 came into contact with the left side of Vehicle #1. Vehicle #2 evaded the scene and continued to travel east towards Round Hill Rd.

No injuries were reported.

Operator #1 related she was en route to Westchester Airport to pick up her husband. That she felt uneasy with how narrow Porchuck Rd is and was traveling extra slow. That Vehicle #2 crossed into her travel lane without notice and stuck her vehicle. That she pulled over expecting the other vehicle to pull over, however

Related Incident Number	Officer First Name Christopher	Officer Last Name Palmer	Badge Number 124	Police Agency Code CT0005700
Case Status O-Open C-Closed	Officer Signature: <b>PO Christopher Palmer</b>		Supervisor: <b>/SGT. Michael B O'Connor/</b>	



Greenwich Police Department

Page 2 of 2

Call Summary Report

Call Remarks

Remark Date/Time: 03/16/19 11:27

Name: VW CREDIT LEASING LTD DOB: 00/00/0000

Address: 1401 Franklin BLVD

City: Libertyville State: IL

Phone: - - Work Phone: - -

Op Id:

Comments:

Remark Date/Time: 03/16/19 11:29

Name: Chernyshov, Pavel Andreevich

DOB: [REDACTED]

Address: [REDACTED]

City: [REDACTED] State: [REDACTED]

Phone: - - Work Phone: - -

Op Id: [REDACTED]

Comments:

Remark Date/Time: 03/16/19 11:31

Animal Indicator: EMD Indicator:

ACCUSED WAS DRIVING SOUTH ON RIVERSVILLE ROAD IN EXCESS OF THE CLEARLY POSTED 35MPH SPEED LIMIT.

OPERATOR RELATED HE JUST DROPPED HIS FAMILY OFF AT WESTCHESTER CO. AIRPORT, DID NOT REALIZE HOW FAST HE WAS GOING.

WARNING 14-218 TRAVEL TOO FAST.

Remark Date/Time: 03/16/19 11:31

