

PUBLIC MEETING COMMENTS SUMMARY

Public informational meetings were held in Wilton, Brookfield, and Bethel, CT on June 15, 16, and 17, 2010, respectively. The meetings included workstations and a presentation that discussed the project’s purpose and need, as well as the five alternatives being evaluated to improve passenger rail service on the Branch. A total of 63 people attended the meetings (Wilton: 15, Brookfield: 32, and Bethel: 16).

At these meetings, each attendee was given a comment form. They had the option of returning the form to a Study Team member at the meeting or mailing the form in after the meeting. A link to an online version of the form was also placed on the project website. Comments were accepted through August 6, 2010. A total of 40 completed comment forms were collected as follows:

- Turned in at Meetings: 19
- Mailed in: 2
- Online: 19¹

The following is a summary of the comments received.

Question 1: Which alternative do you prefer?

Respondents were asked to select their preferred option from the following alternatives:

- Alternative A: No Build
- Alternative B: Transportation System Management
- Alternative C: Improvements from South Norwalk to Danbury
- Alternative D: Extension from Danbury to New Milford
- Alternative E: Improvements from South Norwalk to Merritt 7/Wilton

Overall, respondents preferred Alternatives C and D.

	Alternative A		Alternative B		Alternative C		Alternative D		Alternative E	
	#	%	#	%	#	%	#	%	#	%
Wilton	0	0.0%	0	0.0%	5	71.4%	2	28.6%	0	0.0%
Brookfield	1	11.1%	0	0.0%	1	11.1%	7	77.8%	0	0.0%
Bethel	0	0.0%	0	0.0%	2	33.3%	4	66.7%	0	0.0%
Online	0	0.0%	1	6.3%	9	56.3%	3	18.8%	3	18.8%
Mail	0	0.0%	0	0.0%	1	33.3%	2	66.7%	0	0.0%
TOTAL²	1	2.4%	1	2.4%	18	43.9%	18	43.9%	3	7.3%

¹ Online respondents were asked if they attended a meeting and if so, which one. Three respondents indicated that they had attended a meeting (two in Wilton and one in Bethel). In analyzing the comments, these online responses are counted towards the totals of their respective towns.

² Some respondents did not respond to questions and others gave multiple responses to each question. Thus, the total number of responses is not always equal to the total number of comment forms received.

Question 2: When assessing the alternatives, how important are these criteria to you?

Respondents were asked to rank the importance of nine criteria on a scale of one to five, with one being “not at all important” and five being “very important.” For analysis, ratings of one and two are considered to be “not a priority;” a rating of three is considered to be “neither a priority nor not a priority;” and ratings of four and five are considered to be a “priority.”

The highest priority criteria for the respondents were increased frequency and decreased travel time. The lowest priority criterion was personal impact. Respondents showed the highest level of indifference about the environment as an evaluation criterion.

	Not a Priority		Neither a Priority nor Not a Priority		Priority	
	#	%	#	%	#	%
Increased Frequency	2	5.7%	2	5.7%	31	88.6%
Increased Reliability	2	6.1%	9	27.3%	22	66.7%
Decreased Travel Time	1	2.8%	4	11.1%	31	86.1%
Speed of Completion	4	11.8%	4	11.8%	26	76.5%
Cost vs. Benefit	3	8.8%	11	32.4%	20	58.8%
Personal Impact	9	28.1%	5	15.6%	18	56.3%
Less Traffic Congestion	2	5.7%	7	20.0%	26	74.3%
The Environment	6	17.1%	13	37.1%	16	45.7%
Transit-Oriented Development	5	15.6%	9	28.1%	18	56.3%

Respondents had the opportunity to write in additional criteria that they considered when evaluating the alternatives. The following additional criteria were specified:

- Convenience
- East of getting to NYC
- Integration with walking/biking routes
- Coordination with Amtrak schedules

Question 3: As we develop stations, how important are the following features to you?

Respondents were asked to rank the importance of ten station features on a scale of one to five, with one being “not at all important” and five being “very important.” For analysis, ratings of one and two are considered to be “not a priority;” a rating of three is considered to be “neither a priority nor not a priority;” and ratings of four and five are considered to be a “priority.”

The highest priority features for the respondents were proximity of parking, real-time passenger information, and pedestrian access. The lowest priority feature and the feature that respondents indicated the highest level of indifference towards was access to parks/recreation.

	Not a Priority		Neither a Priority nor Not a Priority		Priority	
	#	%	#	%	#	%
Pedestrian Access	3	8.6%	6	17.1%	26	74.3%
Bicycle Access	12	35.3%	7	20.6%	15	44.1%
Proximity of Parking	1	2.7%	6	16.2%	30	81.1%
Access to Bus/Shuttle	12	33.3%	7	19.4%	17	47.2%
Access to Parks/Recreation	15	46.9%	12	37.5%	5	15.6%
Access to Work	6	17.6%	5	14.7%	23	67.6%
Access to Retail	12	35.3%	11	32.4%	11	32.4%
Local Maps/Information	11	33.3%	10	30.3%	12	36.4%
Real-Time Passenger Information	3	9.1%	5	15.2%	25	75.8%
TOD Potential	3	8.6%	13	37.1%	19	54.3%

Respondents had the opportunity to write in additional features that they considered important to a good station design. The following additional features were specified:

- Safety and Lighting
- Handicapped Accessibility
- Online access to information
- Longer station hours
- Additional station amenities
- Access to Merritt 7 office buildings through parking garage at Merritt 7 train station
- Increased connecting service with the New haven main line
- Additional stops between Wilton and South Norwalk

Question 4: Do you currently use the Danbury Branch rail service?

Questions four through eight sought to gauge current and future ridership patterns on the Branch. Twenty-one respondents (55.3%) indicated that they currently use the Danbury Branch.

Question 5: At what rail station do you or would you most often board the train?

Question 6: At what rail station do you or would you most often disembark the train?

Responses to these questions demonstrated that respondents do or would board the train at stations all along the Branch. Three respondents indicated that they do or would board at a station not on the Branch. The majority (60.6%) of respondents indicated that they do or would board at Bethel (23.7%), Danbury (21.1%), or Cannondale (15.8%). Only four destination stations were identified: Grand Central Terminal, Stamford, Merritt 7, and South Norwalk. Nearly 60% of respondents do or would primarily use the train to get to Grand Central Terminal.

		<i>Destination</i>				TOTAL	
		Grand Central Terminal	Stamford	Merritt 7	South Norwalk		
<i>Origin</i>	New Milford	1	1			2	5.3%
	Brookfield	3				3	7.9%
	Danbury	5	2	1		8	21.1%
	Bethel	2	5	1	1	9	23.7%
	Georgetown		1			1	2.6%
	Cannondale	6				6	15.8%
	Wilton	1	1			2	5.3%
	Merritt 7	1	3			4	10.5%
	Westport	1				1	2.6%
	Brewster	1				1	2.6%
	Southeast	1				1	2.6%
TOTAL		22	13	2	1		
		57.9%	34.2%	5.3%	2.6%		

Question 7: When do you or would you board the train most often?

Question 8: Typically, at what time do you or would you want to reach your destination?

The majority (77.4%) of respondents indicated that they do or would board the train before 8am. This seems to indicate a strong use of the train for commuting purposes.

<i>Departure Time</i>	#	%
6am to 6:59am	9	29.0%
7am to 7:59am	15	48.4%
8am to 8:59am	3	9.7%
After 9am	4	12.9%

Based on a comparison of desired departure and arrival times, the average desired travel time of respondents was determined. For intrastate trips, respondents indicated a desire for a travel time of one hour and one minute. For trips to Grand Central Terminal, respondents indicated a desire for a travel time of one hour and 59 minutes.

Question 9: If you have additional comments, please write them below.

Respondents were given the opportunity to share additional questions and comments. The following responses were received:

- Will the proposed parking in Brookfield be enough?
- Providing two tracks from New Milford to Norwalk is very important. A breakdown on a one track system would make a delay unbearable.
- I'm concerned about any impact to the Brookfield Craft Center.

- Need to electrify Norwalk to Danbury to shorten trip time and encourage more passengers. Re-electrification was the original purpose of this project.
- I would board in New Milford if it was an option
- Need to accelerate the process
- Would alternative C include extra bus service to Brookfield or increase parking at Danbury for Brookfield residents?
- Express Train Options?
- I would actually prefer a combination of C and D. C is better for commuters. D would cut down on more congestion, provide northern commuters, and provide more options. C would keep people from being stranded when traveling non-peak or to New Haven.
- Primarily take train to meet Amtrak in Stamford. Have also attended conventions at the hotels near Stamford station. Better coordination with Amtrak would be great. Frequently end up waiting 1-2 hours for Danbury train because it leaves about 2 minutes before long-haul Amtrak arrives.
- Dual-sided platforms and access at Bethel station needed. Public sector can only fund the east side access. For west side, make clear that a private express, "this improvement plan" does not preclude addition of a west side platform at private expense.
- Please consider train level platform at Merritt 7. I delay the trip for everyone getting up and down the steep train steps!
- Both Alternative C and D are needed, plus electrification of the Branch.
- South Norwalk to Wilton: Raise the whole line and eliminate all crossings. Since the hot shoe is required south of Wakefield, eliminate the catenary lines on the entire New Haven division of Metro-North. This way the rolling stock will be the same on all the line, allowing Metro-North better equipment utilization
- Please consider rolling stock as an important... for passengers.³
- Bicycle lanes into and around stations would be a great improvement. Bike racks with a roof.
- Whatever improvements are made to the line... with local transport should be considered.⁴

³ This comment came from a form that was damaged in the mail. Some of the written comment was missing.

⁴ This comment also came from the form referenced in the above note.

APPENDIX: Complete Responses

Question 2:

2. When assessing the alternatives, how important are these criteria to you?

	Frequency					Reliability					Travel Time					Completion					Cost/Benefit				
	[1]	[2]	[3]	[4]	[5]	[1]	[2]	[3]	[4]	[5]	[1]	[2]	[3]	[4]	[5]	[1]	[2]	[3]	[4]	[5]	[1]	[2]	[3]	[4]	[5]
WILTON	0	0	0	3	3	0	1	2	1	1	0	0	1	3	2	0	2	1	2	1	0	0	2	2	1
	0%	0%	0%	50%	50%	0%	20%	40%	20%	20%	0%	0%	17%	50%	33%	0%	33%	17%	33%	17%	0%	0%	40%	40%	20%
BROOKFIELD	0	1	2	1	3	0	1	2	3	1	0	1	1	1	5	0	0	1	1	5	0	2	0	3	3
	0%	14%	29%	14%	43%	0%	14%	29%	43%	14%	0%	13%	13%	13%	63%	0%	0%	14%	14%	71%	0%	25%	0%	38%	38%
BETHEL	0	1	0	1	3	0	0	3	0	1	0	0	1	1	3	0	1	2	1	0	0	0	3	1	0
	0%	20%	0%	20%	60%	0%	0%	75%	0%	25%	0%	0%	20%	20%	60%	0%	25%	50%	25%	0%	0%	0%	43%	25%	0%
ONLINE	0	0	0	5	11	0	0	1	10	5	0	0	1	0	14	0	0	0	10	6	0	1	6	7	2
	0%	0%	0%	31%	69%	0%	0%	6%	63%	31%	0%	0%	7%	0%	93%	0%	0%	0%	63%	38%	0%	6%	38%	44%	13%
MAIL	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1
	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	50%	50%	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%
TOTAL	0	2	2	10	21	0	2	9	14	8	0	1	4	6	25	1	3	4	14	12	0	3	11	13	7
	0.0%	5.7%	5.7%	28.6%	60.0%	0.0%	6.1%	27.3%	42.4%	24.2%	0.0%	2.8%	11.1%	16.7%	69.4%	2.9%	8.8%	11.8%	41.2%	35.3%	0.0%	8.8%	32.4%	38.2%	20.6%
	2	2	31			2	9	22			1	4	31			4	4	26			3	11	20		
	5.7%	5.7%	88.6%			6.1%	27.3%	66.7%			2.8%	11.1%	86.1%			11.8%	11.8%	76.5%			8.8%	32.4%	58.8%		
	Not Priority					Not Priority					Not Priority					Not Priority					Not Priority				
	Priority					Priority					Priority					Priority					Priority				
	Average Score: 4.43					Average Score: 3.85					Average Score: 4.53					Average Score: 3.97					Average Score: 3.71				

	Personal Impact					Less Congestion					Environment					TOD				
	[1]	[2]	[3]	[4]	[5]	[1]	[2]	[3]	[4]	[5]	[1]	[2]	[3]	[4]	[5]	[1]	[2]	[3]	[4]	[5]
WILTON	1	0	0	1	1	0	1	1	2	1	0	0	0	3	3	0	1	1	3	0
	33%	0%	0%	33%	33%	0%	20%	20%	40%	20%	0%	0%	0%	50%	50%	0%	20%	20%	60%	0%
BROOKFIELD	2	2	0	3	1	0	0	2	2	4	0	1	4	1	1	0	2	3	1	1
	25%	25%	0%	38%	13%	0%	0%	25%	25%	50%	0%	14%	57%	14%	14%	0%	29%	43%	14%	14%
BETHEL	2	1	0	0	1	0	0	2	2	1	1	1	2	1	0	0	0	2	1	1
	50%	25%	0%	0%	25%	0%	0%	40%	40%	20%	20%	20%	40%	20%	0%	0%	0%	50%	25%	25%
ONLINE	0	1	5	3	7	0	1	1	10	4	1	2	6	4	3	0	2	3	5	6
	0%	6%	31%	19%	44%	0%	6%	6%	63%	25%	6%	13%	38%	25%	19%	0%	13%	19%	31%	38%
MAIL	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	n/a	n/a	n/a	n/a	n/a
TOTAL	5	4	5	8	10	0	2	7	16	10	2	4	13	9	7	0	5	9	10	8
	15.6%	12.5%	15.6%	25.0%	31.3%	0.0%	5.7%	20.0%	45.7%	28.6%	5.7%	11.4%	37.1%	25.7%	20.0%	0.0%	15.6%	28.1%	31.3%	25.0%
	9	5	18			2	7	26			6	13	16			5	9	18		
	28.1%	15.6%	56.3%			5.7%	20.0%	74.3%			17.1%	37.1%	45.7%			15.6%	28.1%	56.3%		
	Not Priority					Not Priority					Not Priority					Not Priority				
	Priority					Priority					Priority					Priority				
	Average Score: 3.44					Average Score: 3.97					Average					Average Score: 3.66				

Question 3:

3. As we develop the stations, how important are these features to you?

	Pedestrian Access					Bicycle Access					Proximity of Parking					Bus/Shuttle Access					Parks/Recreation				
	[1]	[2]	[3]	[4]	[5]	[1]	[2]	[3]	[4]	[5]	[1]	[2]	[3]	[4]	[5]	[1]	[2]	[3]	[4]	[5]	[1]	[2]	[3]	[4]	[5]
WILTON	0	0	0	3	2	0	0	0	3	1	0	0	0	4	2	1	0	0	2	2	0	0	2	2	0
	0%	0%	0%	60%	40%	0%	0%	0%	75%	25%	0%	0%	0%	67%	33%	20%	0%	0%	40%	40%	0%	0%	50%	50%	0%
BROOKFIELD	1	1	3	1	3	3	1	2	2	1	0	0	2	1	6	2	1	3	0	3	3	2	3	0	0
	11%	11%	33%	11%	33%	33%	11%	22%	22%	11%	0%	0%	22%	11%	67%	22%	11%	33%	0%	33%	38%	25%	38%	0%	0%
BETHEL	0	1	0	1	3	1	0	0	3	0	0	0	2	2	1	1	1	0	3	0	1	1	2	0	0
	0%	20%	0%	20%	60%	25%	0%	0%	75%	0%	0%	0%	40%	40%	20%	20%	20%	0%	60%	0%	25%	25%	50%	0%	0%
ONLINE	0	0	3	9	4	2	5	5	3	1	0	0	2	7	7	1	5	4	5	1	2	6	5	1	2
	0%	0%	19%	56%	25%	13%	31%	31%	19%	6%	0%	0%	13%	44%	44%	6%	31%	25%	31%	6%	13%	38%	31%	6%	13%
MAIL	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
	n/a	n/a	n/a	n/a	n/a	0%	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	n/a	n/a	n/a	n/a	n/a
TOTAL	1	2	6	14	12	6	6	7	11	4	1	0	6	14	16	5	7	7	11	6	6	9	12	3	2
	3%	6%	17%	40%	34%	18%	18%	21%	32%	12%	3%	0%	16%	38%	43%	14%	19%	19%	31%	17%	19%	28%	38%	9%	6%
	3	6	26			12	7	15			1	6	30			12	7	17			15	12	5		
	8.6%	17.1%	74.3%			35.3%	20.6%	44.1%			2.7%	16.2%	81.1%			33.3%	19.4%	47.2%			46.9%	37.5%	15.6%		
	Not Priority		Priority			Not Priority		Priority			Not Priority		Priority			Not Priority		Priority			Not Priority		Priority		
	Average Score: 3.97					Average Score: 3.03					Average Score: 4.19					Average Score: 3.17					Average Score: 2.56				

	Access to Work					Access to Retail					Local Maps/Info					Passenger Info					Mixed Use				
	[1]	[2]	[3]	[4]	[5]	[1]	[2]	[3]	[4]	[5]	[1]	[2]	[3]	[4]	[5]	[1]	[2]	[3]	[4]	[5]	[1]	[2]	[3]	[4]	[5]
WILTON	0	0	1	0	3	1	1	1	0	1	2	0	1	1	0	0	0	1	3	2	0	0	2	2	2
	0%	0%	25%	0%	75%	25%	25%	25%	0%	25%	50%	0%	25%	25%	0%	0%	0%	17%	50%	33%	0%	0%	33%	33%	33%
BROOKFIELD	2	3	1	0	2	1	5	2	1	0	4	2	0	1	1	1	0	1	2	4	1	1	2	4	0
	25%	38%	13%	0%	25%	11%	56%	22%	11%	0%	50%	25%	0%	13%	13%	13%	0%	13%	25%	50%	13%	13%	25%	50%	0%
BETHEL	0	0	1	2	2	0	0	2	2	0	0	0	2	1	1	0	1	1	1	0	0	0	0	3	1
	0%	0%	20%	40%	40%	0%	0%	50%	50%	0%	0%	0%	50%	25%	25%	0%	33%	33%	33%	0%	0%	0%	0%	75%	25%
ONLINE	0	0	2	4	10	0	3	6	4	3	0	2	7	3	4	0	1	2	6	7	0	1	9	4	2
	0%	0%	13%	25%	63%	0%	19%	38%	25%	19%	0%	13%	44%	19%	25%	0%	6%	13%	38%	44%	0%	6%	56%	25%	13%
MAIL	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
	100%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	n/a	n/a	n/a	n/a	n/a	0%	0%	0%	100%	0%
TOTAL	3	3	5	6	17	2	10	11	7	4	7	4	10	6	6	1	2	5	12	13	1	2	13	14	5
	9%	9%	15%	18%	50%	6%	29%	32%	21%	12%	21%	12%	30%	18%	18%	3%	6%	15%	36%	39%	3%	6%	37%	40%	14%
	6	5	23			12	11	11			11	10	12			3	5	25			3	13	19		
	17.6%	14.7%	67.6%			35.3%	32.4%	32.4%			33.3%	30.3%	36.4%			9.1%	15.2%	75.8%			8.6%	37.1%	54.3%		
	Not Priority		Priority			Not Priority		Priority			Not Priority		Priority			Not Priority		Priority			Not Priority		Priority		
	Average Score: 3.91					Average Score: 3.03					Average Score: 3.00					Average Score: 4.03					Average Score: 3.57				

Questions 4-8:

	Current Rider?		Origin Station	Destination Station	To NYC			To Danbury		
	Yes	No			Start Time	End Time	Difference	Start Time	End Time	Difference
Wilton		1	Wilton	GCT	8:30 AM				6:00 PM	
		1	Westport	GCT		10:00 AM	10:00	3:00 PM	5:30 PM	2:30
		1	Cannondale	GCT						
		1	Merritt 7	GCT	7:00 AM				7:00 PM	
	1	Cannondale	GCT	6:48 AM	8:15 AM	1:27	5:40 PM	7:00 PM	1:20	
Brookfield		1	Brookfield	GCT	9:00 AM	10:30 AM	1:30	6:30 PM	7:30 PM	1:00
		1	Brookfield	GCT		1:00 PM			11:00 PM	
		1	Brookfield	GCT	7:00 AM	9:00 AM	2:00	5:30 PM	7:30 PM	2:00
		1	Southeast	GCT	11:00 AM	8:00 AM		9:00 PM	11:00 PM	2:00
		1	Danbury	GCT	12:00 AM	10:30 AM		6:00 PM	7:30 PM	1:30
		1	New Milford	Stamford	6:26 AM	7:20 AM	0:54	5:51 PM	7:05 PM	1:14
		1	Brewster	GCT		10:00 AM			9:00 PM	
		1	Danbury	Merritt 7		8:30 AM			5:00 PM	
	1	Danbury	GCT	7:00 AM	9:00 AM	2:00	5:00 PM	7:00 PM	2:00	
	1	Danbury	Stamford	7:26 AM	8:33 AM	1:07	5:16 PM	6:30 PM	1:14	
Bethel		1	Bethel	Stamford	7:32 AM	8:30 AM	0:58	5:16 PM	6:00 PM	0:44
		1	Bethel	Stamford	7:00 AM	9:00 AM	2:00	6:00 PM	8:00 PM	2:00
		1	Bethel	Merritt 7		9:00 AM			6:00 PM	
		1	Bethel	GCT		11:00 AM				
	1	Bethel	South Norwalk	9:00 AM	10:00 AM	1:00	7:00 PM	10:00 PM	3:00	
Mail		1	Bethel	Stamford	6:24 AM	7:02 AM	0:38	5:15 PM	5:55 PM	0:40
		1	Georgetown	Stamford	7:48 AM	8:25 AM	0:37	6:26 PM	7:00 PM	0:34
Online		1	Bethel	GCT	6:24 AM	8:50 AM	2:26	5:40 PM	7:00 PM	1:20
		1	New Milford	GCT	8:00 AM	10:00 AM	2:00	5:00 PM	7:00 PM	2:00
		1	Danbury	Stamford	7:00 AM	8:00 AM	1:00	6:00 PM	7:00 PM	1:00
		1	Cannondale	GCT	6:00 AM	7:00 AM	1:00	6:30 PM	5:30 PM	
		1	Cannondale	GCT	7:00 AM	8:10 AM	1:10	6:00 PM	7:10 PM	1:10
		1	Cannondale	GCT	7:30 AM	8:40 AM	1:10	6:15 PM	7:25 PM	1:10
		1	Merritt 7	Stamford	8:30 AM	9:00 AM	0:30	7:00 PM	7:30 PM	0:30
		1	Danbury	GCT	7:00 AM			7:00 PM		
		1	Merritt 7	Stamford	6:30 AM	8:30 AM	2:00	6:45 PM	7:00 PM	0:15
		1	Merritt 7	Stamford	7:28 AM	8:15 AM	0:47	6:25 PM	7:00 PM	0:35
		1	Bethel	Stamford	7:30 AM	8:30 AM	1:00	6:26 PM	7:30 PM	1:04
		1	Wilton	Stamford	7:15 AM	8:00 AM	0:45	5:15 PM	6:00 PM	0:45
		1	Danbury	GCT	6:00 AM	8:30 AM	2:30	5:00 PM	7:00 PM	2:00
	1	Cannondale	GCT	7:00 AM	8:15 AM	1:15	6:00 PM	7:15 PM	1:15	
	1	Danbury	GCT	6:19 AM	8:10 AM	1:51	5:04 PM	7:05 PM	2:01	
	1	Bethel	Stamford	6:25 AM	7:30 AM	1:05	5:31 PM	6:30 PM	0:59	
TOTAL	21	17			Average	GCT	2:19	Average	GCT	1:39
	55.3%	44.7%			Time:	Connecticut	1:01	Time:	Connecticut	1:02