

EXECUTIVE SUMMARY

An analysis and evaluation of existing and future traffic operations was conducted along the Route 35 corridor in Ridgefield, Connecticut between the New York state line and Route 7 in Connecticut. Route 35 is a two-lane state roadway that serves local traffic as well as traffic passing through town.

The purpose of the Route 35 corridor study was to improve safety, traffic flow, and roadway conditions while maintaining the character of this historic corridor which is rich in aesthetic features. This *Route 35 Traffic Improvement Plan* documents conditions in the corridor and presents recommended strategies to achieve the project goals.

The Route 35 Traffic Improvement Plan was prepared by Fitzgerald & Halliday, Inc. for the Housatonic Valley Council of Elected Officials. Funding was provided through the Connecticut Department of Transportation (ConnDOT), HVCEO, and the Town of Ridgefield.

A study advisory committee referred to as the Project Technical Committee (PTC) was established to guide and oversee the development of the improvement plan. The PTC's role was to represent the community in the identification of corridor issues and the evaluation of improvement options.

The input of the PTC was just one of the components of a coordinated community involvement process for the study. The other components included three public meetings, three project newsletters, and development of a project website. The three public meetings were held to receive input from Ridgefield citizens on the corridor issues and solutions. The newsletters provided information to the public regarding the status and findings of the study and were distributed prior to each public meeting. The project website was also a useful tool, providing project news and updates that were easily accessible through two web links, www.hvceo.org and www.ridgefieldct.org. The final report is also posted on the project website.

Alternative improvement strategies were identified through technical analysis, as well as discussions with the PTC and many Ridgefield citizens. These alternative strategies were then evaluated technically in order to define their potential impacts and benefits. Upon completion of the evaluation of the alternative strategies, the PTC worked with the study consultant team to select the strategies shown in Figure ES-1 to be recommended for implementation.

The project team also identified each improvement as either high priority, medium priority, or low priority. The lead agency and/or coordinating agency targeted to move the recommendation forward was also identified. Table ES-1 lists the improvements by priority classification and includes a planning level cost estimate for each improvement.

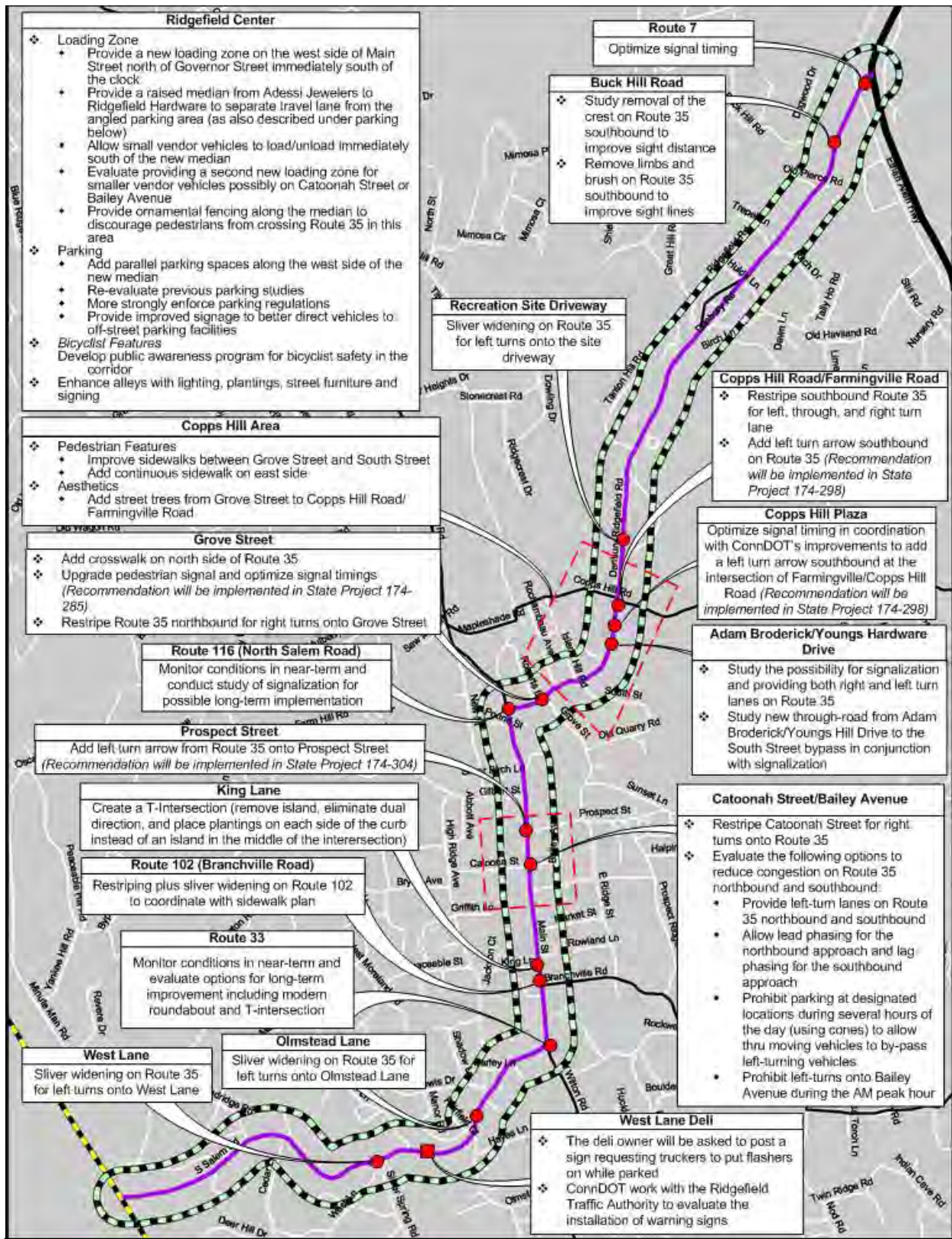


Figure ES-1: Route 35 Corridor Traffic Improvement Plan Summary Map

Table ES- 1: Route 35 Corridor Recommendations

Location	Recommendations	Benefits	Lead Agency and/or Coordinating Agency	Estimated Cost
High Priority				
West Lane	Sliver widening on Route 35 for left turns onto West Lane	> Provides additional pavement space for vehicles on Route 35 to by-pass to the right of the vehicle turning left onto West Lane for Route 35 > Reduces delay for through moving vehicles on Route 35	Town/HVCEO ConnDOT	\$25,000
West Lane Deli	The deli owner will be asked to post a sign requesting truckers to put flashers on while parked	Increases awareness and visibility of parked vehicles thereby improving safety	Town	\$50
West Lane Deli	ConnDOT work with the Ridgefield Traffic Authority to evaluate the installation of warning signs.	Increases awareness and visibility of parked vehicles thereby improving safety	Town/ConnDOT	\$5,000
Route 102 (Branchville Road)	Restriping plus sliver widening on Route 102 to coordinate with sidewalk plan	Reduces delay for vehicles turning onto Route 35	Town/HVCEO ConnDOT	\$51,000
Loading Zone - Ridgefield Center	> Provide a new loading zone on the west side of Main Street north of Governor Street immediately south of the clock > Provide a raised median from Adessi Jewelers to Ridgefield Hardware to separate travel lane from the angled parking area (as also descri > Provide ornamental fencing along the median to discourage pedestrians from crossing Route 35 in this area > Allow small vendor vehicles to load/unload immediately south of the new median > Evaluate providing a second new loading zone for smaller vendor	> Improves safety, reduces accident potential, and reduces driver confusion > Also improves aesthetic quality at this end of Main Street	Town/HVCEO /ConnDOT	\$102,000
Parking- Ridgefield Center	> Provide a raised median from Adessi Jewelers to Ridgefield Hardware to separate travel lane from the angled parking (See above) > Add parallel parking spaces along the west side of the new median	> Increases the number of on-street parking spaces in Ridgefield Center > Improves safety, reduces accident potential, and reduces driver confusion > Also improves aesthetic quality at this end of Main Street	Town/HVCEO/ ConnDOT	\$17,000
Parking - Ridgefield Center	Re-evaluate previous parking studies to move toward the goal of providing more off-street parking spaces	Long term parking management in support of economic stability of Ridgefield Center	Chamber of Commerce/Town	\$10,000
Parking - Ridgefield Center	> More strongly enforce parking regulations > Provide improved signage to better direct vehicles to off-street parking facilities	> Maximizes use of Ridgefield Center parking which in turn improves patron access to local businesses > Maximizes efficient use of available Ridgefield Center parking which in turn supports economic stability of local businesses	Town	\$500
Catoonah Street/Bailey Avenue	> Restripe Catoonah Street for right turns onto Route 35 > Evaluate the following options to reduce congestion on Route 35 northbound and southbound: (1) Provide left-turn lanes on Route 35 northbound and southbound (2) Allow lead phasing for the no	> Reduces delay on Catoonah St > Reduces delay on Route 35	Town/HVCEO ConnDOT	\$6,500

Table ES- 1: Route 35 Corridor Recommendations (continued)

Location	Recommendations	Benefits	Lead Agency and/or Coordinating Agency	Estimated Cost
High Priority (continued)				
Alley between Governor Street and Prospect Street	Enhance alleys with lighting, plantings, street furniture, and signing to direct pedestrians and vehicles to rear-lot properties and businesses	Improves pedestrian safety and enhances attractiveness of Ridgefield Center as shopping and tourist destination	Chamber of Commerce/Town	\$34,000
Route 116 (North Salem Road)	Monitor conditions in near-term and re-evaluate potential for signalization in the long-term	> Maintain current character until the need for action becomes more pronounced > Signalization would reduce driver confusion and reduce congestion and delay	Town/HVCEO ConnDOT	\$5,000
Prospect Street	Add left turn arrow from Route 35 onto Prospect Street <i>(Recommendation will be implemented in State Project 174-304.)</i>	Reduces congestion and delay	Town/HVCEO ConnDOT	N/A
Grove Street	> Add crosswalk on north side on Route 35 > Upgrade pedestrian signal and optimize signal timings (Recommendation will be implemented in State Project 174-285.) > Restripe Route 35 northbound for right turns onto Grove Street	> Reduces jaywalking and improves pedestrian safety > Improves pedestrian safety and traffic operations > Reduces delay on Route 35	Town/HVCEO ConnDOT	\$4,000
Copps Hill Area	Improve sidewalks between Grove Street and South Street	Improves pedestrian facility connectivity and circulation	Town	\$20,000
Copps Hill Plaza	Optimize signal timing in coordination with ConnDOT's improvements to add a left turn arrow southbound at the intersection of Farmingville Road/Copps Hill Road <i>(Recommendation will be implemented in State Project 174-298.)</i>	Reduces delay	Town/HVCEO ConnDOT	N/A
Farmingville Road/Copps Hill Road	Add left turn arrow southbound on Route 35 <i>(Recommendation will be implemented in State Project 174-298.)</i>	Reduces delay and congestion	Town/HVCEO ConnDOT	N/A
Recreation Site Driveway	Sliver widening on Route 35	> Provides additional pavement space for vehicles on Route 35 to by-pass to the right of the vehicle turning left onto the recreation site driveway for Route 35 > Reduces delay for through moving vehicles on Route 35	Town/HVCEO	\$38,000
Buck Hill Road	> Study removal of the crest on Route 35 southbound to improve sight distance > Remove limbs and brush on Route 35 southbound to improve sight lines	Improves sight distance thus reduces accident potential	ConnDOT/Town	\$35,000
Medium Priority				
Adam Broderick/Youngs Hardware Drive	> Study the possibility of signalization > Study new through-road from Adam Broderick/Youngs Hill Drive to the South Street bypass in conjunction with signalization	Reduces delay and congestion	ConnDOT/Town	\$20,000
Adam Broderick/Youngs Hardware Drive	Provide both right and left turn lanes on Route 35 at Youngs Hardware/commercial drive	Separates turning movements from through movements on Route 35 to reduce delay for through moving vehicles	Town/HVCEO ConnDOT	\$3,000
Farmingville Road/Copps Hill Road	Restripe southbound Route 35 for left, through, and right turn lane	Provides turning lane and reduces delay and congestion	Town/ConnDOT	\$2,000
Route 7	Optimize signal timing	Reduces delay and congestion	Town/ConnDOT	\$9,000
Low Priority				
Bicyclist Features	Develop public awareness program of bicyclist safety in the corridor	Promotes cyclist safety and raises profile of cycling as an activity in the corridor	Town	\$30,000
Olmstead Lane	Sliver widening on Route 35 for left turns onto Olmstead Lane	> Provides additional pavement space for vehicles on Route 35 to by-pass to the right of the vehicle turning left onto Olmstead Lane > Reduces delay for through moving vehicles on Route 35	Town/HVCEO ConnDOT	\$65,000
Route 33	Monitor conditions in near-term and evaluate options for long-term improvement including modern roundabout and T-intersection	> Modern roundabout would provide continuous flow through intersection and provide aesthetic gateway to Ridgefield > Both options could reduce driver confusion and reduce congestion on west legs	Town/HVCEO ConnDOT	\$15,000
King Lane	Modify to a T-Intersection (remove island), eliminate dual direction, and place plantings on each side of the curb instead of an island in the middle of the intersection)	> Reduces conflict points > Reduces driver confusion > Improves ease of turning for trucks	Town/HVCEO ConnDOT	\$14,500
Copps Hill Area	> Add continuous sidewalk on east side > Add street trees from Grove Street to Copps Hill Road/Farmingville Road	> Improves pedestrian circulation and safety > Reduces crossing demand to sidewalk on west side > Minimizes vehicle and pedestrian conflict > Extends character of Town Center into Copps Hill Area > Provides traffic calming effect	Town	\$54,000
TOTAL				\$565,550