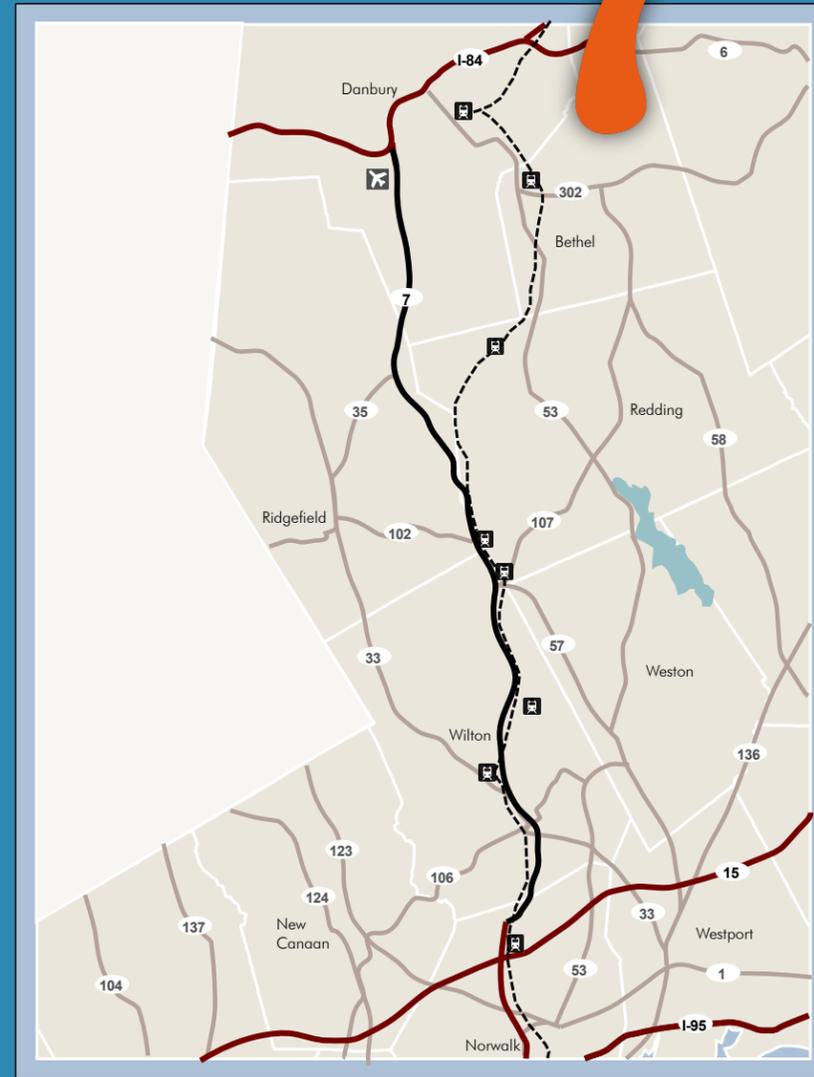
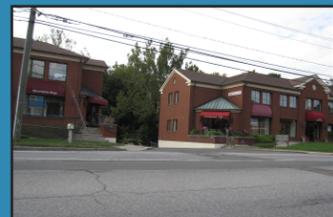
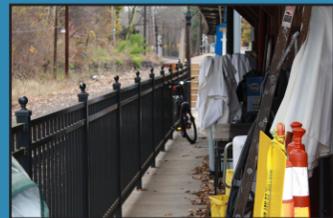


ROUTE

Transportation and
Land Use Study



Access Management Study - REDDING, CT

Prepared for SWRPA and HVCEO



Fitzgerald & Halliday, Inc.
July 2011

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INTRODUCTION

Overview

An access management plan for Route 7 from Danbury to Wilton has been developed to offer access management tools that can help preserve and enhance the character, capacity, and safety of travel along this major travel corridor. This Route 7-Redding Curb-Cut and Access Management Plan provides recommendations specific to the portion of Route 7 falling within the Town of Redding. A map of the overall study area addressed in this plan is shown below.

The study process that led to this plan was comprised of four general components including:

- Evaluation and analysis of existing and potential future access, roadway operations, and land use conditions along the study corridor
- Analysis of existing zoning regulations in each of the four communities along the corridor
- Recommendations for access design criteria and zoning modifications to strengthen access management in each municipality
- Curb-cut improvement recommendations
- Public involvement including work with a Technical Advisory Committee, and presentations at a community workshop

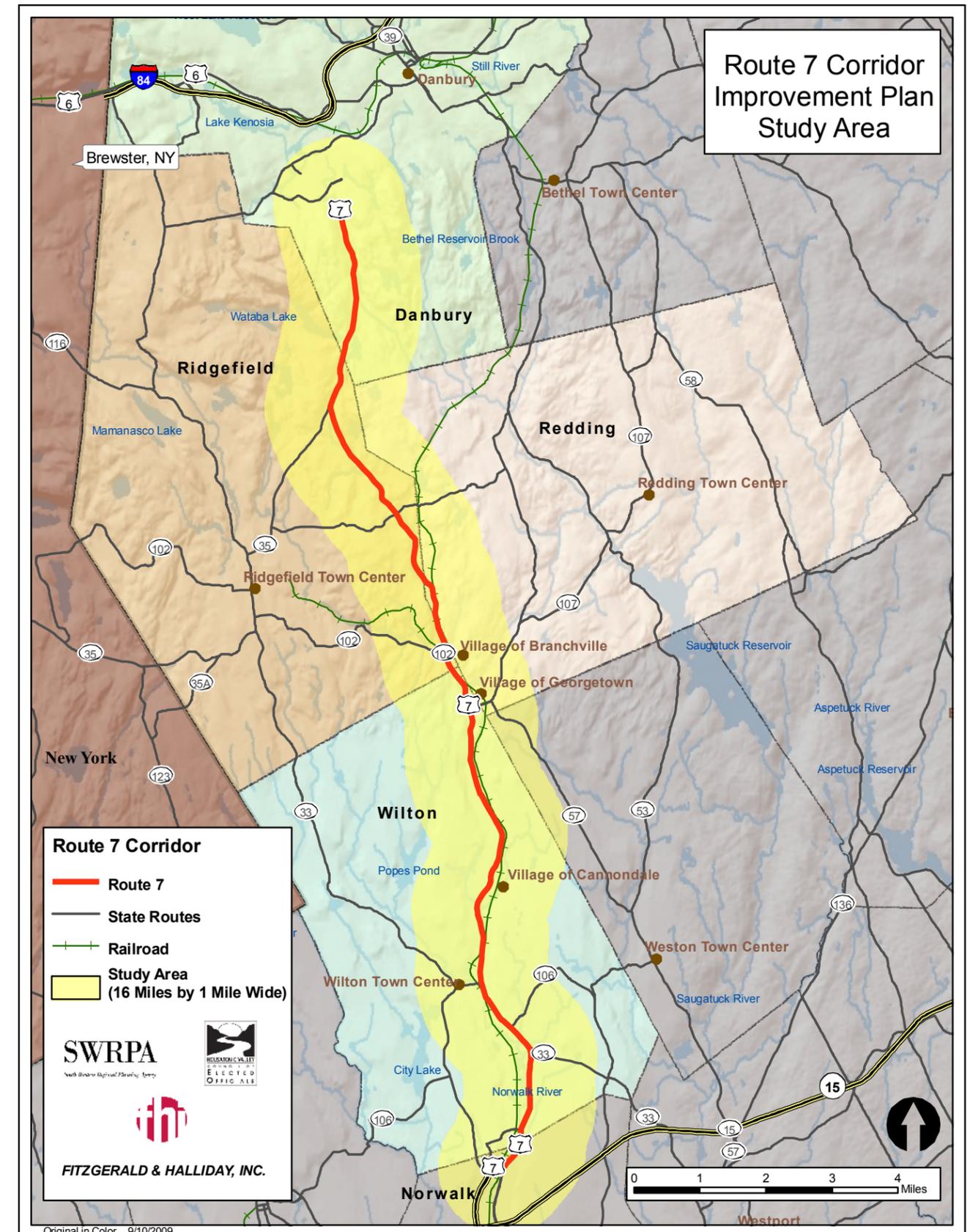
The outcome of this study process, this access management plan, has two basic components:

- A set of recommended modifications to local zoning to enhance access on Route 7
- A Curb-Cut Plan with recommendations for enhancements to access locations and design when land use change takes place

What is Access Management?

Access management is the process of overseeing access to land development while simultaneously preserving the flow of traffic on the surrounding roadway system in terms of safety and capacity. Its focus is on safety of travel and minimizing conflict points (locations where vehicles can cross paths) which in turn helps to maintain the smooth flow of traffic along a roadway. Maintaining smooth traffic flow can, in turn, reduce the need for roadway widening induced by growing congestion. Access design characteristics of a roadway that directly impact traffic flow and safety include the location, spacing, and design of access drives entering the roadway as well as location of signals, medians, and turn lanes. Planning and regulatory tools that can manage access to local roads include the plan of conservation and development, any transportation plans, zoning regulations, subdivision regulations, and specific local ordinances adopted to control driveway construction.

The benefits of utilizing access management in preserving and enhancing a roadway system are threefold. First, access management supports a safe and effective relationship between the local transportation system and land use. It can ensure that traffic can reach local development smoothly and safely and that traffic generated by local development will not create congestion or induce accidents. Along with this, access management can, by limiting the number and location of curb cuts, help ensure that potential conflicts between vehicles and pedestrians can be minimized. The fewer driveway openings with cars that a pedestrian needs to navigate along the sidewalk, the safer and more inviting the walking experience will be. Second, access management promotes the goals and objectives of a local plan of development for the future of a community. For example, if the plan of development calls for economic development in the form of more retail business in specific locations, access management can help to ensure that access to local roads is maintained or improved to serve that economic growth. Third, access management can maintain the safety and capacity of roadways relative to the functions they are expected to serve. Most communities include in their plans of development a future roadway circulation plan indicating which roads should remain as quiet residential streets, which should be used to convey large volumes of traffic to businesses within the com-



RECOMMENDATIONS – LOCAL ZONING REGULATIONS

Access Management Framework

Regulatory approaches to access management can include language in the zoning regulations, subdivision regulations, and in driveway related ordinances. Such regulations should be linked to clear statements of policy for managing the character of development in a town as articulated in the municipal Plan of Conservation and Development.

Zoning approaches to access management can be grouped in two categories. The zoning regulations can establish a specific Access Management Overlay Zone or they can include additional language for access management applicable to all proposed development on all roads in the community and integrated throughout the regulations. Each of the Route 7 corridor communities' zoning and subdivision regulations currently contain some language that addresses access management.

An Access Management Overlay Zone is generally established as an amendment to the zoning regulations to cover a specific geographic area of the community within which specific access design criteria would apply. Such an overlay zone is beneficial where land use controls are desired just for the area covered by the zone and nowhere else in the community. The access design within such an Access Management Overlay Zone would be guided by the curb cut plan designed particularly for the zone as well as by specific access design standards such as are described below. Overlay zones generally require more complex administrative procedures to successfully implement them than single zones with associated development design criteria.

Zoning provisions can be either prescriptive (required) or recommended (guidelines). One approach to guidelines for access design as part of the regulatory process could be the development of an access design manual with a comprehensive listing of standards for access design based upon roadway function and the character of proposed development. Applicants for land use permits would not be required to meet the design standards in the manual, yet

would be encouraged to do so. This approach is most successful when there is a comprehensive pre-application review process wherein all projects that will come before the Zoning Commission are reviewed for completeness and soundness of design prior to formal submittal.

An access management overlay zone is recommended for Route 7 in Redding. Nonetheless, some enhancements to the general language in the Redding zoning regulations for access management, in particular to adopt the criteria as outlined above, would benefit the Town during the zoning application process by more directly guiding applicants in access design planning on other important community roadways.

An overlay zone is most appropriate for Redding, as this community has mostly residential or local streets with a limited number of arterial and collector roads. An access management overlay zone can stringently address access issues on Route 7 as the most heavily traveled street in Redding while not imposing unnecessary regulatory requirements along quieter streets mostly populated with single-family homes. The value of access management along predominantly residential streets tends to be more limited.

General Recommendations

- Adopt the Curb-Cut Plan as an amendment to the Zoning Regulations in Redding and use as a guidance/reference tool
- Update the current language for access management in the zoning and subdivision regulations to include a comprehensive set of access design guidelines and consistent with the criteria listed above. As part of this process, reconcile any inconsistency with other design criteria in the regulations.
- Continue to employ or establish a comprehensive pre-application review process to specifically assess proposed access designs for new development as well as redevelopment

munity, and which roadways should serve to convey traffic through the town on its way to other destinations. This future roadway circulation plan can be supported and promoted by effective access management.

Access management objectives can be achieved by the application of a comprehensive package of tools which include both physical design plans for improving a roadway and local planning programs and development regulations to control access to future development along a roadway system. The combination of physical design for access management (in the form of a curb-cut plan as defined below) coupled with planning programs and regulatory approaches for controlling access constitutes a local access management plan.

What is Good Access Design?

The general guiding principles of good access design are to:

- Minimize conflict points or opportunities for vehicles to cross paths
- Provide safe, adequate spacing between driveways, between intersections, and between driveways and intersections;
- Maintain good sight-lines for all drivers

Performance Criteria

Performance criteria used to develop the curb-cut recommendations for Redding in the Route 7 Corridor study area are listed below. Unless otherwise noted, source is "Zoning Regulations of the Town of Redding, Connecticut" (Dated 1986).

- Curb cuts and roadway intersections should meet as close to perpendicular as possible. ^A
- New curb cuts with Route 7 shall be spaced at least 200 ft from existing curb cuts."
- Minimum sight distance is 250 ft.
- Maximum Driveway Width: 24 ft
- Minimum Driveway Widths:
 - 10 ft for a dwelling
 - 20 ft for a non-dwelling
- Maximum grade is 12%, except for first 20 ft back from edge of travel way, which cannot be steeper than 5%.

- Access drives should not be located within the functional area of an intersection. ^{AA}
- All curb cuts and/or roadway intersections on opposite sides of the roadway should be aligned directly opposite one another. ^A
- Internal circulation among adjoining properties should be provided where possible.
- Access drives should be provided to lower classification roads where possible. ^A
- A property should not have redundant access drives. ^A
- Any recommended driveway closures shall not interfere with internal circulation. ^A

What is a Curb-Cut Plan?

A Curb-Cut Plan is a specific concept for a roadway or roadway segment indicating the community's idea of the ideal layout for access points along that roadway. It is presented in a similar fashion to a site plan for future development. Generally, a Curb-Cut Plan is created for a roadway segment that has need for improved access design and/or is in an area where future development pressures are likely to increase. However, a Curb-Cut Plan also recognizes that opportunities to improve existing hazardous access arrangements will only occur at the time that a change in use or change in intensity of use is proposed for a currently developed parcel or parcels.

By specifying the preferred access locations and design for a roadway segment, a Curb-Cut Plan can help:

- Ensure that access remains safe and efficient as land uses change
- Prevent future unsafe access arrangements to and from land that is not yet developed.
- Ensure future opportunities to improve hazardous access arrangements are considered and implemented as land use proposals are brought before the Zoning Commission.
- Serve as a guide that can be shared with development applicants for use in site plan development.

^A *Access Management Manual*, Transportation Research Board, 2003

^B *Highway Design Manual*, CT Department of Transportation, 2003

- Consider adopting some incentives for developers to provide the most beneficial access design, from a community perspective. Such incentives can include things like added flexibility in the parking or signage requirements, or a reduction in fees, or an expedited application process.

Detailed Recommendations

Relevant sections of the zoning regulations for Redding are summarized below followed by recommendations for amendments to provide for enhanced access management. The intent of the recommendations is to ensure that the Zoning Commission, town planning professionals, and/or Town Engineer (and/or Traffic Engineer) each has an opportunity to review and comment on all proposed new or substantially altered access drives onto Route 7. In addition, it is the intent of these recommendations, to suggest ways to strengthen the ability of the Zoning Commission to control the design and location of new or substantially altered access drives that provide direct access onto Route 7. Sample language to facilitate implementation of some of these recommendations is provided in the following section of this plan.

Zoning Regulations of the Town of Redding Section.....	RELEVANT TEXT (paraphrased)	COMMENTS
5.6.11 – Special Regulations Governing Properties With Access From Route 7	This section adopts the 1996 Route 7 curb-cut plan and states it shall be implemented on the site plan as fully as possible.	This is beneficial language which implements the former curb-cut plan. It does not, however, state what happens if an applicant cannot meet the design as shown on the curb-cut plan.
5.6.11 – Special Regulations Governing Properties With Access From Route 7	Calls for a traffic analysis when 10 or more parking spaces would be created or relocated on a site.	A traffic analysis can be equally beneficial to commission decision-making where there is a change in the proposed access layout. Suggest the Commission be given the option of requiring a traffic analysis if deemed necessary based on site access conditions. Expand this to describe what information the traffic analysis should provide, including an evaluation of access design impacts. The traffic engineering analysis may be ‘tiered’ in terms of level of detail to include some, or all, of the typical elements for a full traffic impact report; the analysis can be limited, for example, to the access point(s) in question and may not need to take into account the surrounding roadway network.
5.6.11 – Special regulations Governing Properties With Access From Route 7	Calls for driveways accessing Route 7 to be spaced 200 feet apart; where the standard cannot be met, the Commission may require a shared driveway.	Legality of requiring shared driveways is questionable. Consider revising to state shared access is encouraged (rather than potentially mandated) along with internal connections among developments. Expand the list of design criteria for access to Route 7 to include all the items identified in this curb-cut plan.
5.17 Non-conforming buildings and structures	A non-conforming building or structure shall not be extended or enlarged except where such extension or enlargement is in full conformity with the zoning regulations	Subsequent 2002 amendment added language for non-conforming site features such as non-conforming parking. For specificity – driveways should be added to the list of site features to which the section applies.

PLAN IMPLEMENTATION

Implementation of the actions recommended as part of this access management plan should be accomplished through a cooperative effort among Redding local officials and ConnDOT. The following steps are recommended for each component of this plan. To complement this, samples of regulatory language that may be useful for drafting some of the recommended zoning amendments are included.

Regulatory Modifications

- The Town Planner should draft specific zoning language in accordance with the recommendations of this plan
- The draft language should be checked for legal soundness by the Town Attorney
- The proposed draft language should be discussed and further refined by the Zoning Commission through established procedures for such amendments.
- A public hearing should be held to approve/disapprove of the draft proposed language and adopt such language as a regulatory amendment

Curb-Cut Plan

- The Zoning Commission in Redding should review the proposed Curb-Cut Plan and consider adopting it as guideline document with formal amendment to the zoning regulations
- The Curb-Cut Plan should be adopted through the established formal procedure for amending the regulations
- Once formally adopted, copies of the Curb-Cut Plan should be placed on file and made available in the Town Clerk's office, the Zoning Office and/or Community Development Office, and Town Engineer's Office
- A checklist for procedures for applicants to the Town for zoning approval and/or subdivision site plan approval should be developed to include a reference to the Curb-Cut Plan and the need to refer to the Plan for any development proposal along Route 7.

EXAMPLES - ACCESS MANAGEMENT REGULATORY LANGUAGE

Note: The following samples were derived from model or draft access management regulation language developed by Fitzgerald & Halliday, Inc; 2000-2009

EXAMPLE - Traffic Impact Analysis Language

A Traffic Impact Analysis (TIA) *may* be required by the Commission

- When the access point is on a State road or major arterial,
- When the access point could create traffic impacts that affect intersecting state roads or major arterials or their intersections, or
- Where the access point results in traffic impacts that, based on P&Z review, are considered to be potentially significant enough to warrant a detailed engineering evaluation.

A TIA should conform to standard accepted traffic engineering practices and generally include the site driveway(s) and all reasonably impacted roads and intersections within 1,000 feet of the subject site. Standard elements of the TIA should include:

- Existing and future traffic estimation
- Trip generation and distribution analysis
- Capacity analysis (for both site access and adjacent roadway network)
- Engineering design review
- Internal site circulation review
- Identification of improvements necessary to accommodate the development
- Coordination preview with Town Engineer and Town Planner

Tiered Engineering Analysis

In cases where a full TIA is not warranted, but some questions arise during the preliminary application review relating to safety

and operations potentially resulting from a proposed new driveway or system of access design, the P&Z Commission may elect to require the applicant to prepare an engineering analysis of the proposed access point(s).

The engineering analysis may be 'tiered' to include some, or all, of the elements listed above for the TIA; however, the analysis may be limited to the access point(s) in question and may not take into account the surrounding roadway network. The tiered analysis approach is intended to answer only those questions regarding site access design that require further investigation and to streamline the approval process. The determination of which components of a TIA analysis will be required to be completed will be based on:

- Aspects of site access in question
- Professional judgment of the Town Engineer in consultation with the Town Planner
- Professionally accepted engineering practices

Regardless, the Commission and/or Town Engineer may still require a trip generation and distribution analysis that demonstrates the turn movements into and out of the proposed driveway(s) so that appropriate mitigation strategies can be developed.

EXAMPLE - Nonconforming Accessways/Driveways Language

Nonconforming access features are those access points or driveways in existence and lawful at the time of adoption of this section of the zoning regulations but which would be prohibited, regulated or restricted under the provisions of this section. Such nonconforming access features are considered incompatible with the intent and purposes of this section. It is the intent of these regulations to permit these nonconforming access features to continue until they are removed or until any **substantial change to an existing use** is approved on the lot where the nonconforming access feature exists. After the effective date of adoption of this section of the zoning regulations, no nonconforming access feature may be moved, extended, or enlarged unless the result will be to bring

the access into closer compliance with these Access Management Regulations.

Substantial Change to an Existing Use: The provisions of this section shall apply to any Substantial Change to an Existing Use. The provisions of this section shall also apply to any Change to an Existing Use requiring site plan approval or modification of an existing approved site plan, as defined in Section ___ of these regulations. A substantial change” is one which involves (1) a change in use from residential to any commercial or industrial use, (2) a 25% or greater increase in gross floor area or required parking spaces of any non-residential land use, (3) a ___ square foot or greater increase in gross floor area, (4) a ___ space or greater increase in the required or provided parking spaces. Notwithstanding the above, the Commission may determine that the character of a Change to an Existing Use will not have an impact on adjacent properties and/or surrounding neighborhood such that this requirement does not apply.

To avoid undue hardship, nothing in this section shall be deemed to require a change to any nonconforming access feature for which an application has been submitted to the Commission or for which construction was lawfully begun prior to the effective date of this section of the zoning regulations.

EXAMPLE – Inability to Meet Access Requirements

Inability to Meet Access Design Standards: For any property which cannot, by virtue of its configuration, or location meet the Access Design Standards shall comply with the following requirements:

- A. Inability to Comply with Access Spacing:** If the applicant is unable to comply with the access spacing requirements, then:

The applicant first must attempt to obtain an access or mutual driveway easement from adjacent property owners so as to allow for one access to serve two properties. Such easement may be located on the applicant’s property or the adjacent property (ies) and shall be in a location acceptable to the Commission. At the time of application, the applicant must submit to the Commission evidence of its attempt to obtain such easement

and any response from the adjacent property owners. If an adjacent property owner has previously provided an access or mutual driveway easement pursuant to the provisions of this Section, then the access to the applicant’s property shall be through the access or mutual driveway easement area.

If the applicant is unable to obtain an access or mutual driveway easement from an adjacent property owner, then the access to the applicant’s property shall be located on its property in an area acceptable to the Commission.

In addition, the applicant shall provide to the adjacent property owner(s) easements so as to allow for the establishment of a mutual drive or access at such time as the adjacent property (ies) are developed or redeveloped. Such access easement shall be located in an area acceptable to the Commission, which may differ from the location of the applicant’s access. The applicant may either provide such easement directly to the adjacent property owner(s) or, if such property owner(s) refuse to accept such easement, then to the Town acting through the Commission. Any easement provided to the Town shall be on such terms and conditions as are commercially reasonable and are acceptable to the Commission and its attorney and shall specifically provide that the easement is transferable to the owner of the property ultimately intended to benefit from the easement. In addition, the easement may provide that, at the time the adjacent property owner(s) utilize the easement, the adjacent property owner(s) shall pay to the applicant the fair market value of the easement at the time originally granted to the Commission and shall contribute towards maintenance and insurance, assume a portion of liability and/or assume certain construction costs with respect to the easement area.

In order to encourage cooperation between property owners in the negotiation, granting and acceptance of access and mutual driveway easements, that area of property which is subject to the access or mutual driveway easement shall not be included in calculating impervious coverage or in calculating required landscap-

ing for parking lots or site development.

- B. Inability to Comply with Corner Clearance:** If the applicant is unable to comply with the corner clearance requirements, then the access to the proposed development shall be located in an area acceptable to the Commission and which is as far as possible from the intersection as allowed by the topography and other physical conditions of the site (e.g. wetlands) and taking into consideration traffic safety and impact factors. If the applicant is unable to locate the access to the development which, in the opinion of the Commission provides for safe access in terms of corner clearance, and in furtherance of the goals of this Access Management Regulation, then the requirements of 7.A above apply.
- C. Inability to Comply with Signal Spacing:** If the applicant is unable to comply with the signal spacing requirements, then the access to the proposed development shall be arranged in an design acceptable to the Commission and which meets the requirements for signal spacing as closely as is feasible taking into consideration traffic safety and impact factors.
- D. Inability to Comply with More than One of the Requirements:** In certain circumstances, a site may not be able to comply with more than one of the access management requirements by virtue of its configuration, location or implementation of one of the measures set forth above. In such case, the access shall be located on the site in an area that most closely complies with the requirements of this Section and, in the opinion of the Commission provides for safe access in furtherance of the goals of this Access Management Regulation and shall be subject to such conditions or restrictions as the Commission deems necessary to ensure safe access.

EXAMPLE – Incentives Language

Bonuses: The Commission may grant an increase in the intensity of a proposed development, at an applicant’s request, where the development plan complies with all of the provisions of this section and will result in one or more of the following benefits to the

community:

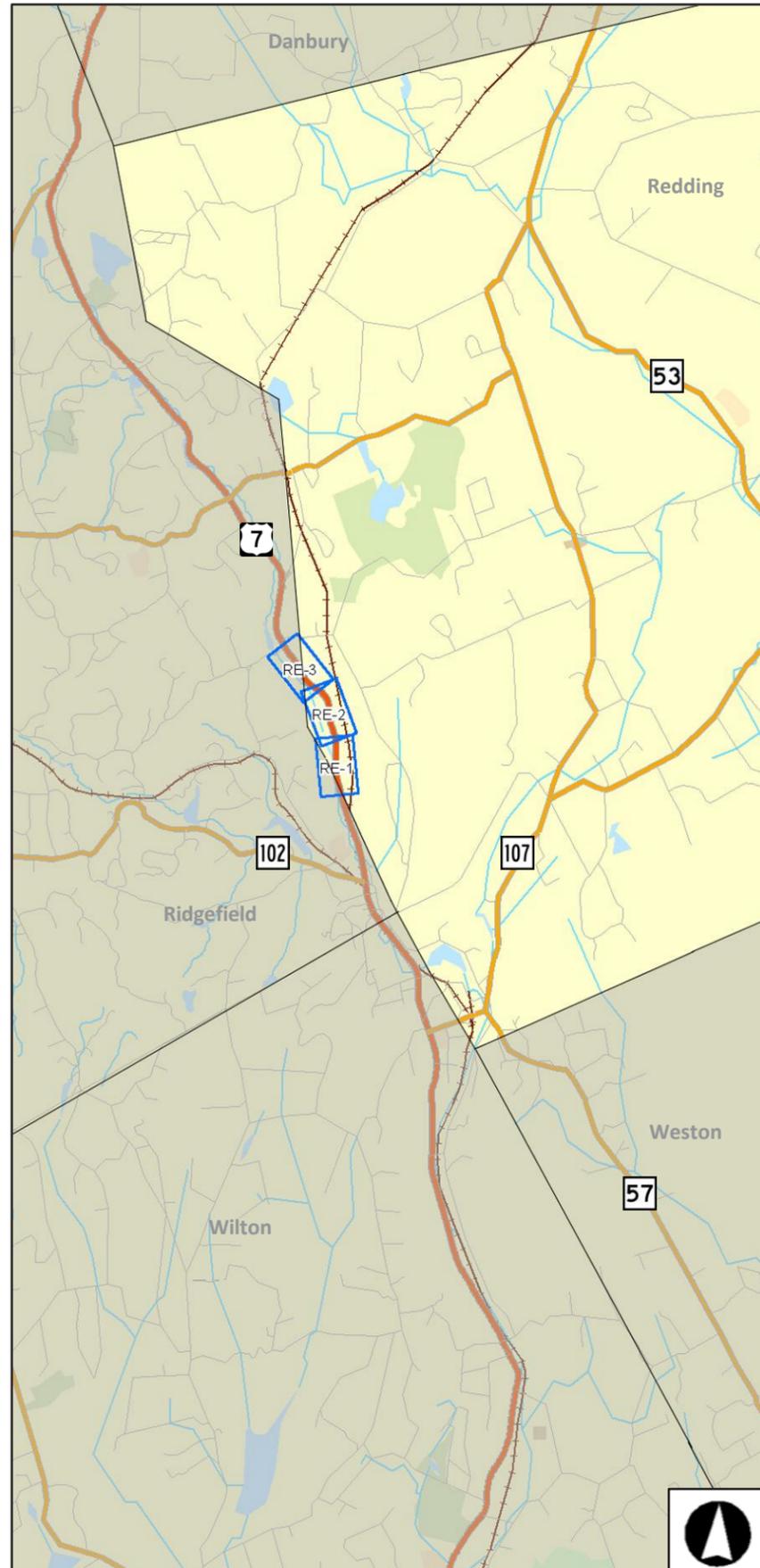
- Will improve the Level of Service on existing roadways in the vicinity of the proposed project;
- Will reduce the number of existing access points onto a public street, or would result in fewer access points than would otherwise be permitted;
- Will reduce the number of accidents on existing roadways in the vicinity of the proposed development;
- Will provide access connections between adjoining uses so as to reduce the demand for turning movements onto or from a public street to those properties;
- Will provide shared access in the form of access easements for adjoining properties which are not otherwise required by these Regulations or obtains access through an easement across adjoining property which is not otherwise required by these Regulations. Such easements shall be filed on the land records of the town in a form as shall be acceptable to the Commission and the Town Attorney;
- Will provide pedestrian and transit circulation improvements which enhance the movement of travelers within the site and/or the community;
- Such density bonuses may include a reduction in parking space requirements, a modification of signage requirements, a reduction in open space or landscaping requirements, an increase in floor area ratios, and/or an increase in allowable building coverage of up to ___%. Any applicant intending to request a bonus is encouraged to meet with the Town Planner to discuss such requests prior to formal submission of the application.

Bonuses/Change To An Existing Use: The Commission may grant an increase in the intensity of a proposed development for a Change To An Existing Use, at an applicant’s request, where one or more of the benefits to the community as listed above would be realized and/or where the use is brought into compliance with all of the provisions of this section. Such density bonuses may include a reduction in parking space requirements, a modification of signage requirements, a reduction in open space or landscaping requirements, or an increase in floor area.

REDDING ROUTE 7 ACCESS MANAGEMENT AND CURB CUT PLAN

FINAL: July, 2011

INDEX PLAN



RECOMMENDATIONS KEY

Symbol	Recommendation
	Improve Sight Lines: Maximize the distance that exiting motorists can see down the road to better perceive and enter oncoming traffic. If sight line improvements are impossible or impractical due to roadway geometry at the existing location, consider relocating driveway within parcel or creating shared access with adjacent parcel.
	Narrow Existing Driveway: Narrow the existing driveway to standard width through installation of curbing or removal of existing pavement. Clarify for all drivers where to anticipate turns to and from a property.
	Convert Two-Way to One-Way Entrance: Convert existing two-way driveway to one-way entrance through installation of signing and pavement markings.
	Convert Two-Way to One-Way Exit: Convert existing two-way driveway to one-way exit through installation of signing and pavement markings.
	Close Existing Driveway: Close existing driveway to reduce the number of driveways for a single parcel or for two or more interconnected parcels, particularly where there are redundant driveways or a high concentration of driveways in an area.
	Create or Improve Interconnection: Provide a vehicular connection between parcels to facilitate the sharing of a single driveway by multiple locations, allowing for the closure of redundant driveways, particularly where there is a high concentration of driveways close to one another.
	Convert to Right-Turn Entrance-Only: Convert existing driveway to right-turn entrance only through signing, pavement markings, and driveway geometry changes. These geometry changes should realign the driveway to make it intuitive to the user what the function of the driveway is.
	Convert to Right-Turn Exit-Only: Convert existing driveway to right-turn exit only through signing, pavement markings, and driveway geometry changes. These geometry changes should realign the driveway to make it intuitive to the user what the function of the driveway is.
	Create Shared Driveway: Create a single shared driveway at or near the property line to serve two (or more) abutting properties, especially where lots have narrow frontages or adjacent parking areas to minimize the number of driveways in close proximity to one another.
	Improve Signage and Pavement Markings for Existing One-Way Driveway: Install signage and pavement markings to clarify directionality and function of existing one-way driveway.
	Define Driveway: Define driveway location, replacing a generally undefined, excessively large access by installing curbing or removing pavement and replacing with a grassed or landscaped area. Clarify for all drivers where to anticipate turns to and from a property.
	Potential New Driveway Location: Provide new driveway at suggested location as future development needs dictate.

NOTES

1. Curb-cut Plan Use: The driveway recommendations included herein are conceptual in nature only and are intended to be a guide for the design, spacing, and location of access. Engineering design which reflects these recommendations, is consistent with all of the requirements contained in the zoning regulations, and is specific to each site will be needed at the time of proposed development, redevelopment, change in use, or intensification of use.
2. It is assumed that vacant parcels noted as constrained are not developable. Potential new driveway locations are not shown for these parcels.

FINAL: July, 2011



SWRPA
South Western Regional Planning Agency



Route 7 Access Management and Curb Cut Plan

Redding, CT

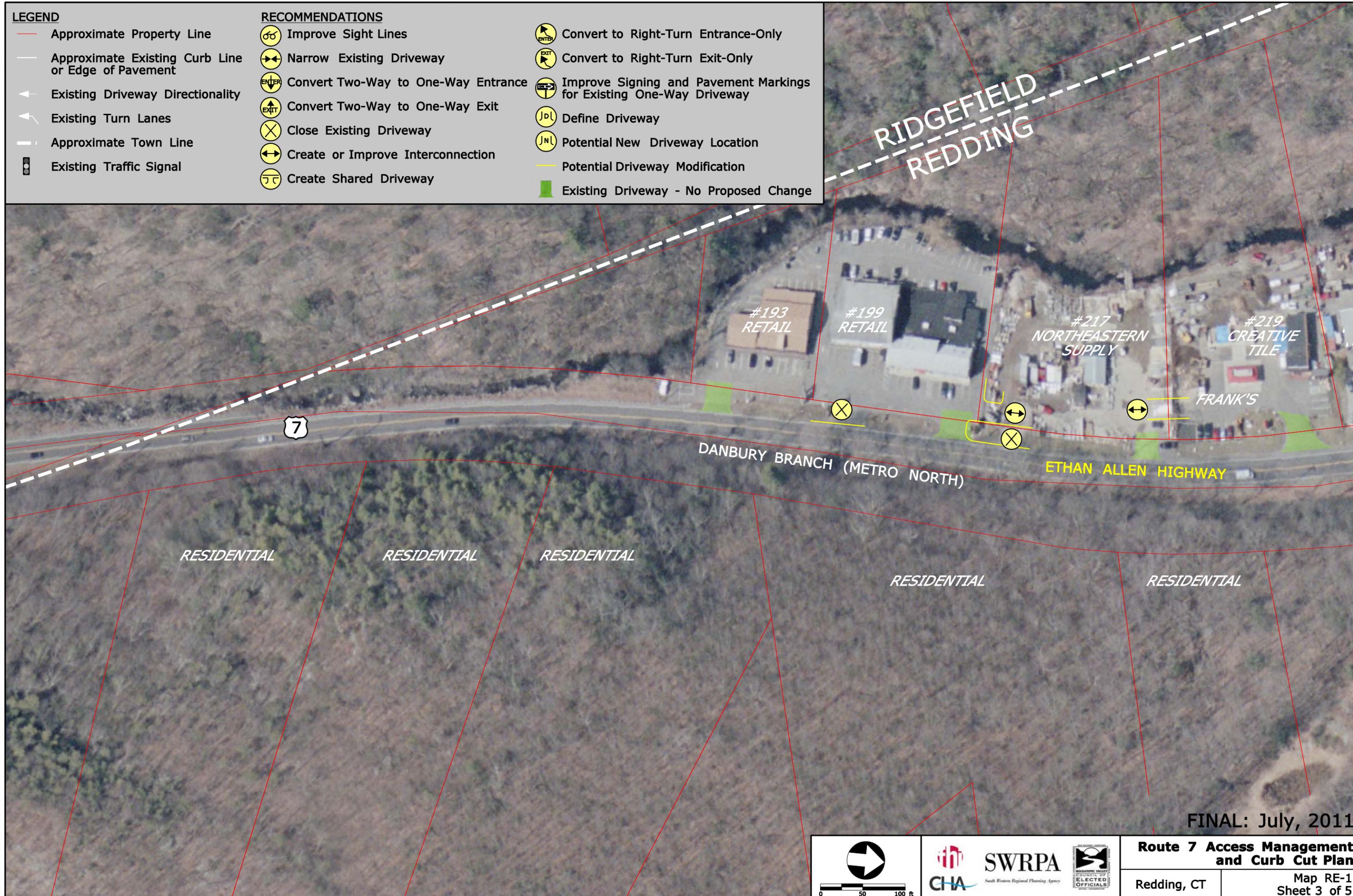
Index Plan and Key
Sheet 2 of 5

LEGEND

-  Approximate Property Line
-  Approximate Existing Curb Line or Edge of Pavement
-  Existing Driveway Directionality
-  Existing Turn Lanes
-  Approximate Town Line
-  Existing Traffic Signal

RECOMMENDATIONS

-  Improve Sight Lines
-  Narrow Existing Driveway
-  Convert Two-Way to One-Way Entrance
-  Convert Two-Way to One-Way Exit
-  Close Existing Driveway
-  Create or Improve Interconnection
-  Create Shared Driveway
-  Convert to Right-Turn Entrance-Only
-  Convert to Right-Turn Exit-Only
-  Improve Signing and Pavement Markings for Existing One-Way Driveway
-  Define Driveway
-  Potential New Driveway Location
-  Potential Driveway Modification
-  Existing Driveway - No Proposed Change



FINAL: July, 2011

 				<p>Route 7 Access Management and Curb Cut Plan</p> <p>Redding, CT</p>	<p>Map RE-1 Sheet 3 of 5</p>
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LEGEND

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FINAL: July, 2011

 				Route 7 Access Management and Curb Cut Plan Redding, CT	Map RE-2 Sheet 4 of 5
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RIDGEFIELD
REDDING

ETHAN ALLEN HIGHWAY

FLORIDA HILL ROAD

#296
DAYS INN

#318
SAW MILL LUMBER

#343
OFFICE

#346
WALPOLE
WOODWORKERS

VACANT
(CONSTRAINED)

VACANT

7

RECOMMENDATIONS	
	Improve Sight Lines
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	Convert Two-Way to One-Way Entrance
	Convert Two-Way to One-Way Exit
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	Existing Traffic Signal

FINAL: July, 2011

