



HOUSATONIC VALLEY COUNCIL OF ELECTED OFFICIALS

Route 35 Driveway and Curb Cut Management Plan Ridgefield, CT



**Final Report
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**Prepared for the
Housatonic Valley Council of Elected Officials
Town of Ridgefield**

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TABLE OF CONTENTS

1. What is a Curb-Cut Plan?.....	1
2. What is the purpose of the Route 35 Curb-Curb Plan?	1
3. How will the Curb-Cut Plan be used?.....	1
4. What is the basis for the Curb Cut Plan Recommendations?.....	2
5. Recommendations	3
5.1 New York State Line to Route 33.....	3
5.2 Route 35/Route 33 Intersection	3
5.3 Route 33 to Governor Street.....	3
5.4 Ridgefield Center	3
5.5 Prospect Street to Route 116	4
5.6 Route 35/Route 116 Intersection	4
5.7 Route 116 to Copps Hill/Farmingville Roads [Copps Hill Area]	4
5.8 Copps Hill/Farmingville Roads to Route 7	4

LIST OF FIGURES

Figure 1: Route 3 at Route 33	5
Figure 2: Ridgefield Center	6
Figure 3: Ridgefield Center	7
Figure 4: Prospect Street to Route 116	8
Figure 5: Route 35 at Route 116	9
Figure 6: Route 116 to Copps Hill/Farmingville Roads.....	10
Figure 7: Route 116 to Copps Hill/Farmingville Roads.....	11
Figure 8: Route 166 to Copps Hill/Farmingville Roads.....	12
Figure 9: Route 116 to Copps Hill/Farmingville Roads.....	13

ROUTE 35 DRIVEWAY AND CURB-CUT MANAGEMENT PLAN

1. What is a Curb-Cut Plan?

A Curb-Cut Plan is a conceptual arrangement of driveways 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 a need for improved access design and is in an area where future development pressures are likely to occur. A Curb Cut Plan is primarily a tool for use by a Planning and Zoning Commission when considering applications for changes in land use, redevelopment of properties, or increases in intensity of existing uses.

2. What is the purpose of the Route 35 Curb-Curb Plan?

The purpose of the Route 35 Curb Cut Plan is to offer recommendations for long-term changes to the existing arrangement of driveways along the segment of Route 35 from Farmingville Road to Route 33. The Curb Cut Plan also offers recommendations for suitable locations of new driveways to serve currently undeveloped properties. The purpose of changing the location and design of driveways along Route 35 is to reduce the potential for unsafe vehicle movements on and off the road, thus reducing or improving potential points of conflict. Improvements to the arrangement of driveways along Route 35 can also help limit stop-and-go traffic and better preserve the capacity of the road to handle existing and future volumes of traffic.

3. How will the Curb-Cut Plan be used?

It is intended that applicants for zoning approval whose property falls within the geographic area covered by the Curb Cut Plan will consult the plan as they prepare site layouts for development. In addition, it is intended that the Planning and Zoning Commission use the recommendations shown on the Curb Cut Plan as a guide to making decisions about the adequacy of driveway configurations shown on site development applications made to them during the course of the formal zoning process. *Therefore, the changes to driveway configuration recommended on the Route 35 Curb Cut Plan will take place as part of and in the course of new development or redevelopment of properties along Route 35, rather than as a distinct and separate set of actions.*

4. What is the basis for the Curb Cut Plan Recommendations?

The recommended changes to the arrangement of driveways and accessways shown on the Route 35 Curb Cut Plan were based on a specific list of design criteria. These criteria focus on improving the safety of vehicle movements as well as the safest possible interaction of vehicles and pedestrians. The design criteria were developed based on nationally recognized access management design publications, professional judgment, and as a consolidation and consideration of standards for curb-cut design that are articulated in the following local documents:

- Ridgefield subdivision regulations
- Ridgefield zoning regulations
- Ridgefield Code – Chapter 13, Article V: Construction standards for streets
- Connecticut State Highway encroachment permit requirements
- Route 7 Corridor Driveway and Access Management Plan (HVCEO/Urbitran, September 1996)
- Ridgefield Center Traffic Study (WSA, 1985)

Design criteria utilized in development of the Route 35 Curb Cut Plan are as follows.

1. Intersections of curb cuts and roadway intersections with the street should be at a 90° angle to the extent practical
2. Access drives within 150 feet (functional area) of the intersection of two roads should be relocated and/or closed
3. Access drives on the same side of the street should be separated as far apart as is practical, with a minimum separation of 60 feet.
4. Unobstructed sight distance on Route 35 and intersecting collector roads should be a minimum of 150 feet
5. All curb cuts and/or roadway intersections on opposite sides of the street should be aligned directly opposite one another, to the extent possible
6. The number of access drives along Route 35 should be limited to the extent practical
7. Internal circulation among adjoining properties should be provided whenever possible
8. Access drives should be provided to lower classification streets whenever possible. That is, access should be provided to collector or minor roads that connect with Route 35 rather than directly to Route 35, where that option exists
9. Properties with 100 feet or less frontage on Route 35 should have no more than one curb-cut
10. Where a property has more than 100 feet of frontage on Route 35, two entrances/curb-cuts are acceptable, provided there is a minimum of 1/3 of the frontage area separating the two curb-cuts
11. Where a property has multiple curb-cuts, redundant access drives should be closed

12. Excessively wide entrance drives (more than 50 feet wide for a two way access) should be narrowed to better define access patterns
13. Curb edges should be clearly defined with islands or landscaping

5. Recommendations

5.1 New York State Line to Route 33

Management of curb cuts was considered throughout the study corridor. The section of the corridor from the New York State line to Route 33 is primarily residential. Options for improving the location of driveways on single-family home lots tends to be more limited than for non-residential lots.

In addition, the low volume of traffic to and from residential driveways generally is such that tight control over the location of such driveways isn't warranted or beneficial. Therefore, there are no access management recommendations on Route 35 from the New York state line to Route 33.

5.2 Route 35/Route 33 Intersection

Curb-cut recommendations for this area of the corridor focus on limiting the number of non-residential access points close to the intersection of Route 35 and 33 to reduce the contribution that turns from those drives make to conflict points in the intersection.

Recommendations for long-term changes to the existing arrangement of driveways and for suitable locations of new driveways to serve currently undeveloped properties at the intersection of Route 35 with Route 33 are provided in Figure 1.

5.3 Route 33 to Governor Street

There are no access management recommendations on Route 35 from Route 33 to Governor Street.

5.4 Ridgefield Center

Ridgefield Center has a multitude of driveways, alleys, and side streets that create conflict points for turning vehicles. The curb-cut plan in this section of the corridor focuses on long-term opportunities to reduce the number of driveways, combine driveways, and enhance internal circulation through parking lots off Main Street. Collectively, these changes could both improve safety and facilitate access to all local businesses. Recommendations for long-term changes to the existing arrangement of driveways and for suitable locations of new driveways to serve currently undeveloped properties in Ridgefield Center are provided in Figures 2 and 3.

5.5 Prospect Street to Route 116

Route 35 from Prospect Street to Route 116 is lightly developed with relatively few driveways. The curb-cut plan in this section of the corridor focuses on long-term opportunities to reduce the number of driveways and consolidate multiple driveways serving a single property. Recommendations for long-term changes to the existing arrangement of driveways and for suitable locations of new driveways to serve currently undeveloped properties between Prospect Street and Route 116 are provided in Figure 4.

5.6 Route 35/Route 116 Intersection

There are numerous residential as well as commercial driveways very close to the intersection of Route 35 with Route 116 (North Salem Road) as well as ongoing new construction in the immediate area. In particular, the frontage at Joe's Corner invites drivers to access the business anywhere on the east corner where Route 35 and North Salem Road meet. This increases the opportunity for vehicle conflicts and the hazardous conditions presented by the intersection itself.

Curb-cut recommendations in this location focus on reducing the number of curb-cuts within the functional area of the intersection. The *Route 35 Curb-cut Plan* also recommends clarifying access patterns to Joe's Corner to the extent possible, as this is a particularly troublesome access management situation. The recommendations for long-term changes to the existing arrangement of driveways and for suitable locations of new driveways to serve currently undeveloped properties in the vicinity of the intersection of Route 35 with Route 116 are provided in Figure 5.

5.7 Route 116 to Copps Hill/Farmingville Roads [Copps Hill Area]

This section of the corridor is heavily developed with numerous curb-cuts. Many of the driveways serving businesses in the Copps Hill area are poorly defined, lack clear signage, and have minimal distance separating them from adjacent drives. All of these features can lead to excessive turning conflict points.

The recommended curb-cut plan for the Copps Hill area focuses on clarifying driveway openings and directional signage, opportunities to consolidate driveways, reducing the overall number of driveways, and improving internal circulation among businesses. Long-term curb cut recommendations are provided in Figures 6 - 9.

5.8 Copps Hill/Farmingville Roads to Route 7

There are no access management recommendations on Route 35 from Copps Hill Road/Farmingville Road to Route 7.

1st
CONGREGATIONAL
CHURCH

WEST LANE ROUTE 35

FOUNTAIN

HISTORIC
KEELER
TAVERN

MAIN STREET ROUTE 33

When site layout is modified,
close driveway.

ROUTE 35 AT ROUTE 33
CURB CUT PLAN

SHEET 1
1" = 80'
2002217.A10
SEPT 2004

FIGURE 1



When opportunity arises, develop shared internal access route among these properties and use signage to encourage access via Catoonah Street.

When opportunity arises, enhance/develop shared internal access route among these properties. In addition, enhance wayfinding to encourage access via Catoonah Street.

Loading Zone on Main Street/Catoonah Street
Take painted median out. Convert to raised.
Add four parallel spaces
To the south, convert to painted median and add Loading Zone

If property use changes, consider closing this drop-off drive and limiting access to driveway/parking to the south.

ST STEPHEN'S
EPISCOPAL
CHURCH

CATOONAH

LOADING ZONE

MAIN ST.

When opportunity arises, develop shared internal access route among these properties, create shared driveway with access to Governor Street and encourage use of signage.

GOVERNOR ST.

SHOPPING
CENTER

RIDGEFIELD
TOWN HALL

BAILEY AVE.

RIDGEFIELD CENTER
CURB CUT PLAN
FIGURE 2

SHEET 5
1" = 80'
2002217.A10
SEPT 2004



When opportunity arises, enhance/develop shared internal access route among these properties. In addition, enhance wayfinding to encourage access via Catoonah Street.

SHOPPING CENTER

BALLARD PARK

Alignment of Prospect Street opposite shopping plaza undesirable, but current site constraints (100-year-old tree) prevent improvement.

MAIN ST.

PROSPECT ST.

SHOPPING CENTER

RIDGEFIELD LIBRARY

When site layout is modified, narrow driveway and redesign as right-turn-out only.

When site layout is modified, narrow driveway and redesign as right-turn-out only.

RIDGEFIELD CENTER
CURB CUT PLAN
FIGURE 3

SHEET 6
1" = 80'
2002217.A10
SEPT 2004



Maintain driveway as a pedestrian and special event access only.

GILBERT ST.

MAIN ST.

When opportunity arises create a shared driveway between this property and the Town of Ridgefield property to the west.

THE ELMS INN

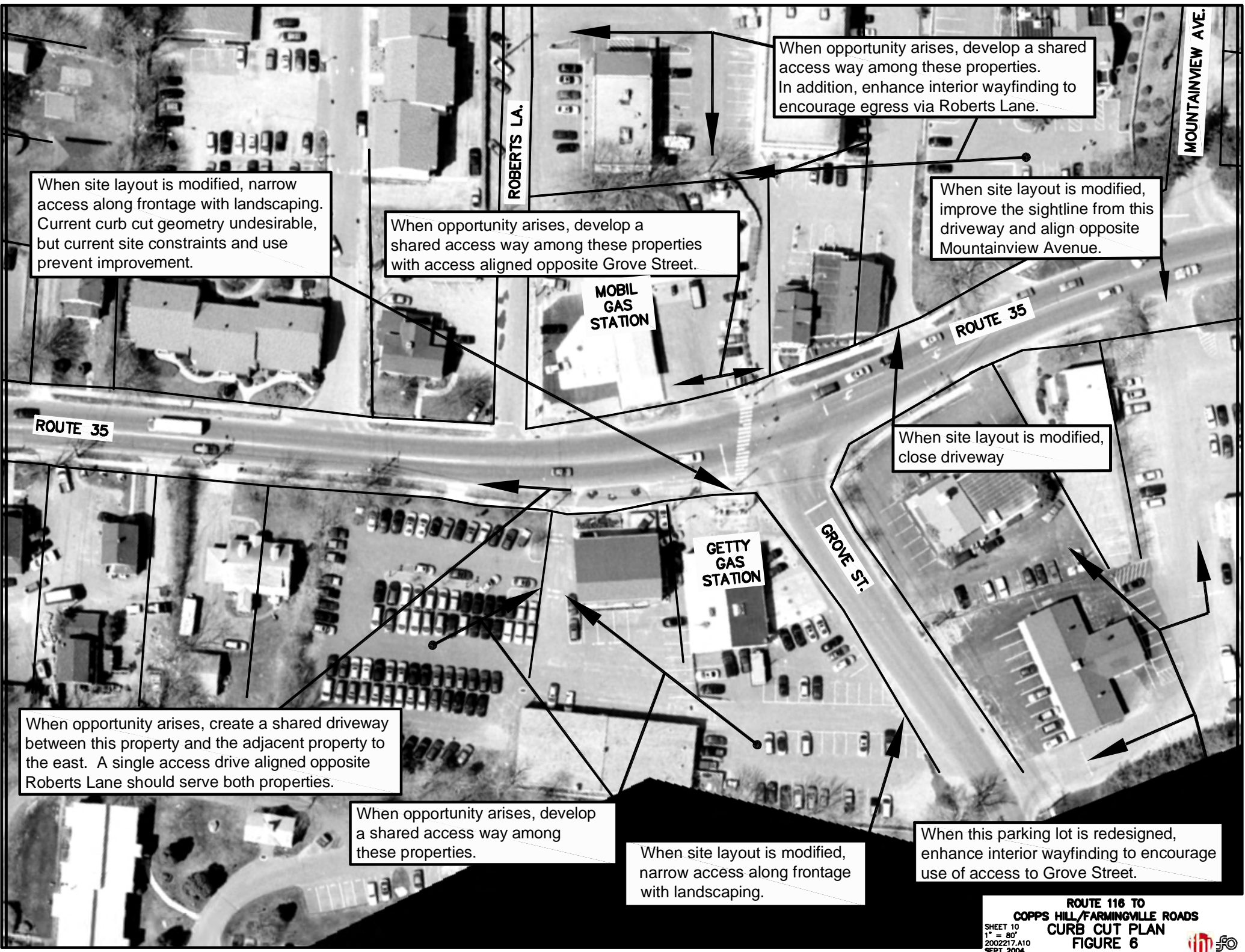
CANONFIELD

When site layout is modified, narrow/close access along frontage with landscaping and limit access to a single access point onto North Street located as far north as practical.

If this cluster of properties converts to non-residential use, or if opportunity otherwise arises, develop a shared internal access route among these properties, close individual curb cuts, and provide a single ingress and egress drive for all.

When opportunity arises, enhance/develop shared internal access route among these properties. In addition, enhance wayfinding to encourage access via Pound Street.

When opportunity arises, develop a shared access way among these properties located as far west as is practical.



When site layout is modified, narrow access along frontage with landscaping. Current curb cut geometry undesirable, but current site constraints and use prevent improvement.

When opportunity arises, develop a shared access way among these properties with access aligned opposite Grove Street.

When opportunity arises, develop a shared access way among these properties. In addition, enhance interior wayfinding to encourage egress via Roberts Lane.

When site layout is modified, improve the sightline from this driveway and align opposite Mountainview Avenue.

When site layout is modified, close driveway

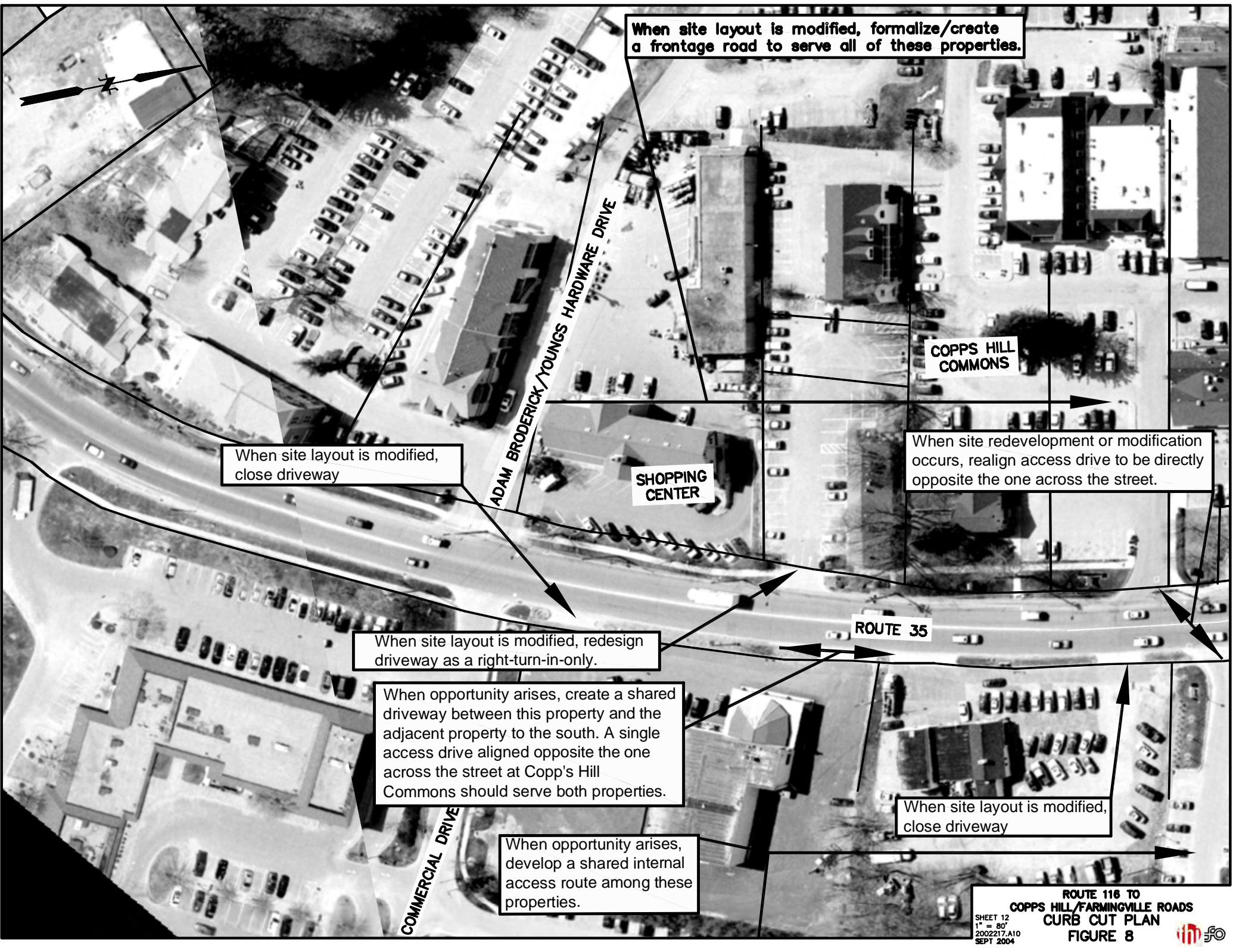
When opportunity arises, create a shared driveway between this property and the adjacent property to the east. A single access drive aligned opposite Roberts Lane should serve both properties.

When opportunity arises, develop a shared access way among these properties.

When site layout is modified, narrow access along frontage with landscaping.

When this parking lot is redesigned, enhance interior wayfinding to encourage use of access to Grove Street.





When site layout is modified, formalize/create a frontage road to serve all of these properties.

When site layout is modified, close driveway

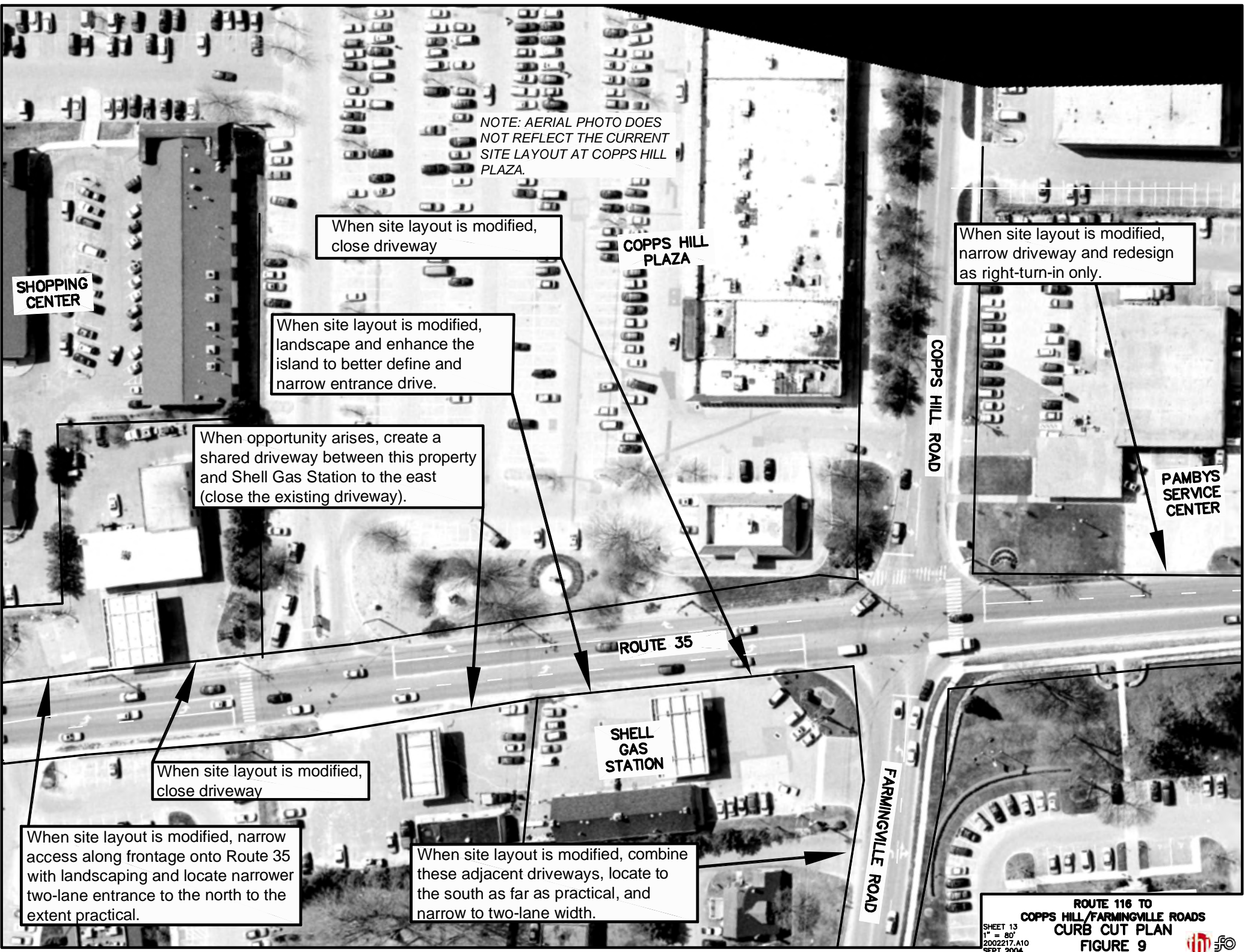
When site layout is modified, redesign driveway as a right-turn-in-only.

When opportunity arises, create a shared driveway between this property and the adjacent property to the south. A single access drive aligned opposite the one across the street at Copp's Hill Commons should serve both properties.

When opportunity arises, develop a shared internal access route among these properties.

When site redevelopment or modification occurs, realign access drive to be directly opposite the one across the street.

When site layout is modified, close driveway



NOTE: AERIAL PHOTO DOES NOT REFLECT THE CURRENT SITE LAYOUT AT COPPS HILL PLAZA.

When site layout is modified, close driveway

When site layout is modified, landscape and enhance the island to better define and narrow entrance drive.

When opportunity arises, create a shared driveway between this property and Shell Gas Station to the east (close the existing driveway).

When site layout is modified, narrow driveway and redesign as right-turn-in only.

SHOPPING CENTER

COPPS HILL PLAZA

COPPS HILL ROAD

PAMBYS SERVICE CENTER

ROUTE 35

SHELL GAS STATION

FARMINGVILLE ROAD

When site layout is modified, close driveway

When site layout is modified, narrow access along frontage onto Route 35 with landscaping and locate narrower two-lane entrance to the north to the extent practical.

When site layout is modified, combine these adjacent driveways, locate to the south as far as practical, and narrow to two-lane width.