



City of Danbury Transportation Plan 2005

EXECUTIVE SUMMARY

Danbury has undergone remarkable changes over the past several decades, evolving from a small industrial city into an important employment and retail center. Rapid rates of population growth and increased mobility have resulted in the expansion of the City from a compact urban center into one marked by conventional patterns of suburban development which later spread into neighboring towns. All of these changes have had a marked affect on transportation in the City and region as public improvements struggle to keep pace with soaring demands.

The Danbury transportation system is dominated by two major regional highways, Interstate 84 and U.S. Route 7, and several major arterial roads that also play important regional roles: Federal Road, Newtown Road and White Street, Main Street and South Street, Mill Plain Road, Padanaram Road/Pembroke Road, and Clapboard Ridge Road. The highway network is complemented by public transit service, including the Housatonic Area Regional Transit (HART) bus system and the Danbury Branch Line of Metro-North.

However, the transportation system is far from balanced. Among City residents, over 90% traveled to work by car in 2000 while only 3.8% took public transportation. Largely because of urban sprawl throughout the Housatonic Valley, only 2.9% of the Region's employed residents utilized public transit for their work trips.

Much of the transportation planning for the City has historically been provided by the Connecticut Department of Transportation (ConnDOT) and the Housatonic Valley Council of Elected Officials (HVCEO). In most cases, emphasis has been placed on improvements to state highway corridors and local intersections. Until now, the City has never adopted its own local comprehensive transportation plan to address the needs of all municipal streets and to address other issues that go beyond road and transit improvements.

Critical Issues

This *Transportation Plan* is an effort to provide local officials and the public with a complete inventory and analysis of transportation needs in the City. Although the *Plan of Conservation and Development (PCD)*, adopted in 2002, included goals and policies for transportation, this *Plan* is more than a recitation of the *PCD*. It greatly expands the content of the *PCD* by providing a more detailed and inclusive needs assessment and by updating previous recommendations in view of changing conditions. The *Plan* addresses a number of critical issues relating to the movement of people and goods from place to place.

- How can traffic *congestion* be decreased and *safety* enhanced on City streets?
- What should be done to continue to provide people with *choices* in transportation modes, especially for those who cannot or choose not to rely on automobiles as their sole source of transportation?
- How can we better regulate the increase in traffic generated by new *land development* to mitigate congestion on major roads providing access into and throughout the City?
- In what ways can we ensure that transportation continues to support the *economic vitality* of the City?
- How should we address the impact of *regional growth* outside the City on a state and regional level?
- And, how can we meet the demand to improve transportation efficiencies without sacrificing other *quality of life* factors in the City, recognizing that for much of our daily needs, transportation is a means to an end, the road taken and not the destination?

The *Plan* is divided into four major sections: (1) streets and highways, (2) public transportation, (3) pedestrian, bicycle and air travel, and (4) state and regional transportation planning issues. Customary maintenance, minor improvements and law enforcement issues are not included.

I. Streets and Highways

The first section begins by categorizing all streets and highways in the City by their functional classification, the character of service for which they are intended to provide. Interstate 84 provides no direct land access and is designed to accommodate heavy traffic flows through the City at relatively high speeds. Arterial streets are high traffic volume corridors that travel through the City and often provide access to abutting properties. Examples include Clapboard Ridge Road, Federal Road, Main Street and South Street, Mill Plain Road, Newtown Road and White Street, Padanaram Road and Pembroke Road, and U.S. Route 7.

Collector streets penetrate residential neighborhoods, collecting traffic from local streets and channeling it onto the arterial system. Major examples include, among others, Franklin Street, Osborne Street, Southern Boulevard, Triangle Street and Wooster Heights Road. Other streets that are not classified as arterials or collectors are designated as local streets. Most neighborhood streets fit into this last category.

This section then provides data on traffic volumes and major accident sites followed by a needs assessment of streets and highways which require improvement. Over thirty streets and highways are included in the needs assessment, with brief descriptions of each and proposed actions.

The section then discusses extending computerized signal systems and the employment of closed circuit television cameras to better monitor traffic conditions at intersections as part of an intelligent transportation system. The highest priority for such a system would be along the emergency traffic diversion route used when accidents block traffic along I-84.

The section then includes a number of design considerations relating to roadway design, traffic calming, scenic roads, and private roads. The need for bridge improvements is also noted, with the most immediate focus on bridges at Rose Hill Avenue, Backus Avenue, Padanaram Road, Crosby Street and Segar Street.

The relationship between land use and transportation is then discussed, beginning with the potential benefits of improved traffic impact analyses to better assess the impact of proposed development on zoning decisions, and then followed by recommended implementation of

driveway controls on U.S. Route 7, Padanaram Road and Federal Road, and improved parking lot design.

The first section ends with a discussion of alternative work arrangements (i.e. flex-time, staggered work hours, and compressed work weeks) and ridesharing.

II. Public Transportation

The second section addresses HART bus service and commuter rail service. HART provides bus service to ten Connecticut and three New York towns and includes fifteen fixed routes, ADA paratransit services, senior/disabled dial-a-ride services, interstate commuter rail shuttles, job access services, and the downtown Danbury trolley circulator. The section provides a summary of the proposals included in the 2003 *Bus Service Improvement Plan* which are designed to improve the frequency of service and routes served by the HART bus system.

Commuter rail service to Danbury is provided by the Metro-North Commuter Railroad, a subsidiary of the Metropolitan Transportation Authority in New York. Approximately 2,400 passengers a day use Metro-North from Danbury to South Norwalk and from South Norwalk to Grand Central Station in New York City. The *Transportation Plan* includes several recommendations to improve and expand service, including (1) conversion of the manually operated train control and signal system to an electronic system that could improve the frequency of train service, (2) extension of service to New Milford, and (3) continuation of the *Electrification Study* that may result in reduced travel times and more frequent service to Norwalk.

III. Other Transportation Modes

The third section explores three other modes of transportation, including sidewalk and streetscape improvements, bicycle circulation and air service.

The *Plan* includes a list of downtown sidewalks that experience high pedestrian use and are in need of extensive repair or replacement. Perhaps of greater importance is the need to construct sidewalks along major commercial corridors, especially as part of road improvement programs. This would greatly improve pedestrian safety, encourage walking, and improve the visual quality of the commercial corridor when combined with appropriate landscaping. Roadways which combine major commercial destinations with high traffic volumes ought to include continuous sidewalks along one or both sides of the road, including the following:

- Newtown Road from Triangle Street to Eagle Road;
- Federal Road from White Street to Nabby Road;
- Park Avenue/Backus Avenue to Kenosia Avenue; and,
- Lake Avenue/Mill Plain Road to I-84 Exit 2.

The *Plan* also includes recommended regulatory changes to require sidewalks adjacent to new development on municipal roads and provides a list of streets for which streetscape improvements are proposed.

Following sidewalks and streetscape improvements is a discussion of bikeways, including several suggested recreational bikeway routes for the City.

The section concludes with a discussion of the Danbury Municipal Airport. The *Transportation Plan* supports recommendations of the 1995 *Airport Master Plan* pertaining to land use and

zoning: (1) acquisition of land or easements to control the height of vegetation; (2) development restrictions around the airport to avoid new land use conflicts; and, (3) updating the Airport Protection Zone regulations to conform to current airspace standards. The acquisition of land to control vegetation is proceeding at this time.

A noise study working group is currently considering methods of mitigating airport noise on surrounding residential land.

IV. State and Regional Transportation Planning

The fourth section provides an overview of state and regional transportation projects affecting the City. The section includes a status report on current projects planned by ConnDOT for Danbury and the surrounding region. It also provides an overview of the State's *2004-2030 Long-Range Transportation Plan* and efforts of the Connecticut Transportation Strategy Board. The section concludes with a forward looking list of recommendations to improve transportation within the New York Metropolitan Area to ensure that Connecticut and all of New England will not find themselves isolated from the emerging global economy. But, although this *Transportation Plan* concludes that "...much can be done locally to improve traffic safety, decrease congestion, provide choice in transportation modes, and address the impact of new development on traffic in the City," it cautions that

...much of our future will also be shaped by state and regional forces that will not only affect our transportation system but will also determine the degree to which Danbury succeeds in sustaining growth, containing sprawl, creating jobs, and protecting our quality of life. Local planning will be among the first casualties of globalization unless we assume our rightful place in a far more interconnected world.

Major Recommendations

In sum, the *Transportation Plan* provides a multi-modal analysis of key elements of the City's transportation system and the development of recommendations for its improvement. Although all of the recommendations contained within the *Plan* are important, the following highlight those that are crucial to achieving a balanced system.

1. To reduce congestion and improve safety on ***Interstate 84***, additional east and west bound travel lanes are needed within five years between Exit 3 and the Bethel line and an eastbound travel lane is needed between Exits 1 and 2; major improvements to interchanges at Exits 2-8 are also needed.
2. To relieve rush hour queuing at I-84 Exit 5, ***Downs Street*** should be considered for conversion to a one-way eastbound street with intersection improvements at Main Street; improvements to I-84 Exit 6 should include an additional lane on ***North Street*** from Second Avenue to the North Street Shopping Center.
3. To improve traffic efficiencies, ***Federal Road*** should be widened to maintain a consistent four-lane cross section from White Turkey Road Extension to just south of Starr Road, with a left turn lane added at Starr Road. Alternate cross town access can be enhanced by widening ***Starr Road/Sand Pit Road/Germantown Road*** with additional lanes and intersection improvements as necessary.

4. To promote economic development, ***Kenosia Avenue*** should be widened with additional lanes as feasible from the vicinity of St. Peter Cemetery south to Backus Avenue; traffic signals should be coordinated between Kenosia and Backus Avenues.
5. To reduce traffic congestion along ***Main Street***, turning lanes should be added at Franklin Street, Garamella Boulevard and Wooster Street and the roadway increased to four lanes from Wooster Street to South Street; intersection improvements should be made at South Street and streetscape improvements extended to Memorial Drive.
6. Plans by ConnDOT to widen ***Mill Plain Road*** to Kenosia Avenue should be extended west to Exit 2 of I-84 to relieve congestion.
7. To reduce congestion, ***Newtown Road*** should be widened with additional lanes, as feasible, from Plumtrees Road to Triangle Street, including turning lanes where warranted; the Triangle Street intersection should be redesigned.
8. ***Osborne Street*** and ***Tamarack Avenue*** need to be improved to provide enhanced access to WCSU and the Danbury Hospital, including widening, as feasible, and turning lanes at Locust Avenue, Fifth Avenue and Hospital Avenue.
9. To relieve traffic congestion, ***Padanaram Road*** should be widened with additional lanes, as feasible, north to Jeanette Street with the addition of turning lanes and other improvements at the Padanaram Road/Pembroke Road intersection and at the intersection of ***Pembroke Road*** with Stacey Road and Barnum Road.
10. ConnDOT should be urged to proceed with all speed to widen ***U.S. Rt. 7*** to four lanes to Ridgefield to relieve heavy congestion.
11. ***West Street*** should be widened as feasible from Terrace Place to Division Street, with a left turn lane added into New Street, the spur road from Division Street to Orchard Street removed in front of U-Haul, and streetscape improvements added, all for the purpose of relieving congestion, improving safety and enhancing pedestrian travel.
12. Streetscape improvements should be made to ***White Street*** from Main Street to Fifth Avenue, with consideration given to widening with additional lanes, as feasible, from Balmforth Avenue to Triangle Street to improve access to the downtown.
13. Traffic flow along the existing roadway network should be optimized through the employment of closed circuit television cameras at selected intersections as part of a broader ***intelligent transportation system***.
14. The City needs to gain State funding for the timely improvement of ***bridges*** in poor condition.
15. A variety of means should be employed to better coordinate ***land use and transportation*** needs, including improved traffic impact analysis, driveway controls, parking lot design and traffic calming devices.
16. The private sector should be encouraged to use ***alternative work arrangements*** (flex-time, staggered work hours, and compressed work weeks) and ***ridesharing*** wherever feasible to ease peak hour traffic.

17. **HART bus service** should be enhanced to improve convenience and extend choice in transportation modes.
18. Improvements need to be made to enhance commuter rail service by **Metro-North**, including centralized traffic control, electrification of the Danbury Branch, and the extension of service to New Milford.
19. **Sidewalks** should be extended along major arteries and throughout the urban core to improve pedestrian safety; **streetscape improvements** should be provided along south Main Street and portions of West Street and White Street to enhance the downtown and pedestrian travel.
20. And, the City should urge increased state transportation **funding** and enhanced **regional planning** efforts to keep pace with demands for transportation improvements that promote principles of smart growth.

These twenty recommendations do not constitute the full range of improvements included in this *Transportation Plan*, but they are essential for the City to claim to have a balanced system, one that is efficient as well as safe, one that includes alternatives to private vehicular travel, and one that coordinates local, regional and state-wide transportation planning.

However, successful implementation of all the recommended actions contained in this *Plan* will not completely eliminate traffic congestion or abate all safety concerns. Nor will it achieve ideal levels of service for bus or rail transportation. What successful implementation *will* achieve is a dramatic improvement to our transportation system. Nevertheless, problems will persist as the City continues to grow and change. Only through a continuous process of planning, funding, and implementation can the City hope to address evolving challenges facing our transportation system. The cost of addressing these issues will not be cheap. But, the cost of neglecting them will be much greater. ☞

SUMMARY OF RECOMMENDATIONS

I. STREETS AND HIGHWAYS

State and Federal Streets and Highways

Interstate 84

- *Proposed Improvements:* undertake short term intersection improvements to Exits 1, 2, 4, 5, 6 and 8, including an additional travel lane on North St. from Second Ave. to the North St. Shopping Center.
- *Proposed Improvement:* undertake major redesign of Exits 2 through 8 to address high traffic demands, weaving conditions, and left-hand exits/entrances from the expressway.
- *Proposed Improvement:* add travel lanes between Exits 3 and 8.
- *Proposed Improvement:* add eastbound travel lane between Exits 1 and 2.
- *Proposed Improvement:* support the widening of I-84 from Danbury to Waterbury, consistent with findings of the required federal Environmental Impact Statement.
- *Proposed Improvement:* widen the I-84 corridor to a minimum of six lanes within urban areas from New York to Hartford and develop other plans that attack targeted points of congestion and safety along the way.
- *Proposed Improvement:* (1) urge improvement to the I-684/I-84 interchange to end peak-hour congestion and (2) make other necessary road improvements west to Newburgh to connect with the New York-Albany-Montreal grid.

Clapboard Ridge/Ball Pond Road (Rt. 39)

- *Proposed Improvement:* widen Clapboard Ridge Road between Cowperthwaite Street and East Gate Road with additional lanes, as feasible; add southbound turning lanes and geometric improvements as needed at East Gate Road and Beckerle Street.
- *Proposed Improvement:* undertake geometric realignments, as feasible, at the King Street/Padanaram Road and East Lake Road intersections.

Downs Street/North Street (Rt. 37)

- *Proposed Improvement:* consider converting Downs Street to a one-way street and add lanes at the Main Street intersection and on North Street to Barnum Court.

Federal Road (Rt. 805)

- *Proposed Improvements:* (1) widen Federal Road where necessary to maintain a consistent four-lane cross section from White Turkey Road Extension to just south of Starr Road, (2) add a left turn lane at Starr Road, and (3) add a right turn lane onto Federal Road from Starr Road.

Main Street (Rt. 53)

- *Proposed Improvements:* (1) consider converting Patch Street into a one-way eastbound street, (2) provide turning lanes at Franklin Street and Garamella Boulevard, (3) provide four lanes from Wooster Street to South Street, (4) reduce sidewalk width, as necessary, from Boughton Street to Wooster Street to allow for a southbound left turn lane at Wooster Street, (5) consider intersection improvements at South Street, and (6) extend streetscape improvements to Memorial Drive.

Mill Plain Road/Lake Avenue Ext. (U.S. Rt. 6)

- *Proposed Improvements:* (1) widen from two to four lanes from Mill Ridge Road west to Driftway Road, (2) add sidewalks and (3) continue widening to four lanes from Driftway Road to Exit 2 of I-84.

Newtown Road (Rt. 806)

- *Proposed Improvements:* (1) widen with additional lanes, as feasible, from Plumtrees Road to Triangle Street, (2) reconfigure the intersection at Triangle Street/Beaver Brook Road, (3) add turning lanes and geometric improvements at Old Newtown Road, Old Shelter Rock Road and at other intersections as warranted, and (4) add a traffic signal at the Old Shelter Rock Road intersection.

Padanaram Road/Pembroke Road (Rt. 37)

- *Proposed Improvements:* (1) widen with additional lanes north to Jeanette Street, as feasible; (2) add turning lanes and other geometric improvements at the Padanaram Road/Pembroke Road intersection and at Stacey Road and Barnum Road.

South Street (Rt. 53)

- *Proposed Improvements:* (1) make intersection improvements at Triangle Street/Coal Pit Hill Road, (2) add a westbound left turn lane onto Memorial Drive, and (3) add a southbound turning lane onto Shelter Rock Road.

Sugar Hollow Road (U.S. Rt. 7)

- *Proposed Improvements:* (1) widen the road to four lanes from Rt. 35 north to the current four lane configuration near the Miry Brook Road/Wooster Heights Road intersection, (2) improve horizontal and vertical geometry, (3) increase the shoulder and clear zone widths, (4) improve intersections, (5) reconstruct and realign Bennetts Farm Road, West Starrs Plain Road, and Starrs Plain Road, and (6) construct a cul-de-sac at Old Sugar Hollow Road.

Municipal Streets

Aunt Hack Road

- *Proposed Improvement:* elevate low shoulders along the southern portion of the road.

Backus Avenue

- *Proposed Improvement:* coordinate traffic signals along the corridor in accordance with recommendations of the 2004 HVCEO report *Evaluation of Traffic Signal Coordination for the Greater Danbury, CT Area*, prepared by Wilbur Smith Associates.
- *Proposed Improvements:* (1) widen the westerly leg to 30 feet from Kenosia Avenue to Miry Brook Road while maintaining the two-lane cross section to the Miry Brook Road intersection and (2) make intersection improvements at Kenosia Avenue.
- *Proposed Improvement:* replace the bridge just to the east of the Post Office.

Beaver Brook Road

- *Proposed Improvement:* widen the “mouse hole” at the railroad overpass to two lanes.

Franklin Street

- *Proposed Improvement:* install a traffic signal and crosswalks at the Rose Hill/Starr Avenue intersection.

Garamella Boulevard

- *Proposed Improvement:* add a fifth lane between Maple Avenue and Balmforth Avenue.

Kenosia Avenue

- *Proposed Improvements:* (1) widen with additional lanes from the vicinity of St. Peter's Cemetery south to Backus Avenue, as feasible, and (2) coordinate traffic signals along Kenosia and Backus Avenues.

Miry Brook Road

- *Proposed Improvement:* Realign the intersection at Backus Avenue into a T-intersection with turning lanes as necessary.

Mountainville Road

- *Proposed Improvements:* (1) realign the intersection at Long Ridge Road into a T-intersection and (2) add a left turn lane onto Southern Boulevard.

Old Ridgebury Road

- *Proposed Improvement:* widen the road from two to four lanes from Reserve Road to Benson Drive.

Old Sherman Turnpike

- *Proposed Improvement:* extend the two-lane roadway from its current terminus south to Payne Road in consultation with the Town of Bethel.

Osborne Street

- *Proposed Improvements:* (1) widen as feasible from Balmforth Avenue to Germantown Road, (2) install a traffic signal and left turn lane at Fifth Avenue, and (3) add an eastbound left turn lane onto Locust Avenue, a northbound left turn lane from Locust Avenue onto Osborne Street, and improve turning radii.

Pahquioque Avenue

- *Proposed Improvement:* provide geometric improvements to vertical alignments and minor widening where feasible.

Plumtrees Road

- *Proposed Improvement:* improve horizontal alignment near the Fire Training School.

Reservoir Street

- *Proposed Improvements:* (1) widen and reduce the severity of the 'S' curve in an environmentally sensitive manner and (2) replace the bridge.

Rose Hill Avenue

- *Proposed Improvement:* increase the southeast corner turning radius at Hoyt Street.

Segar Street

- *Proposed Improvements:* (1) improve vertical and horizontal alignments, (2) provide minor widening where necessary, (3) replace the bridge, (4) remove the median at Lake Avenue Extension, and (5) replace surface materials at the railroad crossing.

Southern Boulevard

- *Proposed Improvements:* realign the intersections into T-intersections at Brushy Hill Road, Deer Hill Avenue, Mountainville Road and Lincoln Avenue.

Starr Road/Sand Pit Road/Germantown Road

- *Proposed Improvement:* widen with additional lanes and intersection improvements from Federal Road to Osborne Street as necessary.

Tamarack Avenue/Hospital Avenue

- *Proposed Improvements:* (1) widen with additional lanes from Hayestown Avenue to Locust Avenue, as feasible, and (2) add a southbound turning lane at Hospital Avenue, and (3) install a traffic signal at Virginia Avenue.

Triangle Street/Lee Mac Avenue

- *Proposed Improvements:* (1) install a traffic signal at Triangle Street and Lee Mac Avenue, (2) add an eastbound turning lane from Triangle Street onto Lee Mac Avenue, and (3) add a southbound turning lane from Lee Mac Avenue onto Shelter Rock Road.

West Street

- *Proposed Improvements:* (1) widen with additional lanes as feasible from Terrace Place to Division Street, (2) remove the spur road from Division Street to Orchard Street in front of U-Haul, (3) add an eastbound turning lane onto New Street and (4) provide streetscape improvements from Main Street to Division Street.

White Street

- *Proposed Improvements:* (1) widen with additional lanes from Balmforth Avenue to Triangle Street, as feasible, (2) install turning lanes at Federal Road, Locust Avenue, Moss Avenue and Fifth Avenue, (3) install a traffic signal at Fifth Avenue, (4) replace surface materials at the railroad crossing, and (5) install streetscape improvements from Fifth Avenue to Main Street.

Wildman Street

- *Proposed Improvement:* replace surface materials at the railroad crossing.

Wooster Heights Road

- *Proposed Improvements* at Harvard Road and Terre Haute Road intersections: (1) improve geometric alignment and (2) improve roadway side slopes to increase sightlines.
- *Proposed Improvement* at Southern Boulevard: increase southwest corner turning radius and add a three-way stop.

Signal Coordination

Computerized Signal Systems

- Install computerized signal systems at North Street, Old Ridgebury Road and Lake Avenue Extension.

Intelligent Transportation Systems

- Install CCTV along the I-84 Expressway Diversion Route on Mill Plain Road at Old Ridgebury Road, Lake Avenue at Segar Street, Main Street at West Street, White Street at Locust Avenue, and White Street at Triangle Street.
- Consider additional CCTV at other locations (e.g. Main Street at South Street, North Street, and Golden Hill Road, on Federal Road at White Turkey Road Extension, and/or on White Street at Patriot Drive).

Design Considerations

Street Layout

- Residential streets should be laid out to discourage through traffic but to allow for emergency vehicles, provide for the continuation of existing or recorded streets, be related appropriately to topography, and allow for usable building sites with as many sites as possible located at or above street grade. A combination of steep grades and curves should be avoided.

Access to Arterial Streets

- Require that access be limited to arterial streets by one of several means: (1) design so that corner lots adjoining local or collector streets locate driveways off the adjoining streets so that they do not access directly onto the arterial; (2) use a series of cul-de-sacs or loop streets off the arterial with the rear lines of their terminal lots abutting the arterial; or, (3) require a marginal access road to be constructed parallel to the arterial street.

Street Names

- Proposed streets which are in alignment with existing streets should continue the name of the existing street. New street names should require approval by the City. In no case should the proposed name duplicate or phonetically approximate existing or recorded street names in the City or approximate such names by the use of suffixes such as “lane,” “way,” “drive,” “court,” or “avenue.”

Traffic Calming

- Consider the use of traffic calming devices to divert or slow traffic on neighborhood streets.

Scenic Roads

- Consider expanding the number of streets designated as scenic roads.

Private Roads

- Any offer to dedicate the private road should be made only for the road as a whole. New private roads should not typically be permitted.

Bridges

- Undertake bridge improvements at Rose Hill Avenue, Backus Avenue, Padanaram Road, Crosby Street and Segar Street.
- Review and prepare plans for the improvement of all bridges with a “poor” ranking.
- Inspect all bridges at least once every two years.

Land Use and Transportation

Traffic Impact Analysis

- Reject rezoning requests along road corridors which will result in a LOS of D or lower unless a plan and funding is in place to mitigate traffic impacts.
- Review and update the Trip Multiplier Table, as necessary.

Driveway Controls

- Amend the Zoning Regulations to implement curb cut controls prepared by HVCEO for (1) Sugar Hollow Road (US Rt. 7) from Ridgefield to Wooster Heights Road, (2) Padanaram Road (Rt. 37) from Hayestown Avenue to New Fairfield, and (3) Federal Road (Rt. 805) from White Street to Brookfield.

Parking Lot Design

- Improve parking lot design requirements relating to setbacks and landscaping. Eliminate the provision for compact spaces.

Alternative Work Arrangements and Ridesharing

- Encourage area businesses to consider adopting alternative work arrangements (e.g. flex-time programs, staggered work hours, compressed work weeks) and ridesharing, as feasible.

II. PUBLIC TRANSPORTATION

HART Bus Service

- Support HART Bus Service goals as financially feasible.

Commuter Rail Service

Centralized Traffic Control

- Support conversion of the system from a manually operated one to an electronic system.

New Milford Service

- Support the HVCEO proposal to extend rail service to New Milford.

Danbury Branch Electrification

- Consider recommendations of the *Danbury Branch Electrification Study* when completed.

III. OTHER TRANSPORTATION MODES

Sidewalk and Streetscape Improvements

- Replace the following downtown sidewalks: (1) Keeler Street from Main Street to Liberty Street, (2) State Street from Main Street to Town Hill Avenue, (3) Library Place from Main Street to Terrace Place, (4) Chapel Place from Main Street to Terrace Place, and (5) as part of streetscape improvements.
- Interconnect gaps along sidewalks to ensure a continuous sidewalk system along streets in the urban core.
- Construct new sidewalks or multi-use paths along the following major corridors, as feasible: (1) Newtown Road to Eagle Road, (2) Federal Road to Nabby Road, (3) Park Avenue/Backus Avenue to Kenosia Avenue, and (4) Lake Avenue/Mill Plain Road to I-84 Exit 2.
- Revise land use regulations to require sidewalks for new development or major expansions thereto, as follows: for RA-80, RA-40 and LCI-40 Zoning Districts, along arterial streets only; for all other Zoning Districts, along all arterial, collector and local streets. Sidewalks should also be required where necessary to provide safe and convenient access to schools.
- Add streetscape improvements for (1) Main Street from Boughton Street to South Street, (2) West Street from Main Street to Division Street, and (3) White Street from Main Street to Fifth Avenue.

Bicycle Circulation

- Consider the feasibility of designating the following bikeways: Two Lakes Bikeway and the Candlewood Lake Bikeway.

Air Service

Airport Protection Zone

- Update regulations as necessary pertaining to the Airport Protection Zone.

IV. STATE AND REGIONAL TRANSPORTATION PLANNING

Housatonic Valley Region

- Continue support for all “current projects” by ConnDOT for Danbury.
- Urge ConnDOT to advance improvements for the following “future projects”: Federal Road, Interstate 84, Main Street, Mill Plain Road, Newtown Road, Padanaram Road and other improvements to municipally maintained roads, including Backus Avenue, Kenosia Avenue and various transit projects.

State of Connecticut

- Support local improvements recommended in the Connecticut 2004-2030 Long-Range Transportation Plan.
- Support recommendations of the Connecticut Transportation Strategy Board that are pertinent to Danbury.

A New Gateway to New England

- Support improvements to I-684/I-84 from New York State to Massachusetts.
 - Support improvement of the I-684/I-84 interchange.
 - Support expanded air service at Stewart International Airport and Westchester County Airport as needed to relieve congested New York City airports and to provide enhanced service to upstate New York and western Connecticut.
 - Support high-speed rail service linking the Tri-State Metropolitan Region to other major centers in the nation and faster rail service from the Danbury region to New York City.
 - Support smart growth techniques to combat urban sprawl.
 - Encourage the creation of a Tri-State transportation commission to promote greater metropolitan cooperation.
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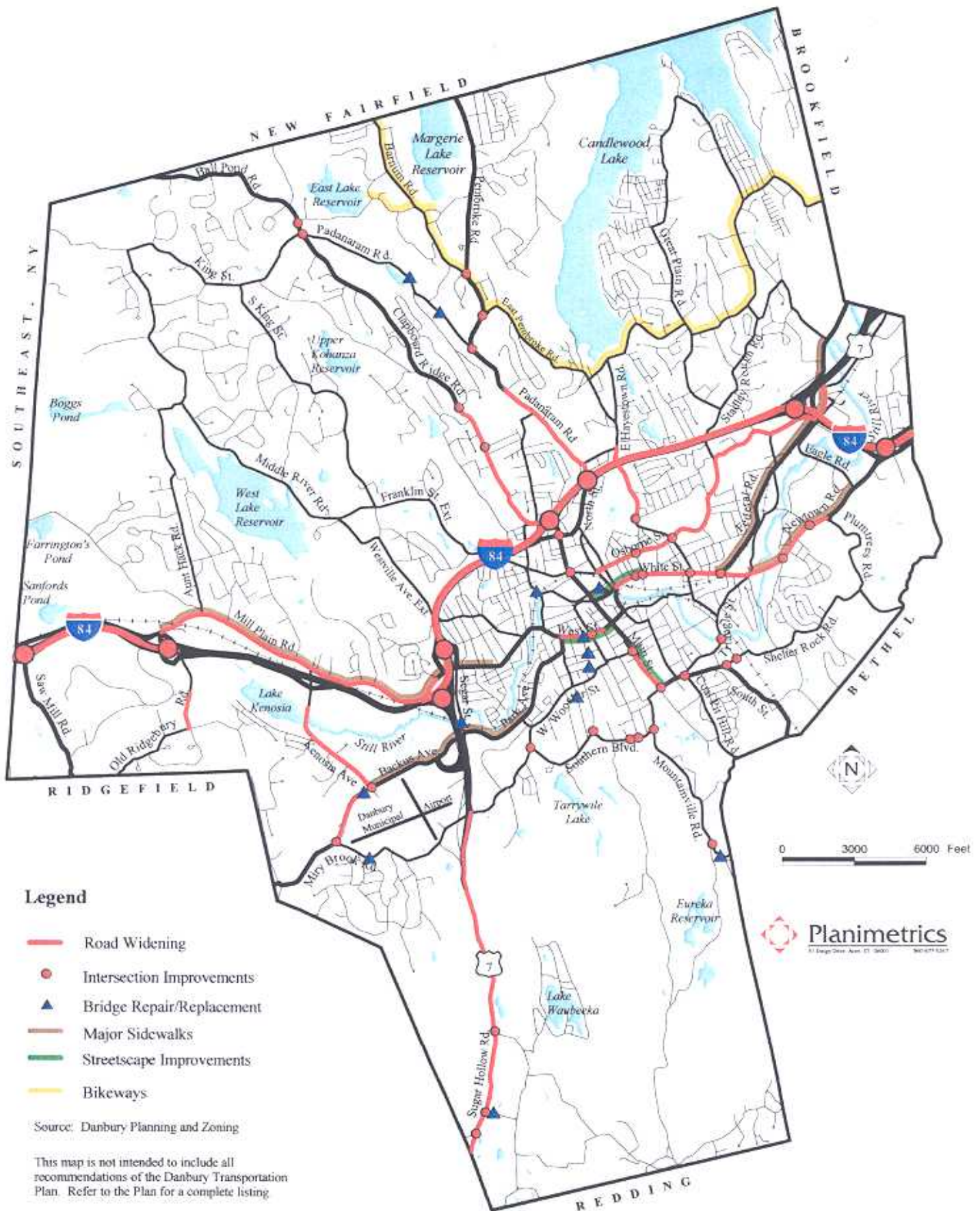


Figure 6
Major Recommended Transportation Improvements