

Memo To: Mac Patrick, Chairman, RTM Public Health and Safety Committee
From: Jayme Stevenson, First Selectman
Date: September 26, 2017

Suggested Route 1 Corridor Safety Improvements – Repaving of Route 1

Several months ago, the Town of Darien received notice that CTDOT planned to repave Route 1 from the Stamford boarder to the Norwalk Boarder. You can see that milling work has already begun. In spite of the short notice, I recommended that the town explore the implementation of roadway enhancements recommended in the SWRPA Route 1 Corridor Study – at least as they related to pavement markings, specifically the concept of a “road diet” to slow traffic and provide for a dedicated left turn lane along the corridor.

The Board of Selectmen and Board of Finance authorized \$25,000 of funding to the Darien Police Department/Police Commission as the Local Traffic Authority (LTA) for the town’s traffic engineering consultant, Mike Galante of Fredrick P. Clark Associates, to review the Road Diet recommendations in the SWRPA Route 1 Corridor Study. The area of identified for study was between Nearwater Lane and the Exit 11 Interchange.

Mr. Galante reported to the Darien Police Commission/Local Traffic Authority on 8/23/17. His findings did not support the recommendations in the RT1CS stating that traffic congestion would be exacerbated at peak afternoon travel time. Mr. Galante used available traffic count data for his study. Unfortunately, no morning traffic count data was available – only peak afternoon data. Minutes from pertinent LTA meetings are attached.

<http://www.darienpolice.org/filestorage/302/306/1523/Minutes070517.pdf>

<http://www.darienpolice.org/filestorage/302/306/1523/Minutes082317.pdf>

Plan B

Absent LTA approval of the Road Diet concept for Route 1, additional traffic calming and pedestrian safety measures have been suggested and are being pursued by Captain Don Anderson and CTDOT. The suggested improvements are as follows:

- All lanes will be 11’ versus 12’ – corridor has inconsistent lane widths
- Thorndal Circle and Post Road – High Intensity Activated Crosswalk or Full Signalization
- Hecker Ave. and Post Road – Exclusive Pedestrian Phase on traffic signal (stops all traffic for people crossing)
- Area between car dealers and OKHS – Dynamic Speed Signs
- Area between Ring’s End Road and Noroton Ave – possible new Crosswalk and update speed limits

- Noroton Ave and Post Road – Exclusive Pedestrian Phase
- Possibly remove mid-block crosswalk at Noroton Presbyterian Church
- “Slow School” markings on Post Road at Hindley School
- Dynamic Speed Signs between Duffy’s Lane and the Darien YMCA
- Explore a crosswalk location between Gardiner Street and HTRR
- Explore a full signalization at HTRR and Post Road

In addition to these suggested improvements, Renshaw/Post Road neighbor Pam Kernan, has been in contact with a representative from CTDOT to press for narrower lane widths (10') where possible. I have followed up on her request directly to Mr. Ken Lussier at CTDOT asking if same direction lanes could be of differing widths – 10' on the outer lane and 11' on the passing lane. The traffic planning concept is that the more narrow the road, the slower traffic will move. The objective is to slow traffic and to provide enhanced pedestrian crossing opportunities in the corridor area between HTRR and Exit 11 interchange.

We sincerely hope to get LTA and CTDOT concurrence to implement most of these improvements when CTDOT restripes Route 1.