APPENDIX A4

TRAFFIC AND TRANSPORTATION

Existing Roadway System

Typically, roadways are classified by function. As shown in Exhibit 4-1, the degree to which roadways are intended to provide mobility versus land access forms the basis of their classification. Three broad categories are identified – arterials, collectors and local streets. Within each of these categories, roadways are sometimes further subdivided in major or minor groupings. Such a classification system can be applied to the Darien street system. In Exhibit 4-2, the Town of Darien street system is shown.

Interstate major arterials are those roadways where mobility is paramount. Service to abutting land uses is minimal or non-existent. I-95 and the Merritt Parkway are examples where regional and national movements are solely intended and access/egress is controlled by a limited number of interchanges.

Major arterials are roadways that serve the major centers of activity within a Town. These roadways carry most of the trips entering and leaving the major centers, as well as most through traffic within the community. They serve trips of moderate lengths with a high mobility priority, and typically provide access to the interstate major arterials. The Boston Post Road (U.S. Route 1) is an example of a major arterial as are Hoyt Street (State Route 106) and Mansfield Avenue (State Route 124). Within this category, of course, the most important thoroughfare is the Boston Post Road because of its heavier volume levels and its regional connections to other Connecticut municipalities. Its role in Darien also consists of local access to abutting properties. The Town will need to continue to exercise access management tools (managing access to developed land while preserving the flow of traffic on the surrounding road systems) as fully as possible on this major arterial as well as on other arteries within the community.

Minor arterials are roadways that supplement and interconnect with the major arterial system. They serve trips of more limited lengths and at a lesser mobility priority. These roadways could connect communities within a town and provide some degree of access to abutting properties. Tokeneke Road (State Route 136) is an example of a minor arterial as are Noroton Avenue, West Avenue, Old King's Highway North and portions of Hollow Tree Ridge Road and Middlesex Road.

The Darien collector street system is one that serves both traffic circulation and local access. Additionally, these roadways typically feed into arterial streets. Leroy Avenue, Sedgwick Avenue, and Old King's Highway South are examples of collector streets. Volumes on these types of collector streets are usually significantly less than the arterial thoroughfares. They may also access residential neighborhoods.

Local streets comprise the remaining roads in the Town. Their role is primarily providing local access to abutting properties with mobility only a minor role.

EXHIBIT 4-1
STREET CLASSIFICATION MAP

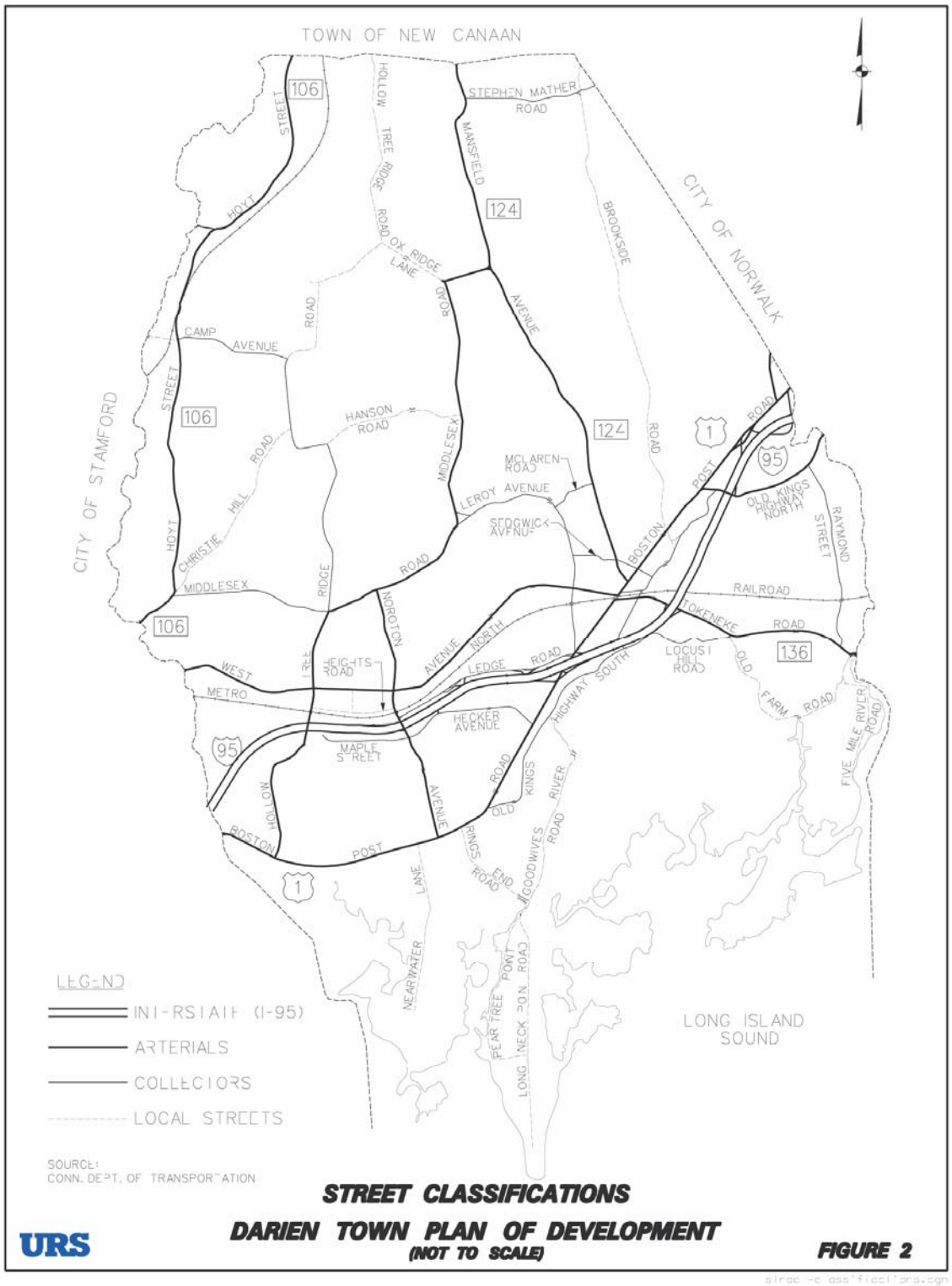
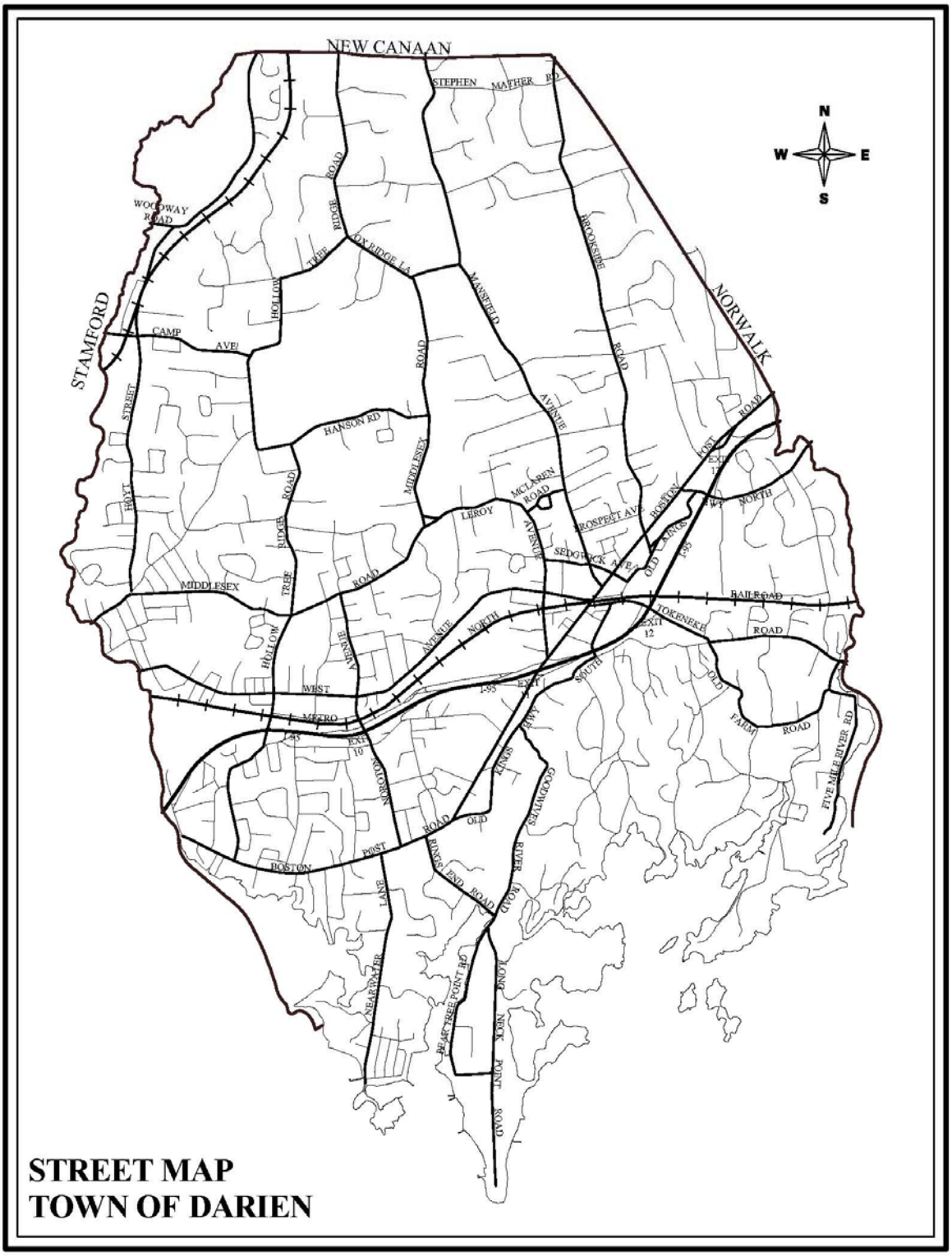


EXHIBIT 4-2
STREET MAP OF DARIEN



Traffic Volumes

The 2002 traffic data for the Town of Darien is highlighted in Exhibit 4-3. The Boston Post Road (U.S. Route 1) carries the heaviest daily flows within the Town, excluding I-95. As noted, 24-hour volumes range from 12,200 to approximately 27,000 vehicles. As a point of reference, I-95 between Interchange #9 and #10 carried 148,300 daily vehicles in 2002. The aggregate change on roads over this ten-year period ranged from
-16% to +42%.

Hoyt Street carries the next heaviest magnitude of traffic as volumes approach 15,100 daily vehicles near the New Canaan Town Line and about 11,000 vehicles near the Middlesex Road/ Christie Hill Road intersection to the south. This represents a 0-16% increase in traffic on Hoyt Street over the past ten years. This is on top of a 30-70% increase in traffic between 1980 and 1993. It is apparent that a significant portion of this traffic utilizes Woodway Road to enter Stamford and this intersection may need consideration for signalization in the future.

Daily volumes on Mansfield Avenue range from 5,200 – 10,400 vehicles with the heaviest activity north of the Middlesex Road intersection. Middlesex Road is a bypass route for some motorists on Mansfield Avenue as volumes on this corridor steadily decrease as it approaches the Boston Post Road (U.S. Route 1) intersection. This corridor has 24-hour volumes between 5,100 and 10,400 vehicles per day.

Shown in Exhibit 4-4 is a comparison of the daily volumes for 1992-94 and the 2002 time periods.

As noted later within this Chapter, it is expected that there will be potential increases in traffic flow in the Hollow Tree Ridge Road/Heights Road area due to the Avalon residential project and potential development on the adjacent Duhaime parcel. Also affected may be the Hollow Tree Ridge Road/West Avenue intersection. The complete listing of work trip information, and a comparison to 1990 Census data is found in Exhibits 4-6A and 4-6B.

Indicated are volume increases over this 8-10 year time span ranging from -16 to +71 percent on the measured segments with an average increase of +13%. One factor affecting growth since 1992 has been the significant development of office space and employment in the nearby municipalities of Stamford and Greenwich and retail development on Connecticut Avenue in Norwalk. It would be expected, as a result, that commuter and retail vehicular trips through the Town of Darien should substantially increase.

EXHIBIT 4-3
AVERAGE DAILY TRAFFIC

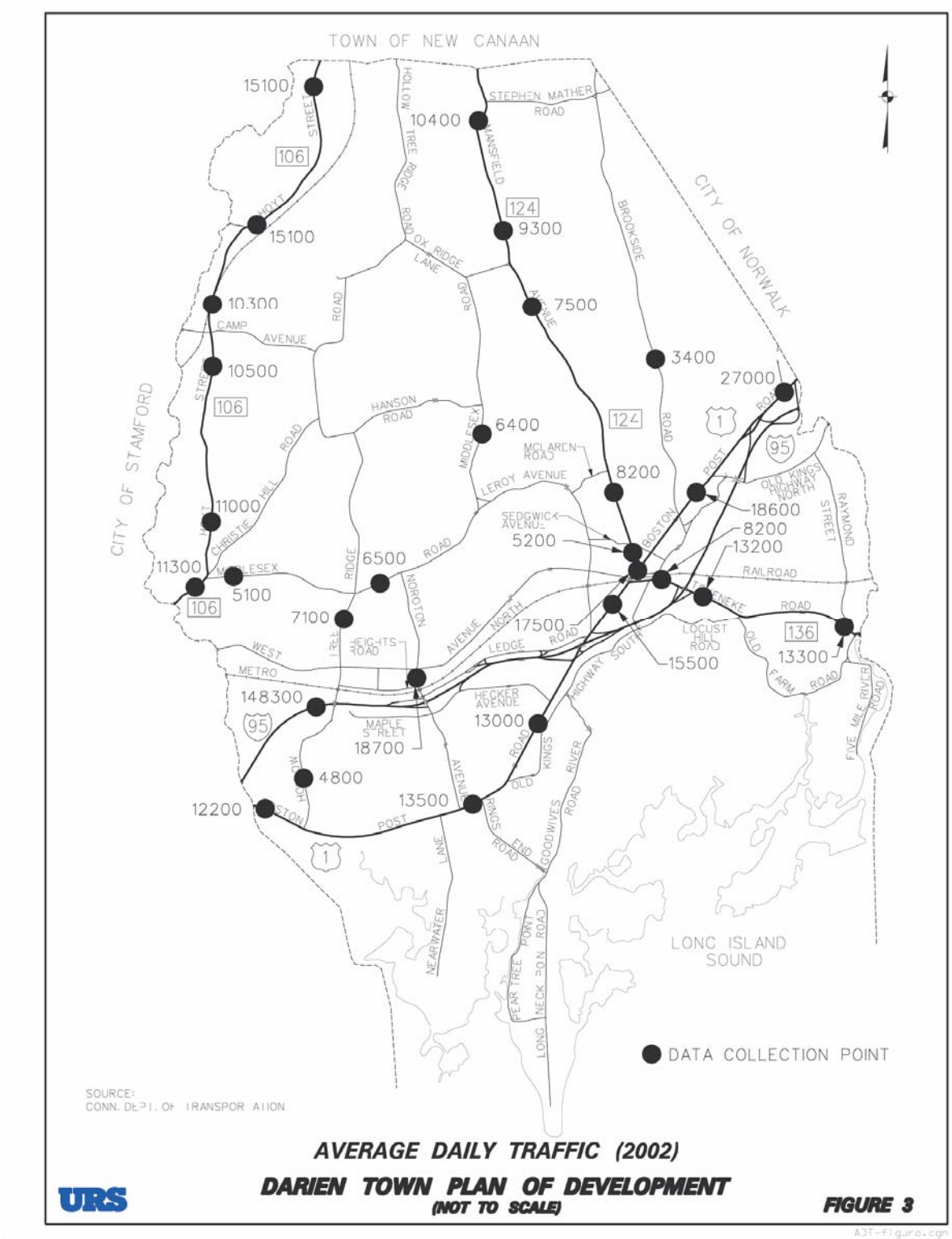


EXHIBIT 4-4
REPRESENTATIVE DAILY TRAFFIC VOLUME GROWTH (1992-94 to 2002)

ROADWAY LOCATION	1992-94	2002	CHANGE
Hoyt Street, south of New Canaan Town Line	13,000	15,100	16%
Hoyt Street, north of Camp Avenue	8,900	10,300	16%
Hoyt Street, south of Camp Avenue	9,500	10,500	11%
Hoyt Street, north of Middlesex Road	11,000	11,000	0%
Middlesex Road, south of Hanson Road	5,600	6,400	14%
Middlesex Road, east of Hoyt Street	5,860	5,100	-13%
Middlesex Road, east of Hollow Tree Ridge Road	6,500	6,500	0%
Boston Post Road, west of Hollow Tree Ridge Road	11,440	12,200	7%
Boston Post Road, east of Noroton Avenue	11,300	13,500	19%
Boston Post Road, west of Route 136 (Tokeneke Road)	16,500	15,500	-6%
Boston Post Road, east of Route 136 (Tokeneke Road)	20,100	17,500	-13%
Boston Post Road, east of Brookside Road	15,700	18,600	18%
Boston Post Road, west of Norwalk City Line	19,000	27,000	42%
Mansfield Ave., north of Boston Post Road	5,200	5,200	0%
Mansfield Ave., south of Middlesex Rd.	8,700	7,500	-14%
Mansfield Ave., south of New Canaan Town Line	12,400	10,400	-16%
Tokeneke Rd., west of Norwalk City Line	10,400	13,300	28%
Tokeneke Rd., east of I-95	11,300	13,200	17%
Hollow Tree Ridge Road, north of Boston Post Road	2,800	4,800	71%
I-95 Between Exits 9 and 10	124,000	148,300	20%
TOTAL	329,200	371,900	13%

Source: Connecticut Department of Transportation

Lessening Truck Traffic on Tokeneke Road

Concern has been expressed by residents of Darien about the number of trucks utilizing Tokeneke Road between the City of Norwalk and I-95 Interchange #12. It appears that many of these vehicles originate from companies located in South Norwalk. To foster commercial development of this area, the City of Norwalk constructed Martin Luther King Boulevard, a four lane artery, southerly from West Avenue and Washington Street. This artery, it was assumed, would provide the vehicular linkage to I-95 (at Interchange #14 and #15) for those businesses in the new commercial zone. For some of these businesses, however, access to I-95 is both faster and shorter via Tokeneke Road if the orientation of the truck trips lie to the west of Norwalk.

Tokeneke Road is a State highway (Route 136). As such, it is currently maintained by the Connecticut Department of Transportation (DOT). Therefore, possible actions by the Town of Darien to limit or restrict the use of this roadway by truckers would need State approvals given DOT's current jurisdiction.

Options which the Town of Darien can explore to reduce or limit truck traffic include the following:

1. Quantify the number of truck movements between the Norwalk town line and vehicle original/destination locations via I-95 Interchange #12.

2. Quantify truck accident history on Tokeneke Road.

3. Determine what conditions of approval, if any, were imposed on the South Norwalk business – by Norwalk Planning & Zoning and/or the State Traffic Commission relative to truck routings.

4. Meet with City of Norwalk officials to discuss truck movements through the Tokeneke section of Darien.

5. Meet with CDOT representatives to determine if any actions can be undertaken under their jurisdiction including lowering the speed limit from its present 35 miles per hour.

6. Evaluate the possible closure of one or both of the I-95 Interchange #12 ramps.

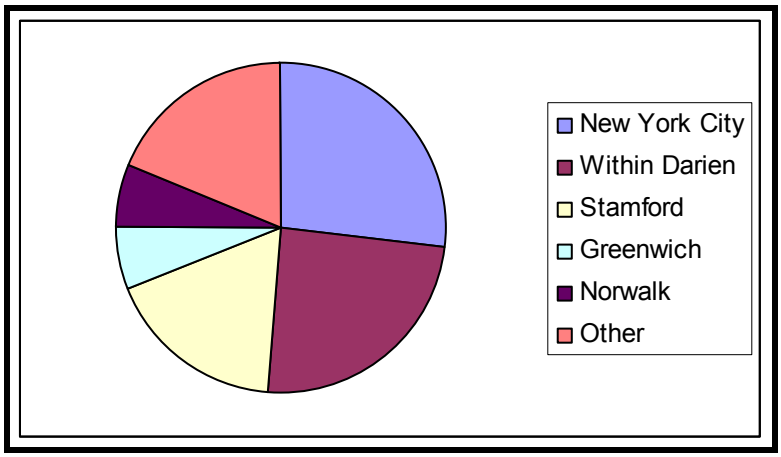
7. Evaluate whether the Town of Darien would be prepared to "take-over" Tokeneke Road as a town roadway in order to impose truck restriction measures.

Journey to Work Patterns

The U. S. Census Bureau, as part of its survey in the year 2000, obtained information about work trip destinations for those who reside in the Town of Darien as well as those who commute to the Town. Overall, approximately 8,200 work trips by Darien residents were identified. The primary destinations for these trips were as follows:

New York City	-	27 percent
Within Darien	-	24 percent
Stamford	-	18 percent
Greenwich	-	6 percent
Norwalk	-	6 percent

EXHIBIT 4-5
2000 PLACE OF WORK FOR PERSONS
RESIDING IN THE TOWN OF DARIEN



For work trips **into** the Town, the primary locations where these trips originated were as follows (of approximately 9,469 trips):

Stamford	-	19 percent
Norwalk	-	17 percent
Bridgeport	-	4 percent
Westchester County	-	5 percent
Greenwich	-	3 percent

EXHIBIT 4-6A
JOURNEY TO WORK, 1990-2000: PLACE OF WORK FOR PERSONS RESIDING IN THE TOWN OF DARIEN, CONNECTICUT

		WORKERS		CHANGE 1990-2000	
AREA NAME	STATE	2000	1990	NUMBER	PERCENT
Darien	CT	2,002	2,392	-390	-16.3%
Greenwich	CT	532	485	47	9.7%
New Canaan	CT	127	227	-100	-44.1%
Norwalk	CT	530	579	-49	-8.5%
Stamford	CT	1,472	1,930	-458	-23.7%
Weston	CT	5	6	-1	-16.7%
Westport	CT	146	105	41	39.0%
Wilton	CT	62	56	6	10.7%
South Western Region Total	CT	**4,876**	**5,780**	**-904**	**-15.6%**
Brookfield	CT	13	14	-1	-7.1%
Danbury	CT	78	22	56	254.5%
New Fairfield	CT	13	0	13	N/A
Newtown	CT	14	0	14	N/A
Ridgefield	CT	17	14	3	21.4%
Housatonic Valley Region Total	CT	**135**	**50**	**85**	**170.0%**
Bridgeport	CT	53	74	-21	-28.4%
Easton	CT	7	0	7	N/A
Fairfield	CT	72	74	-2	-2.7%
Monroe	CT	5	0	5	N/A
Stratford	CT	12	37	-25	-67.6%
Trumbull	CT	62	30	32	106.7%
Greater Bridgeport Region Total	CT	**211**	**215**	**-4**	**-1.9%**
Valley Region Total	CT	**39**	**13**	**26**	**200.0%**
Connecticut Total	CT	**5,368**	**6,134**	**-766**	**-12.5%**
Kings County (Borough of Brooklyn)	NY	107	23	84	365.2%
Nassau County	NY	49	46	3	6.5%
New York County (Borough of Manhattan)	NY	2,250	2,068	182	8.8%
Queens County (Borough of Queens)	NY	32	78	-46	-59.0%
Rockland County	NY	0	14	-14	-100.0%
Westchester County	NY	300	250	50	20.0%
New York State Total	NY	**2,762**	**2,520**	**242**	**9.6%**
Grand Total		**8,239**	**8,953**	**-714**	**-8.0%**

Source: Refer to Table 2B

EXHIBIT 4-6B
JOURNEY TO WORK, 1990-2000: PLACE OF RESIDENCE FOR PERSONS WORKING IN THE TOWN OF DARIEN, CONNECTICUT

AREA NAME	STATE	WORKERS 2000	WORKERS 1990	CHANGE 1990-2000 NUMBER	CHANGE 1990-2000 PERCENT
Darien	CT	2,002	2,392	-390	-16.3%
Greenwich	CT	300	225	75	33.3%
New Canaan	CT	233	253	-20	-7.%
Norwalk	CT	1,640	1,601	39	2.4%
Stamford	CT	1,811	1,388	423	30.5%
Weston	CT	37	59	-22	-37.3%
Westport	CT	129	97	32	33.0%
Wilton	CT	96	126	-30	-23.8%
South Western Region Total	CT	**6,248**	**6,141**	**107**	**1.7%**
Brookfield	CT	24	24	0	0.0%
Danbury	CT	101	57	44	77.2%
New Fairfield	CT	29	36	-7	-19.4%
Newtown	CT	116	36	80	222.2%
Ridgefield	CT	100	68	32	47.1%
Housatonic Valley Region Total	CT	**568**	**293**	**275**	**93.9%**
Bridgeport	CT	404	280	124	44.3%
Easton	CT	30	22	8	36.4%
Fairfield	CT	274	173	101	58.4%
Monroe	CT	48	39	9	23.1%
Stratford	CT	174	171	3	1.8%
Trumbull	CT	193	133	60	45.1%
Greater Bridgeport Region Total	CT	**1,123**	**818**	**305**	**37.3%**
Valley Region Total	CT	**140**	**108**	**32**	**29.6%**
Connecticut Total		**8,629**	**7,695**	**934**	**12.1%**
Kings County (Borough of Brooklyn)	NY	20	0	20	N/A
Nassau County	NY	0	59	-59	-100.0%
New York County (Borough of Manhattan)	NY	52	104	-52	-50.0%
Queens County (Borough of Queens)	NY	73	17	56	329.4%
Rockland County	NY	7	7	0	0.0%
Westchester County	NY	479	194	285	146.9%
New York State Total	NY	**775**	**473**	**302**	**63.8%**
Grand Total		**9,469**	**8,270**	**-17**	**-0.2%**

Prepared on August 4, 2003 by the South Western Regional Planning Agency.

Note: This table includes only those municipalities and planning regions in Connecticut, and those counties in New York and New Jersey, whose residents worked in this municipality in either 1990 or 2000.

Sources: U.S. Consensus Bureau, 2000 Minor Civil Division/County-to-Minor Civil Division/County Worker Flow Files and 1990 County-to-County Worker Flow Files.

Accident History

Accident information has been obtained from the Darien Police Department for a three-year period from mid-2000 to mid-2003. In addition, accident information has also been obtained from the Connecticut Department of Transportation for the years 2000 to 2003 (see Exhibit 4-7).

Several locations stand out in terms of accident frequency including:

Location	Number of Accidents
Boston Post Road at West Avenue (including the intersection with Tokeneke Road)	49
Boston Post Road at Corbin Drive	36
Boston Post Road at Sedgwick Avenue	30
Boston Post Road at Brookside Road	25
Boston Post Road at Mansfield Avenue	24
Heights Road at the U.S. Post Office	23
West Avenue at Noroton Avenue	18

Accident locations are also shown in Exhibit 4-5 for the Town as a whole.

Suggested improvements for some of the high accident intersections within Darien are noted later in this Chapter.

The highest accident location of the three-year period was on the Boston Post Road at West Avenue (including the intersection with Tokeneke Road). This is also the location where traffic volumes on the Boston Post Road are near their heaviest (17,500 vehicles). The Boston Post Road and Brookside Road intersection continues to experience a high number of accidents. The Brookside Road approaches are slightly skewed, forcing motorist to position their vehicles at a potentially dangerous point in the intersection when turning left from any approach.

An additional indication of a high accident location is inclusion on DOT's Suggested List of Surveillance Study Sites (SLOSSS). The SLOSSS lists State Highway intersections and roadway segments with high accident rates and a high promise of accident reduction. In Darien, the following six locations appear on the SLOSSS:

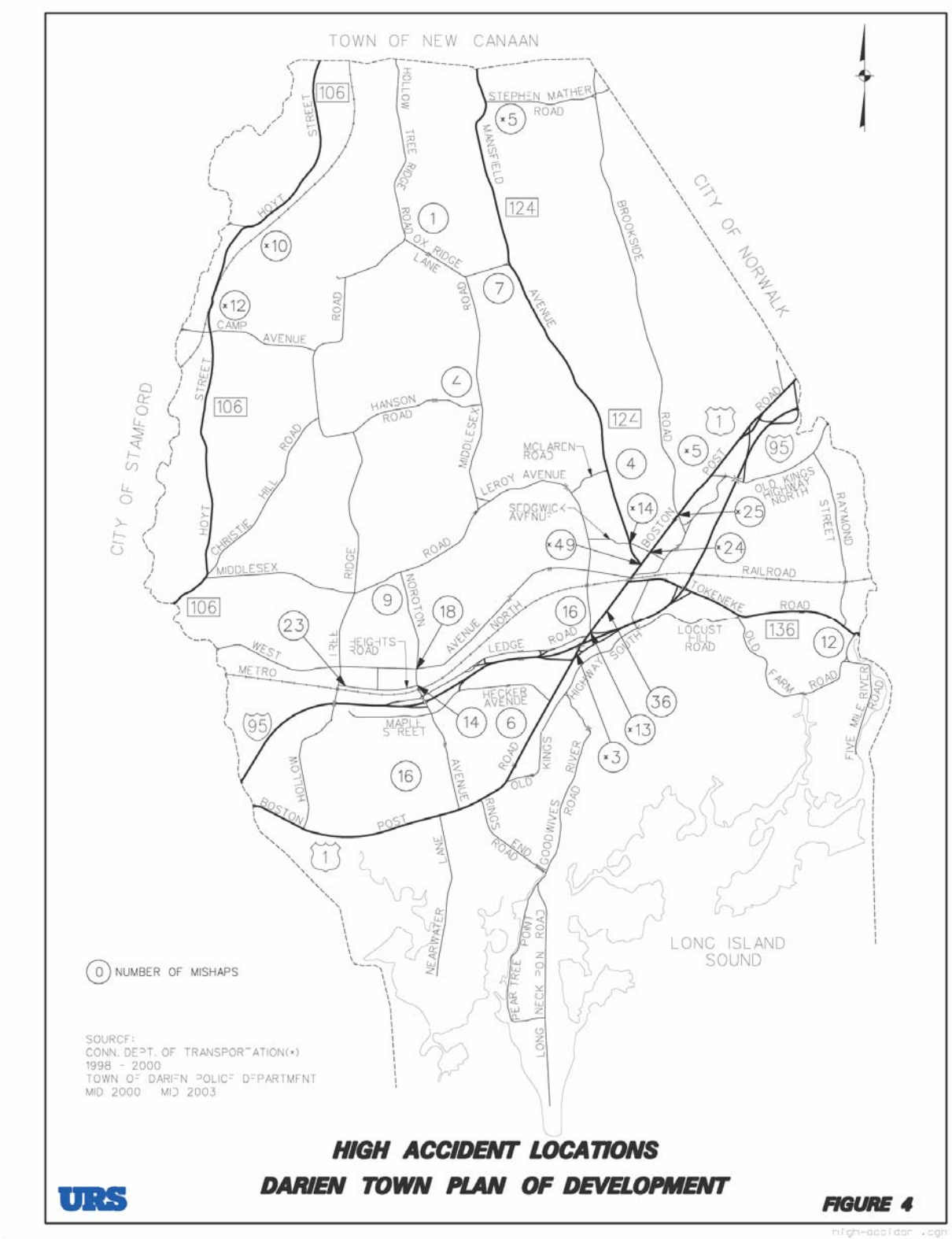
1. Boston Post Road at Ledge Road
2. Boston Post Road between Leroy Avenue and Corbin Drive
3. Boston Post Road between Day Street and Center Street
4. Boston Post Road at Center Street, Tokeneke Road, West Avenue and Mechanic Street
5. Boston Post Road between Mansfield Avenue and Sedgwick Avenue
6. Boston Post Road at Sedgwick Avenue

EXHIBIT 4-7
HIGH ACCIDENT LOCATIONS

INTERSECTION	1991 - 1993 THREE YEAR TOTAL	Mid 2000 – Mid 2003 THREE YEAR TOTAL
Boston Post Rd. & Noroton Ave.	12	16
Boston Post Rd. & Renshaw Rd.	N/A	6
Boston Post Rd. & Rings End Rd.	9	4*
Boston Post Rd. & Old Kings Hwy. So.	11	5*
Boston Post Rd. & Thorndal Cir.	9	7
Boston Post Rd. & I-95 Exit 11, NB Entrance Ramp	10	3*
Boston Post Rd. & Ledge Rd.	13	16
Boston Post Rd. & Leroy Ave.	14	13*
Boston Post Rd. & Corbin Drive	18	36
Boston Post Rd. & Day St.	8	13*
Boston Post Rd. & West Ave.	14	49**
Boston Post Rd. & Mansfield Ave.	28	24*
Boston Post Rd. & Sedgwick Ave.	13	30*
Boston Post Rd. & Brookside Rd.	24	25*
Boston Post Rd. & Old Kings Hwy. No.	15	5*
Boston Post Rd. & Birch Rd.	12	10*
Boston Post Rd. & I-95 Exit 13, SB Entrance Ramp	16	7*
Hoyt St. & Camp Ave.	18	12*
Hoyt St. & Woodway Rd.	12	10*
Mansfield Ave. & Sedgwick Ave.	21	14*
Mansfield Ave. & Stephen Mather Rd.	21	5*
Mansfield Ave. & McLaren Rd.	11	4
Middlesex Rd. & Mansfield Ave.	9	7
Middlesex Rd. & Hanson Rd.	N/A	4
Noroton Ave. & Ledge Rd.	16	14
Noroton Ave & West Ave.	20	18
Noroton Ave. & Middlesex Rd.	N/A	9
Heights Rd. (in vicinity of Post Office)	N/A	23
Tokeneke Rd. & Raymond St., Five Mile River Rd.	N/A	12
Hollow Tree Ridge & Ox Ridge Lane, Hancock Lane	N/A	1

Note: Number of accidents based on Town of Darien Police Accident Records, except as noted below:
* 1998-2000 ConnDOT accident records
** ConnDOT data includes the combined intersections of West Avenue and Tokeneke Road.
Bolded items discussed in detail in chapter

EXHIBIT 4-8
MAP OF HIGH ACCIDENT LOCATIONS



High Accident Locations

1. Heights Road (in vicinity of the Post Office)

The westbound approach of Heights Road should be widened to provide separate left and right turn lanes. This improvement would eliminate the queuing for the majority of motorists who turn right onto Hollow Tree Ridge Road. At the same time efforts should be made to improve safety along Heights Road in the vicinity of the Post Office. This is a high accident location, with 23 accidents recorded over the last three years. A review of the accident reports revealed that 16 of the 23 accidents involved vehicles accessing/exiting the perpendicular parking spaces located off Heights Road in front of the Noroton Heights shopping plaza. To improve safety it is recommended that the roadside parking be either eliminated or reconfigured. Eliminating the roadside parking is the safest alternative. As part of this option, it is strongly recommended to open customer access to the retail establishments from the rear and to upgrade the façade to make the back of the building more attractive from the rear parking area (refer to Exhibit 4-9A). However, two alternative front parking reconfigurations have also been developed. Exhibit 4-9B shows parking spaces being reconfigured in a parallel fashion and Exhibit 4-9C shows a reconfiguration with angled parking along Heights Road. The design shown in Exhibit 4-9C still results in vehicles backing into Heights Road.

The AvalonBay residential development, as well as the future potential development of the 3.7 acre Duhaime property, both on Hollow Tree Ridge Road, could measurably increase traffic at the Heights Road intersection and on Heights Road and adjacent roadways. One consideration to help reduce accidents in this area would be to offer "development bonuses" to the property owners on Heights Road to eliminate perpendicular parking fronting on this artery. Alternately, the Planning & Zoning Commission could support parking variance request(s) to eliminate those parking spaces. It is important that local land use boards work closely with property owners to resolve this situation. Any future development (or redevelopment) of the properties should certainly include elimination of this type of parking configuration.

EXHIBIT 4-9A
CONCEPT PLAN – HEIGHTS ROAD/HOLLOW TREE RIDGE ROAD

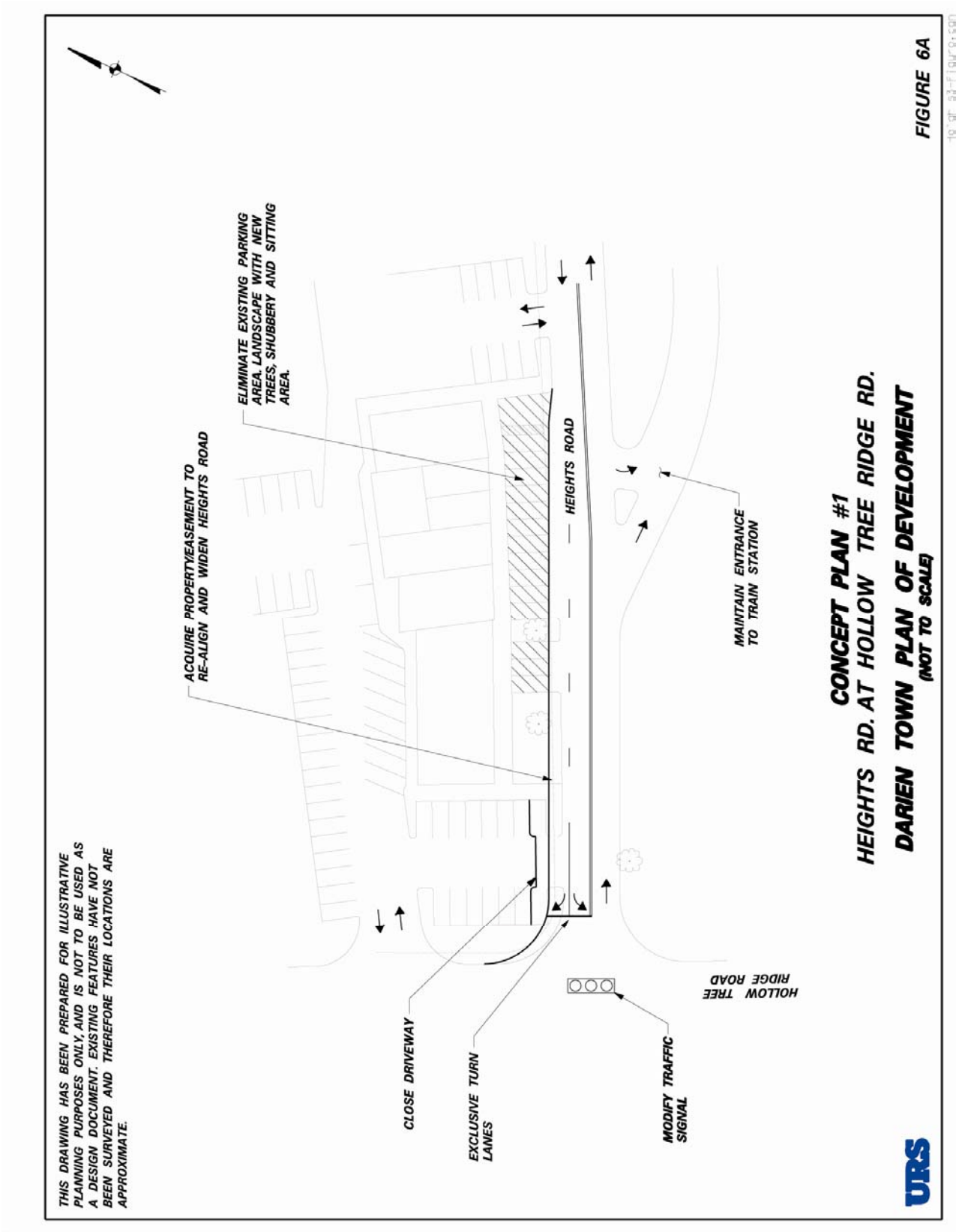


EXHIBIT 4-9B
CONCEPT PLAN – HEIGHTS ROAD/HOLLOW TREE RIDGE ROAD

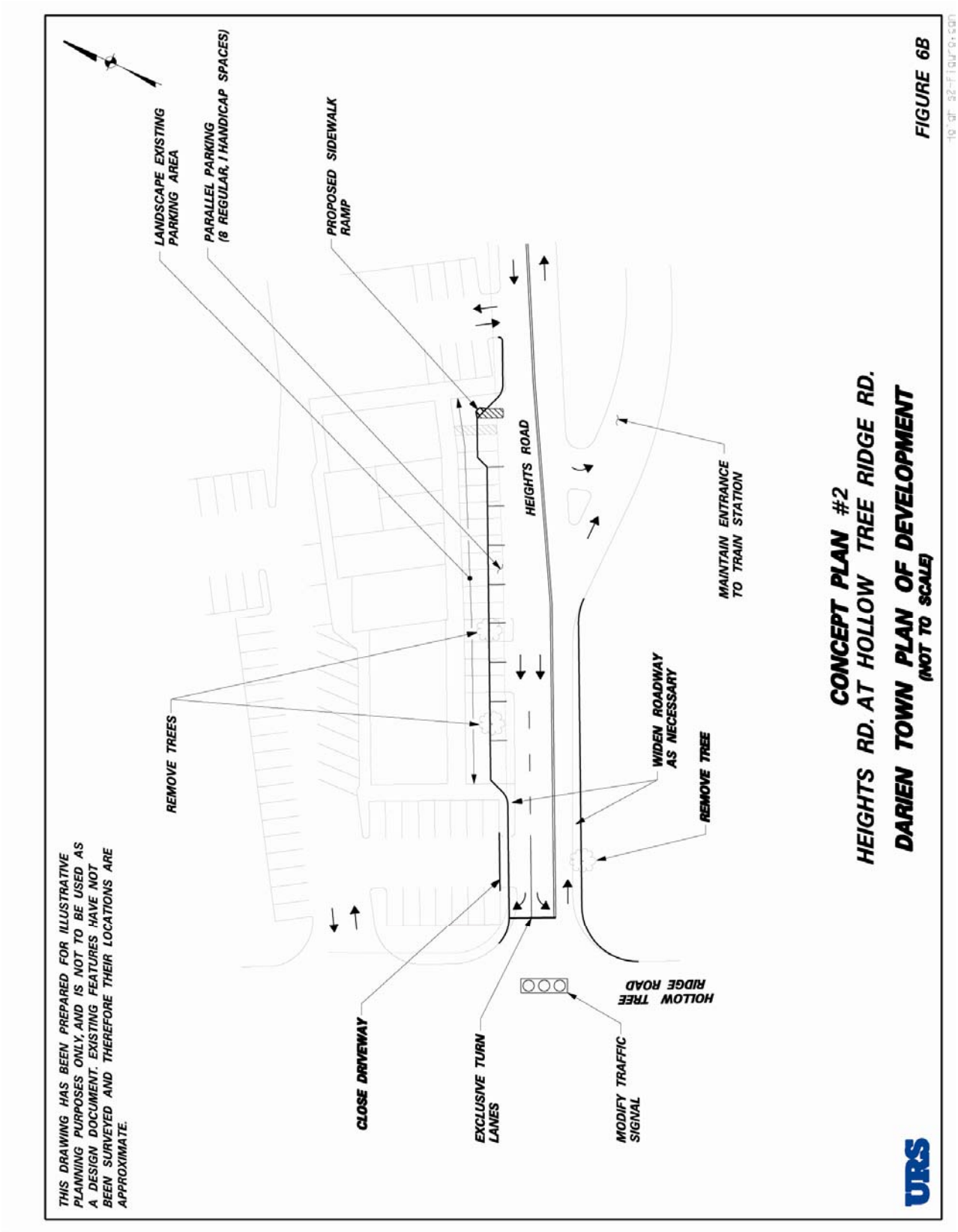
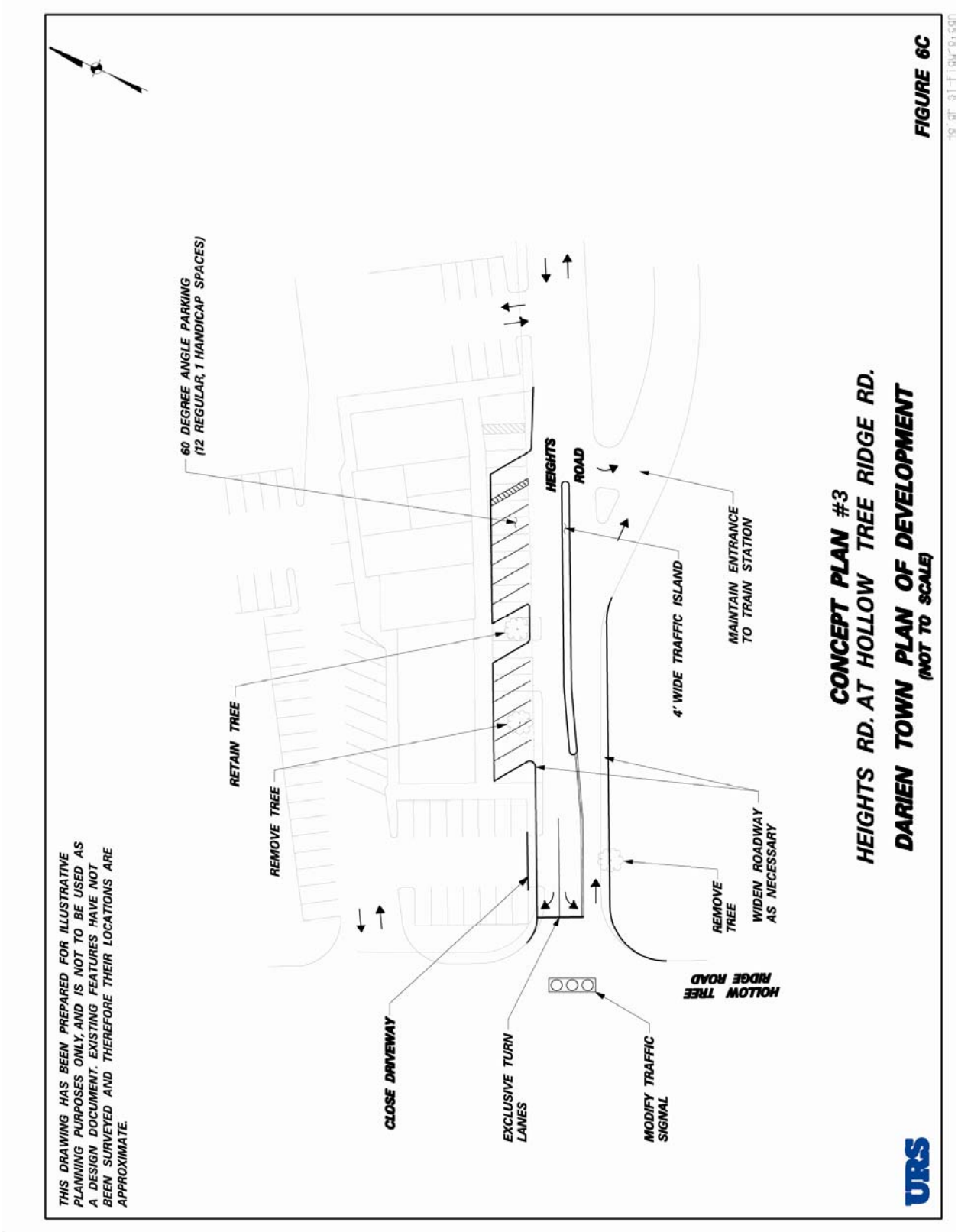


EXHIBIT 4-9C
CONCEPT PLAN – HEIGHTS ROAD/HOLLOW TREE RIDGE ROAD



2. Boston Post Road @ Ledge Road
Boston Post Road @ Leroy Avenue/I-95 WB Off-ramp (Interchange 11)

Leroy Avenue and the I-95 Westbound Off-ramp at Interchange 11 are located almost opposite each other along the Boston Post Road. Approximately 230 feet to the west, Ledge Road forms another signalized intersection with the Boston Post Road. These two signalized intersections are coordinated to function as one; however, safety and operational movements at this location continue to be issues of concern.

As noted earlier, the Boston Post Road/Ledge Road intersection appears on DOT's Suggested List of Surveillance Study Sites (SLOSSS), which lists locations with high accident rates and high promise of accident reduction. Indicated is that 12 of the 16 accidents (mid-2000 through mid-2003) involved vehicles approaching the intersection on the Boston Post Road westbound. A pattern of rear-end and angle mishaps were prevalent, where westbound motorists appear not to be stopping in time for the traffic signal. Field observations corroborate that these motorists, originating from Leroy Avenue and the I-95 off-ramp, routinely run the Boston Post Road/Ledge Road light at the beginning of its red phase. It is possible that the closely spaced signal is not expected, but it also appears that many motorists are simply too impatient to stop after just clearing the adjacent intersection.

The dividing island on the westbound I-95 off-ramp approach to the Boston Post Road also creates safety concerns. There is no indication, and it is not clear by the island's alignment, which side should be utilized by motorists proceeding straight onto Leroy Avenue. Also, the one lane on the left (west) side of the island is wide, and vehicles regularly stack two abreast. When these dual left turners combine with right turning vehicles from Leroy Avenue, three lanes of traffic vie for the two available westbound Boston Post Road lanes. Complicating matters, many vehicles from the off-ramp are bound for Ledge Road, which requires a short weave to the right.

At a minimum, the I-95 off-ramp should be redesigned to clarify intended lane use, and the traffic signal's timing/phasing should be adjusted so that southbound vehicles from Leroy Avenue and the I-95 off-ramp can clear both the Boston Post Road/Leroy Avenue/Ledge Road intersections on their signal phase. The entrance to the former Howard Johnson's Restaurant on the Boston Post Road should be closed to improve safety and traffic flow. Consideration should also be given to providing a second approach lane on Ledge Road. Another solution would involve the complete redesign of both the intersections and the traffic signal location. Increasing queuing space between the intersections and clarifying the I-95 off-ramp lane use should be a consideration depending on the geometric changes. Again depending on the geometric changes, the signal could possibly be modified so that Ledge Road and Leroy Avenue traffic progress in the same phase and stack between the two intersections. The I-95 off-ramp would then operate on its own phase followed by the Boston Post Road through movements. The need for additional approach lanes on Ledge Road and the I-95 off-ramp should also be assessed recognizing potential future redevelopment of the Howard Johnson's property. Exhibits 4-10A and 4-10B, depict two alternative geometric options.

EXHIBIT 4-10A
CONCEPT PLAN – BOSTON POST ROAD/LEDGE ROAD/I-95 EXIT 11

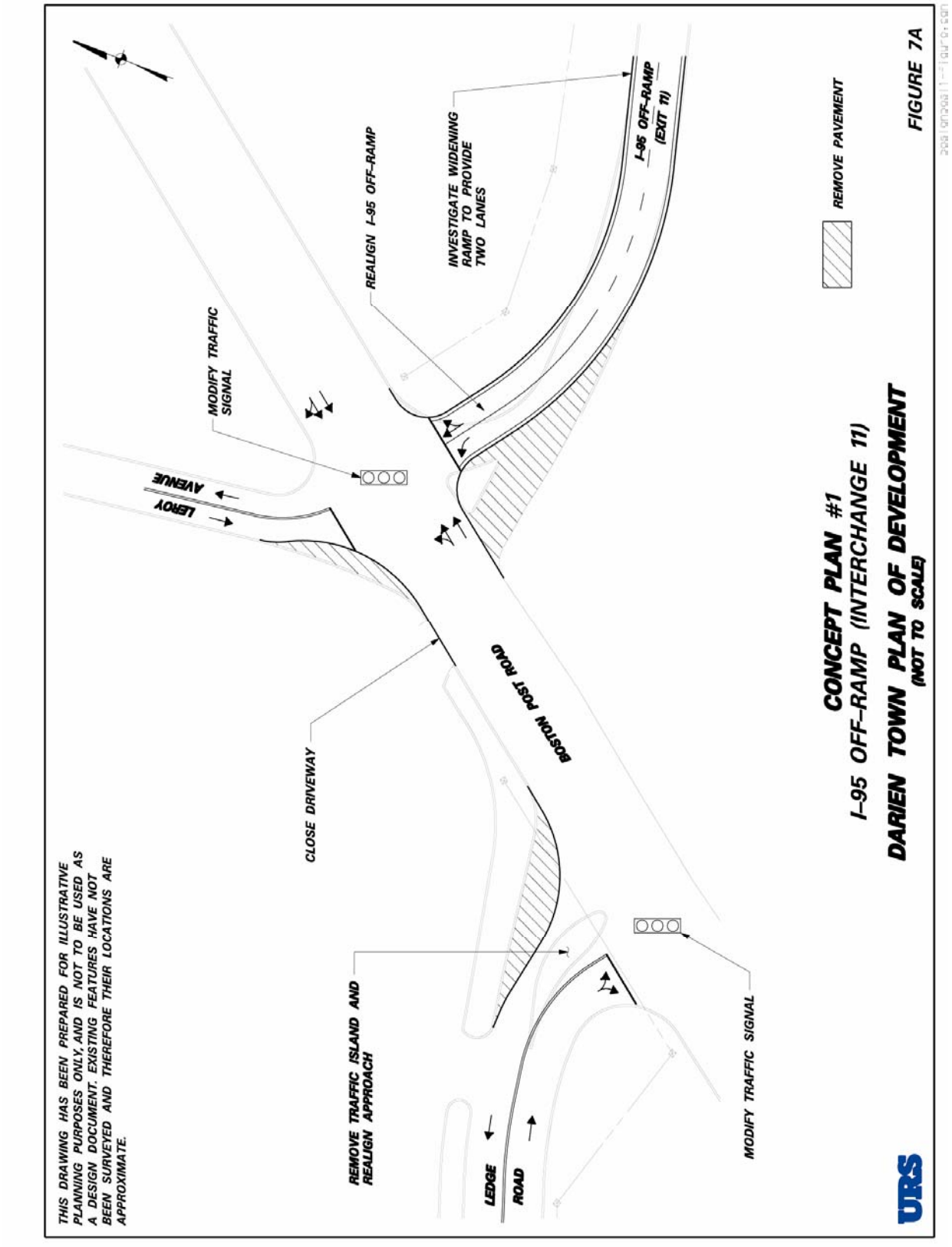
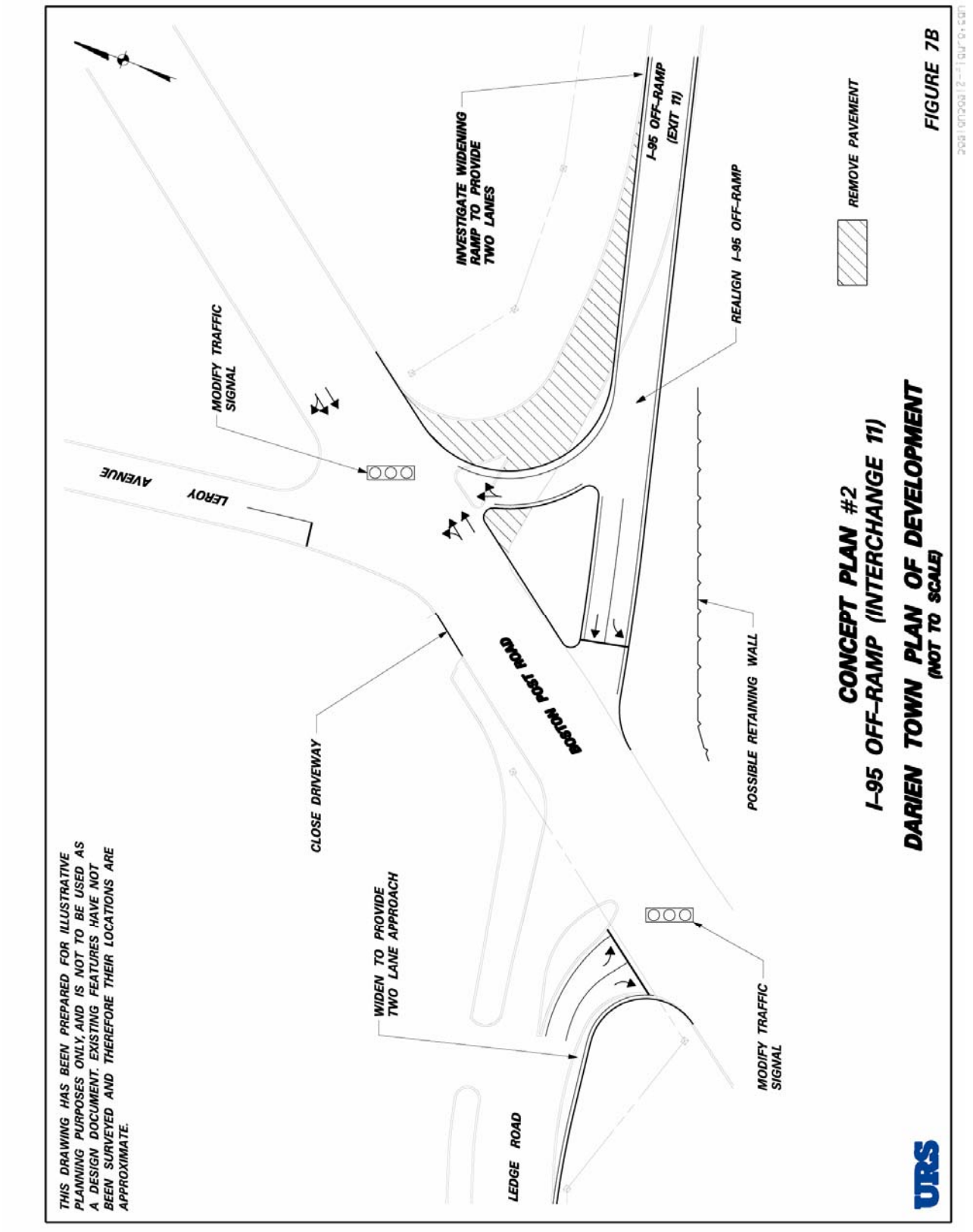


EXHIBIT 4-10B
CONCEPT PLAN – BOSTON POST ROAD/LEDGE ROAD/I-95 EXIT 11



3. Boston Post Road @ Corbin Drive

Corbin Drive intersects the Boston Post Road east of the I-95 interchange Exit 11. Long delays can occur for south/westbound motorists turning left out of Corbin Drive. During peak commuter hours these delays are understandable; however, during off-peak hours, the signal cycle length should be reviewed for possible reduction to minimize the delay time. On the Boston Post Road approach to Corbin Drive (eastbound), an exclusive right turn lane is designated by signing and pavement markings for movements onto Corbin Drive. At commuter peak hours of the afternoon, problems arise as motorists merge into the remaining eastbound single lane on the Boston Post Road through downtown Darien. On-street parking, on both sides of U.S. Route 1, is permitted during the commuter hours. At issue here, therefore, is the balance that the Town of Darien is trying to achieve between serving the need for mobility on the street system versus that of parking for adjacent land uses. (The railroad bridge over the Boston Post Road, only a short distance to the east of Corbin Drive, also limits the Boston Post Road to a single lane in each direction.)

4. Boston Post Road @ Noroton Avenue

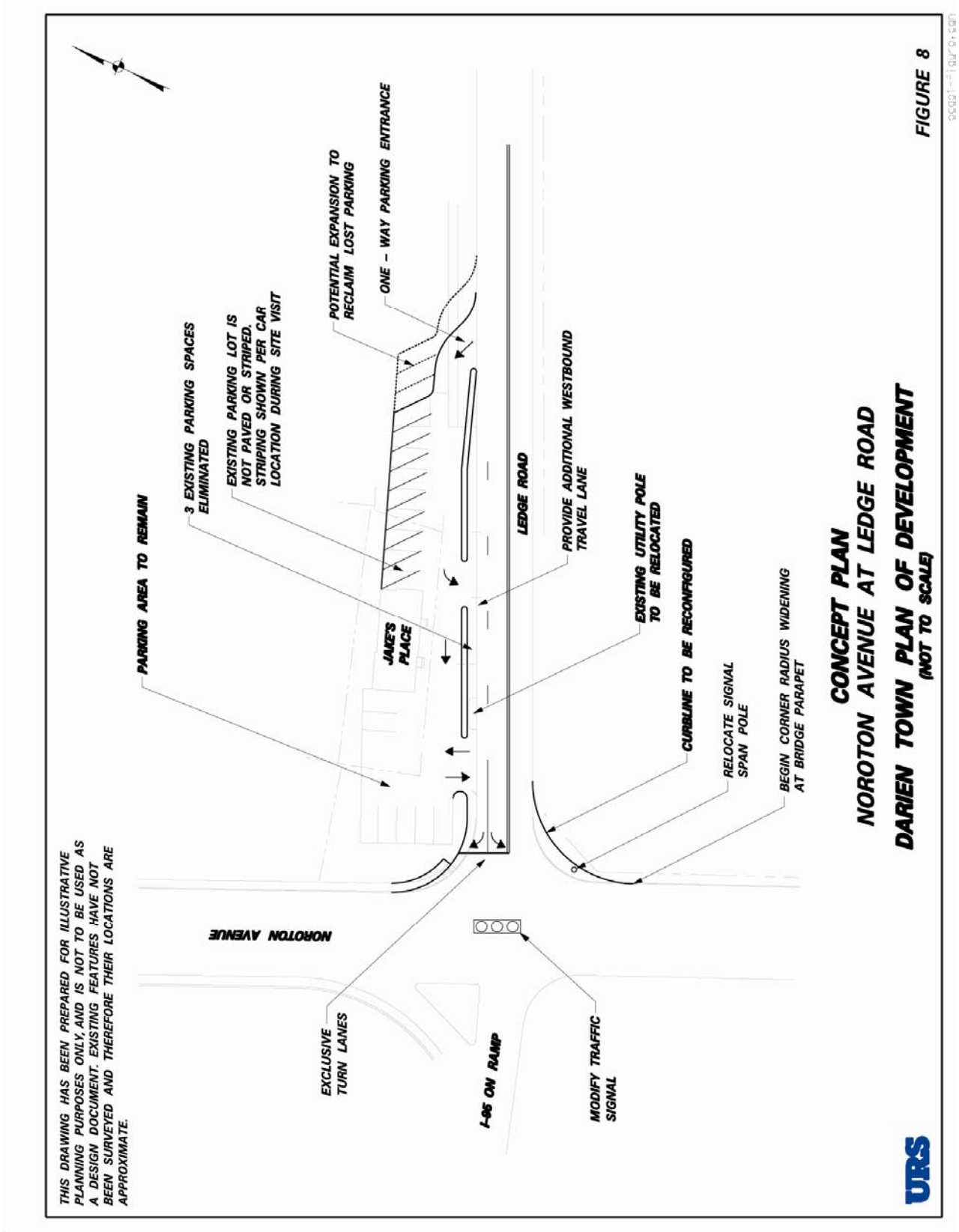
This signalized intersection accommodates turning movements between two important town arterials, the Boston Post Road and Noroton Avenue. Currently, vehicles making left turns into Noroton proceed on a permissive green against two lanes of westbound Boston Post Road traffic. Of the sixteen accidents reports, four involved vehicles attempting to make the left turn. To improve safety and operations at the intersection, the signal could be modified to provide an eastbound advance phase along with a left turn arrow. This would help clear left turners from the inside eastbound travel lane. It is also recognized that there is a balance between providing on-street parking and traffic flow in the area of this intersection. Currently, the existing on-street parking limits the directional flow roadway width to about 1-1/2 lanes in each direction.

Improved Traffic Flow

1. Noroton Avenue @ Ledge Road

Ledge Road runs east-west along the north side of I-95 and forms a four legged intersection with Noroton Avenue, a north-south arterial. East of the intersection, I-95 westbound off-ramp terminates at Ledge Road (Interchange 10). West of Noroton Avenue, Ledge Road becomes an I-95 west-bound entrance ramp and an entrance to the south side of Noroton Heights railroad station parking area. At Noroton Avenue, the intersection serves heavy commuter and truck traffic and experiences congestion during peak commuter hours. To ease congestion, roadway widening for a second westbound approach lane is recommended. Sufficient right-of-way exists, but businesses located on the northeast side of the intersection utilize some of the roadway right-of-way for parking. Exhibit 4-11 shows a concept plan that provides a second westbound lane along with a potential reconfiguration of the parking lot intended to mitigate parking impacts. It is also suggested that an evaluation be made to determine the need for a left turn signal for vehicles heading south on Noroton Avenue and turning onto Ledge Road

EXHIBIT 4-11
CONCEPT PLAN – NOROTON AVENUE/LEDGE ROAD



2. Noroton Avenue @ West Avenue

To the extent possible, the northbound Noroton Avenue approach to the intersection should be widened to provide for a separate left turn lane, together with a straight through/right turn lane. This will require some widening at the northeast corner to taper back to the existing roadway width. Alternatively, if capacity permits, a northbound advance phase could be incorporated into the signal phasing pattern. In addition, the radius at the southwest and northeast corners of the Noroton Avenue/West Avenue intersection should be enlarged to facilitate turning movements.

3. Noroton Avenue @ Middlesex Road

This location is a standard four legged signalized intersection with one approach lane in each direction. Significant left turn volumes exist on Middlesex Road's westbound approach during morning commuter hours. The traffic signal is phased to give this approach an advance green light; however, during the remainder of green time, through and right turning vehicles can be blocked by vehicles waiting to turn left. To solve the problem, the approach could be widened to allow though vehicles to bypass left turners. A defined left turn lane is optimal. Widening for a left turn lane will impact utilities, trees, and sidewalks and would likely require right-of-way acquisition. Reallocating lane width from the eastbound departure lane to the westbound approach lane is not recommended due to the minimal space currently provided for turning movements.

4. Middlesex Road @ High School Lane

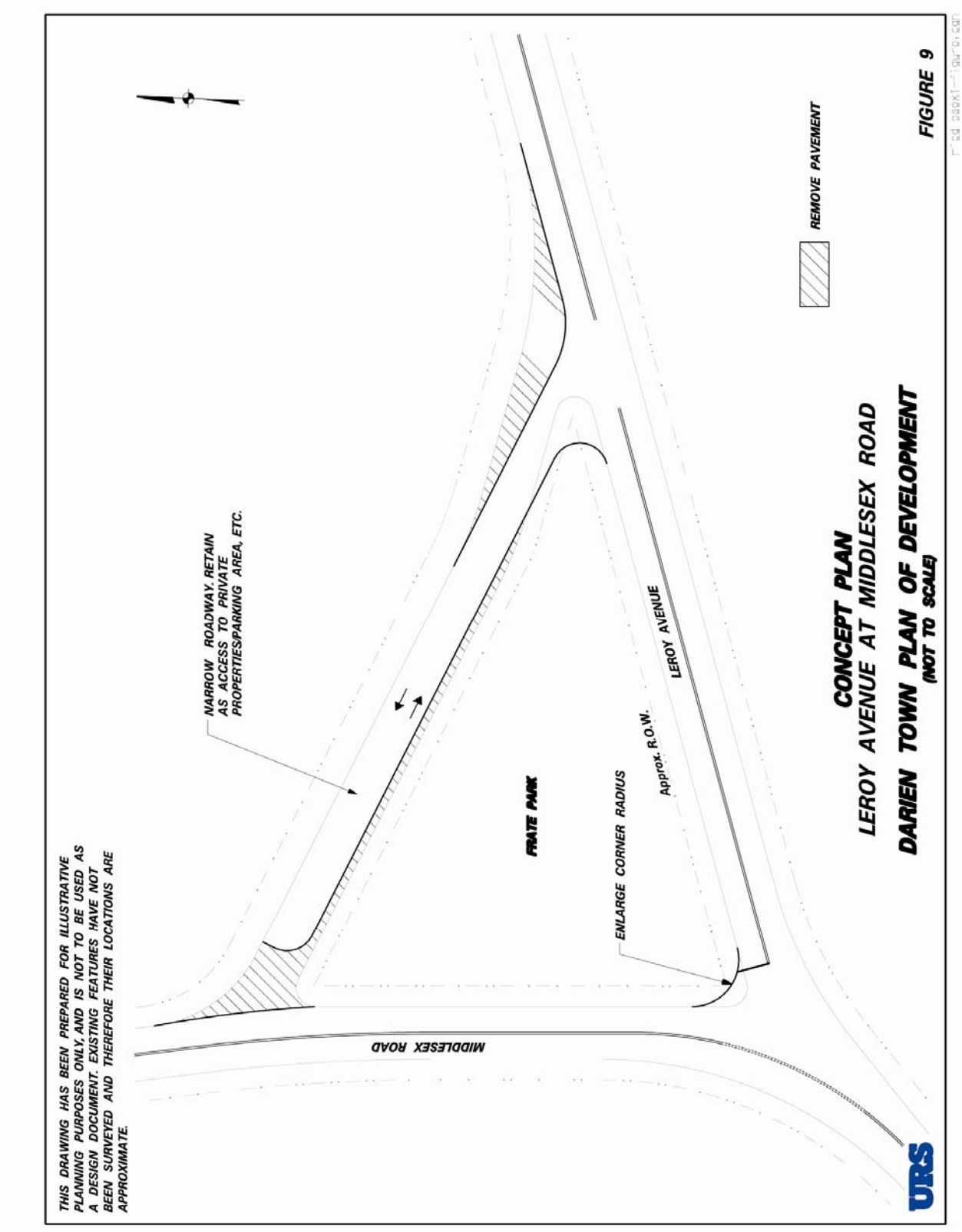
Along with the recent expansion of the High School, there is interest in improving access between Middlesex Road and High School Lane. Currently, both roadways have one lane approaches to the intersection. High School Lane is stop sign controlled with sight distance limited by the trees adjacent to Middlesex Road. Middlesex Road's northbound approach could be widened to provide either an exclusive left turn lane or room to bypass left turning vehicles. At the same time, efforts could be made to clear sightline obstructions. It appears that there is adequate right-of-way on Middlesex Road for widening; however, utilities would likely be impacted.

5. Middlesex Road @ Leroy Avenue (Frate Park)

Approximately 375 feet east of Middlesex Road, Leroy Avenue Connector and Leroy Avenue split and continue west to intersect Middlesex Road approximately 300 feet apart. Located between the three roadways is Frate Park. This configuration results in three unsignalized intersections where one may be sufficient. Dependent upon traffic count information (currently not available), the northerly Leroy Avenue Connector could possibly be eliminated, resulting in the consolidation of the intersections. The eliminated roadway right-of-way could be reconfigured to provide park access and parking, existing driveway access, and/or additional green space (see Exhibit 4-9). If the northerly Leroy Avenue Connector approach leg is closed, sightlines along Middlesex Road southbound could be improved to provide southbound motorists additional distance to stop for vehicles waiting to turn left from Middlesex Road onto Leroy Avenue; and the

westbound lane of Leroy Avenue should be widened to allow for right turning vehicles to bypass left turners particularly during morning commute hours.

EXHIBIT 4-12
CONCEPT PLAN – MIDDLESEX ROAD/LEROY AVENUE



Improved Sightlines

1. Mansfield Avenue @ McLaren Road

Sightlines at this location, as motorists exit McLaren Road, are poor in both northbound and southbound directions. In addition, the upgrade further impairs the ability to move onto the main artery in a timely fashion. It is suggested that discussions with the adjacent property owners be initiated to improve sightlines. It is also suggested that the roadway grade be leveled on the approach to Mansfield Avenue. Note that both are needed – not just one or the other. Additionally, consideration should be given to relocating utility poles to improve sightlines.

EXHIBIT 4-13
SUGGESTED SIGHTLINE GUIDE

INTERSECTION TRAVEL SPEED ON MAIN ROADWAY	SIGHTLINE	
	MINIMUM (FT.)	DESIRABLE (FT.)
20 miles per hour	150	170
25 miles per hour	175	230
30 miles per hour	210	310
35 miles per hour	285	400
40 miles per hour	365	505
45 miles per hour	455	630
50 miles per hour	565	770

Source: Connecticut Department of Transportation

2. Tokeneke Road @ Raymond Street, Five Mile River Road

Physical improvements described in the 1995 Town Plan, indicating the need to eliminate the Jacob Street approach to the intersection, have been implemented. Sightlines to the right from both Five Mile River Road and Raymond Street are poor. As indicated in the 1995 Town Plan, requirements for signalization at the intersection should be explored. If signalization is still not warranted, consideration should be given to relocating the storefront parking that blocks sightlines from Raymond Street to the west, and the removal of the tree located at the southeast corner of the intersection, which obstructs sightlines from Five Mile River Road to the east.

The Police Department applied for and received a State grant from the Southwestern Regional Planning Agency that allowed a traffic study to be conducted in 1997 to determine ways in which to improve the safe movement of traffic at this location. There was concern as to whether or not any of the necessary warrants could be met for the installation of a traffic signal. Their findings were that neither traffic volumes nor vehicular accidents were high enough to meet the warrants. At that time, one of their recommendations was to close the old Route 136 bridge, which has since occurred.

3. Middlesex Road @ Hanson Road

Hanson Road is controlled by a stop sign at its approach to Middlesex Road. Sightlines from Hanson Road to the south are poor, and only slightly better to the north. To improve sight lines, trees to the south would need to be removed, as would a fence to the north. To this end, it is suggested that discussions with the adjacent property owners be initiated. If sightlines cannot be improved, installation of additional stop signs on Middlesex Road may be necessary.

4. Middlesex Road @ Holly Lane

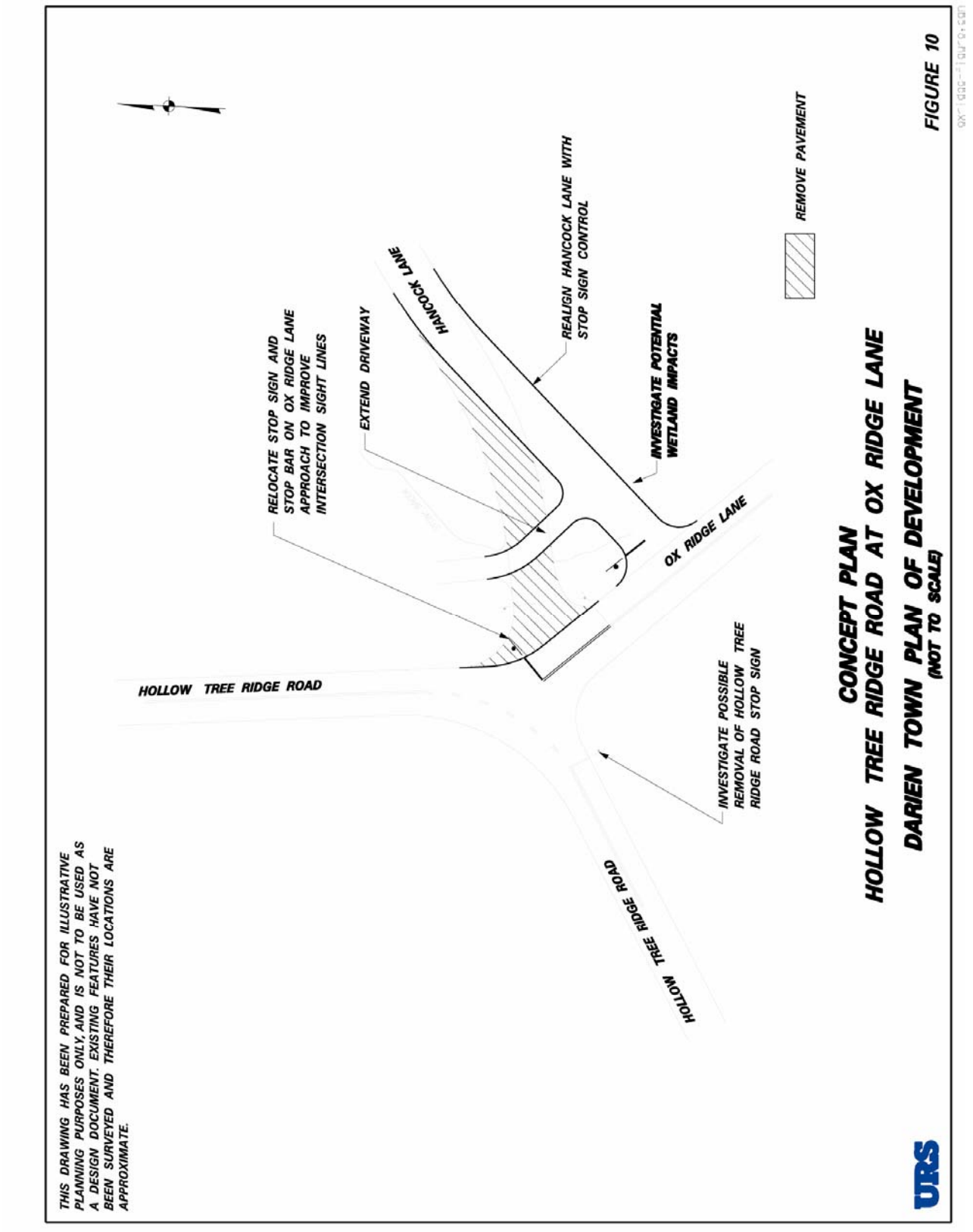
Sightlines to the left are poor exiting Holly Lane. Shrubbery and low lying tree limbs appear to be the main obstructions and should be cleared as appropriate.

5. Hollow Tree Ridge Road @ Ox Ridge Lane, Hancock Lane

Both Hancock Lane and Ox Ridge Lane approach Hollow Tree Ridge Road from the east and both are under stop sign control. The sharp apex between the two roads creates an intersection with a large amount of wide open pavement. Consequently, stop signs are far removed from the intersection resulting in poor sightlines. Because of the poor sightlines, Hollow Tree Ridge Road's northbound approach is also under stop sign control.

To improve sightlines and create a more conventional intersection, the two approaching roadways to Hollow Tree Ridge Road could be reconfigured into two "T" intersections as shown in Exhibit 4-10. The concept shows the Hancock Lane approach being realigned to the east (on new right-of-way) to form a "T" intersection with Ox Ridge Lane. The resulting Hollow Tree Ridge Road/Ox Ridge Lane intersection would also be a standard "T" configuration with the stop bar relocated to improve sightlines. To help determine the viability of this concept, the extent of wetland impacts related to the Hancock Lane realignment should be assessed.

EXHIBIT 4-14
CONCEPT PLAN – HOLLOW TREE RIDGE ROAD/OX RIDGE LANE



6. Boston Post Road @ Thorndal Circle

The Thorndal Circle approach to the Boston Post Road is under stop sign control. The stop bar is located appropriately in relation to an expanded Boston Post Road cross-section west of the intersection. From the stop bar, sight lines to the east are restricted by both shrubs and vehicles parked in the adjacent car dealership lot. Motorists must creep beyond the stop bar to adequately see oncoming Boston Post Road traffic. To improve sight lines, a uniform cross-section should be created by narrowing the Boston Post Road west of Thorndal Circle, and the stop bar should be moved closer to the Boston Post Road.

7. Boston Post Road @ Renshaw Road

Sightlines from this stop controlled intersection are restricted. Turning movement count data is needed to perform a traffic signal warrant analysis. A traffic signal is recommended if traffic signal warrants are met.

Roadway Conclusions

The Town of Darien has a number of roadway locations in need of safety and/or capacity improvements. Locations along the Boston Post Road, Noroton Avenue and Middlesex Road, as well as other locations mentioned herein and in the 1995 Town Plan, need to be addressed. Volume increases on these roads and on town roadways since 1995 will continue with the region's growth, and the areas of high accident rates and traffic flow deficiencies will continue to worsen. The Town, in conjunction with the South Western Regional Planning Agency (SWRPA) and the Connecticut Department of Transportation (ConnDOT), should strive to make necessary roadway improvements including those detailed in this chapter, to ensure the safe and efficient movement of traffic now and for the future. Enforcement of sight line requirements in the Zoning Regulations (height of vegetation within set distances of an intersection) is important.

On state highways, coordination with ConnDOT could result in state support, project initiation and funding for the roadway improvements, especially at SLOSSS locations. Likewise, many of the improvements may qualify through SWRPA for Federal Surface Transportation Program (STP) funding.

Downtown Parking

Parking surveys were conducted in the latter half of October, 2003 in the downtown area of Darien. Their purpose was to determine the demand for parking spaces and the adequacy of the existing supply relative to use by downtown business patrons and employees. Included in the surveys were five municipal lots and on-street parking for selected streets. Not included were private parking areas and most municipal spaces specifically designated for railroad commuters/users, such as Leroy West, parking at the railroad station or the privately owned Koons lot. The Town should review the inventory of parking and consider the use of well-designed structured parking in certain circumstances where necessary and appropriate.

There are five municipal lots, and their associated supply of parking, are itemized below:

Center Street Lot North	-	109 total spaces
Center Street Lot South	-	132 total spaces
Mechanic Street Lot	-	121 total spaces
Tilley Lot	-	144 total spaces
Grove Street Lot	-	77 total spaces

Within each of these lots, various user designations and/or time limitations are posted.

To obtain an indication of usage, surveys were conducted both on a weekday and Saturday. For the weekday, counts began at 8:00 AM and were made on an hourly and two-hour basis until 6:00 PM. The Saturday count, made in a similar fashion, spanned the period 9:00 AM until 5:00 PM. Recorded by location and by user designation/time designation were the number of spaces occupied. Due to the restricted use of the Center Street Lot South on Wednesday, October 22nd, resulting from the Farmers Market, both Center Street Lots were recounted on the Tuesday of the following week. These additional surveys, therefore, provide a comparison of a "typical" day versus that of a special event occurrence.

In several instances, the number of parkers exceeded the supply within a certain area or lot designation. In these cases, vehicles are either parked illegally (not in designated areas) or were "half-in/half-out" posted areas. A brief narrative of each parking area is provided below:

Along the Boston Post Road, existing signage in either direction is posted for the Grove Street Lot at Brook Street. Signage is found westbound on the Boston Post Road directing motorists to the Center Street Lots via Center Street. There is no signage in either direction on the Boston Post Road to the Tilley Lot, the Mechanic Street Lot and in the eastbound direction to the Center Street Lots. A sign is posted, eastbound, on Old King's Highway South to the narrow secondary driveway leading to the Center Street Lot South. An older green colored sign, double faced, is found on Center Street, pointing to the Center Street Lot North.

Municipal Lot Parking

1. Center Street North

This lot contains four designated components – permit spaces, 3-hour spaces, unsigned spaces and reserved spaces (for specific businesses/customers). The unsigned spaces (5) were fully occupied on both weekdays for the entire day. The permit spaces (21) were

the next most heavily used spaces on a weekday, ranging from 16-18 spaces occupied at times during the two days. Overall, the supply of spaces on a Saturday well exceeded demand.

2. Center Street South

This lot contains three designated components – permit spaces, 3-hour spaces and 1-hour spaces. The 1-hour supply of spaces (62) was near or at capacity at times during each of the weekday survey days as well as on Saturday. Only during the Farmers Market event did the permit and 3-hour areas become fully used as the existing supply was reduced.

3. Mechanic Street

This lot has permit and 3-hour designations. On a weekday and Saturday, utilization of both areas was well below the existing supply of spaces.

4. Tilley

This lot comprises three different but interconnected areas. The upper level/back area is adjacent to a bank. Five designations are found – unsigned, 2-hour spaces, 1-hour spaces, 15-minute bank customer parking and two separate handicapped spaces (adjacent to West Avenue). With the exception of the handicapped spaces, no shortage of spaces was found either on a weekday or Saturday. The middle level is designated for 2-hour parking and is used as an overflow area for the lower level of spaces. Just over half of these spaces were occupied on both a weekday and weekend. The lower level, behind the retail shops along the Boston Post Road, contains 2-hour and 1-hour designations. Both these areas were near capacity at times on a weekday and were at capacity for extended periods of time on a Saturday.

5. Grove Street

This lot has permit and 3-hour designated spaces. The former spaces (55) are primarily used by railroad commuters. As such, the supply was near or at capacity on a weekday and minimally used on a Saturday. Use of the 3-hour supply was near capacity only at times on a weekday.

On-Street Parking

1. Boston Post Road

On the north side of this artery, between Leroy Avenue and Sedgwick Avenue, approximately 31 1-hour spaces are found. In addition, 2 spaces are designated for 15-minute parking. With the exception of the area between Leroy Avenue and Brook Street, the available supply of spaces was very heavily used on both weekdays and on Saturday. In general, utilization of these spaces was at-capacity. On the south side of the artery, 25 1-hour spaces are found in the two blocks between Corbin Drive and Tokeneke Road. Surveys indicated hourly utilization of these spaces was heavier on Saturday (almost at near capacity).

2. Corbin Drive

The east side of the street contains approximately 18 2-hour spaces. Utilization of spaces was heaviest near the Post Office. On the west side, 9 2-hour spaces and 4 15-minute spaces (fronting the Post Office) are provided. At times, the west side spaces were near or at capacity utilization.

3. Center Street

There are approximately 18 3-hour spaces (some diagonal parking) and 2 15-minute spaces along the one-way section of this street. The 3-hour spaces were heavily utilized approaching near or at capacity at times during weekdays and Saturdays. West of the municipal lot, both unsigned and 2-hour designations are found along the two-way section of Center Street. Minimal use of both of these designations was recorded.

4. West Avenue

The four 1-hour spaces on the street near the Boston Post Road were never fully utilized during the survey periods.

5. Tokeneke Road

There are approximately 25 2-hour diagonal spaces fronting the retail businesses between the Boston Post Road and Old Kings Highway South. Usage was heaviest on the Saturday with 21 spaces occupied at noon-time. Fronting the railroad tracks, on the east side of the roadway, 33 spaces are provided with 2-hour designations. Both on the weekdays and Saturday, peak utilization in this area varied between 55-60 percent of the supply.

6. Mechanic Street

Parking is found on both sides of this one-way road. Along the railroad embankment, about 14 2-hour spaces are provided (unmarked) between the Boston Post Road and the gravel area to the south. Most of the vehicles found parked were located close to the Boston Post Road. A maximum of 5 vehicles were recorded at any one time period during the survey days. On the other (east) side of the street, 4 unsigned spaces are found. These spaces were fully occupied at times on both survey days.

Closer to the municipal lot entrance on Mechanic Street, an off-street area is designated containing 10 usable diagonal spaces by permit only. At times, on both a weekday and Saturday, 8 vehicles were recorded in this area.

7. Brook Street

Operating one-way northbound (from the Boston Post Road), approximately 12 2-hour parking spaces, in total, are provided on both sides of the street. These spaces were fully utilized at times during a weekday and Saturday.

8. Day Street

Operating one-way southbound (towards the Boston Post Road), parking is found along both sides of the street. A total of about 13 2-hour spaces are found. These spaces were fully utilized at times during the weekday.

9. Grove Street

Between the private lot serving the Darien Theatre/Darien Sport Shop and Grove Street, this two-way street accommodates about 10 vehicles. The north side has 7 2-hour spaces and the south side 3 unsigned spaces (unmarked). Between Brook Street and Day Street, a total of 9 spaces are found on this one-way (now two-way) section of the street. The north side (including along the then-present construction fencing) is unsigned and unmarked for about 5 spaces. The south side has 4 2-hour spaces. On both the weekday and Saturday, portions of the two-block section were near or at capacity utilization at various times of the day.

Parking Overview Summary

In general, the basic approach to parking that the Town of Darien has followed is to designate both on-street and off-street spaces closest to retail establishments as 1-hour duration zones. The further removed from these businesses, 2-hour and then 3-hour or permit zones are posted. This philosophy recognizes the value of close-in parking spaces and the desire to have as many vehicles in these prime locations over the course of a day as possible. Also recognized is that the longer the parking duration, the greater the walking distances parkers should be willing to assume. Lastly, this philosophy discourages downtown employees from parking in prime locations.

Only with some exceptions, the parking supply in the municipal parking lots exceeds the demand for spaces today. In the Center Street Lot South, the 1-hour zone is effectively at capacity. Since the adjacent 3-hour zone on a typical day is not fully used, this situation is not a problem as it just means a slightly longer walk to the retail establishments. In the Tilley Lot on the lower level, both the 1-hour and 2-hour zones function at capacity – particularly on a Saturday. The 2-hour spaces in the middle level area are not fully used. In this instance, the issue is to make parkers more fully aware of the additional parking that is available nearby. (Signage may assist in this task). Similarly, the Mechanic Street Lot, with its vehicular access/egress onto the Boston Post Road, has under-utilized 3-hour spaces available for the same merchants that the Tilley Lot serves. The drawback for the Mechanic Street Lot is only a slightly longer walk to these businesses and the crossing of the Boston Post Road (at a crosswalk under traffic signal control). In the Grove Street Lot, virtually all of the permit spaces (for railroad users) are occupied on a weekday.

On-street parking is heavily used along portions of the Boston Post Road, Brook Street, Day Street, and due to Post Office related activity, sometimes on Corbin Drive.

Potential for Increased Parking Demand

The Post Office on Corbin Drive may, in time, become the only postal facility in Town. If it does, additional short duration parking demand will increase on Corbin Drive and is likely to exceed the availability of on-street spaces. It is suggested, therefore, that the Town explore the possibility of acquiring an off-street area, close to the building, to handle this potential future demand for parking.

Redevelopment of properties on the north and south sides of the Boston Post Road, between Day Street and Center Street, is highly likely over the next few years. The redevelopment of the "Fairbanks" block (south side of the Boston Post Road) between Exit 11 and Corbin Drive may also assist in Post Office parking as customers may combine trips.

Parking Conclusions

The Darien Parking Authority should consider some re-allocation of parking spaces within the municipal lots or take steps to encourage greater usage of spaces. Any action must recognize the balance between the need of serving local businesses versus that of commuters. Improved signage for the municipal lots is a must throughout the downtown area.

For the Mechanic Street lot, in particular, the Authority may want to evaluate the possibility of increasing its usage by commuters by offering permit stickers at a discounted rate for the area in the rear of the lot. To encourage greater use of the 3-hour spaces by retail patrons, as a means of lessening the parking demand on the lower level of the Tilley Lot, signage and publicity options should be explored.

Existing off-street parking spaces that front onto the public thoroughfare and which require parking maneuvers that create safety and operational hazards for those traveling on the public street, including pedestrians, should be eliminated over time. This applies to existing areas on Heights Road and along the Boston Post Road, among other streets.

Possible Street Directional Changes

The possibility of altering flow patterns, to lessen the amount of traffic on portions of the Boston Post Road (U.S. Route 1) and to provide alternative circulation options within the downtown area of Darien, is discussed herein. Involved would be Tokeneke Road, Center Street, and Corbin Drive, with Tokeneke Road and Corbin Drive becoming one-way streets. Each of these roadways is currently two-directional. Left turns from southbound Boston Post Road onto Tokeneke Road are prohibited today. Instead, left turns are designated at Center Street for routings to Old Kings Highway South back to Tokeneke Road (State Route 136). The intersections of the Boston Post Road at Tokeneke Road, at Center Street and at Corbin Drive are signalized. Stop signs control movements from Center Street and Corbin Drive onto Old Kings Highway South and a stop sign controls movements on Old Kings Highway South onto Tokeneke road.

The intersection of the Boston Post Road with Tokeneke Road is four legged with a one-way egress from the Darien Railroad Station lot (two lane discharge – left and through/right). The other intersections are all "T" type of configurations.

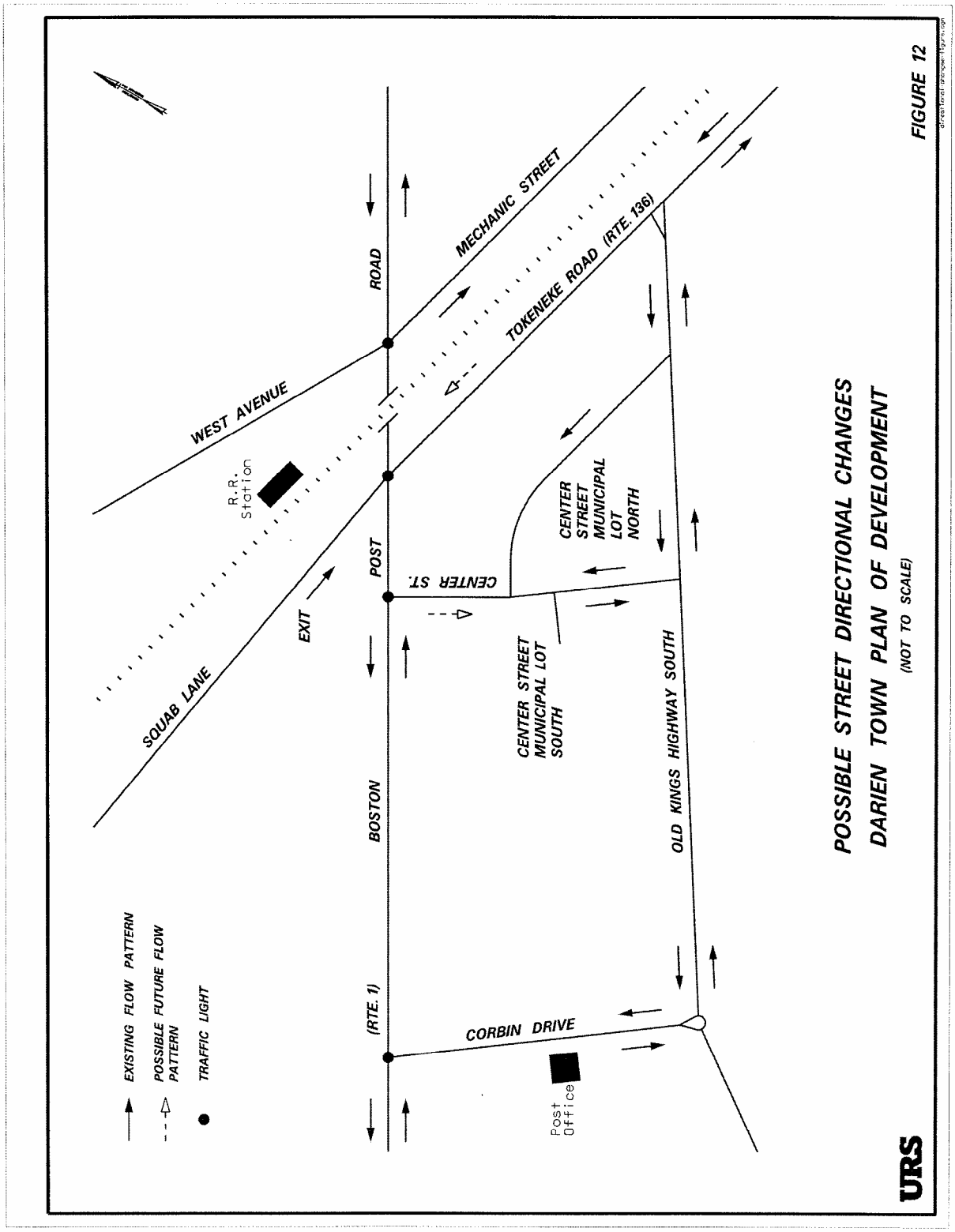
Peak hour turning movements at each of the area intersections are not known. From visual observations, however, it is noted that the primary movement on the Corbin Drive approach to the Boston Post Road is the left turn. On the Old Kings Highway South approach to Tokeneke Road, the right turn appears to predominate.

Use of Corbin Drive, again based on observations, can be moderately heavy at times and includes both automobile and truck traffic. Conversion of this street to one-way flow southbound (towards Old King's Highway South) would force northbound traffic wishing to get to the Boston Post Road to use either Center Street (if left status quo) or Tokeneke Road. The end result would be increased traffic on Route 1 (and congestion) in the downtown area past the retail shops and the on-street parking zones. This type of flow pattern does not seem desirable at first glance.

Perhaps a more meaningful change would involve converting a portion of Center Street to one-way flow southbound and Tokeneke Road to one-way northbound (between Old King's Highway South and the Boston Post Road). The portion of Center Street along the east side of the Center Street Lot North would remain one-way northbound as it does today. With the elimination of the Center Street approach to the Boston Post Road, additional green time could be allotted to the U.S. Route 1 through movements and/or the southbound left turns onto Center Street. Under this revised flow pattern, motorists exiting the railroad station could no longer enter Tokeneke Road directly but would have to make a right turn and then a left turn onto Center Street. The number of affected vehicles is not known. Of critical importance is the extent of any additional left turn queuing on U.S. Route 1 at the Center Street traffic light.

Conversion of Tokeneke Road to one-way operation may require the State to designate Center Street and the Old King's Highway South link back to Route 136 as a State thoroughfare. It is suggested, therefore, that if the Town of Darien believes that clear benefits could ensue with directional street changes, a more detailed traffic analysis should be undertaken with State input, including the gathering of current traffic data.

EXHIBIT 4-15
POSSIBLE STREET DIRECTIONAL CHANGES



Sidewalks

In the late 1980s and 1990s new sidewalks were placed in downtown Darien and in Noroton along Boston Post Road. Gaps remain along certain portions of those areas. As redevelopment of properties occurs, those sidewalks should be upgraded as well. Sidewalks along the north side of Heights Road should be installed as part of development of those commercial properties.

As noted in the 1995 Town Plan, the Town should create a sidewalk map, identifying where there is a desire to have construction of new sidewalks to enhance pedestrian safety and use.

Public Transportation

Public transportation for the Town of Darien is available via rail, bus and taxi services.

1. New Haven/Metro-North Railroad

Two stations on this commuter line, linking New York City and New Haven with intermediate station stops within Connecticut and New York State, are located in the Town. The Darien station, found in the downtown area of the community, is situated just off the Boston Post Road. Within close proximity of the station area, and in other adjacent areas, approximately 860 parking spaces are provided in numerous lots. The supply of parking is in both public and private lots and includes permit and daily designated spaces. The private parking, found in the Koons lot, is located at the intersection of Leroy Avenue and West Avenue and contains about 322 spaces.

The second station is in the Noroton Heights section of Town. It lies just north of I-95 between Noroton Avenue and Hollow Tree Ridge Road. Approximately 770 parking spaces located both north and south of the railroad tracks, are provided.

Fees for station parking generally approximate $235.00 for an annual permit and $2.25 for daily use. Occupancy of designated station spaces tends to be near or at capacity on a typical weekday. The Town of Darien maintains a waiting list for a parking permit which now approaches a five year wait.

The proximity of Darien with the New Canaan branch of the Metro-North Railroad allows some residents to also utilize station stops at Talmadge Hill (in New Canaan); and at Springdale and Glenbrook (in Stamford). The Rowayton station, along the main line of the railroad in Norwalk, is also used by some Darien residents.

2. Connecticut Transit Company Bus Service

Two Connecticut Transit routes run through or into the Town. The first route, Bus No. 41, connects the Stamford Transportation Center (and downtown Stamford) with Norwalk's downtown business area around Wall Street, and runs in both directions. Within Darien, buses on this route transverse the Boston Post Road (U.S. Route 1) with stops en route – including the Darien train station. Service is provided seven days a

week. During weekday commuter hours, buses generally run at 15-minute intervals. At other times, service is at ½ hour intervals. Saturday service is every ½ hour and Sunday service is hourly. Buses do not run late into the night or into the early morning hours.

Bus No. 42, also beginning at the Stamford Transportation Center, traverses West Avenue, Hollow Tree Ridge Road, Heights Road, Edgerton Street and back to West Avenue within Darien. Stops are made at both train stations with the Darien station being the last stop on the route, and then a return to Stamford. Weekday service is every ½ hour. Saturday service is hourly. No Sunday service is provided on this route. Similarly, buses do not operate late at night or very early in the morning.

Ridership on the two Darien routes, as provided by Connecticut Transit, approximate:

	Passengers Per Day		
	Weekday	Saturday	Sunday
Route #41:	2,800	1,800	800
Route #42:	600	300	---

3. Taxi Service

Taxi service is operated by the Darien Eveready Cab Company. It is located at the Darien railroad station (1 Squab Lane).