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To the Editor:

Governor Jodi Rell has never supported the construction of Super 7 between Norwalk and Danbury, although she did support the extension of the Route 7 connector from Danbury to Brookfield. Apparently, she was upset at the traffic hazards and gridlock on the existing Route 7 in her hometown. So, she is more concerned with the quality of life in her own backyard and not down in Wilton, Ridgefield, and Redding.

The traffic situation in this Norwalk to Danbury corridor is the worst it has ever been and it will only get worse. With all of the commercial real estate construction in all of these cities and towns, the gridlock will be tremendous. As usual, Governor Rell is displaying the typical lack of leadership and boldness that we have unfortunately come to expect from our elected representatives. Playing to a very vocal minority that doesn't really represent the will of the residents of Wilton, Ridgefield, and Redding, Governor Rell showed where her priorities are: In getting votes and re-elected. She isn't alone in her lack of leadership and vision for improving transportation in lower Fairfield County – too many local Republicans have done nothing about Super 7 for years.

Unfortunately, for Governor Rell, who supports widening the existing Route 7, a futile solution which will only worsen the traffic situation, she doesn't have the political calculation right. Most of the residents of these towns want their traffic mess solved, and only the construction of a highway by-pass, such as the one in Governor Rell's hometown, will do it. These residents have seen enough tragic accidents, like the tanker truck explosion which happened in Ridgefield back in 2005. Since then, there have been many more big accidents. The selfish few people opposing Super 7 either live along its route or are stick-in-the-mud local politicians, who have dominated the Wilton – Ridgefield political scene for the last few decades. These politicians, along with Governor Rell, don't have a grip on the dramatic change in demographics that has occurred in their towns in the last decade, and represent a very vocal, but narrow-minded and selfish view. The new residents are from out of town, largely from lower Fairfield and Westchester Counties, who demand decent roadways and an easier commute to and from work. Ask anyone you know from these towns and you will see strong support for Super 7. The conventional wisdom of opposition is simply wrong, and doesn't come close to representing the will of the people.

Two politicians who get it are Senator Bob Duff and Representative Larry Cafero of Norwalk. They support Super 7, as well as increased rail capability in the Norwalk to Danbury corridor. I am sure they haven't miscalculated the politics of three wealthy, homogenous towns blocking the economic development of two poorer, heavily minority cities. The underlying issues here are jobs and urban revitalization. If you are for Super 7 it is fair to say you are for economic growth in Connecticut, and for doing something major to increase the quality of living for its residents.

It is interesting to note how much the people in the Greenwich-Bridgeport corridor have sacrificed over the years with I-95 and the Merritt Parkway, while these surrounding towns have, on the one hand, pursued so much real estate development (particularly Wilton), while contributing so little to Connecticut's infrastructure. Isn't it about time the politicians in the surrounding cities and towns supported something that would improve the quality of our lives?

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