



Third Taxing District

2 Second Street
East Norwalk, CT 06855

Tel: (203) 866-9271
Fax: (203) 866-9856

Third Taxing District of the City of Norwalk Special Commission Meeting

Friday, March 29, 2019 at 10:00 a.m.

At the Third Taxing District Office, 2 Second Street, East Norwalk, CT

1. Public Comment – 15 Minute Limit
2. East Avenue Design Project
 - Introductions/Purpose
 - Project Status
 - Rights of Way
 - Current Utility Alignment
 - Underground Study/Options
 - Street Lighting
 - 215 East Avenue Options to Benefit TTD
3. Adjourn

*A/R – Action Required/See Attached Motion

Agenda backup material is available at the TTD office, www.ttd.gov and will be available at the meeting.

M:\Shared\ Commission Meeting Information\Agenda 3-29-19.doc

District Commissioners

Johnnie Mae Weldon	203-216-2652	Chairperson	Kevin Barber	203-866-9271	General Manager
Debora Goldstein	203-252-7214	Commissioner	Ron Scofield	203-866-9271	Assistant General Manager
Pamela Parkington	203-858-4261	Commissioner			Treasurer



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Memorandum

To: TTD Commissioners
From: Kevin Barber – General Manager
Date: March 27, 2019
Subject: East Avenue Design Project

In preparation for the meeting with Mayor Rilling and his staff regarding the East Avenue Design Project, I am providing you with the following information.

- East Avenue Design Advisory Committee (DAC) minutes – February 7, 2017
- East Avenue Design Advisory Committee (DAC) minutes – March 17, 2017
- East Norwalk Neighborhood Association (ENNA) Preference Surveys from a Forum on the East Avenue Roadway Design Project

This is being provided as informational only and can be used to possibly develop an understanding of the public’s vision or input for this project.

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AGENDA

EAST AVENUE ROADWAY IMPROVEMENTS

STREETSCAPES

FEBRUARY 7, 2017

- ✓ Introduction

- ✓ Program Overview (put in contest the East Ave Roadway project in relation to the Walk Bridge Program, defining boundaries for this project and schedule) – Lisa Burns would do this part.

- ✓ Characteristics of East Ave (committee input about how they identify the neighborhood – ELS can be the moderator for this discussion)

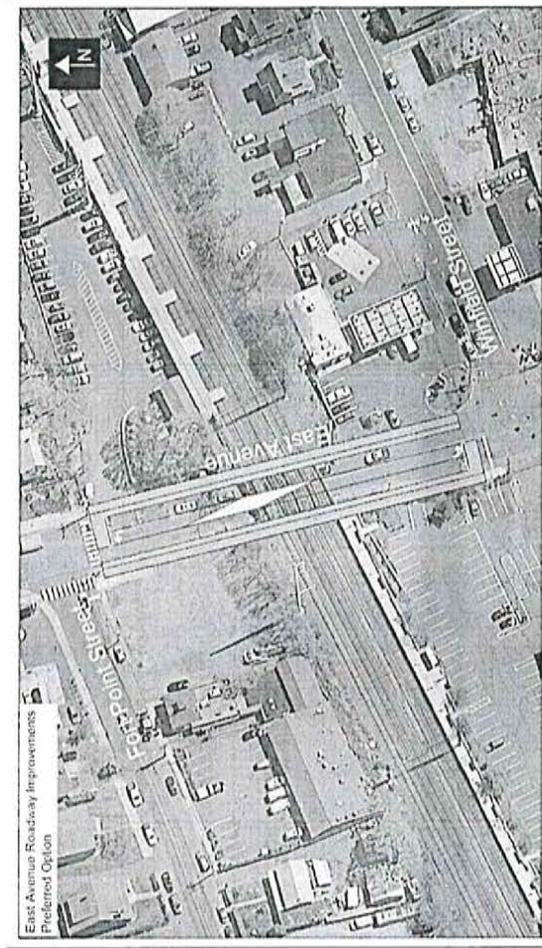
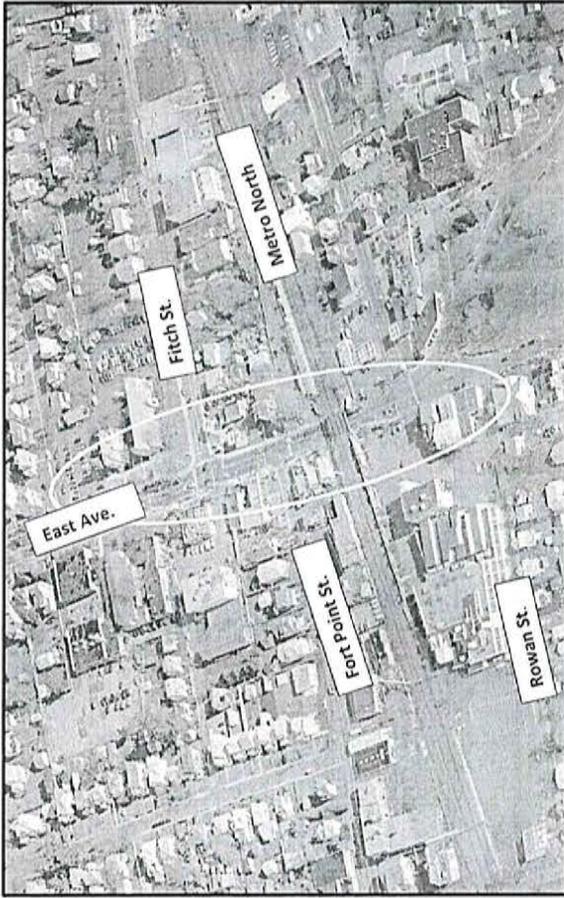
- ✓ Design Process

- ✓ Next Meeting

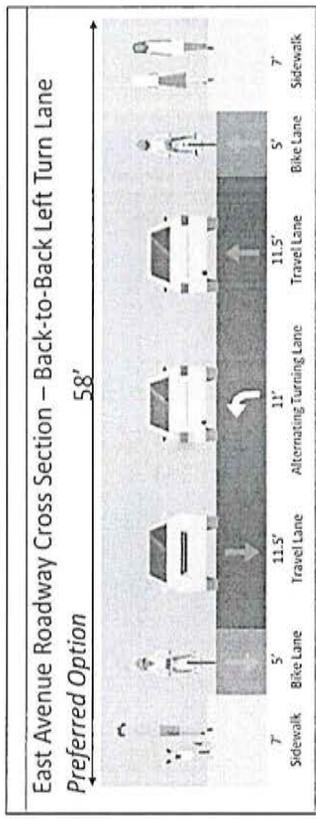
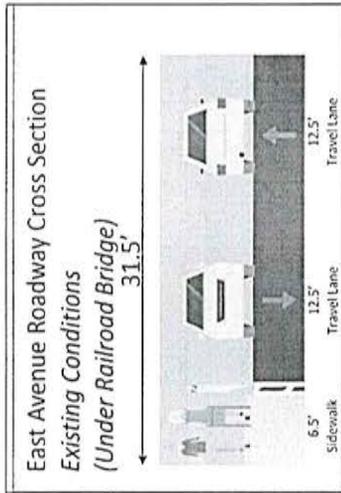
East Avenue Roadway Improvements
Streetscapes

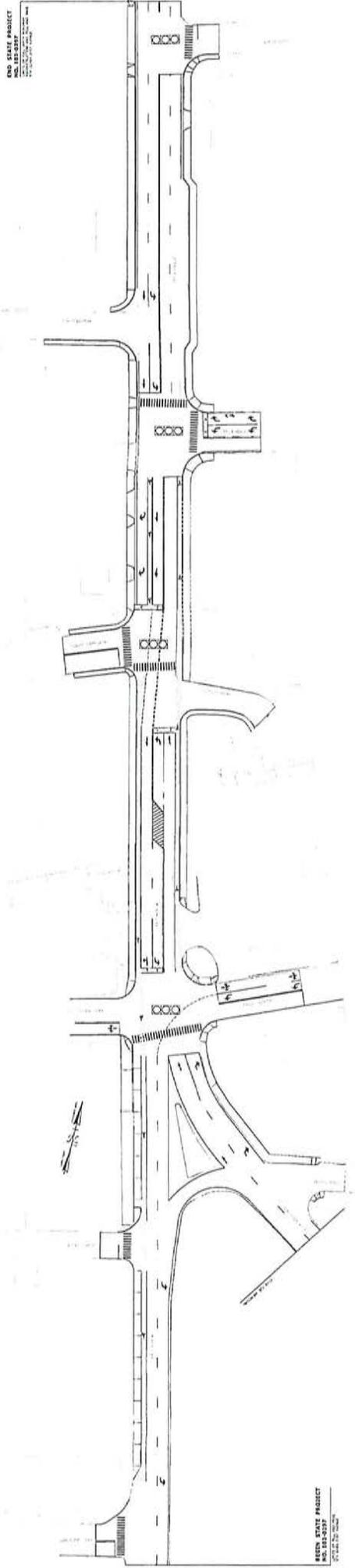
MEETING NO. 1- FEBRUARY 7, 2017

NAME	AFFILIATION	PHONE NUMBER	E-MAIL
VANESSA VANADARES	DPW	203 854 7902	vanadares@norwalkct.org
LISA BURNS	DPW	203/854-7797	lburns@norwalkct.org
Laolce King	Mayor's Office	203 854 7294	lking@norwalkct.org
BRUCE BENFIELD	LOCAL ARCHITECT	203 838 5787	bruceb@benfield.com
Kate Throckmorton	ES - decision	203 855-7879	Kate@elspec.net
Carol Goodchild	Station House	203.979.4409.	Carol.Goodchild@aol.com
Richard Tavella	ENBA	203-838-5858	
Judith Dominguez	ENBA	203-854-5722	judith@eastnorwalkbusiness.org
Dane Cece	ENNA	203-854-6930	dmcece@aol.com
GORDON TULLY	ENNA - ARCHITECT	203-853-2882	gordon.tully@gmail.com
Michelle Maggion	CC. East Norwalk	203 515-8967	MMaggionfamily@icloud.com
Steve Kleppin	PdZ	203 854 7956	SKleppin@norwalkct.org
Kathryn Helbert	DPW/ENBA	203 854-7736	khelbert@norwalkct.ct.gov
Chikwe Yost	TTD, N. TRAF. AUTH	203 856-7391	cyost5@gmail.com
Mike Adams	Third Texas District	203-943-2548	macdams@t-tel.gov
JILL SMITH	" "	203-810-6250	JS7777N@iijh



**East Avenue Roadway Improvements—
Complete Streets**





WISCONSIN STATE PROJECT
 NO. BS-8327P
 DATE: 11/11/11

WISCONSIN STATE PROJECT
 NO. BS-8327P
 DATE: 11/11/11

PAVEMENT MARKINGS
 SCALE: 1"=20'

**Streetscape Improvements along East Avenue
City of Norwalk-Project 102-0297**

AGENDA – March 17, 2017

- **Summary of March 11, 2017 Meeting**

- **Streetscape Alternatives**

- **Roadway Design Update**

East Avenue Roadway Improvements
Streetscapes

MEETING NO. 2- MARCH 17, 2017

NAME	AFFILIATION	PHONE NUMBER	E-MAIL
Charlie Vest	TTD, TRAFFIC COMISS.	203 856 7391	cvest5@gmail.com
John Kyles	Council Member	203 901-6057	JTKYD@Yahoo.com
Diane Cece	EMPA (EASTERN NORWICH)	203-854-6930	dmcece@aol.com
Carol Goodrich	Shelton Monds.	203-979-4401	Carol.Goodrich@aol.com
Richard Tavella	ENBA	203-838-5858	
Steve Kleppin	P&Z	203 854 7956	skleppin@norwalkct.org
Elizabeth Stolar	Economic Dev.	854-7948	estolar@norwalkct.org
Michael Mushek	Bike/Walk	203-943-9535	mgmle@optonline.net
NIR SMITH	TTD	2-810-6250	NIRSMITH@TTD.GOV
VANESSA VALADARES	DPW	203-722-1742	VALADARES@NORWALKCT.ORG

**Reconstruction and Streetscape Improvements along East Avenue
City of Norwalk-Project 102-0297**

Public Comment Card

Name: _____

Address: _____

Rank in order of importance from 1-3 your top three East Ave. project concerns. (1 would indicate your highest concern)

Length of the project: _____

Number of travel lanes: _____

Providing bike lanes: _____

Traffic signal at Fort Point St.: _____

Landscape Amenities: _____

Other: _____

What is your role in this project?

Residential property owner in the immediate area: _____

Business property owner in the immediate area: _____

Concerned East Norwalk resident: _____

Concerned Norwalk resident living outside East Norwalk: _____

Residential property owner outside the immediate area: _____

Business property owner outside the immediate area: _____

Other: _____

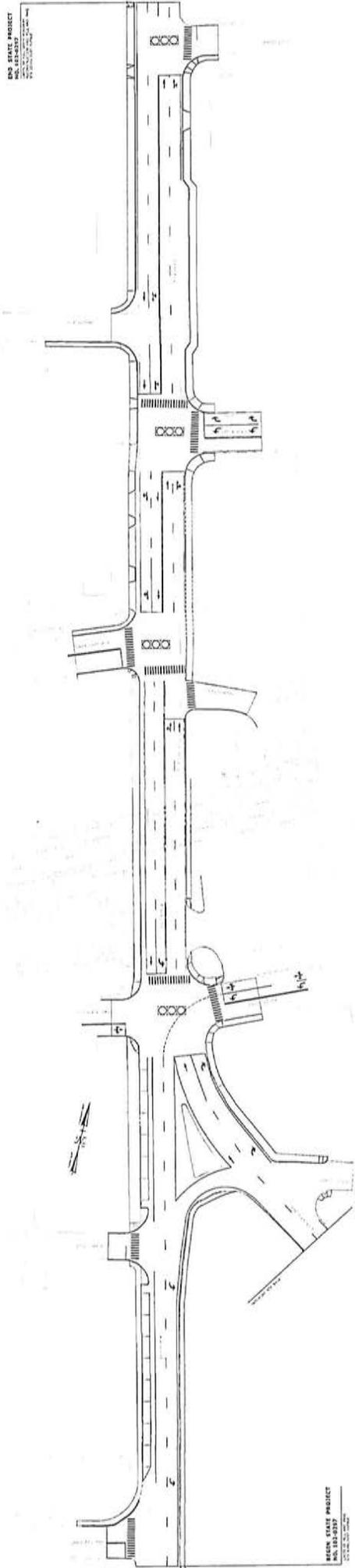
General Questions

What is your greatest fear about the outcome of this project? _____

What could make this project better? _____

Please forward to: A.DiCesare Associates, P.C., 690 Clinton Avenue, Bridgeport, CT 06604

or email to: dicesare@adicesarepc.com



BECK'S STATE PROJECT
 NO. 10-10-100
 10-10-100-100

BRIDGE

BECK'S STATE PROJECT
 NO. 10-10-100
 10-10-100-100

**Streetscape Improvements along East Avenue
City of Norwalk-Project 102-0297**

March 17, 2017-Note Summary by Art DiCesare

- **Wider Sidewalks**
- **Lots of Tress**
- **Lot of Green**
- **Nautical Look**
- **Bright Red Brick**
- **Wider Crosswalks with Brick Pavers**
- **Reflective Roadway Striping**
- **Flashing Lights at Crosswalks**
- **Granite Curbing**
- **Defined Gateway**
- **Bike Lanes**
- **Stop Lights Triggered by Speed of Vehicle**

To all,

To reiterate the main point I made in the East Ave meeting today, 3/17/17, as I stood in for my partner David Westmoreland who was out of town (and hopefully won't regret he sent me in his place), I believe it would be a colossal failure of good planning for Norwalk to exclude bike lanes on East Ave in this upcoming project around the East Norwalk Train Station.

The bike lanes would not only improve safety for cyclists getting to and from the train station and connect points beyond including the beach, neighborhoods, and commercial areas, (cyclists whose numbers are increasing rapidly around Norwalk every year as anyone can see), but they would also improve safety for ALL users including pedestrians and vehicles by slowing speeding traffic and creating a safe buffer from the sidewalks, as multiple studies have shown. They also help with emergency vehicle response time by giving a bit of extra room for cars to pull over into, and improve safety for cars and trucks entering and leaving driveways, which there are many on East Ave.

There is no other road improvement that offers such "bang for the buck", as studies show that for every one dollar invested in bike lanes, up to \$4 in economic activity and property value increases is generated. Studies also show retail and restaurant sales are higher on streets with bike lanes.

Norwalk is also clearly following the same trends of cities both large and small across the nation, in the biggest demographic shift in generations from lonely car-oriented suburbs back to denser and more vibrant urban environments. Bike lanes are part of that change, which almost all cities across the nation are installing at a record pace.

We are not only attracting younger millennials (18 to 35) who want to live and work in walkable and bikable neighborhoods where they don't have to necessarily own cars to get around, but we also have a large population of older folks nearing or at retirement age (like myself at 56) who may want to "age in place" near their friends and families, instead of moving to Florida for example. This trend to stay in the community and not retire elsewhere is one of the biggest trends in our generation, and provides many challenges to planners in the 21st century as aging Baby Boomers over 65 will represent 20% of the population in just 10 years. This emphasis on planning for our rapidly-growing "inter-generational" communities is from the American Planning Association: <https://www.planning.org/resources/ontheradar/aging/> .

An important part of planning for these older folks, who often want to remain active and healthy, is to provide a comprehensive bike lane system and good sidewalks to get around safely. And, bike lanes will surely become more popular around Norwalk for folks of all ages and abilities with the growing popularity of "e-bikes" (battery powered bikes), evidenced by Norwalk's own e-bike retailer on Water St that just opened up last year called Pedego (and will host the Chamber of Commerce Business Breakfast on April 11th at 7:45 am). These power-assisted bikes (that by law don't exceed 20 mph) open up bicycling to a lot of folks of limited mobility or physical limitations who otherwise might not choose to bike around town, and their popularity is growing fast around the world. We can't ignore this trend in Norwalk.

I want to share a quick description of what I saw on my recent 4,000-mile car trip (with David Westmoreland and our dog Coco, along with 2 bikes in the back of our Subaru) in February from CT to Florida, stopping in dozens of cities and towns along the way through 8 states. No matter where we stopped, and no matter what state what we were in (geographically speaking), we saw bike lanes almost everywhere. Florida was remarkable as every state road and bridge now have bike lanes on them, on both the east and west coasts and towns and cities large and small. They can't build them fast enough it seems. But we were most surprised by the abundance of bike lanes in towns and cities in North and South Carolina, Georgia, and Virginia, places not always thought of as the most "progressive" states. And these are not new cities but in many cases historic cities with smaller streets and roads. Smart design solutions can accommodate both vehicles and bicycles even in older areas, with narrower lanes and "road diets".

No one thought just 10 years ago that NYC, Philly, Boston, and DC would ever become bike-friendly, all older historic cities with limited street space, but lo and behold, through smart design and collaboration between engineers, planners, and landscape architects, they are now among the most bike-friendly cities in the world outside of Scandinavia. Therefore, I do not accept the argument from some that Norwalk is "too old" for smart bike lanes, when New Haven is even older than Norwalk and has transformed itself in less than a decade into a bike-friendly city of bike lanes and sharrows all over the city on narrow historic streets. (Fun fact: the former Transportation Director of New Haven was just hired by Stamford to help make our neighboring city more bike-friendly).

The lesson we learned from our trip to Florida was that we could see direct evidence that engineers, city planners, and landscape architects are working together, as we speak, with communities across the nation to improve bikability and walkability, also known as "livability", to attract businesses and residents as well as keep the ones they already have. I know Norwalk is working hard at this as I have been witness to it as a volunteer for over a decade now, and the city just won a prestigious national "Mayor's Challenge Award" last year from the USDOT for our bike lane master plan, NorWALKer program, and strong leadership from Mayor Rilling and city staff on bike/walk issues. We should not abandon this city-wide momentum on East Ave, simply because of some strong opinions that a few folks have against bike lanes, including "no one rides bikes", or "bikes don't belong on our streets."

Bikes are allowed on all streets by law, and they are becoming more popular every year as a preferred transportation choice for commuters and for recreational use. We must plan as we have already been doing, and not base our decision-making on who might be making the loudest noise in the room at the time when the evidence and science indicate otherwise.

Another fun fact to remember when folks say "bikes don't belong on our roads" is that the very first DOT's in America were actually started by bicyclists in the "Good Roads Movement" of the 1880's to 1900's, https://en.wikipedia.org/wiki/Good_Roads_Movement when bicycling became the rage before cars were invented and dirt roads rutted from wagon wheels needed to be paved. Hartford was actually the center of bike manufacturing for the entire country, using the expert skilled labor from clock and firearm manufacturing, and turning out millions of bikes for the new urban middle class who didn't

have room for horses in their denser neighborhoods but still wanted to get around easily. Its a great story about the early history of how cyclists started ConnDOT from their website (scroll down to "League of American Wheelmen): <http://www.ct.gov/dot/cwp/view.asp?a=1380&q=259692>. And don't forget the Wright brothers had a bike shop in Dayton OH, using bike parts to build their first airplane.

Ironically the same DOT's that the cyclists started, then abandoned them when cars took over in most of the 20th century until the 1990's, and now state DOT's once again are promoting bike infrastructure all over the country. ConnDOT has been slow to the game relative to most other states because of its famous entrenched bureaucracy, but they are catching up with pressure from safety advocates and professionals who are aware of what is happening around the country, and as younger engineers replace the older ones on staff who are often stuck with an obsolete life-long bias against bikes. Its apparent as you cross state lines into all of our neighboring states, or travel around the country looking at bike lanes as I have done for years, but CT is catching up finally with new Complete Streets policy goals by Commissioner Redeker that are making a difference.

Designing our streets for public safety for all users is ultimately about saving lives and preventing injuries among the most vulnerable users on foot or on a bike, who are not protected by two tons of steel. However, it just so happens that roads designed with all users in mind including bike lanes also are safer for vehicle occupants, with lower death and injury rates in car-on-car accidents based on slower speeds. That is the important added benefit of bike lanes.

Over the years, Norwalk has conducted millions of dollars of professional plans and studies by prominent planning firms that tell us we need to improve bikability and walkability especially around transit hubs. This is not just my idea to be sure, despite what a few folks may think around town who have humorously pegged me as the "bike lane guy" for simply advocating that we follow these plans and studies sooner rather than later. Implementation is the key to any good plan, something I have been practicing my entire life and in my chosen career as a professional licensed landscape architect. In the past Norwalk has suffered some poor planning decisions for lots of reasons, as many cities have, but nowadays that does not have to be the case with our professional staff and volunteer citizen advocates (such as on the Mayor's Advisory Bike/Walk Task Force) available to support them in good decision-making.

That's why I showed up today, because I care deeply about these issues. Our neighborhood of Golden Hill worked hard for many years with city staff to make Cedar St the best it could be, and we invited all of the engineers and elected officials to our festive ribbon cutting in 2014, and all had big smiles. That is a true community collaboration that we were proud of, and we expect the same will happen on East Avenue when it is finally completed.

As I said in the meeting on my way out (I had a doctor's appointment at 10 AM that I had to leave early for), I am sure that with all the great minds in that room working on this together, a plan can be designed to solve all of these issues. For the record, the home-made sketches I distributed in the meeting are just suggestions for both 3-lane and 4-lane solutions under the bridge, to get creative juices flowing over a year ago, and they do not all match up nor do they include a signal at Fort Point and East

Ave as we learned we now need from our consultant. I think the 3-lane solution under the bridge with bike lanes recommended by the consultant is a great idea, and the 7-foot sidewalks suggested by the consultant are great for the heavy pedestrian use that area gets. The 3 foot buffers I showed on my sketch between the bike lanes and travel lanes are a luxury we can live without to add more sidewalk space.

An important point to make here as well is that currently the East Norwalk Business District is not a friendly place to walk, especially with the heavy barrier of the train bridge with the narrow sidewalk on one side only dividing the north and south sections. Widening the sidewalks on both sides will help make the whole neighborhood more walkable and inviting, benefitting businesses on both sides of the bridge.

I would also look at addressing the excessively wide driveway to the gas station on East Ave and Winfield on the south side of the bridge, and either eliminate it or narrow it make it an exit only as cars making a left turn from the southbound lane under the bridge can cause backups, and cause stacking of left-turning traffic that wants to turn onto Winfield just beyond the driveway. Its a minor inconvenience for the business owner that will benefit traffic flow for all other businesses and residents, and narrowing these excessively wide driveways into gas stations from the last century has been done all over town already, as part of zoning approvals and DPW- and ConnDOT-recommended safety improvements (see Sunoco on CT Ave and Cedar St where that was done, and the gas station at Broad St. and Main Avenue).

Let's make East Avenue the most beautiful and safe tree-lined and brick-sidewalked gateway to East Norwalk that it deserves to be, with a real inviting village feel with historic light poles, that moves a high volume of traffic efficiently at safe speeds, while accommodating all users including cyclists and pedestrians, and encourages new businesses and new carefully-planned development that an anticipated TOD plan will need to reflect.

This is not the time to compromise on public safety or aesthetics, especially after we will have endured years of disruptive construction that is coming up with etch Walk Bridge project that East Ave is part of. We need a plan that we will all look forward to seeing being implemented even if it is years away. Now is the time to get it right, as we will live with this design for many decades to come.

In the year 2051, 34 years from now, when I am 90 and Norwalk celebrates its 400th birthday, I expect I may see many of you on this email getting around town using the "historic" bike lane system on your glow-in-the-dark and heated e-bikes with grocery bags perhaps, or gifts on our way to yet another 100-year-old birthday party which is where most of us are heading with stem cell research and regenerative medicine, God willing.

Thank you for your time and patience.

Mike Mushak, ASLA

Additional notes:

"The evidence from the abundance of bike lanes opening across North America continually confirms that bike lanes are great for the bottom line of businesses. Focusing on ways to make the space outside of these business more comfortable for all road users can help local businesses flourish and grow. From this article: <https://slowstreets.wordpress.com/2016/02/05/a-better-business-case-for-bike-lanes/>

Other good reasons for bike lanes, describing safety improvements not just for cyclists but also for pedestrians and vehicle occupants:

1. Bike lanes remove slower-moving bikes from vehicular traffic lanes, reducing delay for drivers.
2. Bike lanes provide an added buffer for pedestrians between sidewalks and thru traffic. This is important when young children are walking, biking, or playing on curbside sidewalks.
3. Bike lanes provide emergency vehicles room to maneuver around stopped traffic, decreasing response time.
4. Bike lanes have a "traffic calming" effect - roads that appear narrow result in slower vehicular speeds.
5. Bike lanes increase sight distance for drivers entering the roadway from driveways or side streets.
6. Bike lanes increase the turning radius for large vehicles.
7. Bike lanes make crossing pedestrians more visible to drivers.
8. Each bike on the road means one less car

East Ave: St. John to Winfield

"Complete Streets" Alternative Design

by Mike Mushak, ASLA

11/15

- Re-configures right-of-way shown on state plans # 20723, to make road safer for ALL users of all ages and abilities. (see attached sketches)

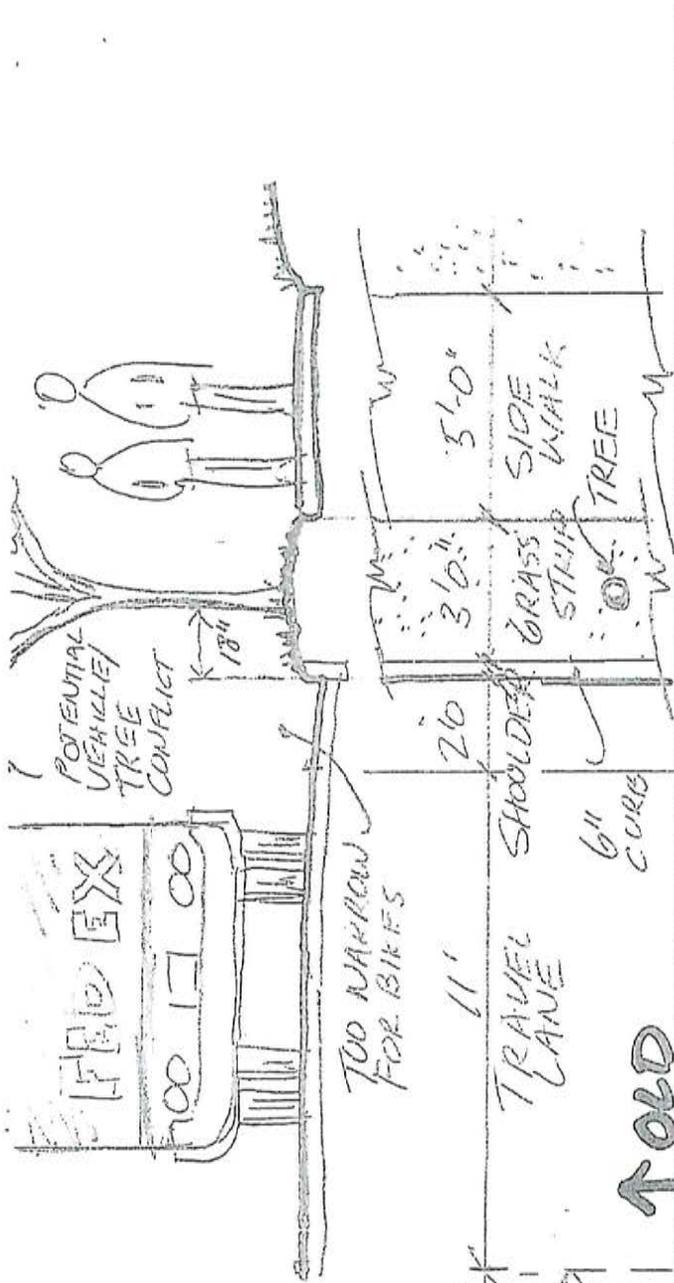
This solution:

- 1.) Adds bike lanes in both directions
- 2.) Keeps 4 travel lanes
- 3.) Follows 2009 State Complete Streets Law
- 4.) Slows speeding traffic with narrower 10'-6" lanes.
- 5.) Replaces weedy grassy strips with brick
- 6.) Increases sidewalk width from 5' to 6', without changing the right-of-way shown in original plans.
- 7.) Improves safety for cars by reducing speeds
- 8.) Improves safety for bikes, and for pedestrians by creating 5' buffer between traffic and sidewalk, with bike lane.
- 9.) Keeps traffic away from street trees.
- 10.) Creates 'village' feel with brick/concrete sidewalks like rest of city has in downtown areas, and adds historic lights
- 11.) Increases property values and economic development.
- 12.) Creates a real walkable + bikeable downtown for East Norwalk.

EAST AVE COMPLETE STREETS SOLUTION

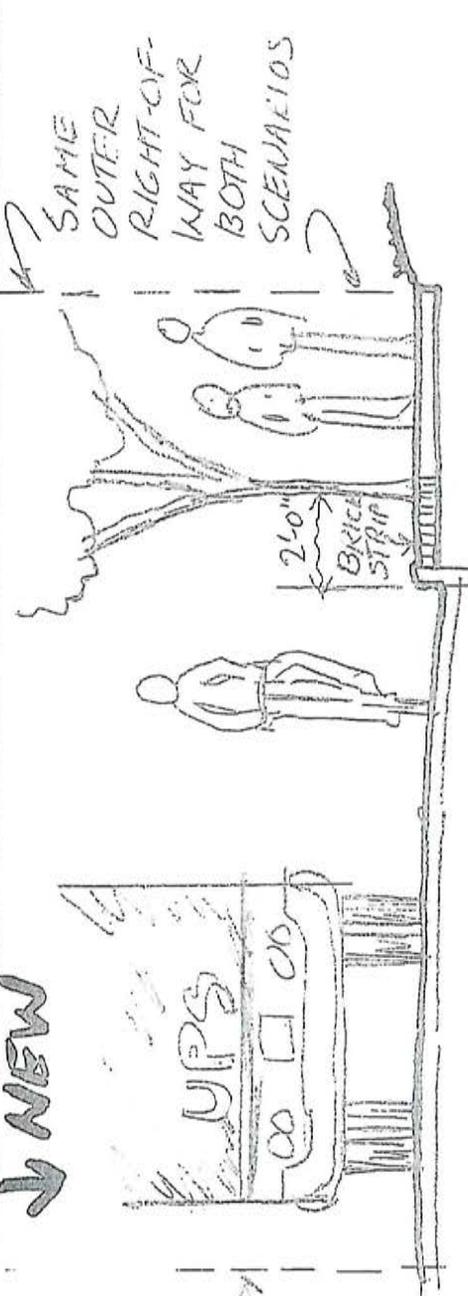
PROPOSED SCENARIO

GRASS STRIP HARD TO MAINTAIN; TREE VEHICLE CONFLICTS AND BIKE LANES WIDER LANES INCREASE SPEEDING.



↑ OLD
↓ NEW

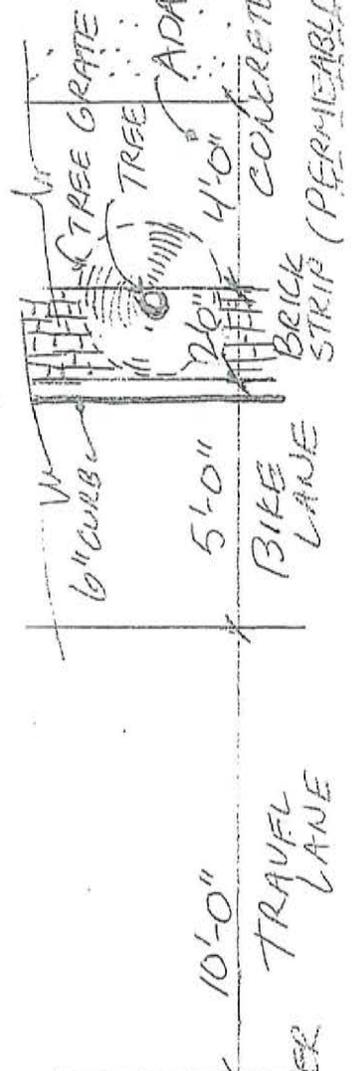
SAME CENTER LINE OF ROAD FOR BOTH SCENARIOS

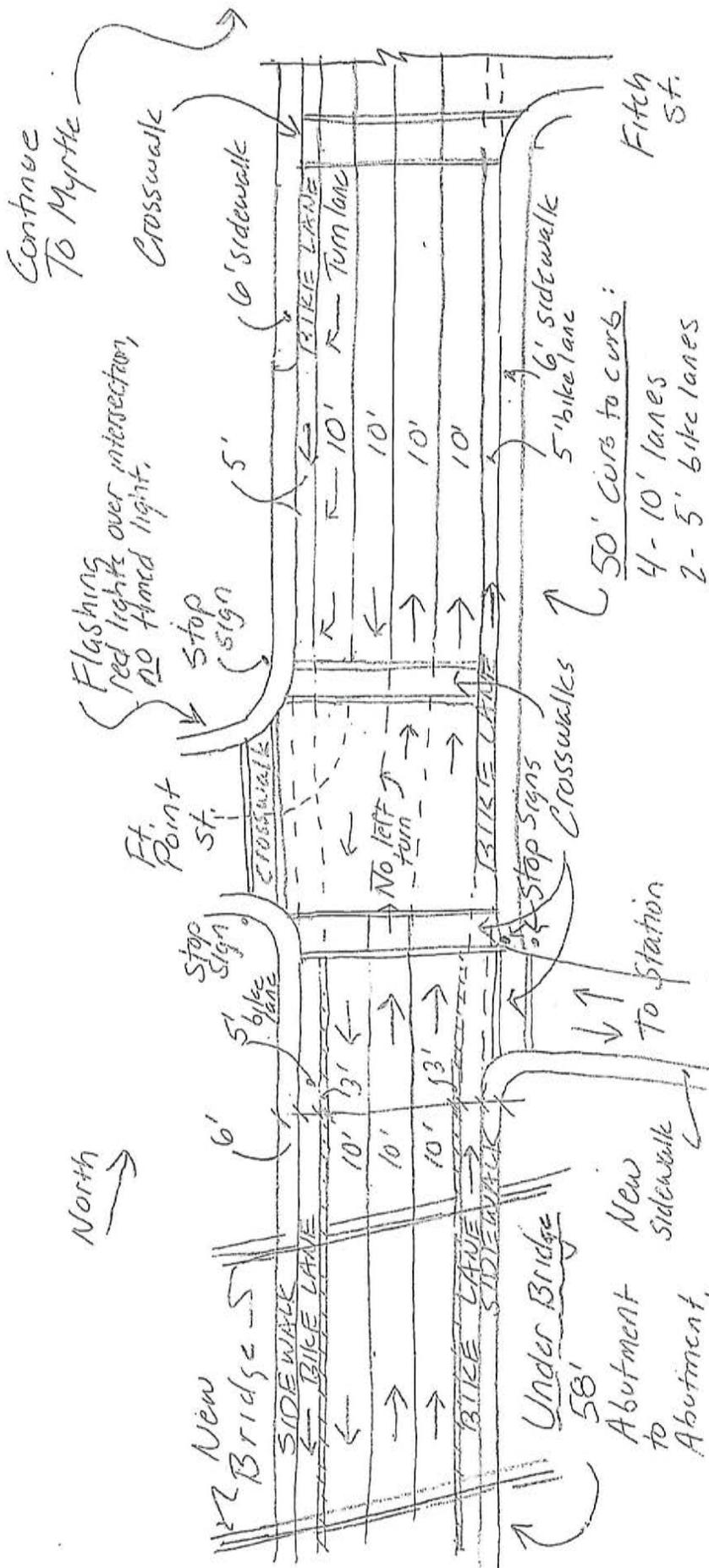


SAME OUTER RIGHT-OF-WAY FOR BOTH SCENARIOS

PROPOSED "COMPLETE STREETS" SCENARIO

BRICK STRIP MORE ATTRACTIVE; VEHICLES FURTHER AWAY FROM TREES; SAFE BIKE LANES; A MOWER LANES STAY OPEN.





Notes:

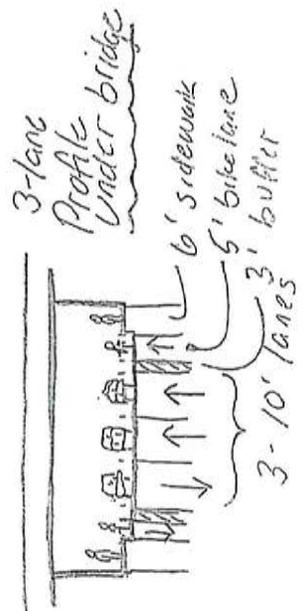
- Continue 4 lanes + bike lanes to Myrtle
- preserve 7' parking lane in front of church
- recommend removal of traffic light at Myrtle, add ped. activated crosswalks

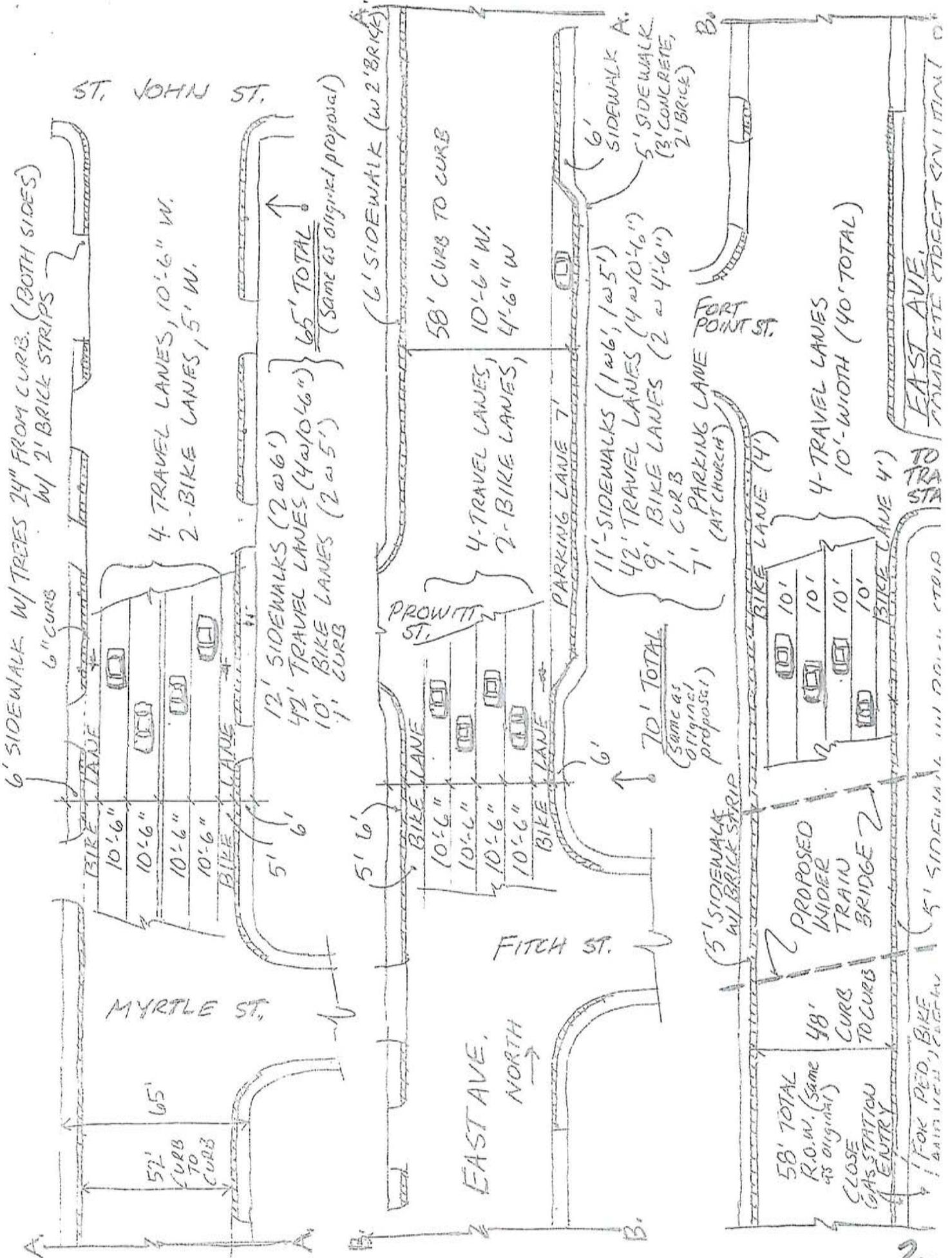
East Avenue Complete Streets Proposal

To improve car, pedestrian, and bicycle safety.
 Prepared by Mike Moshak, ASLA 1/16
 203-943-9535

46' curbs to curbs:

- 3-10' lanes (2 north, 1 south)
- 2-5' bike lanes
- 2-3' buffers for bike lanes.





Corridor Tier Summary Table

Corridor Name	Priority Tier	To	From	Corridor Type	Attractors/Generators	Pedestrian Facilities	Considerations for Priority Tier Ranking
Calif Pasture Beach Road	1	Gregory Boulevard	Beach driveway	Bicycle/Pedestrian	Veterans Memorial Park, Harbor B&E Path, Martin Elementary School, Calif Pasture Park, Shady Beach	Both sides of roadway	Public input, Proximity to schools and community facilities
East Avenue	1	Route 1 (Westport Avenue)	East Well Street	Bicycle/Pedestrian	The Green, City Hall, Churches & Synagogue & businesses	Both sides of roadway	Proximity to community facilities, businesses
East Avenue	1	East Well Street	Interstate 95	Bicycle/Pedestrian	The Green, City Hall, Churches & Synagogue & businesses	Both sides of roadway	Multiple pedestrian crashes, Proximity to community facilities, businesses
East Avenue	1	Interstate 95	Route 136 (Winfield Street)	Bicycle/Pedestrian	East Norwalk Rail Station, businesses, Churches	Both sides of roadway	Multiple pedestrian crashes, Rail station proximity, Proximity to businesses
Flax Hill Road	1	Highland Avenue	Sundview Avenue	Bicycle/Pedestrian	Schools on Highland Avenue	Both sides of roadway	Proximity to schools
Highland Avenue	1	Flax Hill Road	Route 135 (Wilson Avenue)	Bicycle/Pedestrian	Four schools, Rowayton Library, Rowayton waterfront and businesses	Intermittent on west side of roadway	Proximity to schools, Action Middle School Safe Routes to School Plan
Linden Street	1	Route 123 (Main Avenue)	West Rocks Road	Pedestrian	West Rocks Middle School, All Saints School, Notre Dame Nursing Home	Primarily north side of roadway	Sidewalk gap on pedestrian corridor within 1/4 mile of school
Richards Avenue	1	West Cedar Street	Route 1 (Connecticut Avenue)	Bicycle/Pedestrian	Norwalk Community College, RiverPark offices, Route 1 businesses, retail	Intermittent on both sides of roadway	Proximity to schools and businesses, Sidewalk gaps
Richards Avenue	1	Scribner Avenue	West Cedar Street	Bicycle/Pedestrian	Norwalk Community College, churches, Fox Run School	West side of roadway	Multiple pedestrian crashes, School zone
Riverside Avenue	1	Silvermine Avenue	Belden Avenue	Bicycle/Pedestrian	Jefferson Elementary School, businesses, Riverside Cemetery	Intermittent	Sidewalk gap on pedestrian corridor within 1/2 mile of school
Route 1 (Connecticut Avenue)	1	Scribner Avenue	Darien Town Line	Bicycle/Pedestrian	Businesses, retail	Intermittent on both sides of roadway	Multiple bicycle crashes, Public input, Sidewalk gaps
Route 1 (Connecticut Avenue)	1	Van Buren Avenue	Scribner Avenue	Bicycle/Pedestrian	Businesses, retail	Intermittent on both sides of roadway	Multiple pedestrian and bicycle crashes, Public input, Sidewalk gaps
Route 1 (Cross St & North Avenue)	1	Wilson Avenue	East Avenue	Pedestrian	Businesses, retail	Primarily both sides of roadway	Multiple bicycle crashes, Public input
Route 1 (Westport Avenue)	1	East Avenue	Strawberry Hill Avenue	Bicycle/Pedestrian	Businesses, retail, Norwalk High School	West side of roadway	Sidewalk gap on pedestrian corridor within 1/4 mile of school, Public input, Multiple bicyclist's crashes
Route 123 (Main Street)	1	Route 1 (Cross Street)	Ward Street	Pedestrian	Businesses, retail	Primarily both sides of roadway	Multiple pedestrian and bicycle crashes
Route 136 (Wilson Avenue)	1	Highland Avenue	Martin Luther King Drive	Bicycle/Pedestrian	Rowayton School, Rowayton Library	None	Sidewalk gap on pedestrian corridor within 1/4 mile of school



obtain direct access to arterials, local elected leaders and policy makers should be aware of the importance of access management to traffic flow and safety.

- ◇ Require circulation plans for new, large-scale development that conform to these access management guidelines.
- ◇ Increase spacing of signalized intersections on major arterials where possible. In locations where closely spaced signalized intersections already exist along arterials, one or more of the following actions should be considered:
 - ❖ Restrict cross movement from the side roads;
 - ❖ Limit arterial left-turn movements;
 - ❖ Remove the signalized intersection and force right-turn movements at the intersection or construct overpasses or underpasses, if financially feasible.
 - ❖ Build service or frontage roads to consolidate access points; or
 - ❖ - Replace intersections with grade-separated interchanges.
- ◇ Reduce private access to arterials. Fewer driveways spaced farther apart allow for more orderly merging of traffic.
- ◇ Create an effective local roadway network that enables traffic to access local developments without using arterial roadways thereby preserving their functional capacity for through trips and provides alternate routes for local and through traffic in the event of a mainline emergency.

5.5 Bicycle and Pedestrian Policies and Strategies

Policies and strategies to promote bicycle and pedestrian activity relate to improved modal and neighborhood connectivity, improved facilities, and improved safety.

5.5.1 Improve Connectivity

✓ To allow for increased bicycling and walking, connections among transit facilities, residential areas, activity centers, parks, and tourist attractions should be maintained where existing and established where missing. The following strategies support increased connectivity.

- ◇ Focus on improving Bicycle Level of Comfort along key roadway segments identified in the City of Norwalk Bicycle Master Plan.
- ◇ Expand the off-road trail system and create linkages among existing trails by implementing the recommendations of the City of Norwalk Bicycle Master Plan. Connect bike paths, sidewalks, and trails to fill in any gaps.
- ◇ Enhance and expand bicycle and pedestrian access to transit.

*Transportation Management Plan
2012 ↑ TMP (DAW)*

FEATURES MENU (PAGE ONE)

STICKER - THE
ONES YOU LIKE

WIDE LANES	5	
NARROW LANES	18	
WIDE SIDEWALKS	17	
NARROW SIDEWALKS	11	
WIDE BUFFER BETWEEN ROAD TRAFFIC AND SIDEWALK	11	
UNOBSTRUCTED SIDEWALKS (lighting, poles, trash cans, etc.)	21	
MARKED BUS STOPS	5	
COVERED BUS STOPS	15	
DECORATIVE GROUND LANDSCAPING	17	
HANGING PLANTERS	7	
SEASONAL DECORATIONS	10	
MORE TREES	22	
BIKE BOXES FOR BIKE LANES	4	

FEATURES MENU (PAGE TWO)

STICKER THE ONES
YOU LIKE

PAVER SIDEWALKS

3



DEFINED CURB CUTS

14



REFLECTIVE ROAD PAINT

16



DECORATIVE CURBING

4



CONCRETE SIDEWALKS

15



STAMPED CONCRETE SIDEWALKS

7



BRICK OR FAUX BRICK SIDEWALKS

15



RAISED CROSSWALKS

2



FLASHING CROSSWALK LIGHTS

25



DECORATIVE LIGHTING

10



MORE TRASH RECEPTACLES

8



UNDERGROUND UTILITY LINES

28



LOW CLEARANCE WARNING
DEVICES

26



VOTING - MOST IMPORTANT!

VOTE FOR ONE OF FOUR

ROAD FUNCTIONALITY - MORE TRAFFIC

ROAD FUNCTIONALITY - LESS TRAFFIC

ROAD FUNCTIONALITY - FASTER SPEED

ROAD FUNCTIONALITY - REDUCED SPEED

6

7

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28

36

VOTE FOR ONE OF TWO

AVENUE DESIGN - VISUALLY PLEASING

AVENUE DESIGN - SPARSE, CLEAR

33

VOTE FOR ONE OF TWO

RAIL BRIDGE - MAINTAIN CLEARANCE

(LOWERS ROADWAY BY ONE FOOT)

RAIL BRIDGE - OR - INCREASE CLEARANCE

(LOWERS ROADWAY BY THREE FEET)

35

10

VOTE FOR ONE OF THREE

FT POINT INTERSECTION - 3 WAY STOP

FT POINT INTERSECTION - TRAFFIC LIGHT

FT POINT INTERSECTION - AS IS (NO LIGHT OR STOP SIGN)

5

21

19

VOTE FOR ONE OF THREE

BIKE LANE - NORTHBOUND FROM WINFIELD

BIKE LANE - SOUTHBOUND FROM FITCH

BIKE LANE - ENTIRE LENGTH

NO BIKE LANES

7

34

VOTING

LANE OPTIONS

SOUTHBOUND

- KEEP LEFT ONLY - FITCH
- KEEP LEFT ONLY - WINFIELD
- REMOVE NO LEFT TURN - RAYMOND
- REMOVE NO LEFT TURN - MYRTLE
- KEEP RIGHT ONLY - FT. POINT
- TWO SOUTHBOUND LANES - BRIDGE
- ELIMINATE ROAD SLALOMS"

NORTHBOUND

- CENTER TURN LANE - FT. POINT
- TWO NORTHBOUND LANES - BRIDGE
- ADD NORTHBOUND SIDEWALK - BRIDGE
- KEEP SINGLE SOUTHBOUND LANE - BRIDGE

STICKER THE OPTIONS YOU LIKE



18

18

1

8

34

6

9

29