

**City of Norwalk**  
**Norwalk Bike/Walk Taskforce**  
**Meeting Minutes**  
**December 7, 2015, 5:30pm**  
**Health Department – 2<sup>nd</sup> Floor Library**  
**137 East Avenue, Norwalk CT 06851**

**Attendees:** Jud Aley, Tim Callahan, Jim Carter, Colin Grotheer, Tilly Hatcher, John Igneri, Kevin Kane, Kaitlin Latham, Peter Libre, Eloisa Melendez, Mike Mushak, Nancy Rosett

**1) Bike Signage**

Peter Libre stated that signs saying “Cyclists May Use Full Lane” are preferable to “Share the Road”, and the group agreed. One group member questioned whether the preferable sign implies that cyclists can ‘hog’ the entire lane.

**2) Complete Streets Ordinance**

The Bike/Walk Taskforce updated Common Council members John Igneri and Eloisa Melendez on the 2009 Complete Streets law and the taskforce’s goal of creating a Complete Streets ordinance or policy for Norwalk. The Taskforce agreed that this ordinance or policy should require:

- Bike facilities on all roads unless they legally cannot fit (with written explanation as to why bike facilities cannot be placed on said road)
- No sidewalk obstructions (lamp posts, mail boxes, utility poles, etc.)
- Input/recommendations from the Bike/Walk Taskforce on allocation of funds received from Safe Routes to School

Both John Igneri and Eloisa Melendez recommended that the Taskforce create a policy rather than an ordinance, as ordinances are more difficult to enforce. The Taskforce will draft a Complete Streets policy to be reviewed by Igneri and Melendez in the coming weeks.

**3) Norwalk River Valley Trail**

Jim Carter shared that the NRVT has the chance to receive a \$1.2 million grant to complete the trail from Grist Mill in Norwalk to Wolfpit in Wilton. Norwalk’s Corporation Council was presented with a memorandum of understanding approximately one month ago, and there has been no movement with this grant process as of yet, despite numerous phone calls and emails.

Jim Carter will send a comprehensive summary of the grant process and what’s required of the City of Norwalk to John Igneri, who offered to circulate the information to the appropriate parties in order to move forward with the grant.

**4) Strategic Plan**

Tim Callahan and Kaitlin Latham reviewed the draft strategic plan and determined that it needs editing before it’s unveiled to the public. A strategic planning committee was formed, consisting of Tim Callahan, Kaitlin Latham, Nancy Rosett, Jud Aley, and Kevin Kane. They will meet in the coming weeks to work on refining the strategic plan.

**5) Gregory Boulevard**

Peter Libre discussed bringing bike lanes to Gregory Boulevard, past the roundabout heading toward the Sound. Some areas of the road are as narrow as 26' in width, which would require 9' driving lanes with 4' bike lanes. Libre shared that nine foot driving lanes are legal on local roads ([https://www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications/section03.cfm#Toc336872986](https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section03.cfm#Toc336872986)). The Taskforce will come to a decision on this matter at the next meeting.

**6) Protected Bike Lanes**

Tilly Hatcher discussed her trip to Decatur, Georgia and her experience with protected bike lanes. She suggested Norwalk explores this option for future projects.

**7) Evernote**

Kevin Kane researched [Evernote](#), a free, web-based workspace through which the Taskforce can house documents and share information. Kevin will test the functions of this website with Jud Aley and Colin Grotheer and report back in January.

**8) Highpointe**

The State denied a request for 10' driving lanes adjacent to the new Highpointe development, so the area will have 11' driving lanes with 5' bike lanes. The State's denial of 10' lanes contradicts their prior statement that 10' lanes are appropriate in urban areas, such as the portion of Route 53 between Merrill Street and Route 1.

**9) Grist Mill/ Norwalk River Valley Trail**

Jim Carter and Mike Mushak showed plans for the Norwalk River Valley Trail on Glover Ave and Grist Mill. Building & Land Technology (BLT) denied the NRVT's request for the trail to be installed behind BLT's proposed buildings and onward under Grist Mill. Instead, plans were drawn for the NRVT to continue along Glover Avenue, and along the edge of the BLT property—a northern easement with 5-8% grade. The NRVT would connect under the Grist Mill Bridge and continue on to Wilton.

Members were asked to attend a public hearing on this matter on Wednesday, December 9, 2015 at 7:30pm in the Common Council Chambers.