

City of Norwalk
Bike/Walk Commission
Meeting Agenda
May 7th, 6:00 pm
Health Department, 1st Floor Waiting Room
137 East Avenue, Norwalk CT 06851

1. 6:00 Public Input
2. 6:10 Approval of April 2nd minutes (See attached)
3. 6:15 Chair's Report
4. 6:25 Committee Reports
 - a. Bike Plan – Colin Grotheer
 - b. Bike Share – Nancy Rosett
 - c. DPW Open House – Mike Heslin
 - d. Pedestrian Plan (See attached) – Deborah Lewis
 - e. Pump Track – Gunnar Waldman, Monika Stokes
 - f. Safety/Outreach – Jud Aley
 - g. Strategic Plan (See attached) – Nancy Rosett
 - h. Website – Peter Franz
5. 6:50 Old Business
 - a. Walking Update – Kaitlin Latham
 - b. DPW Update – Bruce Chimento
 - c. Crosswalk on Wall St. at Knight – Bruce Chimento
 - d. Bike Trough Repair – Bruce Chimento
 - e. Intersection of Water and Washington Streets – Colin Grotheer
6. 7:15 New Business
 - a. Norwalk River Valley Trail (NRVT) – Jim Carter
 - b. Options for Traffic Calming and a Crosswalk for East Ave between Wall and Route 1 – Peter Libre
7. 7:30 Adjournment

Next meeting: June 4th, 2018

6:00 – 7:30 pm

Health Department Waiting Room (1st Fl.)

Attachment 2:

**CITY OF NORWALK
BIKE/WALK COMMISSION
REGULAR MEETING
APRIL 2, 2018**

ATTENDANCE: Nancy Rosett, Chair; Colin Grotheer; Kevin Kane; Jud Aley; Mike Heslin; Deborah Lewis; Peter Franz

OTHERS: Paul Sotnik, Civil Engineer DPW; Kaitlin Latham, Health Dept.; Deanna D'Amore, Director of Health; Chris Bisceglie; Rich Mackin, Rebecca Schuetz

CALL TO ORDER

Ms. Rosett called the meeting to order at 6:01PM. A quorum was present.

1. PUBLIC COMMENT

There was no public comment.

2. APPROVAL OF FEBRUARY 5TH MINUTES

- ** MR. HESLIN MOVED TO APPROVE THE MINUTES.**
- ** MR. FRANZ SECONDED THE MOTION.**
- ** THE MOTION PASSED UNANIMOUSLY.**

3. CHAIR'S REPORT

Ms. Rosett reported and said that she had met with Susan Wallerstein of the Arts Commission and Jim McDonald. They did a walk from Glover Avenue to Grist Mill and down Main Avenue. She said that there are some outdoor sculptures at some of the Merritt 7 office buildings on Main Avenue and the Arts Commission would like to do a walking tour that would include looking at the sculptures. The walk would include a citizen evaluation of conditions for walking in the area. Ms. Rosett reached out to Professor Bjerke to see if she had students who could help us develop a scorecard to use. They are hoping to do this on a weekend in May or June.

Ms. Rosett said the GIS map of Bike Routes Master Plan on the Commission's website shows the regional bike routes such as the East Coast Greenway in green but on the Existing Bike Routes the regional routes are shown in red. Red is used to indicate bike lanes but most of the regional routes do not have bike lanes (or sharrows). The coloring might lead people looking at the Existing Routes map to think there are bike lanes

where none are. She suggested either taking them off all together on the Existing Routes map or leaving them and putting them in green. It was decided to use the same coloring on the Existing Routes map as on the Bike Plan map. Further, where a bike lane or sharrowed route overlaps with a regional route, the color for a bike lane (red) or sharrowed lane (blue) would take precedence.

4. COMMITTEE REPORTS

a. Bike Plan

There was no report.

b. Bike Share

Ms. Rosett said that the committee has met and recommending P3GM who is the vendor currently in New Haven and New Rochelle. She said that the next step is to present the plan to the Public Works Committee on May 1st 2018 at 7:00PM in the DPW conference room. She encouraged any commissioner who is able to speak in favor of the proposal during the public comment section of that meeting. The bike share program could be voted on that night to be sent to the Common Council. If approved by the Common Council it will go to the Legal Department to negotiate a contract. Hopefully this will be complete by the early to mid-summer. Then the real work can start with the vendor. Mr. Kane asked when it will be publically announced. Ms. Rosett said either after the Public Works Committee meeting on May 1st or after the Common Council meeting. She said that she will send a reminder e-mail to the Commission a week prior to the Public Works Committee meeting.

c. Pedestrian Plan

Ms. Lewis said the ordinance that created the Bike/Walk Commission requires that the commission update the pedestrian plan annually. She said that she has been working with the task force to develop some action-oriented goals which she discussed with the committee and asked for feedback. She said that they have identified three priority goals and that she has included some implementation suggestions as well as an appendix with references and resources. She said the goals for the first year which will begin July 1, 2018, are foundational and the three priorities are identifying scorecards, developing a short list of pedestrian trouble spots and understanding engineering and design components of safe a pleasant walking and running. She said they are also hoping to expand the existing NorWALKER program and are looking for regular leaders. Mr. Heslin asked if there is a current list of walk leaders based on the NorWALKER routes. Ms. Latham said "yes" but there are very few. There are 40 routes that have had multiple audits done within the past three years. She will send the data along with the list of current leaders. Ms. Lewis said that there is an on-going initiative with the Norwalk Public Schools and she would like to dovetail with that to increase awareness in the public schools on the benefits and techniques of safe walking and brainstorm on future programs.

Ms. Lewis said that the mission of the Norwalk Pedestrian Plan will be to get more people walking and running by creating an environment and a culture that are more conducive to safe and enjoyable walking and running. She said that Ms. Rosett will be sending the document out to the committee and asked the committee to redline the document and track any changes that they may have and send them to her within a week from today. Mr. Franz suggested that all transportations hubs have

good walkability. Ms. Rosett said that she will send the document to the committee members with Ms. Lewis's contact information for any changes or comments they may have. She also said that they are required by ordinance to report to the Common Council annually and this will go to them as part of the annual report at the end of this fiscal year and will provide input into the strategic plan.

d. Pump Track

Mr. Sotnik said that other department heads had issued a letter in support but that Mr. Chimento said that he did not feel comfortable issuing a letter because his department will have to review it for the City.

e. Safety/Outreach

Mr. Aley said that Mr. Kane has sent the information to Nancy on Norwalk regarding Maple Street, and that the next project that will be profiled is Norwalk Community College. He said that Ms. Bisceglie is a member of the sub-committee. Ms. Bisceglie said they will also be working on a bike safety clinic which was going to be held in May but it has been postponed until the fall. There is a summer camp for Norwalk youth held at the Wilton YMCA which has a bike safety component. Ms. Bisceglie will be getting the curriculum. She also said that she has recently been certified as an instructor by the League of American Bicyclists. She said that she was also thinking of contacting the Carver Center as they also have a summer program. Ms. Rosett asked if the clinic in the fall is just for kids. Ms. Bisceglie said "yes" but that it is for the community. Ms. Rosett said that Sound Cyclist will also be having a seminar at the Wilton YMCA for adults getting back into bicycling later this month. She also said that anything we can do to promote bicycle and pedestrian safety and publicize it is a good thing.

f. Strategic Plan

Ms. Rosett said an evaluation of this year's strategic plan will be discussed at the May meeting as well as discussing a strategic plan for the coming year. She asked the committee if there is anyone else who would like to be involved in the committee. Ms. D'Amore offered her help as she has a lot of strategic planning experience.

g. Website

There was no report.

5. OLD BUSINESS

a. Walking Update

Ms. Latham that the American Heart Association is working with the Merritt 7 complex to sponsor a walking event this Wednesday at 12:00PM at 301 Merritt 7 which is open to the public.

Ms. Latham said she will be speaking this Friday at the Bike Walk Connecticut Annual Summit. She will be speaking about how NorWALKER program been sustainable walk initiative for the whole city.

Ms. Latham said on Saturday, June 7, 2018 there is a walk in Silvermine at 8:00AM which will meet at the Silvermine School parking lot.

Ms. Latham said that there is a webinar coming up on tools for inventorying pedestrian crossing infrastructure. She said that it will be held next Tuesday, April 10, 2018, at 1:00PM and that she will send the link to the Commissioners.

Ms. Latham said that she has not received any response regarding the Keeping Kids Safe grant.

b. DPW Update

Mr. Sotnik provided an update on this year's goals for bike lanes and sharrows and said that they have decided to do them in two sections. He presented the map and said that staff will be measuring the areas to confirm whether there is sufficient room for bike lanes. They have discovered that most of the streets will end up being sharrows versus bike lanes due to the curves and widths. Mr. Heslin said that if they will be doing the measuring on a Monday or a Tuesday he would be available and would like to participate.

c. Washington and Water

There was no report.

d. Crosswalk on Wall Street @ Knight Street

Mr. Sotnik said that Mr. Yeosock will be including this on the Traffic Authority agenda and that the crosswalk will require the removal of one parking space. Ms. Rosett asked if it should then also go to the Parking Authority for approval. Mr. Sotnik said "yes". Ms. Rosett said that that the Traffic Authority will meet on Monday, April 16, 2018, at 4:00PM at the Police Department and that she is unable to attend and asked if anyone on the committee could attend. Mr. Aley said that he will attend the meeting. Ms. Rosett said to remind the Traffic Authority that this particular crosswalk is part of the Redevelopment plan for the area.

e. Bike Trough Repair

Mr. Sotnik said that Mr. Yeosock is working on this but that he is on vacation so there is no update.

6. NEW BUSINESS

Mr. Heslin asked if there is a preferred bike donation method. Ms. Rosett said Northeast Community Cycles and they will pick them up and they refurbish them and give them to both kids and adults who need them, and they also provide a helmet. Mr. Heslin suggested refurbishing some bikes and holding a bike safety demonstration at the DPW open house. Mr. Kane discussed the bike refurbish program that he currently participates in at Danbury and he would like to do it in Norwalk. There was further discussion ensued and Mr. Heslin requested that it be included as an agenda idea to discuss ideas and options for the DPW open house. Ms. Rosett asked if someone would be interested in heading a committee. Mr. Heslin, Ms. Bisceglie and Mr. Kane volunteered to be on the committee.

Mr. Kane discussed the DOT meeting that he attended last week and said that he spoke at the meeting and that he is very concerned with their plan. He discussed his concerns regarding the proposal to shuttle people around the Yankee Doodle Bridge and also the left hand turn at RT.1 and West Avenue. He said that the meeting is available to view on Nancy on Norwalk and suggested the committee members watch the video.

7. ADJOURNMENT

- ** MR. KANE MOVED TO ADJOURN.**
- ** MR. ALEY SECONDED THE MOTION.**
- ** THE MOTION PASSED UNANIMOUSLY.**

The meeting adjourned at 7:30PM.

Respectfully submitted,

Dilene Byrd
Telesco Secretarial Services

Attachment 4d:

Norwalk, Connecticut’s Pedestrian Plan for the Fiscal Year July 1, 2018 – June 30, 2019

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Executive Summary

Background

In 2014, Norwalk, Connecticut Mayor Harry Rilling formed the Norwalk Bike/Walk Task Force, comprised of local residents and business owners, charged with helping to make our streets and sidewalks safer for everyone. In 2017, the Common Council created the [Norwalk Bike/Walk Commission](#), transforming the Bike/Walk Task Force into an official government entity that will remain in effect across administrations. The Commission supports bicycling and walking as safe, accessible, and sustainable forms of transportation and recreation that increase the City of Norwalk's livability and economic vitality and improve public and environmental health. While the Norwalk Health Department, a key supporter of the Bike/Walk Commission, has worked to promote walking in Norwalk, primarily through editing and promoting the “NorWALKer” routes, the Bike/Walk Commission has focused on bicycling in Norwalk. In late 2017 a task force was formed (see the membership list on the following page) to develop a draft pedestrian plan to promote the walking component of the Bike/Walk Commission’s work. The plan will be used by the Bike/Walk Commission to enhance its walking initiative. Moreover, [the Bike/Walk Commission’s charter](#) stipulates that it “review, promote, and update the City of Norwalk’s Pedestrian Plan.” The commission thus needs to have a plan that it can update in the future. Finally, Norwalk is in the process of developing its Plan of Conservation and Development (POCD), a ten-year, State-mandated planning document: the pedestrian plan is intended to inform that process and document.

Goals and Priorities for Fiscal 2018/2019

The task force has developed 9 key goals for the fiscal year running from July 1, 2018 to June 30, 2019. These are listed below for emphasis and appear again on page 8. Specific action steps to accomplish these goals have also been suggested by the Task Force on pages 9 and 10, and may be selected by the Bike/Walk Commission. The underscored goals (#'s 3, 5 and 8) are those that the Pedestrian Task Force believes should be first year priorities.

The goals are:

1. Expand the NorWALKer program of regular volunteer led walks using the NorWALKer routes.
2. Increase awareness in the Norwalk Public Schools of the benefits and techniques of safe walking, and brainstorm on future programs (e.g., gym classes, clubs).
3. Develop a short-list of priority pedestrian trouble spots or connectivity opportunities in Norwalk (e.g., cross walks and sidewalks), working with DPW to identify planned improvements. Also, identify areas where pedestrian connectivity to places of work, shopping and recreation can be improved.
4. Develop relationships with City/community leaders with a stake in safe walking and running.
5. Understand design components of safe and pleasant walking and running.
6. Identify and follow-up on pedestrian funding sources based on priorities.
7. Review existing applicable federal, state and local regulations in order to formulate Norwalk's pedestrian access policies.
8. Identify guidelines or scorecards for measuring the extent of walking/running and select or develop a scorecard for measuring walkability in Norwalk.
9. Review and recommend improvements to walking routes to all train and bus hubs, assuring safe mass-transit accessibility by non-automotive commuters.

2017/2018 Pedestrian Plan Task Force Participants

Theresa Argondezzi: Norwalk Health Department

Brad Craighead

Kevin Kane

Bobbie Kinn

Kaitlin Latham: Norwalk Health Department

Deborah Lewis (task force chair)

Nancy Rosett: Chair, Norwalk Bike/Walk Commission

Sabrina Church: Norwalk Redevelopment Agency

Previous Walking Initiatives in Norwalk

- 1981: The first section of the Norwalk Harbor Loop Trail was built as recommended in a 1979 planning study recommending a waterfront trail to increase public access to the Norwalk River.
- 2002: The Norwalk Health Department secured a three-year grant from the Connecticut Department of Public Health to establish 10 walking routes in various City neighborhoods. These routes were celebrated throughout Norwalk with volunteer led walks. This marked the start of the NorWALKer program.
- 2003 - 2006: Dozens of NorWALKer routes were created with community input. They were audited and launched for public use via printed maps and on-line. Maps were displayed at the Health Department and handed out at community events.
- 2013: The Greater Norwalk Health Living Workgroup, a community coalition, began auditing all the walking routes and redesigned the NorWALKer program.
- 2015: The audits of the NorWALKer Routes were completed, and the map redesign was in progress. A micro-grant from *America Walks* was secured to partially cover the maps' printing costs. Mayor and Mrs. Rilling began the *Walk with Us* program, walking a NorWALKer route each Saturday.
- Summer, 2016: Newly redesigned NorWALKer maps were launched at a community kick-off event, making more than 40 routes in 17 neighborhoods available to the community via printed maps, the Norwalk Health Department website, on fitness apps, and via community partners.
- October, 2016: The first monthly volunteer led community walk was held in Silvermine and these are ongoing. Since then, walks have also taken place in East Norwalk, West Norwalk and South Norwalk/Rowayton, and the summer concert series have started. Mayor and Mrs. Rilling have continued the *Walk with Us* series of weekly walks.

Other walking initiatives in Norwalk have included:

- The Pokémon GO NorWALKer maps, developed shortly after the Game's release in 2016.
- Walk to School Day established and implemented in 2012.
- Development of the *South Norwalk Walking Map* in December, 2016.
- Development of the *Discover Norwalk Self-Guided Walking Tour* in October, 2016
- Completion of sections of the Norwalk River Valley Trail (NRVT) in Norwalk and Wilton. The NRVT has been in existence as a formal entity since the original grant was received in 2012.
- Development of the Norwalk Harbor Loop walking path, which is ongoing.
- The Merritt Parkway Trail initiative. When completed in 1934, the Parkway was envisioned to have trails. The Merritt Parkway Trail was initially proposed in a study done in 1994 by the Regional Plan Association. The Trail will comprise the local section of the East Coast Greenway, the 3,000-mile biking and walking route. On road bicycling routes for the Greenway have been completed in Norwalk, but segments of the off-road trail itself have not yet been completed.
- The Livable Norwalk initiative on Facebook has become a proponent of walking and other "livability" issues.

Components of Walkable Communities

The Norwalk Bike/Walk Commission, if it adopts the goals in this plan, will review various scorecards and criteria for walkable communities, and adopt or amend them for Norwalk's particular needs.

That said, there are generally agreed upon definitions of "walkability" and its components.

Walkability is an important concept in sustainable urban design. It's a measure of how friendly an area is to walking, and what influences an individual's decision to walk. It should be pointed out that while "walkability" is the commonly accepted terminology, we also include running in our definition of walking for the purposes of this plan. Some key factors influencing walkability include:

- The presence of quality of footpaths, sidewalks and other pedestrian rights-of-way.
- Pedestrian crossings (crosswalks, signals, lighting, median refuge, sight lines, curb cuts, lack of obstacles).
- Americans with Disabilities Act compliance.
- Connectivity of walking options.
- Voluntary (non-state roads) and mandatory (state roads) adherence to Complete Streets* design principles and street design that works for walking (and bicycling), not just cars.
- Traffic volume and road conditions that enhance pedestrian safety.
- Buffers to moving traffic (planter strips, on-street parking or bike/walking lanes).
- A low motor vehicle, pedestrian and bicycle accident rate.
- Car independency (i.e., degree to which it is possible to walk from one's home to errands and leisure activities); nearby local destinations accessible on foot.
- Access (presence and distance) to mass transit.
- Outside environment's esthetics, greenspaces, lighting, air quality, shade or sun in appropriate seasons, trees and vegetation, street furniture, art, trails, benches.
- Surrounding "built environment:" residential and commercial density, diversity, design, destination accessibility, attractive building fronts, and pocket parks.
- Public education and walking programs.
- Wayfinding and maps including downloadable maps.

* Connecticut's Complete Streets bill was signed into law in 2009. The law mandates that "accommodations for all users shall be a routine part of the planning, design, construction and operating activities" of all state highways. Beginning October 2010, 1% of transportation funding is dedicated to construction of complete streets elements. While the law does not address non-state highways, it has influenced planning that embraces all users, including pedestrians, bicycles, and cars, even on non-state roads.

Increasing Walkability

The 2015 Community Wellbeing Survey, which was one piece of the Greater Norwalk Community Health Assessment and Improvement Initiative, revealed overall positive perceptions of the pedestrian environment in Norwalk, but room for improvement. For example, 73% of Norwalk residents agreed or strongly agreed that many neighborhood amenities were located within easy walking distance, and 71% said there were sidewalks and crosswalks on most streets in their neighborhood. However, 29% of respondents reported not feeling safe walking in their neighborhoods at night.¹

In order to increase walkability in Norwalk, stakeholders will examine the components of walkable communities listed earlier, determine priorities specific to Norwalk, and develop an action plan for implementation. This process has begun with the development of this plan and the goals outlined here, but it also will likely include assessing and measuring walkability with a walkability measurement tool and undertaking a walking audit. Several tools are available for measuring the walkability of particular streets and communities as a whole. The US Centers for Disease Control and Prevention and the US Environmental Protection Agency both have audit tools available to the public. Others include Pedestrian Environment Review System (PERS), Walk Score, Context Walkability, Walkability, Walkonomics, RateMyStreet, Walkability App, the Federal Highway Administration (FHWA) checklist, and State of Place. Additional resources on this topic can be found in the Appendix.

The Case for Walkable Communities

Walkability can enhance Norwalk's safety, equity, environment, economics, and the health of all who live, work, learn, and play here. Research demonstrates that smart planning and design that protects pedestrians improves safety for everyone: drivers, cyclists, *and* walkers. Strong pedestrian infrastructure can encourage more people to leave their cars at home, reducing traffic, air pollution, and reliance on fossil fuels. Walkable communities are vibrant communities, drawing tourists and businesses and improving social connection and community cohesion.² In fact, homebuyers are increasingly looking for walkable communities. In a 2017 survey from the National Association of Realtors®, 70% of respondents said walkability and related qualities were important when deciding where to live³. Investments in walking can benefit all members of the community equitably, allowing people without cars to access more opportunities and resources. Finally, specific changes to a community's built environment (e.g., bike lanes, crosswalks, traffic calming measures, community connectivity, etc.) can help increase physical activity and improve the health of NorWALKers⁴.

In its 2011 Guide to Increase Physical Activity in the Community,⁵ the US Centers for Disease Control and Prevention (CDC) lists high-priority strategies to increase physical activity in communities. They recommend improving street lighting, ensuring sidewalk continuity, enhancing traffic calming, improving connectivity of streets, sidewalks, and adding bike lanes among its highest priority strategies. The CDC explains that one of the most frequently cited barriers to physical activity is lack of safe areas, and that improved pedestrian (and cycling) infrastructure may promote physical activity by making walking and cycling more appealing, easier, and safer.

In addition, the American Public Health Association has joined a call to action with the American Planning Association, American Society of Civil Engineers, National Recreation and Park Association, and several other organizations to implement many of these same strategies⁶. In 2016, the US Community Preventive Services Task Force issued similar recommendations based on evidence from a systematic review of 90 studies⁷.

Pedestrian Plan Mission, Vision, Goals for Fiscal 2018/2019

Mission statement: Norwalk's Pedestrian Plan will get more people walking and running by creating an environment and a culture that are more conducive to safe and enjoyable walking and running. The pedestrian plan does not seek to replicate previous studies; rather it seeks to identify specific, measurable actions to create a City whose citizens embrace walking and running. It will be integrated over time with the Bike/Walk Commission Strategic Plan but is intended to stand alone initially as a means of giving increased attention to walking and running in Norwalk.

Vision: Create in Norwalk an expanded walking and running environment within the City of Norwalk that is well-connected, safe, attractive, and ADA compliant.

Nine key goals have been identified for the fiscal year running from July 1, 2018 – June 30, 2019.

These goals fall into the overlapping categories of program, infrastructure, policy/funding, and measurement. The Task Force has also suggested specific action steps, which are contained in the next section, and which the Bike/Walk Commission may choose to adopt.

Goals and Priorities:

The underscored goals (#'s 3, 5 and 8) are those that the Pedestrian Task Force believes should be first year priorities.

1. Expand the NorWALKer program of regular volunteer led walks using the NorWALKer routes.
2. Increase awareness in the Norwalk Public Schools of the benefits and techniques of safe walking, and brainstorm on future programs (e.g., gym classes, clubs).
3. Develop a short-list of priority pedestrian trouble spots or connectivity opportunities in Norwalk (e.g., cross walks and sidewalks), working with DPW to identify planned improvements. Also, identify areas where pedestrian connectivity to places of work, shopping and recreation can be improved.
4. Develop relationships with City/community leaders with a stake in safe walking and running.
5. Understand design components of safe and pleasant walking and running.
6. Identify and follow-up on pedestrian funding sources based on priorities.
7. Review existing applicable federal, state and local regulations in order to formulate Norwalk's pedestrian access policies.
8. Identify guidelines or scorecards for measuring the extent of walking/running and select or develop a scorecard for measuring walkability in Norwalk.
9. Review and recommend improvements to walking routes to all train and bus hubs, assuring safe mass-transit accessibility by non-automotive commuters.

Implementation Suggestions for the Fiscal 2018/2019 Walking Plan Goals

1. Goal: Expand the NorWALKer program of regular volunteer led walks using the NorWALKer routes. Action steps:
 - Identify a volunteer leader in each of 4 neighborhoods, who will be responsible for scheduling a monthly walk in their neighborhood. (In year two, the plan would target an additional 4 neighborhoods, and so on until each neighborhood in the City over time has a regular walking program.)
 - Publicize monthly walks before and after using print and social media.
 - Continue summer walks at Calf Pasture Beach.
 - Create and publicize a calendar of regular monthly walks in Norwalk, including the neighborhood walks, summer walks at Calf Pasture Beach, and Mayor and Mrs. Rillings' "Walk with Us" initiative. Use social media such as Facebook to publicize the maps and also provide downloadable versions.
 - Train leaders in safe walking.
 - As resources allow, extend Spanish translation of NorWALKer routes.

2. Goal: Increase awareness in the Norwalk Public Schools of the benefits and techniques of safe walking, and brainstorm on future programs (e.g., gym classes, clubs). Action steps:
 - Conduct four meetings with school staff: the executive level and elementary, middle and high school physical education staff to explore how to encourage more students to walk to school including improving infrastructure and programs to encourage walking.

3. Goal: develop a short-list of priority pedestrian trouble spots or connectivity opportunities in Norwalk (e.g., cross walks and sidewalks), working with DPW to identify planned improvements. Also, identify areas where pedestrian connectivity to places of work, shopping and recreation can be improved. Action steps:
 - Review police reports and UConn data available online.
 - Review "NorWALKer" assessment reports.
 - Identify existing goat paths.
 - Review DPW's planned improvements.
 - Review private developments for connectivity opportunities.
 - Update status of recommended improvements in Pedestrian & Bikeway Transportation Plan adopted in 2012.

4. Goal: develop relationships with City/community leaders with a stake in safe walking and running. Action steps:
 - Conduct meetings with City Department leaders and staff, and dovetail with City relationships developed through the Norwalk Bike/Walk Commission.
 - Conduct special outreach to the Board of Education, which is not currently represented on the Norwalk Bike/Walk Commission.
 - Conduct meetings with community leaders.

5. Goal: Understand design components of safe and pleasant walking and running. Action steps:
 - Understand the status of current sidewalk maintenance in Norwalk, and study precedents/best practices in other cities.
 - Understand the status of crosswalks adjacent to and near schools and senior housing in Norwalk, and study precedents/best practices in other cities.
6. Goal: Identify and follow up on pedestrian funding sources based on priorities. Action steps:
 - Identify funding sources and apply for three grants, working with the City of Norwalk and the Redevelopment Agency for assistance with grant applications at the State and City level. Examples of funding sources include Community Development Block Grant (CDBG) funding, City funding (e.g., DPW capital funding for sidewalks, footpaths, crosswalks), and State funding (e.g., DEEP outdoor recreation grants).
 - Identify developers and other private funders for future cultivation and fund-raising.
7. Goal: review existing applicable federal, state and local regulations in order to formulate Norwalk's pedestrian access policies. Action steps:
 - Identify and understand existing applicable federal, state and local regulations.
 - Recommend changes to local ordinances and regulations pertaining to pedestrian access.
 - Address issues related to sidewalk ownership, liability and upkeep.
8. Goal: Identify guidelines or scorecards for measuring the extent of walking/running and select or develop a scorecard for measuring walkability in Norwalk. Action steps:
 - Compile and assess guidelines or scorecards of cities similar to Norwalk.
 - Select and amend a scorecard to suit Norwalk.
9. Goal: Review and recommend improvements to walking routes to all train and bus hubs, assuring safe mass-transit accessibility by non-automotive commuters.
 - Identify and assess walking routes to train and bus hubs.
 - Recommend improvements to walking routes to train and bus hubs that assure safe mass-transit accessibility by non-automotive commuters.

Appendix: References and Walking Resources

References

1. DataHaven. Community Profiles: Norwalk (2016). Available at: <http://www.ctdatahaven.org/profiles/norwalk>.
2. Walk-Friendly Communities. Benefits of being walk-friendly. Available at: <http://walkfriendly.org/benefits/>
3. National Association of Realtors®. 2017 Community & Transportation Preference Survey (Infographic). Available at: <https://www.nar.realtor/infographics/infographic-2017-community-transportation-preference-survey>
4. Walljasper, Jay. National Summit Showcases Health, Economic, and Social Justice Benefits of Walkable Communities (July 5, 2017). Available at: <https://www.communitycommons.org/2017/07/national-summit-showcases-health-economic-and-social-justice-benefits-of-walkable-communities/>
5. US Centers for Disease Control and Prevention. Guide to Increase Physical Activity in the Community (2011). Available at: https://www.cdc.gov/obesity/downloads/PA_2011_WEB.pdf.
6. Promote Healthy Communities: Joint Call to Action. For members of the American Institute of Architects, American Planning Association, American Public Health Association, American Society of Civil Engineers, American Society of Landscape Architects, National Recreation and Park Association, U.S. Green Building Council, and Urban Land Institute (2012). Available at https://www.apha.org/~media/files/pdf/topics/environment/promote_healthy_communities.ashx.
7. US Community Preventive Services Task Force. Physical Activity: Built Environment Approaches Combining Transportation System Interventions with Land Use and Environmental Design (2016). Available at: <https://www.thecommunityguide.org/findings/physical-activity-built-environment-approaches>

General Resources

Walk-Friendly Communities: <http://walkfriendly.org/>

Walk-Friendly Communities Community Assessment Tool: http://walkfriendly.org/wp-content/uploads/2017/03/WFC_Assessment_Tool.pdf

Pedestrian and Bicycle Information Center: www.pedbikeinfo.org

Creating Walkable and Bikeable Communities:

http://ppms.trec.pdx.edu/media/project_files/IBPI%20Master%20Plan%20Handbook%20FINAL.pdf

Bike/Ped Plans for Smaller Communities:

http://www.greenwaycollab.com/EducationTrainings/RecentPresentations/HCAT_Ohio_BikePedPlans.pdf

Nationwide Plan Examples

Lawrence, KS: <https://lawrenceks.org/mpo/pedplan/>

Santa Monica: <https://www.smgov.net/Departments/PCD/Plans/Pedestrian-Action-Plan/>

Fort Collins: http://www.pedbikeinfo.org/pdf/PlanDesign_SamplePlans_Local_FortCollins2011.pdf

Duck, NC: <https://www.townofduck.com/community-development/comprehensive-pedestrian-plan/>

Macon, NC: http://www.kerrtarcog.org/wp-content/uploads/2016/04/final_macon_ped_plan_ann2.pdf

Provo, Utah (population, 116K): <http://www.provo.org/departments/public-works/city-engineer/transportation-bicycle-and-pedestrian-planning>

Portland OR (not yet complete): <https://www.portlandoregon.gov/transportation/72504>

Connecticut Plan Examples

Norwalk's Previous Work: <http://ct-norwalk.civicplus.com/1156/Pedestrian-Bikeway-Transportation-Plan>

CT DOT: <http://www.ct.gov/dot/cwp/view.asp?a=1390&q=259656>

CT Bike/Ped Plan (in-progress update of the 2009 CT DOT plan above):

<http://www.ctbikepedplan.org/>

Bike Walk CT List of municipal plans (list is 3 years old): <http://www.bikewalkct.org/complete-streets-resources/links-to-ct-municipal-bike-ped-plans>

- Milford POCD: <http://www.ci.milford.ct.us/sites/milfordct/files/file/file/finalpocddec2012.pdf> (check pages 130-132).
- New Britain: has a city-wide [Bicycle Connectivity Master Plan](#) and a [Complete Streets Master Plan for Downtown New Britain](#) which addresses both bicycle and pedestrian issues.
- Meriden: <http://www.bikewalkct.org/complete-streets-resources/meriden-comprehensive-sidewalk-analysis-and-strategy-report>
- Old Saybrook (2006): http://oldsaybrookct.org/Pages/OldSaybrookCT_Planning/PC_plans/Sidewalk%20PLAN.pdf
- Stratford: [http://www.townofstratford.com/filestorage/39879/40866/Housatonic Greenway Plan- Revised 7 20081.pdf](http://www.townofstratford.com/filestorage/39879/40866/Housatonic_Greenway_Plan- Revised_7_20081.pdf)

Others:

- Bridgewater: <https://westcog.org/wp-content/uploads/2017/02/Bridgewater-2008-Pedestrian-Plan-resized.pdf>
- Darien Pedestrian Infrastructure Advisory Committee: <http://www.darienct.gov/content/28021/35731/35756/default.aspx>
- Hartford Complete Streets Committee: <http://www.hartford.gov/dds/232-development-services/2306-pz-completestreets>
- Simsbury (in progress): <https://www.simsbury-ct.gov/simsbury-pedestrian-and-bicycle-master-plan>
- Fairfield Group: <http://fairfieldct.org/bikeped>; Fairfield Plan: [http://fairfieldct.org/filestorage/10736/12067/18736/20066/Fairfield Bicycle %26 Pedestrian Plan BOS Endorsed 6-19-13.pdf](http://fairfieldct.org/filestorage/10736/12067/18736/20066/Fairfield_Bicycle_%26_Pedestrian_Plan_BOS_Endorsed_6-19-13.pdf)

First Attachment 4g:

2017-2018 Bike/Walk Commission Strategic Plan Evaluation

Mission Statement: Support bicycling and walking as safe, accessible, and sustainable forms of transportation and recreation that increase the City of Norwalk's livability and economic vitality and improve public and environmental health.

Goals:

1. Promote Complete Streets programs and facilities for bicycles and pedestrians in the City of Norwalk

1.1 Work to include Complete Streets programs and facilities for bicycles and pedestrians in the Plan of Conservation and Development.

Currently providing input in the Plan of Conservation and Development (POCD) process for both walking and biking.

Published a Request for Proposal (RFP) for a bike share program in Norwalk, evaluated the seven responses and interviewed the top three vendors. In the process of recommending a vendor for Common Council approval and hoping for a spring 2019 launch.

Worked with Norwalk Hospital and the Department of Public Works (DPW) to make crossing Maple Street safer for pedestrians.

Worked with DPW to add shark teeth to the Water Street crosswalk at the Stroffolino bridge more visible.

Worked with Norwalk Community College (NCC) and DPW to add parking spaces and signage on Richards Avenue to slow vehicular traffic to make crossing Richards Avenue safer for pedestrians.

Working with the Redevelopment Agency and DPW to create a Wall Street crosswalk at Knight Street and slow down the traffic coming down the East Wall Street Hill.

Worked with DPW to install crosswalks at Haviland and Water Streets and Haviland and South Main Streets.

Supporting the effort to bring a pump track to Norwalk.

Worked with DPW to install sharrows on Seaview Avenue, Grumman Avenue and Toilsome Avenue,

Worked with DPW to add bike lanes to County Street.

2. Review, promote, and update the City of Norwalk' s Master Bicycle Plan

2.1 Establish a five-year bike plan including cost estimates

Provided current year + 1-year forecast. Expect to have years 2-5 done by August.

Put a GIS version of the bike plan on the Bike/Walk Commission's website.

3. Review, promote, and update the City of Norwalk' s Pedestrian Plan

3.1 Establish a five-year pedestrian plan including cost estimates

Created a pedestrian plan.

Developing a pedestrian evaluation tool with a graduate student from Sacred Heart University.

4. Review and provide advice in the implementation of the transportation component of the Plan of Conservation and Development

4.1 Have a representative on the Plan of Conservation and Development Committee

Nancy Rosett is a member of the Oversight Committee and has participated in all of its meetings. She also attended the citywide meeting in the fall as well as two neighborhood meetings.

Did anyone else go to any of the public meetings?

5. Coordinate and promote public awareness campaigns, education, and events related to bicycle and pedestrian issues

5.1 Participate in the annual Public Works Open House event

Participated in the Kiwanis Bike Rodeo and the DPW open house.

Working with the Riverview YMCA in Wilton in their summer program for Norwalk youth.

Published articles in the Norwalk Hour and Nancy on Norwalk about working with DPW to make pedestrian crossing of Maple Street safer at the request of the hospital and making Richards Avenue through Norwalk Community College safer for pedestrians.

Kaitlin Latham presented the success of the NorWALKer Walking Routes program at the National Walking Summit in St. Paul, MN in the fall and at the Bike/Walk Connecticut Summit and at the New England Bike/Walk Summit in the spring.

Working with DPW, we added interactive GIS maps of both existing and planned bicycle routes in the City to the Commission's website.

2018-2019 Bike/Walk Commission Strategic Plan

Mission Statement: Support bicycling and walking as safe, accessible, and sustainable forms of transportation and recreation that increase the City of Norwalk' s livability and economic vitality and improve public and environmental health.

Goals:

1. Promote Complete Streets programs and facilities for bicycles and pedestrians in the City of Norwalk

- 1.1 Complete east side north/south bike route connections
 - 1.1.1 Map the connections
 - 1.1.2 Work with DPW to have the bike lanes and sharrowed routes implemented
- 1.2 Encourage any DPW engineers who are involved with street design or traffic attend complete streets training
 - 1.2.1 Find three webinars or articles about Complete Streets to share with the DPW engineers
- 1.3 Continue working to bring a bike share program to Norwalk
 - 1.3.1 Support the City's effort to rollout a program by spring of 2019

2. Review, promote, and update the City of Norwalk' s Master Bicycle Plan

- 2.1 Add providing sheltered bicycle parking and/or a secure location at city-owned facilities
- 2.2 Update the map of existing and planned bicycle facilities in the City

3. Review, promote, update and implement the City of Norwalk' s Pedestrian Plan

- 3.1 Develop scorecards for measuring the conditions for walking/running in Norwalk
- 3.2 Develop a short-list of priority pedestrian trouble spots or connectivity opportunities in Norwalk (e.g., crosswalks and sidewalks)
- 3.3 Work with DPW to implement improvements from 3.2

4. Review and provide advice in the implementation of the transportation component of the Plan of Conservation and Development;

- 4.1 Participate in the final meetings for the POCD
- 4.2 Advocate for the inclusion of biking and walking initiatives in the POCD

5. Review and provide advice on transportation and other projects having an impact on walking and biking in the City of Norwalk from the earliest stage possible

- 5.1 Appoint a liaison to Planning and Zoning to keep advised of current development projects
- 5.2 Appoint a liaison to the Redevelopment Agency to keep advised of current or future studies
- 5.3 Appoint a liaison to the Department of Public Works to keep advised of current or future studies

6. Coordinate and promote public awareness campaigns, education, and events related to bicycle and pedestrian issues

6.1 Participate in at least one community outreach event each quarter

6.2 Continue to update the Commission's website and social media with relevant content

6.3 Send a minimum of four news releases to the media

7. Research funding opportunities to support the mission of the Commission

7.1 Apply for a minimum of two grants