

**City of Norwalk**  
**Bike/Walk Commission**  
**Meeting Agenda**  
**December 3<sup>rd</sup>, 6:00 pm**  
**Health Department, 1<sup>st</sup> Floor Waiting Room**  
**137 East Avenue, Norwalk CT 06851**

1. 6:00 Public Input
2. 6:10 Approval of November 5<sup>th</sup> minutes (See attached)
3. 6:15 Chair's Report
4. 6:25 Committee Reports
  - a. Bike Plan – Colin Grotheer (See attached)
  - b. Events – Mike Heslin
  - c. Bike Share – Nancy Rosett
  - d. Norwalk River Valley Trail (NRVT) – Jim Carter
  - e. Outreach – Jud Aley
  - f. Pedestrian Plan – Deborah Lewis (See attached)
  - g. Pump Track – Gunnar Waldman, Monika Stokes
  - h. Safety and Education – Christine Bisceglie
  - i. Strategic Plan – Deanna D'Amore
  - j. Website – Kaitlin Latham
  - k. Planning and Zoning Liaison – Jud Aley
  - l. Public Works Liaison – Nancy Rosett
  - m. Redevelopment Liaison – Colin Grotheer
5. 6:45 Old Business
  - a. Walking Update – Kaitlin Latham (See attached)
  - b. DPW Update – Paul Sotnik
  - c. Transportation, Mobility and Parking Update – Mike Yeosock
6. 7:05 New Business
  - a. Places For Bikes – Nancy Rosett (See attachment)
  - b. Pedestrian Audit – UConn Nursing Students
7. 7:30 Adjournment

Next meeting: January 7<sup>th</sup>, 2019  
6:00 – 7:30 pm  
Health Department Waiting Room (1<sup>st</sup> Fl.)

Attachment 2:

**CITY OF NORWALK  
BIKE/WALK COMMISSION  
REGULAR MEETING  
NOVEMBER 5, 2018**

ATTENDANCE: Nancy Rosett, Chair; Jud Aley; Vincent Scicchitano; Jim Carter; Peter Franz;  
Deborah Lewis

OTHERS: Deanna D'Amore, Director, Health Department; Paul Sotnik, Civil Engineer DPW; Tim  
Sheehan, Executive Director, Redevelopment Agency; Kaitlin Latham, Health Educator

**CALL TO ORDER**

Ms. Rosett called the meeting to order at 6:04PM.

**1. PUBLIC COMMENT**

There was no public comment this evening.

**2. APPROVAL OF OCTOBER 1ST MINUTES**

On page 1, remove Ms. D'Amore from the attendance.

- \*\* MR. ALEY MOVED TO APPROVE THE MINUTES AS AMENDED.**
- \*\* MS. LEWIS SECONDED THE MOTION.**
- \*\* THE MOTION PASSED UNANIMOUSLY.**

**3. CHAIR'S REPORT**

Ms. Rosett reported and said that Mr. Franz will be resigning from the commission due to scheduling conflicts. She said she has spoken with Ms. Bisceglie who has been doing a lot of work for the commission and she will be recommending to the Mayor that she be appointed to fill the vacancy.

Ms. Rosett said that the places for bikes survey will be done again this year and it should be ready for the commission to review at the December meeting. She said that a new question has been added to the survey on the number of publicly available bike parking spaces and she has contacted the Board of Education to get the number of spaces at the public schools. She said that she will send the commission the locations that she has so far and asked that the commission update the list with any other known locations. Mr. Sheehan suggested that Ms. Rosett also contact Ms. Hebert because that may have been included in the scope of work in the Walker study.

Ms. Rosett said that the commission had received an email from a disgruntle citizen on Pine Hill Avenue after DPW had installed sharrows and shared bike signs and that DPW has removed the sign and Mr. Sotnik has spoken with the resident. She said she has also sent an email back to him thanking him for his input and he had suggested in the future contacting residents prior to sharrows or signs are installed. Ms. Rosett suggested as the commission moves toward with the five year bike and pedestrian plan that they be posted and a meeting be scheduled for anyone who would like to give their feedback on the plans.

Ms. Rosett said that the walk on Glover and Main Avenue that was done in June was done again on October 16<sup>th</sup> and that 18 people from city government , ConnDOT and politician had attended. She said that Mr. Yeosock has requested that funds be initiated from the CT DOT to make some improvements at the intersection on Main Avenue near the DMV.

Ms. Rosett said that the initial draft of the POCD was discussed at a meeting last Tuesday and all comments are due in on Friday, and the consultants should have the draft plan ready for the public by December. She said that there will be a public meeting held in January which she urged the commission to attend.

#### **4. COMMITTEE REPORTS**

**a. Bike Plan**

There was no discussion.

**b. Events**

Ms. Rosett said that as part of the strategic plan that there is an event held once a quarter and Mr. Heslin has agreed to be the point person.

**c. Bike Share**

Ms. Rosett said that they are still waiting to the Legal Department to send a copy of the contract and she is hoping that the contact will be completed by the December meeting.

**d. Norwalk River Valley Trail (NRVT)**

Mr. Carter stated the trail is underway from the Maritime Aquarium to Calf Pasture Beach, and the wayfinding sign has been installed today at the Maritime Aquarium in the location that was agreed upon with Parks and Recreation and the Redevelopment Agency. He said that the pad for the trail at Calf Pasture Beach has been completed and is located in the originally intended location near the café'

and flag pole and the wayfinding sign will be installed in the next week. He said that he and Mr. Sotnik had walked the route between the two locations on Friday and have identified locations for sharrows and bike lanes where appropriate and are hoping to have them completed prior to the winter season.

Mr. Carter said that the NRVT is reviving the project of going through Veterans Park and are installing the bike track on the apron and that they are proactively trying to make it more bike and pedestrian friendly connection around Veterans Park.

Mr. Carter said that the trail in the cemetery is the only section that is not hard surfaced and has rutted with all of the rains and will be addressed prior to winter with volunteer efforts.

Mr. Carter proved an update on the missing link and there have been some delays from negotiations with the state on the language of the lease, and they have now reached an agreement that should be formalized shortly and are still anticipating going out to bid over the winter and meet the construction target this spring. He said on the Wil-Walk section which is the section from Grist Mill to Wolfpit Road there is a similar issue with the State on negotiating that lease as well. He said that Wilton is the formal holder of the grant and therefore are the point team for that section of the trail and they have not yet reached an agreement with the state, but he still expects that the agreement will be met and that construction will begin this spring on the section from Grist Mill to Kent Road.

**e. Pedestrian Plan**

Ms. Lewis said that there are a lot of ongoing things and they are working on balancing relationship building and understanding what is going on with near term goal setting. She said that they have put together a planning document and has looked to the Pedestrian Committee members who live in the areas to provide some background, and she has also reached out to members of the Common Council for their input for the goals and assets of their districts, and she has heard back from three and one of them has scheduled a phone call and two have given their ideas of what the strengths of their districts are. She said that a short list will be developed for DPW of the unaddressed walking priorities. She said they are also looking at what ordinances pertain to sidewalks as well as crosswalks and those pertain to both DPW and Planning and Zoning, and she had a phone meeting with Ms. Burns of DPW to introduce herself and learn more about the ordinances and found that there are sidewalk ordinances but there are no ordinance for crosswalks. She said that they are also looking at successful cities elsewhere that have made great strides in walking and Hartford has won a silver medal in walk ability and she will be scheduling a meeting with the head of their walking initiative.

Ms. Lathem said that there are nursing students will be doing a month long internships at the Health Department and they have created a project for them which will help the Pedestrian Committee. She said that they will be analyzing some of the audit data that we already have and also work on doing more pedestrian audits using the scorecard that was created. She said they have met with the Pedestrian Committee to prioritize some areas where their efforts should be focused and she is hoping to update the committee in December on what they have accomplished so far.

Ms. D'Amore said that she is the staff person for Health, Welfare and Public Safety of the Common Council and they wanted to discuss infrastructure audits at their meetings and with Ms. Lathem's help she has been trying to keep them in the loop with the Pedestrian Committee and the Bike Walk Commission and they welcome people to present at their meetings to update them. Mr. Scicchitano asked if there has been any coordination with the Board of Education on the walk ability of bus stops

especially on Connecticut Avenue. Ms. Lewis said that is one of the areas that they will be recommending. Mr. Scicchitano suggesting working with the Board of Education on the bus stops for walk ability.

**f. Pump Track**

There was no discussion.

**g. Safety/Outreach**

Mr. Aley stated that he had received an email from Mr. Morgan stating that he is working on the NCC article and that he had reached out to NCC but has not yet received a response.

**h. Strategic Plan**

Ms. D'Amore presented and said they are trying to find a way to summarize the progress of strategic plan and she has created a dashboard. She said with the plan being created only four months ago that six of the activities have already been completed, 11 are ongoing or on target, three are in-progress or started, one is below target and three have not yet been started. She said even though we are not even through half the year there has already been a lot of activity with the strategic plan. She pointed out the activity that is below target which is related to posting new information to the commission's website at least once a month which is the goal that was set. She said that it is being done but that there is not necessarily new information every month and suggested that the category be changed to quarterly. There was discussion ensued and the commission agreed that the goal for updates to the website be changed from monthly to quarterly. Ms. D'Amore said that at the end of the year that measure can be included for the goals which can then be presented to the Common Council.

**i. Website**

Mr. Franz said that he had no update but that he apologizes for leaving the commission but that he will continue to attend when he can. Ms. Rosett said that the commission appreciates the work Mr. Franz has done to date.

**j. Planning and Zoning Liaison**

Mr. Aley said that they are waiting for the Transportation Planner position to be filled. Ms. Rosett said that she is on the interview panel for that position but that they are currently working on filling the Chief of Economic and Community Development first. She said that they are hoping to hold the interviews for the Transportation Planner in November.

**k. Public Works Liaison**

There was no discussion.

**l. Redevelopment Liaison**

There was no discussion.

## **5. OLD BUSINESS**

### **a. DPW Update**

Mr. Sotnik said that the sharrows have been marked out on Fifth Street and Cove Avenue and will be sent to Safety Markings and are hoping to have them completed by the end of the year.

Mr. Sotnik said that the state had requested that the pavement markings for the shoulder lines and the double yellow line from East Avenue to Fort Point Street, and they have agreed to do it because there was a letter received from them in 2016 stating they had no objection to the city installing sharrows on route 136 providing we went through the permit process with the district. He said that the state had approved the sharrows and they have provided a map with the sharrows going down Van Zant Street and it will be done in the spring.

### **b. Intersection of Westport Avenue and Dry Hill**

There was no discussion.

### **c. Wall Street Crosswalk**

Mr. Aley said that there has been a request to install a rainbow crosswalk from Knight Street to Wall Street. He said that it would be the first one in the state and asked if the committee could support that. Mr. Scicchitano said that he is in favor of it but that his concern is that it may not be recognized as a crosswalk, and that it will also set a precedent that may not be legal and suggested that the Corporations Counsel's office be contacted for a legal opinion. There was further discussion and it was decided that the commission would provide primarily support upon further investigation by DPW.

Mr. Aley said that he has requested that there be parking spaces installed on East Wall Street this fall. Mr. Sotnik said that Mr. Yeosock and Ms. King asked to wait on that because there may be a grant available for that area. Mr. Aley said that street parking tends to slow traffic down a lot and it does a lot to enhance the walk ability.

### **d. Bike Trough Repair**

Mr. Sheehan said that the bike trough repair is a repair that needs to be made and will be made. Mr. Aley asked if there is a timeline. Mr. Sotnik said not yet.

## **6. NEW BUSINESS**

### **a. Road Safety Audit for Route 1.**

There was no discussion.

- b. LOTCIP Grant Application for Main Avenue.

There was no discussion.

Mr. Sheehan asked if sharrows are included as part of the improvements for West Washington Street. Mr. Sotnik said he will need to check with Mr. Yeosock. Mr. Sheehan said a question for the commission would be if sharrows are installed where they will lead to.

## **7. ADJOURNMENT**

**\*\* MR. ALEY MOVED TO ADJOURN.**

**\*\* MS. LEWIS SECONDED THE MOTION.**

**\*\* THE MOTION PASSED UNANIMOUSLY.**

The meeting adjourned at 7:15PM.

Respectfully submitted,

Dilene Byrd  
Telesco Secretarial Services

Attachment 4a:

Bike Plan 2019

Street	From	To	Approx Miles	Notes
Richards	Fillow	Rte. 1	1.5	Stop Routing Short of Rte. 1 Intersection Work w/ State to Develop Crossing
Richards South	Rte. 1	Flax Hill / Kings Hwy.	0.9	Start Routing at opposite side.
Weed	Fillow	Nursery	1	Inform New Canaan we are linking corner to make loop onto
Ponus	Riverside	Nursery	1.6	Nursery and Linking Nursery to Weed
Fox Run	Fillow	Ponus	0.7	
Nursery	New Canaan Av	Weed	0.9	
Fillow	Grandview	Weed	1.9	
Grandview	VanBuren	Fillow/Stuart	0.4	
Hanford	South Main	Water	0.2	
			<b>9.1</b>	<b>Total Miles</b>
136	Darien	East Ave		Submit plan to State

Bike Plan 2020

Street	From	To	Approx Miles	Notes
136	Darien	East Ave	4.7	Norwalk Fund Submit Plan to State in 2019'
Park	Rte. 1	East Wall	0.2	
West Rocks	Cannon	Route 7	2.4	
France	Rte 1	Cannon	0.3	
Burritt (136 link)	Woodward	Water	0.1	daylight intersection @ Woodward for visiblity add crosswalks w/ Y2P Sign
Quintard	Sheridan	Burritt	0.4	
Lowndes Ave	Woodward	Quintard	0.1	Link
Commerce	Wall	Chapel/ Harbor	0.3	
Harbor	Chapel /Comme	West/ Butler	0.6	
Crescent	Butler	Oyster Shell Par	0.2	
			<b>9.3</b>	<b>Total Miles</b>

Bike Plan 2021

Street	From	To	Approx Miles	Notes
South Main	Washigton	Wilson	0.9	Combo with Crosswalks & YTP signs at all perpendicular crossings.
Flax Hill	MLK	Darien	1.8	
Highland	Flax Hill	136	2.1	
Wilson	Highland	Rowayton Ave	0.5	Through Link to Rowayton Village
Orchard	Harbor	West Ave	0.2	
Wall Street	Park	Belden	0.4	
			<b>5.9</b>	<b>Total Miles</b>



**Attachment 4f:**

**Norwalk, Connecticut’s Pedestrian Committee: Department of Public Works Recommended Pedestrian Projects by Council District: 11/8/18.** July 1, 2019 – December 31, 2020. (Sooner, where current funding exists).

\*\* = action already planned by DPW, or DPW comments.

Source for crash data: UCONN 2015-2018 Crash Data Repository (<https://www.ctcrash.uconn.edu/>).

Norwalk’s Crash Data are mapped by Council District at

<https://drive.google.com/open?id=1xbwyyqUBAIYCxc8o-8pECZL9d6HGY6txt&usp=sharing>

<b>Goals by Council District</b>	<b>Supporting Data</b>
<p><b>District A: Central Norwalk</b></p> <ol style="list-style-type: none"> <li><i>1. Install pedestrian scramble (diagonal crossing) for West Ave and the Mathews Park intersection. ** Pending approval DPW plans changes to this intersection’s crossing lights; not scrambles.</i></li> <li><i>2. Install better lighting on Wall Street, which is very dark at night. ** DPW agrees that this is a public safety issue and could look into LED lighting.</i></li> <li><i>3. Improve crosswalks from parking area/lots: e.g., River St. and the Yankee Doodle Garage; Wall Street &amp; the High St Lot. ** DPW looking into Wall St./High St. lot cross walk.</i></li> </ol> <p>**DPW: The Norwalk Green Association is working directly with DPW to develop crosswalks and is looking at a Rainbow Crosswalk at the intersection of Wall and Knight Streets.</p> <p>**DPW: As part of traffic signal upgrade project: sidewalk and crosswalk improvements at the intersections and North Avenue and Park/France starting in Spring 2019.</p> <p>Note: District A &amp; C are close to each other. For user-friendliness, we have included some District A issues (e.g., Stew Leonard’s and Route 1) in District C, along with near-by “true” District C issues: e.g., Strawberry Hill Ave. &amp; Route 1/County St.</p>	<ul style="list-style-type: none"> <li>• The Norwalk River Valley Trail crosses West Avenue at Mathews Park. All lights already stop all at once; a scramble would be an additional significant improvement.</li> <li>• 10 crashes involving West Avenue: 0 fatalities, 9 suspected serious injuries, 1 no injury.</li> <li>• Mathews Park has families, children, individuals, all of whom walk there.</li> <li>• The Norwalk public views scrambles positively, as expressed on social media.</li> <li>• 2 crashes involving Commerce Street, both suspected serious injuries.</li> <li>• As the population in this area increases so will traffic. The mall and new residences will influence these increases.</li> </ul>

**District B: South Norwalk**

1. *Install a crosswalk between the train station and Monroe Street. The back train station entrance by the police station throws one right out onto Monroe Street with no crosswalk. This may already be slated for improvement. \*\* DPW indicates there are two existing crosswalks at this location so further discussion/clarification is required.*
2. *Improve Martin Luther King Boulevard crosswalks to have areas where people can wait (pedestrian islands), instead of crossing four lanes at once. Start with 1 crosswalk. \*\* further discussion is required: a 5' or larger space is required for this.*
3. *Install a diagonal crosswalk at the intersection of Washington and South Main under the railroad Bridge. \*\* there is a crosswalk square at this location currently. Current challenges: traffic and ADA compliance (timing needed is a challenge). DPW planned improvements Washington St. (S.Main to MLK): 2 crosswalks and other ped improvements.*

- 10 crashes on Monroe, Washington, and South Main Streets: 8 with suspected serious injury and 2 with no injury.
- Areas are all highly populated, with more residences being added; there will be more walkers.
- Transit oriented development and increased housing, especially in the West and North Main Street area, will require improvements to avoid future crashes.

<b>District C: East Norwalk</b>	<b>Supporting Data</b>
<p>1. <i>Improve crosswalks at schools especially Nathan Hale (both entrances). ** Traffic signals planned for Spring, 2019: Strawberry Hill to Walter Avenue and Strawberry Hill Road to County.[ Is this correct?]</i></p> <p>2. <i>Widen sidewalks and install crosswalks and better lighting at the County Street/William Street intersection. (A crosswalk exists at County but not at William). **DPW will look into this.</i></p> <p>3. <i>Cut back growth on sidewalk on William Street and County Street. We understand that this is a property owner requirement but feel it needs to be addressed. ** DPW suggested a follow-contact for this: please repeat specifically whom we should contact.</i></p> <p>Other issues we believe need to be addressed, longer-term:</p> <ul style="list-style-type: none"> <li>• Install bollards along bike lanes to protect bikes from cars to keep them off of the sidewalk. We understand that this is not a walking goal, but it impacts on walking.</li> <li>• Make Route 1 improvements: crosswalks, sidewalk improvements and/or installations on all sides, lighting especially (in order of priority): Stew Leonard’s and Route 1; Strawberry Hill Avenue and Route 1; County Street and Route 1; Walker Avenue and Route 1. **DPW is looking into getting a State grant for this. State is planning Westport Ave. improvements, including Strawberry Hill &amp; Westport Avenue, &amp; County &amp; Westport Ave; to include sidewalks.</li> </ul> <p>**DPW: has funding and a preliminary design plan to install some crosswalks on Seaview Ave. around Veteran’s Park.</p>	<ul style="list-style-type: none"> <li>• High frequency of walking children.</li> <li>• Highly trafficked area with cars on Strawberry Hill Avenue.</li> <li>• Crosswalks at Route 1 are complete on two sides, but the other two sides of the crosswalk are not complete.</li> <li>• There were two crashes near the Stew Leonard’s/Route 1 intersection, both with suspected serious injuries.</li> <li>• There was one crash near the Walter Avenue/Vollmer Avenue and Route 1 intersection with a suspected serious injury.</li> <li>• Group home residents frequent Walgreens and Stew Leonard’s.</li> <li>• DOT Route 1 audit: when results become available, they will be incorporated.</li> </ul>

<b>District D: Northern Norwalk, Cranbury, Silvermine</b>	
<p>1. <i>Improve crosswalks and sidewalks on both sides of the street on West Rocks Road. **DWP is looking state grant for Complete Streets project.</i></p> <p>2. <i>Improve sidewalks on Aiken Street and St. Mary's Lane. **DPW could look at this.</i></p> <p>3. <i>Improve/complete crosswalks between Main Avenue and Grist Mill Road, and between Main Avenue and Glover Avenue and the Merritt Parkway entrance. **DPW is working with state to obtain grant money.</i></p> <p><i>**DPW: planned as part of traffic signal upgrade project: sidewalk &amp; crosswalk improvements start in Spring 2019 at intersection of New Canaan Ave. &amp; and Bartlett, New Canaan Ave., &amp; Silvermine Ave.</i></p> <p>District D also has significant residential areas. While these are charming, and lend themselves to walking, they carry their own set of walking challenges, such as the lack of sidewalks, walker behavior &amp; dress, and need to clear snow from sidewalks.</p>	<ul style="list-style-type: none"> <li>• Schools &amp; senior care centers in West Rock Road area result in heavy traffic &amp; many walkers.</li> <li>• The hill coming up to West Rocks School on West Rocks Road creates blind spots for drivers and is dangerous to walk.</li> <li>• Even more people will be moving to Merritt 7 in the future and additional improvements are needed.</li> <li>• Safety improvements on Main Avenue will increase commercial activity on the opposite side of the street from Merritt 7.</li> <li>• There appear to have been 6 Main Avenue/Merritt 7 crashes, 5 with suspected serious injuries and 1 with no injury.</li> </ul>

<b>District E: West Norwalk, Village Creek, Rowayton, Brookside</b>	<b>Supporting Data</b>
<p>1. <i>Improve crosswalk across West Avenue at the intersection of North Main Street and Martin Luther King Avenue. **DPW indicates this is difficult to do and this is not a high priority; there is a crosswalk now on the north side where the beauty school is; putting a crosswalk on the south side would not be practical.</i></p> <p>2. <i>Install a 3 legged crosswalk at the intersection of North Main Street and Ann Street. It is currently a 2 legged crosswalk and people cross the unmarked (3<sup>rd</sup>) leg all the time. **DPW: this is not planned but could possibly be considered.</i></p> <p>3. <i>Install a 3 legged crosswalk at the intersection of North Main Street and Marshall Street. It is currently a 2 legged crosswalk; similar to the intersection identified in the previous bullet, people cross the unmarked leg all the time. **DPW: this is not planned but could possibly be considered.</i></p> <p><i>**DPW is looking for grant money for crosswalks and busstops.</i></p> <p>Other issues to address, perhaps longer-term:</p> <ul style="list-style-type: none"> <li>• Improve lighting on Connecticut Avenue.</li> <li>• Line up crosswalks and bus stops where Shoprite and Shop &amp; Shop are across from each other on Connecticut Avenue. <i>**DPW is looking for grant money to align crosswalks and bus stops on Connecticut Avenue).</i></li> <li>• Increase the number of crosswalks on Connecticut Avenue, and use pedestrian islands since the roads are wide. Start with 1 or 2.</li> <li>• Figure out a way to manage the telephone poles on Connecticut Avenue that are directly in the middle of sidewalks on this main artery.</li> <li>• Continue the NCC pedestrian enhancements by installing lighted signs between the East and West Campuses.</li> <li>• Enter into a dialogue with community leaders to make Rowayton safer to walk.</li> </ul>	<ul style="list-style-type: none"> <li>• Sidewalks with utility poles in the middle make it impossible for people to walk side by side, or for people in wheelchairs to navigate.</li> <li>• There were considerable 19 crashes along Connecticut Avenue in the period studied.</li> <li>• Bus routes are more popular along Connecticut Avenue so there are more people that walk from the bus stop to their destination.</li> </ul>

**Attachment 5a:**

**Dangerous by Design 2018  
Storytelling Questionnaire**

1. What is the name of the project or initiative you would like to share?
2. What is your name, title, and role in this project or initiative?
3. What was the impetus behind your project or initiative? Why was it needed, or what were you trying to achieve?
4. Who was involved in creating and implementing the project or initiative? Did you work with partner organizations, community groups, advocacy organizations, or others?
5. What are the most pressing traffic safety problems that your community is facing?
6. What are the main barriers to addressing those traffic safety problems?
7. How has your project or initiative helped to overcome barriers to safer streets? If possible, please share specific examples of successful outcomes.
8. Is there anything else you think we should know about your project or initiative?
9. Finally, if you have any impactful, high-quality photos of people or places related to your project or initiative that we might include in Dangerous by Design, please share them with us and be sure to let us know how to properly credit the photographer or organization.

Attachment 6a:



# placesforbikes

**City Snapshot**  
**September 27, 2018**

## Respondent Introduction

Thank you for providing data for the PlacesForBikes City Rating program! The information you provide will be used to understand the progress your city/town is making on improving bicycling infrastructure and encouraging people to ride. These data are a core component in calculating the PlacesForBikes rating for your community.

This form is best completed by a city/town staffer with a detailed knowledge of the city/town's projects and timelines.

For a PDF containing the questions we ask, click here: [<<link to the PDF>>](#)

The City Snapshot will be open from now until January 10<sup>th</sup>, 2019.

If you have any questions or comments, you can reach us at [placesforbikes@peopleforbikes.org](mailto:placesforbikes@peopleforbikes.org).

Click on the "Next page" button to begin the survey.

*++Denotes required questions.*

## Centerline Miles

++Q1. For the first set of questions, please enter the *number of centerline miles* for each type of bike facility in your city/town during the specified time frames.

For definitions of each type of bike facility, hover your mouse over the ? or click here for a full list of definitions: [<<link to the PDF>>](#)

Note that these categories should sum to the total number of centerline miles for all bike facilities in the network reported in this form (categories are mutually exclusive). Please include all projects by all agencies including universities, state agencies, business districts, and private developers.

*Enter a number between 0 and 100000 in each cell.*

**NOTE: Often times, regional MPO's or Park Department maintain databases of bike networks. Consider reaching out to an organization like this in your region if you're unsure how best to respond**

	Total completed by the end of 2017	Number of new miles completed in 2018	Number of new miles planned for completion in 2019
Protected bike lanes	0	0	0
Buffered bike lanes	0	0	0
Conventional bike lanes	3.97	0.27	3.23
Marked bike boulevards	0	0	0
Streets with traffic calming features and speed limits of 20 MPH or less (not including anything listed above)	0	0	0
Off-street paved trails or paths within city/town limits	0	0	0
Off-street natural surface trails or paths within city/town limits	0	0	0
Shared lane markings (not including anything listed above)	3.87	3.27	13.41

## Related Projects

++Q3. For the next set of questions, please enter the number of each during the following time frames. If your city/town doesn't have any of the following, enter 0.

*Enter a number between 0 and 500000 in each cell.*

	Total at the end of 2017	Number new completed in 2018	Number new planned for completion in 2019	Number new planned for completion in 2020-2021 (officially adopted)
Number of bikes in your bike share fleet (enter 0 if you don't have a bike share)	0	0	200	0
Number of bike parking spaces publicly available for use	237	0	0	0
Bike parks (have mountain bike trails, dirt jumps, a pump track, dual slalom, flow/gravity mountain bike trails, and/or slopestyle/freeride trails)	0	0	0	0
Pump tracks	0	0	1	0
Grade separated crossings of multi-use paths (e.g. overpasses/underpasses)	0	0	0	0

Q4. How many bike share rides were taken on your bike share system in the following years?

*Enter a number between 0 and 999999999 in each cell.*

**NOTE: Consider reaching out to the bike share operator in your city/town if you're unsure how best to respond**

2017	0
2018	0

**Bike Events**

Q6. How many people participated in each type of bike event/program in your city/town during the specified time frames? Please provide your best estimate. We are looking for person-bike days so 50 people riding 3 times each is 150.

*Enter a number between 0 and 1000000 in each cell.*

	# of people in 2017	# of people in 2018
Bike-to-work day (or similar program)	0	0
Open streets events	0	0
Kids education programs in schools	0	0
Kids biking clubs or organizations (outside school)	550	600
Charity rides	0	0
Social rides	0	0
Other types of rides	1373	1297

Q11. Please enter the number of injuries in your city/town. In many cases, these numbers can be obtained from your state. If these numbers aren't available to you, leave the spaces blank.

*Enter a number between 0 and 999999999 in each cell.*

	2016	2017
All mode injuries – type A (incapacitating)	18	30
Bicycle Injuries – type A (incapacitating)	1	0
All mode injuries – all types	622	909
Bicycle Injuries – all types	11	14

Q16. To compute your city's Bike Network Analysis (BNA) score, we typically use state level speed limit defaults when speed limits are missing in OpenStreetMap.

If you would like us to use your city's default speed limits instead, please provide it below.

*Enter a number between 1 and 100.*

30

Q14. Anything else you would like to share with us about bicycling in your city/town?

[Do not require]

++Shapefile. Please upload a zip file containing the shape files that define your city boundaries. Include the name of your city in the title of the zip file.

Picture. If you would like us to use a picture of your city on the PlacesForBikes City Ratings website, please upload a photo with the following specifications: 2880 pixels wide x 840 pixels tall at a resolution of 72 pixels per inch.

Include the name of your city in the photo title.

Q15. If you would like us to include anyone else at your city/town on updates, please provide names and email addresses in the spaces below.

Conclusion. Thank you once again for providing data for the PlacesForBikes City Rating program!

Once you submit your data, you will not be able to access the form again. If you have any questions or comments, you can reach us at [placesforbikes@peopleforbikes.org](mailto:placesforbikes@peopleforbikes.org).

Click on the "Next page" button to submit your data.

## Appendix A: Definitions for Q1

**Protected bike lanes:** Also known as cycle tracks or separated bike lanes, are separated bicycle facilities that run alongside a roadway separated from automobile traffic by a physical barrier, such as parked cars, bollards, a landscaped buffer, or a curb. A separated bike lane is for bicycle use only and is distinct from a sidewalk or off-street trails.



**Buffered bike lanes:** Are designated by a white stripe, a bicycle symbol, and signage that alerts all road users that a portion of the roadway is for exclusive use by bicyclists. The presence of a striped, horizontal buffer (greater than or equal to 18 inches) provides additional operating space and lateral separation from moving and parked vehicles.



**Conventional bike lanes:** Are designated by a white stripe, a bicycle symbol, and signage that alerts all road users that a portion of the roadway is for exclusive use by bicyclists.



**Marked bike boulevards:** Also known as neighborhood greenways are streets with low motorized traffic volumes and speeds that have been designated and modified to function as a through street for bicyclists using signs, pavement markings, and traffic calming measures to discourage through travel for motor vehicles.



**Streets with traffic calming features and speed limits of 20 mph or less:** Streets with speed limits of 20 mph or less that use physical and visual cues to encourage motorists to drive more slowly. The design of these streets is self-enforcing; the design of the roadway results in slower motorist speeds and comfortable bicycle riding without relying on compliance with traffic control devices such as signals and signs.



**Off-street paved trails or paths within city/town limits:** Physically separated facilities that can be used by both pedestrians and bicyclists. These paved paths provide off-road connections that can be used for recreation and commuting and are often found along waterways, abandoned or active railroad and utility rights-of-way, limited access highways, or within parks and open space areas.



**Off-street natural surface trails or paths within city/town limits:** Physically separated facilities that can be used by both pedestrians and bicyclists. These natural surface paths provide off-road connections that are most commonly used for recreation including mountain bike trails. These paths are often found along waterways, abandoned or active railroad and utility rights-of-way, limited access highways, or within parks and open space areas.



**Shared lane markings:** Sharrow pavement markings used in road segments with no separation between car and bicycle space. There is no evidence that these type of markings improve safety or increase ridership. When used alone without other bikeway treatments they do not contribute to a low stress bicycle network.

