

City of Norwalk
Bike/Walk Commission
Meeting Agenda
April 2nd, 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 March 5th 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. Pedestrian Plan – Deborah Lewis (See attached)
 - d. Pump Track – Gunnar Waldman, Monika Stokes
 - e. Safety/Outreach – Jud Aley
 - f. Strategic Plan – Nancy Rosett (See attached)
 - g. Website – Peter Franz
5. 7:00 Old Business
 - a. Walking Update – Kaitlin Latham
 - b. DPW Update – Bruce Chimento
 - c. Washington and Water – Colin Grotheer
 - d. Crosswalk on Wall St. at Knight – Bruce Chimento
 - e. Bike Trough Repair – Bruce Chimento
6. 7:30 New Business
 - a.
7. 7:30 Adjournment

Next meeting: May 7, 2018

6:00 – 7:30 pm

Health Department Waiting Room (1st Fl.)

Attachment 2:

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

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

OTHERS: Paul Sotnik, Civil Engineer DPW; Kaitlin Latham, Health Dept.; Deanna D'Amore, Director of Health; Tim Sheehan, Executive Director Redevelopment Agency; Wendy Bjerke, Sacred Heart University

CALL TO ORDER

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

1.PUBLIC COMMENT

There was no one from the public present.

2. APPROVAL OF FEBRUARY 5TH MINUTES

**** MR. KANE MOVED TO APPROVE THE MINUTES.**

**** MR. HESLIN SECONDED THE MOTION.**

**** THE MOTION PASSED UNANIMOUSLY.**

3. COMMITTEE REPORTS

a. Bike Plan

Ms. Rosett said that the bike plan has had two focuses. One is the planning for spending the approximately \$38,000 that is left over in this fiscal year, and the other is looking ahead to fiscal year 2018/19. Mr. Grotheer reported that he had received the GIS data from the City which he has imported into Google Maps. He presented the overlaying of the completed facilities and said that in this current fiscal year they are looking to spend the remaining budget money on the east side of town including parts of routes 53 and 136. The City has the permission from the State to put bicycle facilities on Route 136 as long as we pay for it. We would need to apply for permission for Route 53. Mr. Sotnik said that DPW will put the plan together and submit it to the State for the permit. Mr. Libre asked if they will be bike lanes or sharrows. Mr. Grotheer said that they are mostly sharrows, but there are a few sections where the road is wide enough for bike lanes. Mr. Libre said that everyone feels most comfortable with a protected bike lane and there are not many places where

there is room, but the next best thing is a bike lane which is definitely better than a sharrow and asked if we feel like we are hurting somebody or embarrassed to install bike lanes. Ms. Rosett said that we want to put bike lanes in where it makes sense to the average person. Mr. Grotheer said for 2019/20 they will be focusing on the west side of town.

b. Bike Share

Ms. Rosett said Kathryn Hebert will be heading this program on the City side. Ms. Hebert and Ms Rosett went the New Haven for the soft launch of their bike share program which is being done by one of the two vendors that we are considering for Norwalk. She said that the group is meeting next week and they hope to either select a vendor, or determine what other information is needed and hopefully by the next meeting that a vendor will have been selected. She said that once the vendor is selected it will need to go to the Legal Department and ultimately be approved by the Common Council. They are hoping to launch in the spring of 2019.

c. Pedestrian Plan

Ms. Lewis provided a background of the pedestrian plan. She said that she hopes to have a draft of the plan and the goals done by the end of this month .She said that the group has identified seven goals and have taken some actions steps within those. She said that the goals are as follows:

- Expand the NorWalker program
- Increase awareness of walking in the Norwalk public schools and the benefits and techniques of walking.
- Develop relationships with city community leaders with a stake in safe walking and running.
- Understanding the engineering and design components of safe and pleasant walking and running.
- Identify pedestrian funding sources.
- Review existing applicable Federal, Local and State regulations in order to inform Norwalk's pedestrian access policies.
- Identify guidelines and scorecards for measuring the extent of walking and running

She said that she welcomes specific feedback and thinks they are several weeks away from finishing the plan. Ms. Rosett said that she thinks the specific action steps will be incorporated into the Commission's annual strategic plans. Mr. Libre said he wonders if it will be helpful to either incorporate or have a separate approach identifying the places that are most dangerous for pedestrian by looking to see where people walk in the street. Ms. Rosett said that she will circulate Ms. Lewis's document to the Commission for review and comment.

d. Pump Track

Ms. Rosett said that the New England Mountain Biking Association has a grant that group working on the pump track has applied for. The grant deadline was March 1st. She received an email from Mr. Waldman stating that they had submitted the grant application. She said that there were many letters of support and that there is a private individual who will contribute \$5,000 to the pump track after we have received the first \$10,000 worth of donations or grants. Mr. Heslin asked Ms. Rosett if she had received an email on what was donated from the Fairfield County Giving Day. Ms. Rosett said that she did not but that she will follow up.

e. Safety/Outreach

Mr. Aley said last month we had discussed the Maple Street issue and that there were different opinions on how it should go out to the press. At the sub-committee meeting they took Mr. Kane's talking points and had sent it to Ms. Rosett and gotten her approval. Mr. Kane said that he had sent it to the Norwalk Hour and will be sending it to Nancy on Norwalk. Mr. Aley said the next talking points to the press will be highlighting NCC and what was done there. Mr. Aley said that if anyone has anything that we have worked on that they would like highlighted to email him. Mr. Kane said that one of the goals is to get into the schools to discuss bike helmet and safety and to try and get into one school by June. Ms. Rosett suggested he contact Ms. Latham or Ms. Argondezzi for contacts at the schools.

f. Strategic Plan

There was no report.

g. Website

This was discussed under item 4A of the agenda.

4. OLD BUSINESS

a. Walking Update

Ms. Latham said that Ms. Lewis leads the walks in Silvermine each month and that this past weekend led a group of five and that next walk is scheduled for April 7, 2018, at 8:00AM and will meet at Silvermine School. She said she is still working on getting volunteers to run the other neighborhoods and that the beach walks that occurred over the summer prior to the concerts on Wednesday nights will begin again this summer. She said there will be a meeting with the Parks and Recreation Department to discuss incentive ideas.

Ms. Latham said that last Friday she met with the "Watch for me Connecticut" campaign which is focused on pedestrian and bicyclist safety and promotion. They have hired someone to manage and oversee the campaign and are looking for ways to partner with the Commission because they are very impressed with how much we have gotten done in such a short amount of time. She said that they would like to meet with us in the next couple of months to see how we can best partner with them. She presented their website and said that they have a lot of great resources that we can promote via social media or other events.

Ms. Latham said that there is a grant opportunity from the Connecticut Keep Kids Safe grant program, and that the grant is between \$5,000 and \$10,000. They would like to fund programs that are going to improve the health and safety for kids under the age of 18. She said if anyone would like anymore information she would get it and pass it along and that the application is due on May 14, 2018. She said that she will send the RFP via email and decide if we want to apply.

Ms. Latham presented the website and said that it has been updated and includes the GIS maps and said it will be a great resource and is user friendly. Ms. Latham said that if anyone had any feedback or changes they would like to propose to contact her.

b. DPW Update

Mr. Sotnik discussed the paving schedule. Ms. Rosett said that if anyone sees any streets that they think should be discussed with DPW to install bike facilities to contact either her or Mr. Sotnik.

c. Crosswalk on Wall Street @ Knight Street

Ms. Rosett said to install the crosswalk a parking space would need to be eliminated and it will need to go to both the Parking Authority and the Traffic Authority for approval. Mr. Sheehan asked if there is already a plan designed for that. Mr. Sotnik said “no” Mr. Sheehan said it will be helpful to see what the plan on the crosswalk design will be once it is completed. Mr. Sheehan also said if on street parking space is going to be taken there will be an impact on the businesses adjacent to that space and suggested that the businesses be informed and get a sense of support. Mr. Sotnik said that DPW will put together a layout and talk with the Redevelopment Agency. Once approved by Mr. Chimento, he would suggest presenting it to the businesses in the area.

d. Bike Trough Repair

Mr. Sotnik said that Mr. Yeosock will be reviewing.

5. NEW BUSINESS

a. Sacred Heart University’s Goat Trails Project

Ms. Bjerke presented the Goat Trails Project that looks at problematic pedestrian areas, specifically goat trails. Her students combined the CDC walk ability audit with a mapping tool to identify a goat trail, create a presentation and report it to the class. In many cases they have selected goat trails in their local town and presented to their local Health Department which has resulted in changes. She said that she has also been putting all the goat trail data into a database. Mr. Libre said a good project be to see how many people walk in the roadway on East Avenue to get to the railroad station. It should not be difficult to put a walk able spot there.

b. Intersection of Glover Avenue and Grist Mill Road

Mr. Sotnik said to date no plans have been received by the DOT regarding the intersection. Ms. Rosett said that this should be kept on the radar to be sure as things progress that there is improved pedestrian and bicycle access. It was suggested that roundabouts be discussed as an option.

6. ADJOURNMENT

**** MR. LIBRE MOVED TO ADJOURN.**

**** MR. GROTHEER SECONDED THE MOTION.**

**** THE MOTION PASSED UNANIMOUSLY.**

The meeting adjourned at 7:40PM.

Respectfully submitted,

Dilene Byrd

Telesco Secretarial Services

Attachment 4c:

Norwalk, Connecticut's Pedestrian Plan for the Fiscal Year July 1, 2018 – June 30, 2019
Draft March 28, 2018

Contents	Page
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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 [Norwalk Bike/Walk Commission](#) was formed, 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 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 8 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 in Norwalk (e.g., cross walks and sidewalks).
4. Develop relationships with City/community leaders with a stake in safe walking and running.
5. Understand engineering and 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 inform 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.

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

- 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, and there was a kick-off event. 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 Pokeman 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 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.
- 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.

Walkability Overview

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 is 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, Americans with Disabilities Act compliance, lack of obstacles)
- 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 speed, and good road conditions
- 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](#)
- Buffers to moving traffic (planter strips, on-street [parking](#) or [bike/walking lanes](#))
- [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
- Public education and walking programs
- Wayfinding and maps

* Connecticut’s Complete Streets bill was signed into law in 2009. The law mandates “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. This is in contrast to traditional planning, which favored cars.

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, 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 live.³ 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 (eg, bike lanes, crosswalks, traffic calming measures, community connectivity, etc.) can help increase physical activity and improve the health of Norwalkers.⁴

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 strategies.⁶ In 2016, the US Community Preventive Services Task Force issued similar recommendations based on evidence from a systematic review of 90 studies.⁷

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.

Eight 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 in Norwalk (e.g., cross walks and sidewalks).
4. Develop relationships with City/community leaders with a stake in safe walking and running.
5. Understand engineering and 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 inform 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.

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.
 - 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

3. Goal: develop a short-list of priority pedestrian trouble spots in Norwalk (e.g., cross walks and sidewalks). Action steps:
 - Review police reports.
 - Review "NorWALKER" assessment reports

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 engineering and 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, and State funding.
 - 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 inform 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.
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.

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)

Attachment 4f:

2017-2018 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 Work to include Complete Streets programs and facilities for bicycles and pedestrians in the Plan of Conservation and Development.

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

2.1 Establish a five-year bike plan including cost estimates

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

3.1 Establish a five-year pedestrian plan including cost estimates

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

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

6.1 Participate in the annual Public Works open house event