



CITY OF NORWALK
Transportation Mobility & Parking
P: 203-854-7260
Norwalk City Hall
125 East Avenue, PO Box 5125
Norwalk, CT 06856-5125

To allow public access, anyone may access a meeting by telephone, Zoom, and/or the City of Norwalk YouTube channel. Specific instructions and links can be found at www.norwalkct.org/meetings.



Members of the public can call in and listen to a meeting. They will not be able to speak or see any of the meeting participants. Each meeting will use a unique Meeting/Webinar ID. Please find the information using the link above.



Members of the public who wish to provide "live comments" will need to register in advance and use the Zoom meeting platform. All participants will be muted upon entering the meeting. To speak, click the "raise your hand indicator" and you will be called on by the host of the meeting during the public comment section. Please find the information using the link above.



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Members of the public who wish to provide public comment are encouraged to submit those via email in advance of the meeting. For these comments to be read into the record, they should be submitted at least three hours in advance of the meeting start time. Please email Garrett Bolella at gbolella@norwalkct.org with subject header "FEBRUARY TRAFFIC AUTHORITY" to provide written comment prior to the meeting.

MEETING AGENDA

DATE: Monday, February 26th, 2024
TIME: 4:00 PM
PLACE: via ZOOM/City of Norwalk YouTube channel

Public Comment

Business

1. (Discussion & Vote) Approve the minutes of the meeting of January 22, 2024;
2. (Discussion & Vote) Approve the Partial Road Closure of Chestnut Street from Monroe Street to Henry Street & Henry Street from South Main Street to SONO Railroad Station Driveway for the SONO TOD Infrastructure Improvement Project (May 2024 - July 31st, 2024/June 30th, 2025). *[Paul Sotnik - Senior Engineer, DPW];*
3. (Discussion & Vote) Approve the Full Closure of East Avenue from Fort Point Street to Winfield Street (CT Route 136) for Frontier Advanced Utility Work for the WalkBridge Project from March 11th 2024 to March 31st 2024. *[Stephen Barnett – Project Manager, Frontier];*
4. (Discussion & Vote) Approval of Full Road Closure of North Main Street from West Avenue to Washington Street and Washington Street from North Main Street to Seaview Avenue for the Police's St. Patrick's Day Parade on March 9th 2024 at 11:00 am. *[Officer John Bell – NPD];*

5. (Discussion & Vote) Approve the Partial Road Closure of Seaview Avenue from Fort Point Street (CT Route 136) to Betts Place for the O'Neil's 5K on June 2nd, 2024 from 9:00 am to 11:00 am. *[Jim Gerwick - Race Coordinator];*
6. (Discussion & Vote) Approve the Full Road Closure of Park Street from East Wall Street to Lewis Street and all of St. Paul's Place for the Norwalk Green Earth Day event on April 27, 2024 from 10:00 am to 5:00 pm. *[Brad Craighead - Event Coordinator];*
7. (Discussion) Reading of Customer Service Letter Regarding Parking and Speeding on Ivy Place. *[Kyle Benjamin - Traffic Analyst, TMP]*
8. (Discussion & Vote) Approval of Proposed "No Parking" Regulation on Senga Road from Scribner Avenue to Avenue E. *[Benjamin Yeung - Senior Traffic Engineer - TMP]*
9. (Discussion & Vote) Approval of Proposed "No Parking" Regulation on Berkeley Street from West Avenue to Elm Street. *[Dan Stanton, PE - Senior Engineer, DPW]*

Next Meeting: March 18th 2024.

Item 1.

January 22, 2024 Minutes

CITY OF NORWALK
TRAFFIC AUTHORITY
REGULAR MEETING
BY VIDEO CONFERENCE AND TELECONFERENCE
JANUARY 22, 2024

Members of the public can call in and listen to a meeting. They will not be able to speak or see any of the meeting participants. Each meeting will use a unique Meeting/Webinar ID. Please find the information using the link above.

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ATTENDANCE: Mayor Rilling; Commissioner Lopez; Commissioner Collier-Clemmons

STAFF: Chief James Walsh; Deputy Chief Melissa Lepore, Deputy Chief James Dinho; Jessica Vonashek, Chief of Economic and Community Development; James Travers, Director, TMP; Kyle Benjamin, Traffic Analyst, TMP; Ben Yeung, Senior Engineer, TMP; Vanessa Valadares, Chief of Public Works, and Operations; Paul Sotnik, DPW Senior Engineer; Ian Hall, Zoning Asst., Planning & Zoning

OTHER: Kevin Smith, Henley Street Marketing, LLC.

CALL TO ORDER

Mayor Rilling called the meeting to order at 4:03PM.

PUBLIC COMMENT

There were no public comments.

1. APPROVE THE MINUTES OF THE MEETING OF DECEMBER 18, 2023

**** COMMISSIONER LOPEZ MOVED TO APPROVE THE MINUTES AS SUBMITTED.**

**** THE MOTION PASSED UNANIMOUSLY.**

2. APPROVE THE PARTIAL ROAD CLOSURE OF CHESTNUT STREET FROM MONROE STREET TO HENRY STREET & HENRY STREET FROM SOUTH MAIN STREET TO SONO RAILROAD STATION DRIVEWAY FRO THE SONO TOD INFRASTRUCTURE IMPROVEMENT PROJECT (MAY 2024-JULY 31, 2024/JUNE 20, 2025)

COMMISSION COLLIER CLEMMONS MOVED THE ITEM FOR DISCUSSION

Ms. Valadares said she is requesting a one way change on Chestnut Street from Monroe Street to Henry Street and Henry Street up to the driveway so we can perform the underground utilities that are associated with the TOD, and that all the residents that will be affected were contacted. She said it is an extensive project that will begin in the spring of 2024, and the deadline to complete the project is in July 2025. She said there are restrictions in place on the time the work can be performed to avoid any traffic issues particularly around the school hours. Mayor Rilling said that further south down the road there is a gentleman that has a business with several large trucks, and he met with him earlier and he expressed his concerns about where his trucks will be able to go if Chestnut Street is one way and asked if he had been contacted as well. Ms. Valadares said she does not see any issue with any of the trucks because they can get through South Main Street and make a left turn on Monroe Street and go under the bridge where there is enough clearance. Commissioner Collier-Clemmons asked if the business owner has been contacted and communicated with because she thinks his issue is a little bit more than just the access, turning points, and bridge access. Mr. Hall said that TMP held a public meeting and the business owner had attended and staff had spoken to him extensively and their concern was more between Concord Street and Henry Street then there was for Monroe Street and Henry Street because they wouldn't have access to Henry Street Ext., and staff is currently in the process of reevaluating that but are not requesting any permanent or temporary one way on Henry Street Ext. so they should still have access. He said we have also consulted with the Transit District because their bus routes loop through there and they said they are able to get their buses up Henry Street Ext. to Ely Avenue and back to Martin Luther King Drive. He also said that Station Place will be open as a third way to get to Monroe Street. He said that staff has not

spoken to the business owner specifically on the Monroe to Henry Street one way for the work that needs to occur but again said they did speak with them extensively during the public meeting. Mayor Rilling said this is not requested until May 2024, and suggested tabling the item to the next meeting so the Traffic Authority can further review the plan to see if the business owner can be accommodated a little more effectively. Ms. Valadares said the project is currently out to bid and if the plans change it may affect the cost of the project. Mayor Rilling said he is not suggesting changing the plan, but he is suggesting a conversion with the business owner to be sure he is comfortable with it.

**** COMMISSIONER COLLIER-CLEMMONS MOVED TO TABLE THE ITEM UNTIL THE FEBRUARY MEETING AFTER THERE HAS BEEN CONSULTATION WITH THE BUSINESS OWNER BY TMP STAFF AND THE ENGINEERING DEPARTMENT.**

**** THE MOTION PASSED UNANIMOUSLY.**

3. GOLF CART REGULATIONS FOR NORWALK STREETS

COMMISSION LOPEZ MOVED THE ITEM FOR DISCUSSION

Mr. Smith said during the Traffic Authority meeting that was held on December 18, 2023, the proposed regulation was tabled pending some answers to a number of questions and concerns that were raised during that meeting, and Connecticut Custom Carts has attempted to address them in a questions and answers document that was provided to the Traffic Authority on January 9, 2024. He reviewed some of the key questions and said that they have confirmed Chief Walsh's figures from the prior meeting and determined that while some towns do experience a significant percentage increase during the summer months, the summer totals do not approach those of Norwalk. He said one of the questions was what is the largest city in the United States by population that allows golf carts and it ranged from 3,997,984 in Los Angeles, California, to 699,927 in Boston Massachusetts, and the top ten cities are major population centers, and there are more than 250 cities in the United States that have populations as large or larger than Norwalk that have statewide laws making it legal to use gold carts on local roads. Mayor Rilling asked if the cities that have the statewide laws have adopted those laws for use of gold carts within their boundaries. Mr. Smith said the state laws don't require that, and they all have the ability to allow golf carts on their roads but have to meet the requirements set by the state's regulation. He said the next question was regarding the cost incurred by the cities in Connecticut regarding implementing the regulation and said they were not able to get all the cost data and income figures from the towns that do have the regulation but presented the costs from East Lyme, Stratford, Old Saybrook, Clinton, and East Haven. He said the last question is that there was some concerns regarding Connecticut Custom Carts introducing golf carts to East Norwalk without doing it the right way and the company sold a total of four golf carts to Norwalk and Rowayton customers since its inception, and three were replacement carts and the company engaged in numerous prospects during the last year and informed their customers that the golf carts were not permitted yet on Norwalk roads and as a result many of those perspective sales were lost. He also said it was indicated that restaurants were using golf carts to deliver food from restaurants and the company was not aware of that and asked to be provided with the names of those restaurants as they would be happy to reach out to them and explain the correct restrictions around that practice. Chief Walsh said that based on the net sales of only one golf cart does not add up and that he has been here for 36 years and has never had a golf cart issue in East Norwalk before last summer. Mr. Travers said that TMP would be concerned about the state requirements of 25 MPH and the request to have TMP reduce the speed limit, which is a time-consuming process that would negate staff to work on other projects. Additionally, the right of way in the beach communities are small and are already accommodating

cyclists, pedestrians, and motorists and they would have safety concerns if adding another vehicle to the road.

**** THE MOTION FAILED WITH THREE (3) OPPOSED AND NONE IN FAVOR.**

4. APPROVAL OF ROWAYTON ELEMENTARY SCHOOL ZONE SPEED LIMIT

Mr. Benjamin said that TMP has been doing speed limit changes throughout the city and recently did a school zone speed limit at Fox Run Elementary School and they recently received a complaint from a resident that lives on Rowayton Avenue regarding issues with speeding on her street. He said that staff looked into it and even though there is not a speeding issue on the street it could use a school zone speed limit to better enforce the areas around Rowayton Elementary School. He said the school zone speed limit would be between the hours of 8:30AM to 9:30AM and 3:15PM to 4:15PM.

**** COMMISSIONER COLLIER-CLEMMONS MOVED TO APPROVE THE ROWAYTON ELEMENTARY SCHOOL ZONE SPEED LIMIT.**

**** THE MOTION PASSED UNANIMOUSLY.**

5. APPROVAL OF TIMED PARKING REGULATION ON LEXINGTON AVENUE

Mr. Yeung said the Hector Delgado is the community police officer for this area and earlier this month the business owner at 37 Lexington Avenue had made a complaint to Officer Delgado about a lack of parking in front of their business which was recently made somewhat worse with TMP's decision to enforce the citywide ordinance of no parking from 25' to street corners. He said TMP felt it was imperative to enforce this no parking zone due to constraints with truck turns to and from Olean Street as well the fact that this is a high crash location in the city. He said to offset some of these concerns about not having enough parking in front of the two businesses staff would like to propose timed parking regulations on the east side of Lexington Avenue near the frontage of each of the businesses, and the proposed regulation is for one hour parking between 9:00AM to 7:00PM., Monday through Saturday. He said that Officer Delgado spoke to both of the business owners, and they are in favor of the regulation. Commissioner Lopez asked how many car lengths would be accommodated. Mr. Yeung said it would be one car length long each and would be 25' long in each of the zones. Commissioner Collier-Clemmons asked if there are any problems with commuter parking on that street. Mr. Yeung said he is not sure but anecdotally some of the issues are from commercial vehicles which is more of the issue than commuters in this area. Commissioner Lopez asked why the proposed regulation would be for one hour. Mr. Yeung said just to be accommodating and to create turnover without being overly restrictive and it is the same time period for a similar grocery store that is further north on Lexington Avenue. Mayor Rilling said since this area is a high crash location asked if that is due to turning vehicles or poor sightline and asked if a three-way stop sign would be an appropriate response as well as for traffic calming. Mr. Benjamin said TMP has developed a comprehensive crash data repository for the entire city to equivocate each intersection and we would need to review the location to be able to say what types of crashes are happening but are looking at improvements further down the street which may help to improve this intersection, which is not particularly dangerous, but it is crash prone. Mayor Rilling requested that staff look into the intersection to determine what types of accidents they are referring to when they say the highest crash rates and make a recommendation at a future meeting. Chief Walsh said the major issue is the width of the road along with the parked cars.

**** COMMISSIONER LOPEZ MOVED TO APPROVE THE TIMED PARKING REGULATION
ON LEXINGTON AVENUE
** THE MOTION PASSED UNANIMOUSLY.**

ADJOURNMENT

**** COMMISSIONER COLLIER-CLEMMONS MOVED TO ADJOURN.
** THE MOTION PASSED UNANIMOUSLY.**

The meeting was adjourned at 4:44PM.

Respectfully submitted,

Dilene Byrd

Item 2.

Approve Revised Partial Road Closure for
SONO TOD Infrastructure Improvements
Chestnut Street & Henry Street



City of Norwalk
Paul Sotnik, P.E.
Senior Civil Engineer / Department of Engineering
125 East Avenue
Norwalk, CT 06856-5125
Office Telephone: (203) 854-7891
www.norwalkct.gov
E-Mail: psotnik@norwalkct.gov

February 21, 2024

Honorable Mayor Rilling
Members of the Norwalk Traffic Authority

Per both the Mayor's and the members of the Norwalk Traffic Authority's (NTA) request at the January 22, 2024 Traffic Authority meeting, Stephen Ivan of the Norwalk Redevelopment Agency and I set up a meeting with Mr. Seaman of 54 and 56 Chestnut Street and 3 Merritt Street (Chestnut Street driveway) and Mr. Andronaco of 13 Merritt Place. We met with Mr. Seaman and Mr. Andronaco on February 1, 2024 and the meeting was positive. After meeting with them and explaining the overall South Norwalk Equitable TOD Infrastructure Improvements Project and the Temporary One Way of Chestnut Street from Monroe Street to Henry Street heading south during the construction work on that street, for that specific Project, they are both in support of the Project.

When we walked the area in the field with them, they had two main concerns.

- 1.) Being able to utilize the portion of Concord Street between Chestnut Street and South Main Street that is One Way (east bound) to access South Main Street with their trucks during the construction.
- 2.) Being able to physically make the right turn when heading north bound on Chestnut Street onto Concord Street heading east bound.

While we walked the area, we discussed the fact that there is currently a "No Parking Any Time Here to Corner" sign (No Parking Any Time with a Left Arrow) on the north side of Concord Street just east of the intersection of Chestnut Street. They indicated that if there are no vehicles parked in that area, and based upon it being a One Way Street (east bound) which allows extra space since there is no double yellow line, that they would be able to make the right turn with their trucks. I have attached pictures of the above-mentioned sign for your reference.

Since the original item was tabled at the January 22, 2024 NTA meeting, pending the meeting with the above referenced business owners, we would like to request that this item be approved at the February 26, 2024 meeting, now that we have met with and received support from Mr. Seaman and Mr. Andronaco.

If you should have any questions, please do not hesitate to contact me.

Thank You,

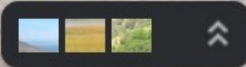
Paul L. Sotnik, P.E.
Senior Civil Engineer

Concord St
Chestnut St

ONE WAY

NO PARKING
ANY TIME





Item 3.

Approve Full Road Closure for Frontier
Advanced Utility Work for WalkBridge
Project

East Avenue

Frontier's work on the Advanced Utility Project (AUP) for WALK Bridge

City of Norwalk
Traffic Authority Meeting

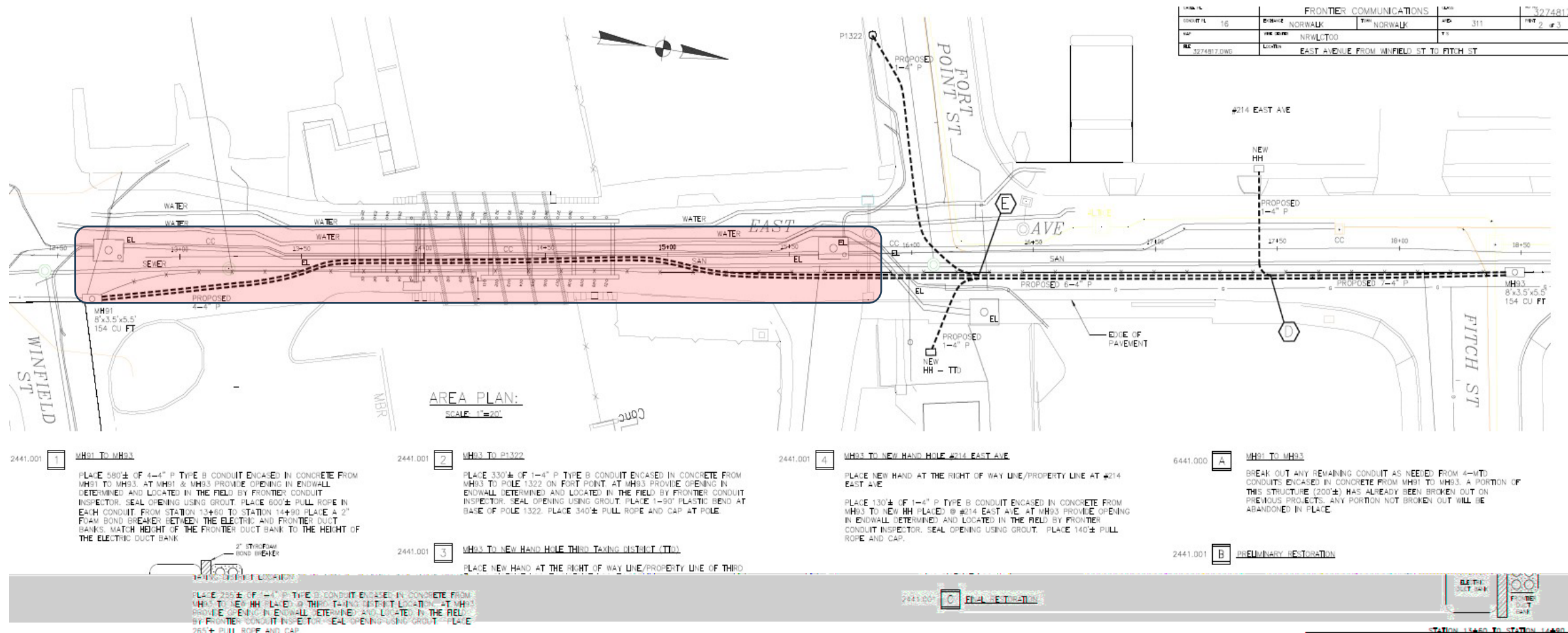
February 26, 2024



Traffic Authority Approval for 3-week closure

- Request to close East Avenue between Fort Point Street and Winfield Street for 3 weeks (March 11-March 31)
 - Expedite work to advance relocation of the fiber lines
 - Work can be expedited under a three-week closure during the off-peak season for the removal of fiber lines, as opposed to 2-3 months of lane closures
 - Currently, STERS remains in place for the protection of the bridge abutments
 - What this means is that work to improve the EA roadway - lowering the roadway and removing shoring and potholes - can advance sooner.
 - On approval of traffic plan, Frontier can begin on East Avenue to relocate fiber lines concurrently during the East Norwalk Station closure

FRONTIER



MPT and detour plan



Detour plan previously approved by CTDOT and City of Norwalk

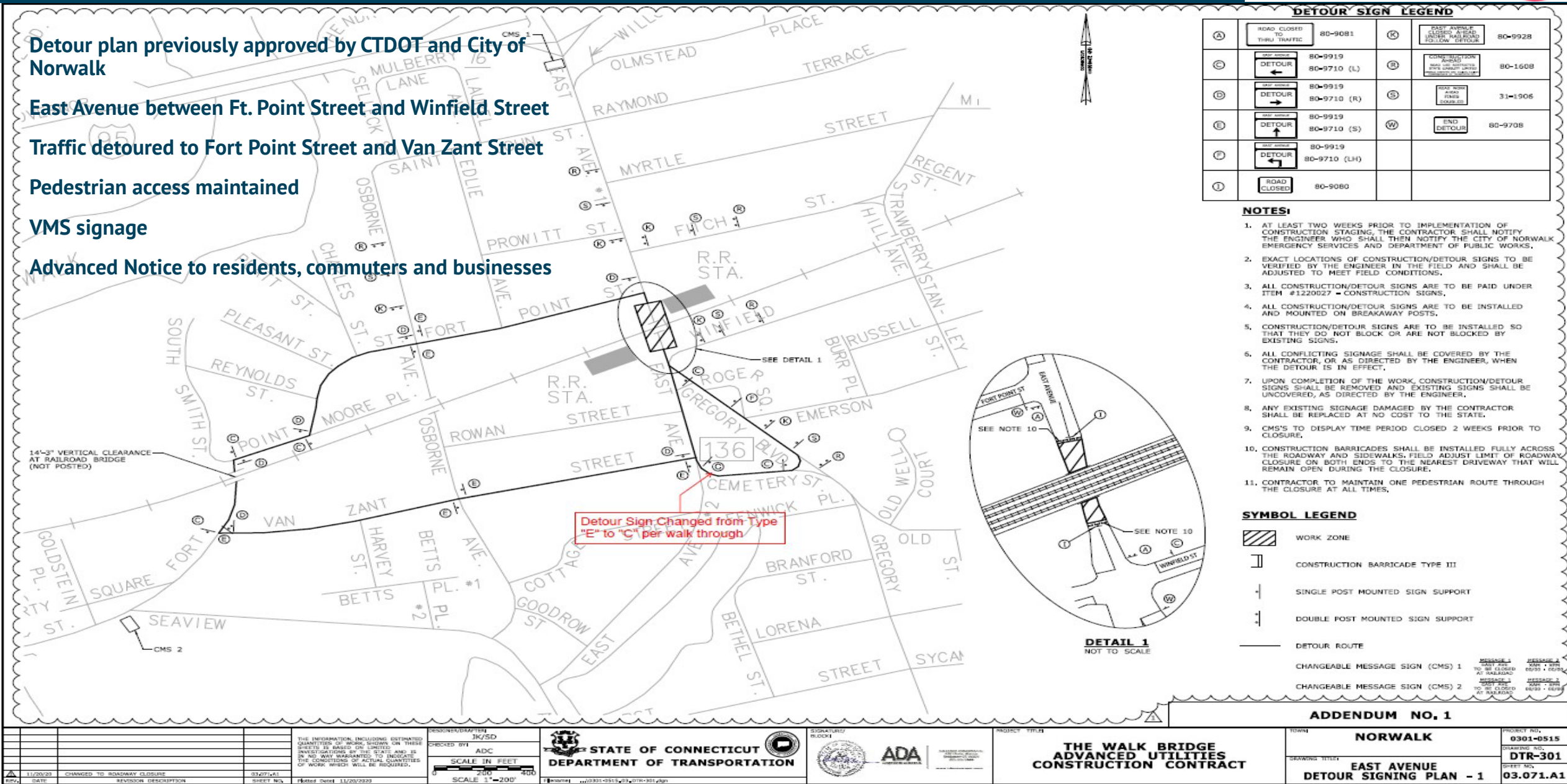
East Avenue between Ft. Point Street and Winfield Street

Traffic detoured to Fort Point Street and Van Zant Street

Pedestrian access maintained

VMS signage

Advanced Notice to residents, commuters and businesses



DETOUR SIGN LEGEND

(A)	ROAD CLOSED TO THRU TRAFFIC	80-9081	(K)	LEFT ARROW CLOSED AHEAD, TRAFFIC MUST FOLLOW DETOUR	80-9928
(C)	DETOUR	80-9919 80-9710 (L)	(R)	RIGHT ARROW CLOSED AHEAD, TRAFFIC MUST FOLLOW DETOUR	80-1608
(D)	DETOUR	80-9919 80-9710 (R)	(S)	ROAD CLOSED AHEAD, TRAFFIC MUST FOLLOW DETOUR	31-1906
(E)	DETOUR	80-9919 80-9710 (S)	(W)	END DETOUR	80-9708
(F)	DETOUR	80-9919 80-9710 (LH)			
(I)	ROAD CLOSED	80-9080			

NOTES

- AT LEAST TWO WEEKS PRIOR TO IMPLEMENTATION OF CONSTRUCTION STAGING, THE CONTRACTOR SHALL NOTIFY THE ENGINEER WHO SHALL THEN NOTIFY THE CITY OF NORWALK EMERGENCY SERVICES AND DEPARTMENT OF PUBLIC WORKS.
- EXACT LOCATIONS OF CONSTRUCTION/DETOUR SIGNS TO BE VERIFIED BY THE ENGINEER IN THE FIELD AND SHALL BE ADJUSTED TO MEET FIELD CONDITIONS.
- ALL CONSTRUCTION/DETOUR SIGNS ARE TO BE PAID UNDER ITEM #1220627 - CONSTRUCTION SIGNS.
- ALL CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED AND MOUNTED ON BREAKAWAY POSTS.
- CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
- ALL CONFLICTING SIGNAGE SHALL BE COVERED BY THE CONTRACTOR, OR AS DIRECTED BY THE ENGINEER, WHEN THE DETOUR IS IN EFFECT.
- UPON COMPLETION OF THE WORK, CONSTRUCTION/DETOUR SIGNS SHALL BE REMOVED AND EXISTING SIGNS SHALL BE UNCOVERED, AS DIRECTED BY THE ENGINEER.
- ANY EXISTING SIGNAGE DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE STATE.
- CMS'S TO DISPLAY TIME PERIOD CLOSED 2 WEEKS PRIOR TO CLOSURE.
- CONSTRUCTION BARRICADES SHALL BE INSTALLED FULLY ACROSS THE ROADWAY AND SIDEWALKS. FIELD ADJUST LIMIT OF ROADWAY CLOSURE ON BOTH ENDS TO THE NEAREST DRIVEWAY THAT WILL REMAIN OPEN DURING THE CLOSURE.
- CONTRACTOR TO MAINTAIN ONE PEDESTRIAN ROUTE THROUGH THE CLOSURE AT ALL TIMES.

SYMBOL LEGEND

- WORK ZONE
- CONSTRUCTION BARRICADE TYPE III
- SINGLE POST MOUNTED SIGN SUPPORT
- DOUBLE POST MOUNTED SIGN SUPPORT
- DETOUR ROUTE

- CHANGEABLE MESSAGE SIGN (CMS) 1
- CHANGEABLE MESSAGE SIGN (CMS) 2

ADDENDUM NO. 1

NORWALK

EAST AVENUE
DETOUR SIGNING PLAN - 1

PROJECT NO.
0301-0515
DRAWING NO.
DTR-301
SHEET NO.
03.071.A1

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS OF THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE COMPLETION OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

DESIGNED/DRAWN BY
JK/SD
CHECKED BY
ADC
SCALE IN FEET
SCALE 1"=200'

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

SIGNATURE BLOCK

ADA

THE WALK BRIDGE
ADVANCED UTILITIES
CONSTRUCTION CONTRACT



Discussion

Item 4.

Approve Full Road Closure for Police's St.
Patrick's Day Parade

Washington Street & North Main Street

Press Release

Wednesday, January 24, 2024 10:00a.m.

From: President– John Bell

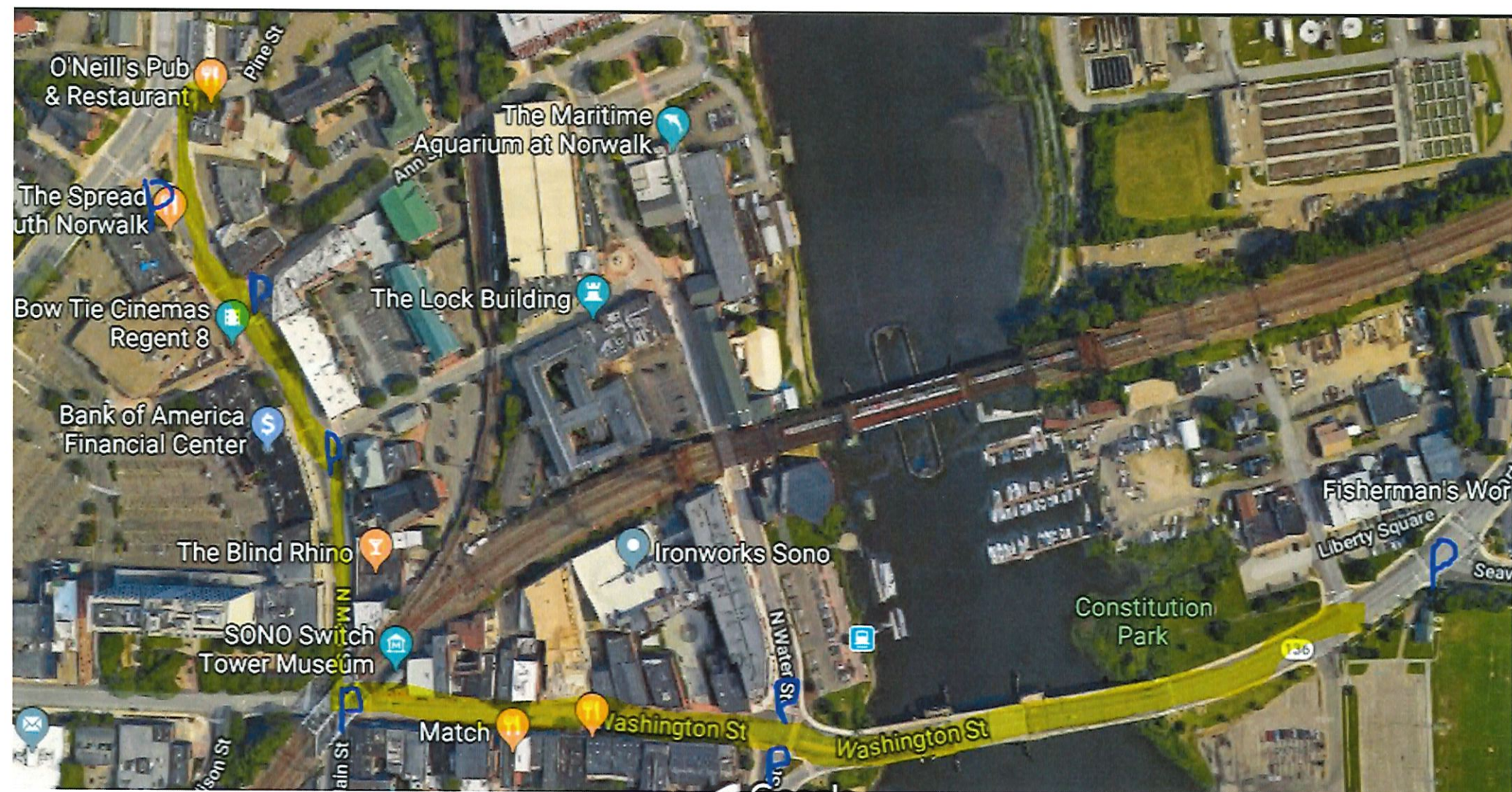
jbelle@norwalkct.gov

203-854-3000

2024 Norwalk St. Patrick's Day Parade

The Norwalk Police Emerald Society is proud to announce the 2024 Norwalk Police Emerald Society St. Patrick's Day Parade. The parade is on Saturday March 9, 2024, at 11:00 am. The parade begins at Veteran's Park, proceeding up Washington Street, onto North Main Street and ending at Pine Street. A ceremony will immediately follow under the tent at O'Neill's Pub at 93 North Main Street. The parade will feature the Fairfield County Police Pipes and Drums, Greenwich Pipe Band, community leaders, first responders and much, much more.

The Norwalk Police Emerald Society is a 501c3 charitable organization.



Item 5.

Approve Partial Road Closure for O'Neils
5K

Seaview Avenue

Event Information

Set-up, Event and Dismantle take place on the same day	Yes
Event Date	06-02-2024
Set-up Start Time	9:00 am
Set-up End Time	9:45 am
Event Start Time	11:00 am
Event End Time	11:45 am
Dismantle Start Time	12:30 pm
Dismantle End Time	1:15 pm
Estimated # of Participants	500
Estimated # of Spectators	50
Estimated # of Staff/Volunteers	25

Roadway Impacts

Will any train tracks be impacted by your event?	No
Will any state roads be impacted by your event?	Yes
Event Impact on State Roads	Brief section on Rt. 136 on Seaview Ave.
Will any roads and/or sidewalk be impacted by your event?	Yes
Road and/or Sidewalk Closure	Single lane closure, Use of sidewalk or bike lanes only
Road Closure Start Date/Time	06-09-2024 11:00 am
Road Closure End Date/Time	06-09-2024 11:45 am
Road Closure related file(s)	
Enter Road Closure and other related details	Police to provide traffic control
Are you using a Traffic Control Company (TCC)?	No
Do you need any barrels, cones and/or barricades?	No

o'neill's 2019

3 Miles, Norwalk, CT



CT19002JRG

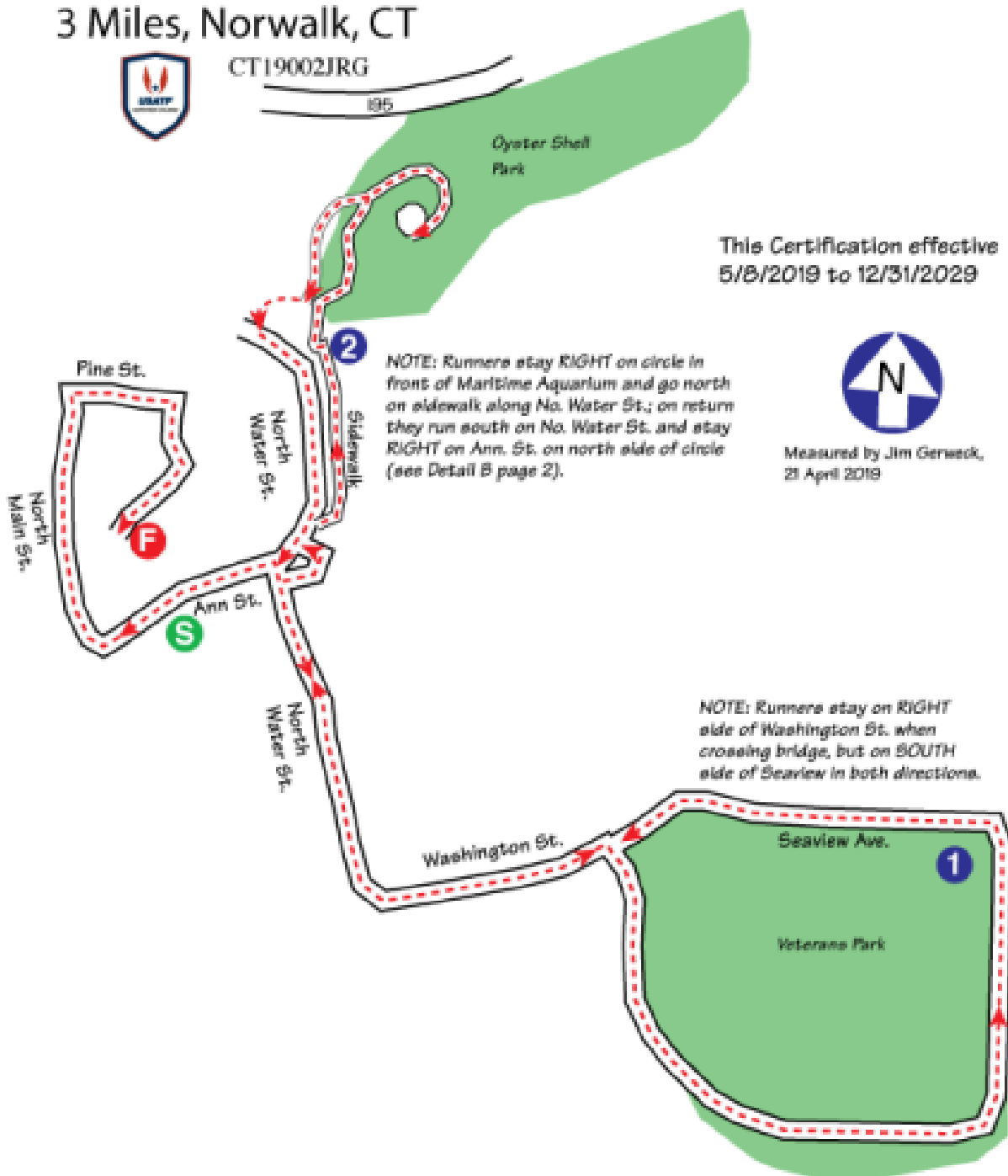
195

Oyster Shell
Park

This Certification effective
5/8/2019 to 12/31/2029



Measured by Jim Gerweck,
21 April 2019



Item 6.

Approve Full Road Closure for Norwalk
Green Earth Day Event

Park Street and St. Paul's Place

**2024 Earth Day
on The Green**



**Road Closures
10am Saturday
April 27th**

Item 7.

Customer Service Letter Reading
Regarding Parking on Ivy Place

Robert Greco
136 West Cedar St # 6
Norwalk, CT 06854
1 February 2024

Norwalk Traffic Authority
Norwalk City Hall
125 East Avenue, PO Box 5125
Norwalk, CT 06856-5125

To Whom it May Concern,

I am writing to bring to your attention a pressing issue concerning the safety and traffic flow on Ivy Place in our neighborhood. I kindly request your consideration to address this issue, either by converting this currently two-way street into a one-way street or by implementing alternative measures due to the escalating safety concerns that have arisen over the past few years.

The primary safety concern that has prompted this request is the significant congestion caused by vehicles parked on both sides of Ivy Place, specifically the end that intersects West Cedar Street. This practice has led to a substantial narrowing of the available road space, making it increasingly difficult for two cars to pass each other safely between the parked vehicles. This situation reached a critical point when a parked car was recently severely damaged due to the inability of two cars to navigate the narrow roadway.

Additionally, I have noticed that cars typically ignore the "no parking to the corner" zone at the entrance to the street, which causes further visibility issues. This disregard for designated parking zones exacerbates the congestion problem and increases the potential for accidents.

Another critical safety concern that I would like to emphasize is the potential difficulty that emergency vehicles, such as ambulances, police cars and fire trucks, may face in navigating a narrow two-way road with parked cars on both sides. In the event of an emergency, swift and unimpeded access to our neighborhood is essential, and the current conditions on Ivy Place may hinder timely response from emergency services.

Furthermore, it has come to my attention that a resident in our neighborhood has resorted to continuous horn beeping while navigating Ivy Place at night. This resident's fear of oncoming cars potentially hitting them due to the parked cars on either side of the street has not only become a nuisance but also a clear indication of the unsafe conditions prevailing on our street.

Given these concerns, I propose two potential solutions:

1. Conversion to a One-Way Street:

I believe that converting Ivy Place into a one-way street could significantly improve safety, reduce congestion, and enhance the overall quality of life for the residents in our neighborhood. This change would provide a clear and safe path for vehicles while eliminating the need for cars to pass each other in the midst of parked vehicles.

2. Parking on One Side of the Street Only:

Alternatively, another reasonable solution could be to designate parking on one side of Ivy Place only. By allowing parking on a single side of the street, we would maintain the current two-way traffic flow while still addressing the congestion and visibility issues that have arisen due to double-sided parking.

I kindly request that you initiate a thorough review of these proposed solutions and engage with the community to gather input and feedback. I am more than willing to collaborate with the Transit Authority, provide any additional information, or participate in any discussions or community meetings to support this request. Your assistance in addressing this issue is greatly appreciated, and I hope to see a positive outcome that prioritizes the safety and well-being of our community.

Thank you for your attention to this matter. I look forward to hearing from you soon and working together to find a suitable solution.

Sincerely,

A handwritten signature in black ink, appearing to read 'R Greco', with a stylized, cursive script.

Robert Greco

Item 8.

Approve Proposed “No Parking”
Regulations on Senga Road



CITY OF NORWALK
Transportation Mobility & Parking
Email: NorwalkTMP@norwalkct.gov
Norwalk City Hall
125 East Avenue, PO Box 5125
Norwalk, CT 06851-5125

Date: February 23, 2024

To: Resident/Homeowner | Senga Road, Norwalk, CT 06854

Subject: Proposed Parking Changes on Senga Road

Dear Resident/Homeowner,

Our office received a concern from a resident that parking on both sides of Senga Road created challenges for two-way traffic. We reviewed these issues and concur with the residents' concerns.

Upon a thorough review of Senga Rd, a field investigation, and parking demand survey, we believe that on-street parking would be best supported by limiting this to one side of the roadway. We are proposing that parking would not be allowed:

- On the entire odd-numbered address (North) side of Senga Road, and
- A short section of the even-numbered address (South) side of Senga Road, starting from the driveway of 18 Senga Road eastward to the corner of Senga Road and Avenue E.

See Figure 1 below for the proposed restricted areas. On-street parking would still be permitted on the even-numbered address (South) side of Senga Road, from the driveway of 18 Senga Road westward to Scribner Avenue.



Figure 1: Proposed Extent of "No Parking Anytime" Restriction on Senga Road

This proposal allows for the maximum amount of safe parking and smoother operations on the roadway.

This proposal will be presented to the Traffic Authority meeting on Monday, February 26th at 4:00pm. Any resident wishing to address a concern may do so by emailing me at NorwalkTMP@norwalkct.gov to provide written testimony, or you may speak to the Traffic Authority Commissioners during opening comments at the following link. <https://www.norwalkct.gov/Archive.aspx?AMID=159>

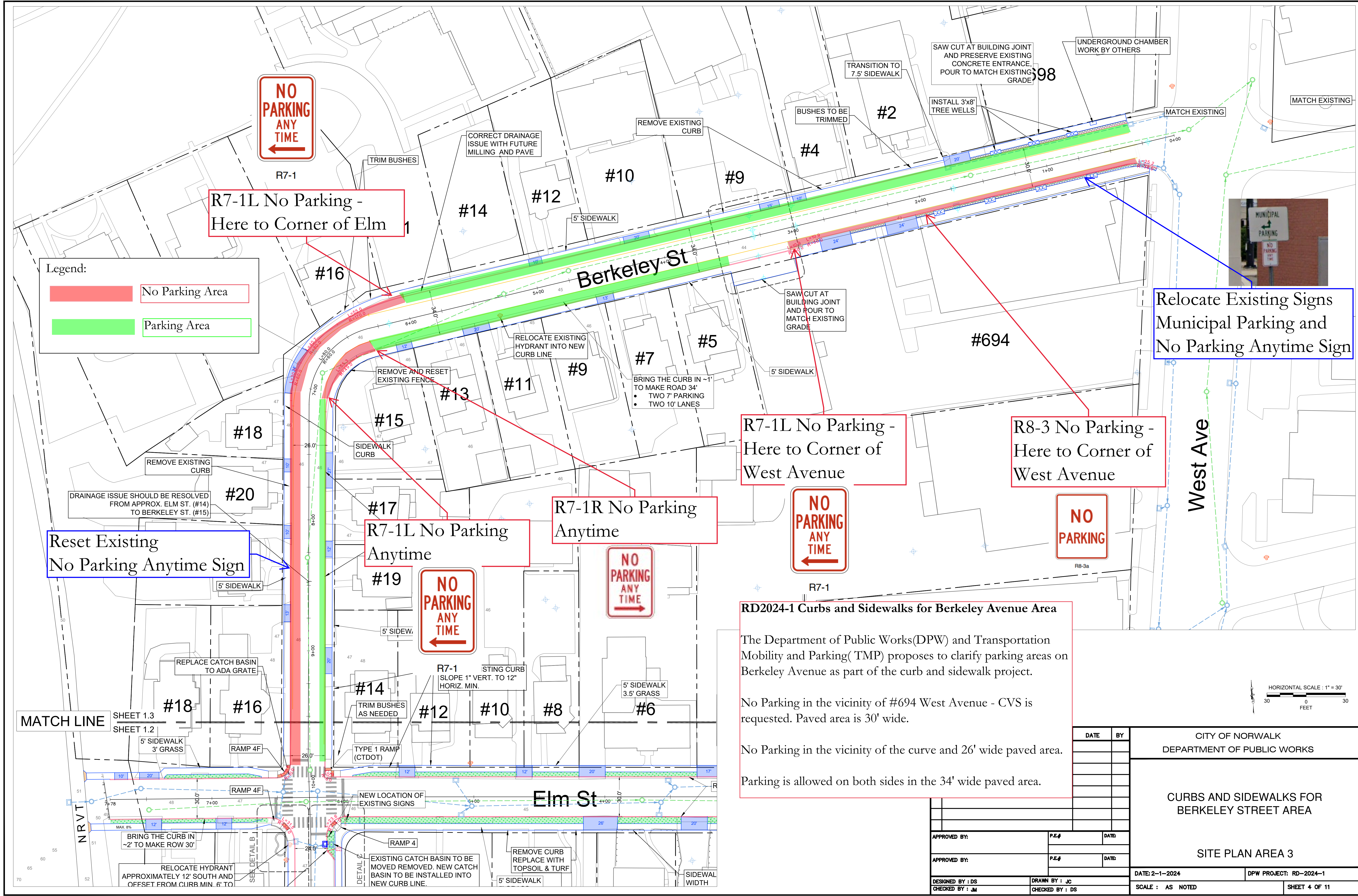
Sincerely,

Benjamin Yeung, P.E., Senior Traffic Engineer
City of Norwalk | Transportation, Mobility, and Parking Department (TMP)

CC: James Travers, Director – TMP, Garrett Bolella, P.E., PTOE, RSP1, Assistant Director – TMP

Item 9.

Approve Proposed “No Parking”
Regulations on Berkeley Street



Legend:

No Parking Area

Parking Area

Reset Existing
No Parking Anytime Sign

R7-1L No Parking -
Here to Corner of Elm

R7-1L No Parking
Anytime

R7-1R No Parking
Anytime

R7-1L No Parking -
Here to Corner of
West Avenue

R8-3 No Parking -
Here to Corner of
West Avenue

Relocate Existing Signs
Municipal Parking and
No Parking Anytime Sign

RD2024-1 Curbs and Sidewalks for Berkeley Avenue Area

The Department of Public Works(DPW) and Transportation Mobility and Parking(TMP) proposes to clarify parking areas on Berkeley Avenue as part of the curb and sidewalk project.

No Parking in the vicinity of #694 West Avenue - CVS is requested. Paved area is 30' wide.

No Parking in the vicinity of the curve and 26' wide paved area.

Parking is allowed on both sides in the 34' wide paved area.

DATE		BY		CITY OF NORWALK	
				DEPARTMENT OF PUBLIC WORKS	
				CURBS AND SIDEWALKS FOR BERKELEY STREET AREA	
				SITE PLAN AREA 3	
APPROVED BY:		P.E.#		DATE:	
APPROVED BY:		P.E.#		DATE:	
DESIGNED BY : DS		DRAWN BY : JC		DATE: 2-1-2024	
CHECKED BY : JM		CHECKED BY : DS		DPW PROJECT: RD-2024-1	
				SCALE : AS NOTED	
				SHEET 4 OF 11	