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 called on by the host of the meeting during the public comment section. Please find the information using the link above.

Members of the public who wish to view the meeting, but are not participating, can view a live stream on the City of Norwalk YouTube channel. This stream is delayed by approximately 20 seconds. Please find the information using the link above. The meeting recording and minutes will be posted on the City of Norwalk website within seven (7) days after the meeting.

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 "JANUARY TRAFFIC AUTHORITY" to provide written comment prior to the meeting.

MEETING AGENDA

DATE: Monday, January 22nd, 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 December 18, 2023;

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) Golf Cart Regulations for Norwalk Streets. *[J. Kevin Smith – Lead Advocate];*

4. (Discussion & Vote) Approval of Rowayton Elementary School Zone Speed Limit. *[Kyle Benjamin – Traffic Analyst, TMP];* and

5. (Discussion & Vote) Approval of Timed Parking Regulation on Lexington Avenue. *[Benjamin Yeung – Senior Traffic Engineer, TMP].*

Next Meeting: February 19th 2024.

Item 1.

December 18, 2023 Minutes

CITY OF NORWALK
TRAFFIC AUTHORITY
REGULAR MEETING
BY VIDEO CONFERENCE AND TELECONFERENCE
DECEMBER 18, 2023

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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Members of the public who wish to provide public comment are encouraged to submit those via e-mail 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.gov to provide written comment prior to the meeting.

ATTENDANCE:	Mayor Rilling; Commissioner Lopez; Commissioner Collier-Clemmons
STAFF:	Chief James Walsh; Deputy Chief Terry Blake; Deputy Chief Melissa Lepore, Deputy Chief James Dinho; Jessica Vonashek, Chief of Economic and Community Development; James Travers, Director, TMP; Garrett Bolella, Asst. Director, TMP; Nathan Fankhanel, Junior Engineer, TMP
OTHER:	Kevin Smith, Henley Street Marketing, LLC.

CALL TO ORDER

Mayor Rilling called the meeting to order at 4:00PM.

PUBLIC COMMENTS

There were no public comments.

1. DISCUSSION/VOTE TO APPROVE THE MINUTES OF THE MEETING OF NOVEMBER 20, 2023

**** COMMISSIONER LOPEZ MOVED TO APPROVE THE MINUTES OF THE MEETING OF NOVEMBER 20, 2023, AS SUBMITTED.**
**** THE MOTION PASSED UNANIMOUSLY.**

2. DISCUSSION/VOTE TO APPROVE THE NORWALK TRAFFIC AUTHORITY MEETING DATES FOR CALENDAR YEAR 2024

**** COMMISSIONER COLLIER-CLEMMONS MOVED TO APPROVE THE NORWALK TRAFFIC AUTHORITY MEETING DATES FOR CALENDAR YEAR 2024.**
**** THE MOTION PASSED UNANIMOUSLY.**

3. DISCUSSION/VOTE PRESENTATION ON LEGAL GOLF CARTS ON NORWALK'S STREET

Commissioner Collier-Clemmons moved the item for discussion.

Mr. Smith introduced himself and said he is representing Connecticut Custom Carts which is a golf cart dealership that is based in Norwalk, and the sponsor of the proposed regulation permitting the use of golf carts in specific shoreline neighborhoods in Norwalk.

Mr. Smith presented a summary of the proposal and said that street legal golf carts are popular all over the country and provide tangible benefits for the people in the communities where they are legal, and there are eight towns and cities in Connecticut that already have regulations in place. He said there was a study performed that ranked the social benefits of regulating golf carts which included recreation and exercise, alternative transportation, transportation for the elderly, transportation for the disabled, reducing air pollution, and a way to meet neighbors. He said they did a deep dive into the existing proposals in Connecticut and spoke to the Connecticut towns that have regulations and they have said the regulations are well received in the communities where they were enacted, the rest of the town has not been impacted by the regulation, they have not been a burden on the Police Department, and there have been no accidents reported since the regulations were enacted. He said according to the Connecticut Crash Data Repository there are only eight golf cart accidents per year and only 1.5 per year in the towns that have a regulation in place.

Mayor Rilling asked out of the eight towns that have the regulation what is the largest population. Mr. Smith said it is Stratford. Mayor Rilling asked for confirmation that golf carts would not be permitted on any street that has a speed limit of 25MPH or more. Mr. Smith said they would not be allowed on any street that has a posted speed limit of more than 25MPH. Mayor Rilling asked what the largest population is nationwide of the town/cities that have enacted the regulation. Mr. Smith said he would research that and report back to the commission. Mayor Rilling asked if golf carts are subject to parking tickets. Mr. Smith said "yes", and the statue permits the Traffic Authority to set violations that are based on their existing statute or any other conditions/limitations that are set by the Traffic Authority for the operation of golf carts. Mayor Rilling asked what type of registration is issued for golf carts. Mr. Smith said often times it is done via sticker that is provided to the owner of the golf cart however, he has seen where license plates have been provided as well so it would be up to the town.

Commissioner Collier-Clemmons asked for confirmation that the golf carts are allowed to be used at night. Mr. Smith said "yes" that is correct and that is per the state statute. Commissioner Collier-Clemmons asked how driving a golf cart gives one exercise as was mentioned in the study. Mr. Smith said it was more about getting to recreational facilities. Commissioner Collier-Clemmons said according to the proposal these carts would only be used in beach communities and on certain streets in Norwalk and those streets would not include them getting to gyms. Commissioner Collier-Clemmons asked if the city would be responsible for drawing up the regulations for registration, doing the registration, issuing the registration plates, and having them renewed. Mr. Smith said "yes", and the registration and the proposed forms are in draft form in the packet that was provided to the commissioners.

Commissioner Lopez asked if there is a specific time at night that golf carts would not be allowed to be used. Mr. Smith said the way that many of the municipalities have handled that is to say 30 minutes prior to sundown. Commissioner Lopez said he would imagine there would be additional costs to the city to administer the registration process. Mr. Smith said that is correct but in speaking to the administrators of the communities that already have the regulation in place they said that it was not an additional burden on them and that he is happy to share the surveys with the commission. He also said that all the communities that have enacted the regulation have some sort of fee for the registration and each town/city can determine what that fee is. He also said that the question of property tax should also be explored and that there can be some additional revenues for the program based on that. Commissioner Lopez asked if there is any requirement for training. Mr. Smith said "no" but there are most likely some entrepreneurial people that may be interested in providing training for golf cart use if that is something the commission thought is necessary as part of the regulation.

Commissioner Collier-Clemmons asked if any of the cities have minimum or maximum age limits for operating the golf carts or is that up to the municipality. Mr. Smith said not that he is aware but according to the state statute the operator of the golf cart must carry a valid operator drivers license and that is included in their proposal. Commissioner Collier-Clemmons said that when Mr. Smith gathers the information that has been requested by the commission from the towns that already have the regulation in place that the size of the cities be included and the known cost that they have incurred from implementing the regulation.

Chief Walsh said that he has researched the packet that was provided to the commission and his concerns for the proposal are the population and traffic density in Norwalk, and over the past few years have seen a large increase in beach traffic on the weekends and there is probably over 100,000 in Norwalk in the summer based on the attractions and events that are held. He said his second concern is the comingling of roads that have the 25 MPH speed limits versus the streets that have no posting and can be driven up to 30MPH. He said the biggest issue was that this company started in East Norwalk last year and the police

have had problems with them all summer long after many discussions and many warnings, people were still not doing what they were told. He said that some of the people that were on the ground floor of this proposal were pushing golf carts out to Norwalk city roads without doing it the proper way and there were issues.

Asst. Chief Blake said that he echoes Chief Walsh's comments and that this has been discussed by the Chief and the Deputy Chiefs at length as there were a lot of issues around the beach and Rowayton with golf carts. Deputy Chief Dinho agreed and said that this would be an added issue in the winter and would be enticing to the younger generation to be driven in the snow. Deputy Chief Lepore agreed and said that Beach Road is a very busy road in the summer including pedestrians and cyclists so there could be some safety concerns.

Mr. Travers said TMP is undertaking the effort for a complete streets legislation and design manual on how the roads are used and he is concerned about the number of modes of transportation that will be added particularly on the tighter roads. Mr. Bolella said the two concerns of TMP are connectivity as well as the density of traffic.

Mayor Rilling asked what the top speed of a golf cart is. Mr. Smith said 25MPH but he believes there is a way to get them up to 28MPH.

Mr. Smith thanked Chief Walsh for the concerns that he mentioned but he is uncertain on how many of the golf carts that were stopped for violations were already owned by current residents that predated Connecticut Custom Carts. Chief Walsh said the issue he is referring to was in East Norwalk where the Connecticut Custom Carts is located and last year it became a problem when the golf carts were being introduced to the East Norwalk area out of the Cove Marina area. Mr. Smith also said that regulations can be put in place regarding the use of carts during inclement weather.

Mayor Rilling said there are significant safety concerns from the Traffic Authority as well as the Police Department so he will not call for a vote at this time and it will be discussed as the commission receives more information and come to a determination in the relatively near future.

4. DISCUSSION- FOLLOW-UP ON APPROVAL OF "NO PARKING" ON BELMONT PLACE

Mr. Bolella said this item was brought to the commission at the last meeting and was approved subject to reaching out to the neighborhood, so a letter was sent to all the residents as a follow up explaining the process and timeline of the project, and asking to reach out if there are any questions or concerns and they did not receive any from any of the residents.

5. DISCUSSION/VOTE- APPROVAL OF "NO PARKING REGULATION" ON LUFBERRY AVENUE

Mr. Fankhanel said this item was brought to the attention of TMP through the customer service center and had multiple requests for Lufberry Avenue and the specific issue is parked cars on the bend of the street which cause a sightline issue up toward route 1 and have had issues with accidents in the past. He said they are proposing a parking restriction and the three residents that will be affected were notified of the proposed parking restriction and they received two letters of support, and one letter opposing it but that was from the resident that is causing the issue with the parking on the street. He said during the field

inspections there were numerous residents of the neighborhood that approached staff asking if they were here to fix the parking. Commissioner Collier-Clemmons asked if the residents that approached staff during the field inspections are the same residents that received the letters. Mr. Fankhanel said “no” they were not. Commissioner Lopez asked how many accidents occurred in this location. Mr. Fankhanel said there were three in the past five years and although that does not seem like many this is a very low speed residential street.

**** COMMISSIONER LOPEZ MOVED TO APPROVE NO PARKING REGULATION” ON LUFBERRY AVENUE.**
**** THE MOTION PASSED UNANIMOUSLY.**

ADJOURNMENT

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

The meeting adjourned at 4:55PM.

Respectfully submitted,

Dilene Byrd

Item 2.

Approve Partial Road Closure for SONO TOD Infrastructure Improvements

May 2024 - July 31, 2024/June 30, 2025

Chestnut Street & Henry Street

CITY OF NORWALK

SOUTH NORWALK EQUITABLE TOD INFRASTRUCTURE IMPROVEMENTS

PROJECT NUMBER - RA2023-1
DATE - JANUARY 2, 2024

I ♥ NORWALK
DEPARTMENT OF ENGINEERING

DEPARTMENT OF
PUBLIC WORKS

CONSULTANT:
REDNISS & MEAD, INC.

REDNISS & MEAD
LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING

GENERAL NOTES

1.) ALL WORK AND MATERIAL SHALL CONFORM TO THE "STATE OF CONNECTICUT, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR ROADS, BRIDGES FACILITIES AND INCIDENTAL CONSTRUCTION, FORM 818", DATED 2020 AND SPECIAL PROVISIONS.

2.) ALL SURVEY DATA, BOUNDARY LINES, TOPOGRAPHY, AND BUILDING LOCATIONS ARE FROM A SURVEY PREPARED BY REDNISS & MEAD, INC. TITLED RIGHT OF WAY & TOPOGRAPHIC SURVEY DATED NOVEMBER 3, 2023. ELEVATIONS DEPICTED OR LABELED ARE BASED ON NAVD-88.

3.) LOCATIONS OF EXISTING UTILITIES (STORM DRAINS, SANITARY SEWERS, POWER POLES, UNDERGROUND POWER, TELEPHONE OR CABLE LINES, WATER MAINS, GAS MAINS, ETC.) AND SERVICES HAVE BEEN TAKEN FROM UTILITY MAPS OR DETERMINED BY OTHER MEANS. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETERMINING THE ACTUAL FIELD LOCATION AND ELEVATIONS OF ALL UTILITIES AND SERVICES. THE CONTRACTOR SHALL UTILIZE THE "CALL BEFORE YOU DIG" TELEPHONE NUMBER TO NOTIFY UTILITY COMPANIES AND SHALL HAVE ALL UTILITIES MARKED ON THE GROUND BY THE APPROPRIATE UTILITY COMPANY PRIOR TO ANY EXCAVATION. CALL BEFORE YOU DIG 1-800-922-4455.

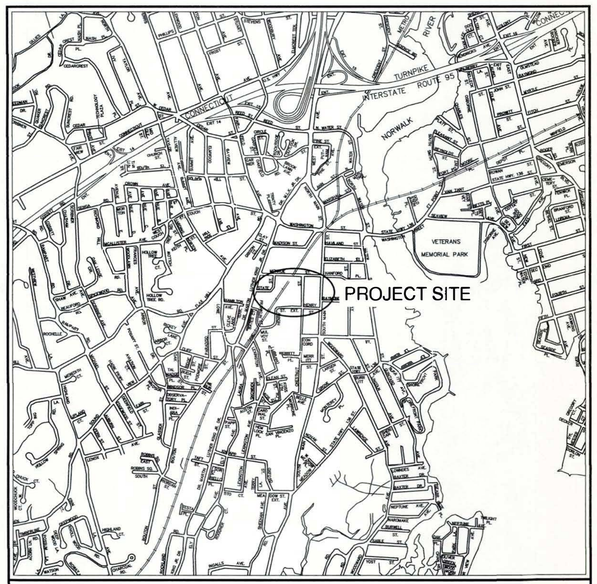
4.) THE CONTRACTOR SHALL CONFINE HIS OPERATIONS TO THE AREA WITHIN THE RIGHTS-OF-WAY AND/OR EASEMENT AREAS ACQUIRED BY THE CITY. ALL DISTURBED AREAS NOT TO BE SURFACED WITH PAVEMENT SHALL BE TOPSOILED AND SEEDED USING THE APPLICABLE PAY ITEMS PROVIDED BY THE PROJECT FOR THE PAYMENT OF THE WORK.

5.) TIMING OF SERVICE CHANGE OVERS AND RECONNECTIONS ON PRIVATE PROPERTY SHALL BE COORDINATED WITH PROPERTY OWNER(S) AND THE NORWALK REDEVELOPMENT AGENCY. TIME SHALL BE AGREED UPON PRIOR TO COMMENCE OF PRIVATE PROPERTY WORK. NOTE: THE WORK ASSOCIATED WITH THE SCHOOL PROPERTY SHALL OCCUR AFTER SCHOOL HOURS ARE COMPLETED. REFER TO THE NOTES AND SPECIAL PROVISIONS OF THE BID PACKAGE FOR ADDITIONAL INFORMATION.

6.) REFER TO INDIVIDUAL PROJECT SHEETS FOR FURTHER PROJECT NOTES.

MAYOR
HONORABLE HARRY W. RILLING

CHIEF OF OPERATIONS AND PUBLIC WORKS
VANESSA N. VALADARES, P.E.



LOCATION MAP

LIST OF DRAWINGS

SHEET TITLE	SHEET NUMBER
COVER SHEET	-
OVERALL UTILITY PLAN ORIENTATION	SE-1.1
OVERALL UTILITY PLAN SHEET 1 - 3	SE-2.1 - 2.3
S.N.E.W. WATER PLAN SHEET 1 - 5	SE-3.1 - 3.5
S.N.E.W. ELECTRIC PLAN SHEET 1 - 4	SE-4.1 - 4.4
ALTICE UTILITY PLAN SHEET 1 - 3	SE-5.1 - 5.3
CROWN CASTLE PLAN SHEET 1 - 3	SE-6.1 - 6.3
FRONTIER PLAN SHEET 1 - 3	SE-7.1 - 7.3
TEMPORARY / REPAIR WORK SHEET 1 - 4	SE-8.1 - 8.4
MAINTENANCE & PROTECTION OF TRAFFIC SHEET 1 - 6	SE-9.1 - 9.6

APPROVED BY:

VANESSA N. VALADARES, P.E. #28346
Chief of Operations and Public Works

DESIGNED BY:

CRAIG J. FLAHERTY, P.E. #21149
Principal Engineer

REFER TO SHEET SE-4.1 FOR MULVOY STREET INSET (UTILITY WORK ASSOCIATED WITH RE-FEEDING ELECTRICAL CONDUIT TO EXISTING STREET LIGHTS)

30 MONROE STREET
N/F CITY OF NORWALK

NEW HAVEN & NORTHEAST CORRIDOR
N/F CONNECTICUT DEPARTMENT OF TRANSPORTATION

30 MONROE (STATION PLACE) DRIVEWAY, SIDEWALKS, CROSSWALKS, AND STREETSCAPE FOR ILLUSTRATIVE PURPOSES ONLY AND TO BE DESIGNED BY OTHERS. TEMPORARY CONDITIONS TO BE INSTALLED AS DEPICTED ON SHEET 8.1.

GARAGE ENTRY (ELEV. 32.2-33.7)

25 CHESTNUT STREET
COLUMBUS COURT CONDOMINIUMS

PROPOSED BUILDING

15 CHESTNUT STREET
N/F SONO TOD II LLC

GARAGE ENTRY (ELEV. 16)

11 CHESTNUT STREET
N/F SONO TOD LLC

1 CHESTNUT STREET
N/F SONO TOD LLC

10 HENRY STREET
N/F GERMAN & ELIZABETH CORTES

(14 CHESTNUT STREET)

(10 CHESTNUT STREET)

79 SOUTH MAIN STREET
(8 CHESTNUT STREET)
N/F SEVENTY-NINE SOUTH MAIN

85 SOUTH MAIN STREET
ST. JOSEPH ROMAN CATHOLIC CHURCH & SIDE BY SIDE CHARTER SCHOOL

10 MONROE STREET
N/F 10 MONROE STREET LLC

10 MONROE STREET
CONSTRUCTION IN PROGRESS

8 HENRY STREET
N/F ROSA L ELLIOT

97 SOUTH MAIN STREET
N/F ST JOSEPH & ST LADISLAUS PARISH CORPORATION

SHEET 1

SHEET 2

SHEET 3

NORTH

REFER TO SHEETS 2.1 - 2.3 FOR OVERALL UTILITY PLANS

REFER TO SHEETS 3.1 - 3.3 FOR INFORMATION ON S.N.E.W. WATER MAIN INSTALLATION

REFER TO SHEETS 4.1 - 4.4 FOR INFORMATION ON UNDERGROUNDING OF S.N.E.W. ELECTRIC CONDUITS

REFER TO SHEETS 5.1 - 5.5 FOR INFORMATION ON UNDERGROUNDING OF ALTICE COMMUNICATION LINES

REFER TO SHEETS 6.2 - 6.3 FOR INFORMATION ON UNDERGROUNDING OF CROWN CASTLE COMMUNICATION LINES

REFER TO SHEETS 7.1 - 7.3 FOR INFORMATION ON UNDERGROUNDING OF FRONTIER COMMUNICATION LINES

REFER TO SHEETS 8.1 - 8.4 FOR INFORMATION ON TEMPORARY / REPAIR WORK ASSOCIATED WITH UTILITY INSTALLATION AND SITE ACCESS

UTILITY LEGEND

EXISTING UTILITY INFORMATION:

- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING GAS LINE
- EXISTING WATER LINE
- EXISTING ELECTRIC LINE
- EXISTING OVERHEAD LINE
- EXISTING COMMUNICATIONS LINE (ALL COMMUNICATIONS LINES)

PROPOSED UTILITY INFORMATION:

- PROPOSED WATER LINE
- PROPOSED ELECTRIC LINE
- PROPOSED ALTICE LINE
- PROPOSED CROWN CASTLE LINE
- PROPOSED FRONTIER LINE
- PROPOSED FRONTIER LINE (ROW)

DEPTH OF UTILITY PER COMPLETED TEST PIT — TOP OF GAS LINE=10.XX± (XX" BELOW GRADE)

No.	Date	Revision
1	01/02/2024	ISSUE TO BID

OVERALL UTILITY PLAN ORIENTATION

DEPICTING

SOUTH NORWALK EQUITABLE TOD INFRASTRUCTURE IMPROVEMENTS

NORWALK, CT

PREPARED FOR

NORWALK REDEVELOPMENT AGENCY

REDNISS & MEAD

LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING

22 First Street | Stamford, CT 06905
Tel: 203.327.0500 | Fax 203.357.1118
www.rednissmead.com

SCALE: 1"=40' (0 40 80)

DRAWN BY: VJH CHECKED BY: CJF

CRAIG J. FLAHERTY CT. P.E. 21149

January 2, 2024
DATE

This document and copies thereof are valid only if they bear the signature and embossed seal of the designated licensed professional. Unauthorized alterations render any declaration hereon null & void.

SHEET No:

SE-1.1

Comm. No.: 10618

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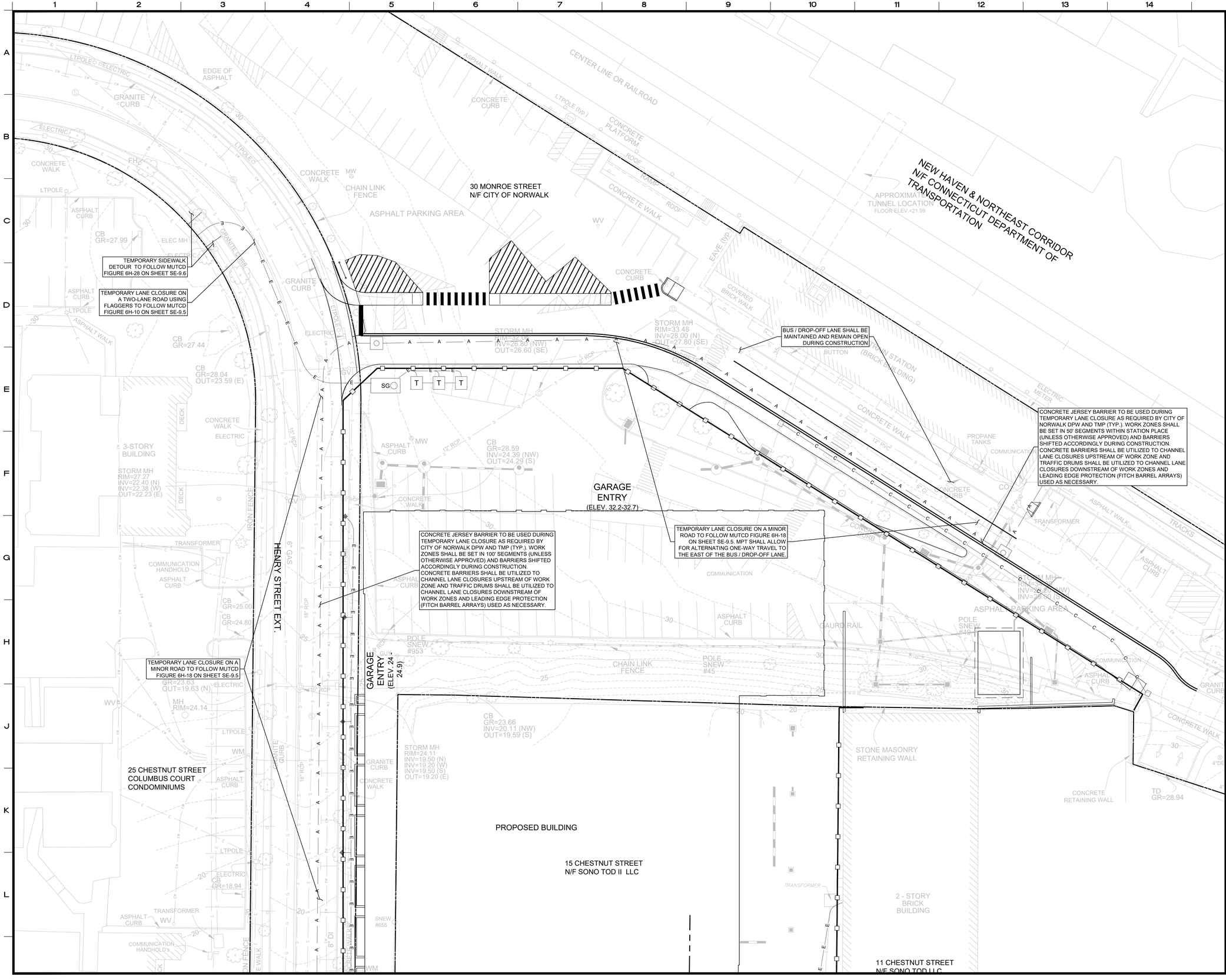

TRAFFIC MANAGEMENT PLAN NOTES

1. THESE DRAWINGS ARE ISSUED TO DEPICT TYPICAL MAINTENANCE & PROTECTION OF TRAFFIC PLAN OPERATIONS IN CONJUNCTION WITH THE INFRASTRUCTURE IMPROVEMENT PROJECT. THEY ARE MEANT TO BE A GUIDE AS THE SITE CONTRACTOR SHALL APPLY FOR AND OBTAIN STREET OPENING PERMITS FROM THE CITY OF NORWALK DEPARTMENT OF PUBLIC WORKS AS NECESSARY. THIS SHALL INCLUDE PREPARATION OF REQUISITE MAINTENANCE AND PROTECTION OF TRAFFIC PLANS (MPT) AND TRAFFIC CONTROLS.
2. CONTRACTOR SHALL PROVIDE A TWO-WEEK LOOK-AHEAD THROUGHOUT CONSTRUCTION, INCLUSIVE OF MPT PLANS REQUIRED.
3. ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CT DOT TRAFFIC CONTROL PATTERNS FOR HIGHWAY MAINTENANCE OPERATIONS, AND CT DOT FORM 818.
4. TEMPORARY MAINTENANCE AND PROTECTION OF TRAFFIC SIGNS SHALL BE INSTALLED ON PORTABLE SIGN SUPPORTS, REFER TO DETAIL. IF POST MOUNTED SIGNS ARE INSTALLED, THEY SHALL BE INSTALLED ON BREAKAWAY POSTS.
5. NO SIGNAGE SHALL BE PLACED THAT OBSTRUCTS EXISTING SIGNAGE, EXCEPT WHERE THE NEW SIGN INFORMATION SUPERSEDES THE EXISTING SIGNAGE, AND IS REQUIRED TO ACCOMMODATE CONSTRUCTION ACTIVITIES. SIGN LOCATIONS ARE APPROXIMATE AND ARE TO BE FIELD ADJUSTED AS DIRECTED BY THE ENGINEER.
6. NO SIGNS OR PAVEMENT MARKINGS ARE TO BE REMOVED UNLESS OTHERWISE APPROVED. EXISTING SIGNS IN CONFLICT WITH TEMPORARY SIGNS SHALL BE COVERED TO MEET FIELD CONDITIONS.
7. RETROREFLECTIVE COLORED SHEETING USED FOR CONSTRUCTION SIGNS AND TRAFFIC CONTROL DEVICES SHALL MEET THE MINIMUM RETROREFLECTIVE REQUIREMENTS OF THE LATEST EDITION OF THE MUTCD.
8. CONTRACTOR TO PROVIDE TRAFFIC POLICE OFFICERS AS REQUIRED BY THE CITY OF NORWALK.
9. IF GEOMETRIC CONDITIONS ALLOW OR UNLESS OTHERWISE SPECIFIED, MERGING TAPER LENGTHS APPROACHING WORK ZONES SHALL BE 50 FEET AND DOWNSTREAM TAPER LENGTHS LEAVING WORK ZONES SHALL BE 50 FEET AS PER CT DOT WORK ZONE SAFETY GUIDELINES FOR MAINTENANCE OPERATIONS 2013. WHEN TEMPORARY TRAFFIC BARRIERS ARE USED FOR A CONSTRICTED / RESTRICTED TEMPORARY TRAFFIC CONTROL ZONE, THE TAPER LENGTH SHOULD BE DESIGNED TO OPTIMIZE ROAD USER OPERATIONS GIVEN ANY GEOMETRIC RESTRICTIONS.
10. ADVANCED AND TERMINATION WARNING SIGNS ARE TO BE INSTALLED PER MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION, 100 FEET FROM THE START OR END OF THE TAPER TRAFFIC CONES. WARNING SIGNS IN SERIES SHALL BE INSTALLED 100 FEET APART.
11. TRAFFIC CONE SPACING SHALL BE 20 FEET PER MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION.
12. ROADWAY PLATE DESIGN AND DETAIL, IF REQUIRED, SHALL BE DESIGNED BY OTHERS.
13. ANY CLOSURES OF TRAVEL LANES OR SIDEWALKS WILL REQUIRE HIRING A POLICE OFFICER. THE POLICE HAVE FINAL AUTHORITY FOR ALTERING AND SETTING A MPT PLAN IN THE FIELD TO ENSURE THE HIGHEST LEVEL OF SAFETY.
14. ANY ON-STREET PARKING CLOSURES SHALL BE COORDINATED WITH THE NORWALK PARKING AUTHORITY SO THAT THEY MAY NOTIFY ENFORCEMENT.
15. ANY STRIPING REMOVED BY CONSTRUCTION ACTIVITIES WILL BE PROMPTLY REPLACED WITH TEMPORARY RESURFACING EFFORTS TO MAINTAIN VISIBILITY OF STRIPING.

No.	Date	Revision
I	01/02/2024	ISSUE TO BID

MAINTENTANCE AND PROTECTION OF TRAFFIC SHEET I

DEPICTING

SOUTH NORWALK EQUITABLE TOD INFRASTRUCTURE IMPROVEMENTS

NORWALK, CT

PREPARED FOR

NORWALK REDEVELOPMENT AGENCY

REDNISS & MEAD
LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
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22 First Street | Stamford, CT 06905
Tel: 203.327.0500 | Fax 203.357.1118
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SCALE: 1"=20' (0, 20, 40)

DRAWN BY: VJH CHECKED BY: CJF

CRAIG J. FLAHERTY CT P.E. #21149

January 2, 2024

DATE

This document and copies thereof are valid only if they bear the signature and embossed seal of the designated licensed professional. Unauthorized alterations render any declaration hereon null & void.

SHEET No:

SE-9.1

Comm. No.: 10618

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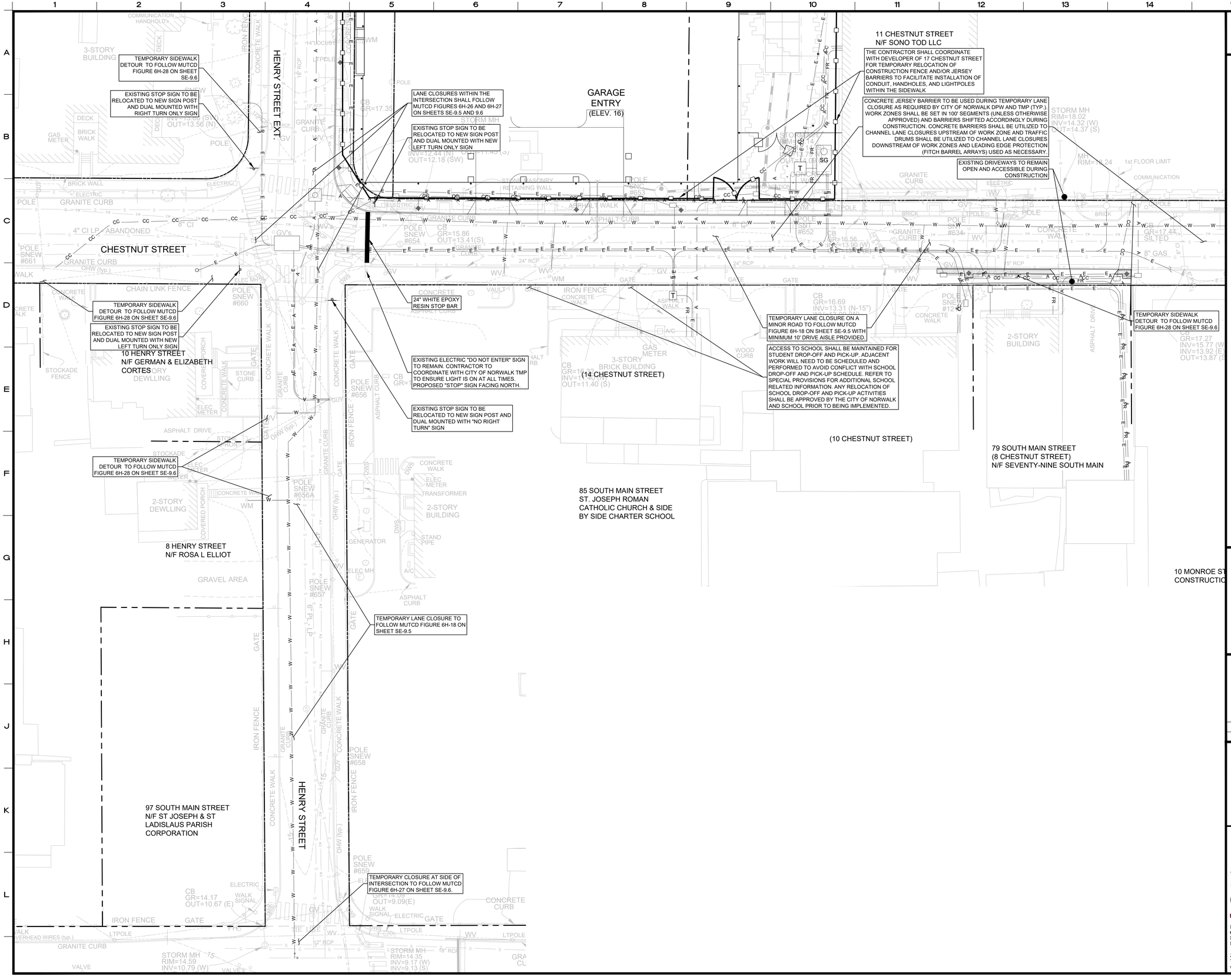

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2. CONTRACTOR SHALL PROVIDE A TWO-WEEK LOOK-AHEAD THROUGHOUT CONSTRUCTION, INCLUSIVE OF MPT PLANS REQUIRED.
3. ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CT DOT TRAFFIC CONTROL PATTERNS FOR HIGHWAY MAINTENANCE OPERATIONS, AND CT DOT FORM 818.
4. TEMPORARY MAINTENANCE AND PROTECTION OF TRAFFIC SIGNS SHALL BE INSTALLED ON PORTABLE SIGN SUPPORTS, REFER TO DETAIL. IF POST MOUNTED SIGNS ARE INSTALLED, THEY SHALL BE INSTALLED ON BREAKAWAY POSTS.
5. NO SIGNAGE SHALL BE PLACED THAT OBSTRUCTS EXISTING SIGNAGE, EXCEPT WHERE THE NEW SIGN INFORMATION SUPERSEDES THE EXISTING SIGNAGE, AND IS REQUIRED TO ACCOMMODATE CONSTRUCTION ACTIVITIES. SIGN LOCATIONS ARE APPROXIMATE AND ARE TO BE FIELD ADJUSTED AS DIRECTED BY THE ENGINEER.
6. NO SIGNS OR PAVEMENT MARKINGS ARE TO BE REMOVED UNLESS OTHERWISE APPROVED. EXISTING SIGNS IN CONFLICT WITH TEMPORARY SIGNS SHALL BE COVERED TO MEET FIELD CONDITIONS.
7. RETROREFLECTIVE COLORED SHEETING USED FOR CONSTRUCTION SIGNS AND TRAFFIC CONTROL DEVICES SHALL MEET THE MINIMUM RETROREFLECTIVE REQUIREMENTS OF THE LATEST EDITION OF THE MUTCD.
8. CONTRACTOR TO PROVIDE TRAFFIC POLICE OFFICERS AS REQUIRED BY THE CITY OF NORWALK.
9. IF GEOMETRIC CONDITIONS ALLOW OR UNLESS OTHERWISE SPECIFIED, MERGING TAPER LENGTHS APPROACHING WORK ZONES SHALL BE 50 FEET AND DOWNSTREAM TAPER LENGTHS LEAVING WORK ZONES SHALL BE 50 FEET AS PER CT DOT WORK ZONE SAFETY GUIDELINES FOR MAINTENANCE OPERATIONS 2013. WHEN TEMPORARY TRAFFIC BARRIERS ARE USED FOR A CONSTRICTED / RESTRICTED TEMPORARY TRAFFIC CONTROL ZONE, THE TAPER LENGTH SHOULD BE DESIGNED TO OPTIMIZE ROAD USER OPERATIONS GIVEN ANY GEOMETRIC RESTRICTIONS.
10. ADVANCED AND TERMINATION WARNING SIGNS ARE TO BE INSTALLED PER MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION, 100 FEET FROM THE START OR END OF THE TAPER TRAFFIC CONES. WARNING SIGNS IN SERIES SHALL BE INSTALLED 100 FEET APART.
11. TRAFFIC CONE SPACING SHALL BE 20 FEET PER MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION.
12. ROADWAY PLATE DESIGN AND DETAIL, IF REQUIRED, SHALL BE DESIGNED BY OTHERS.
13. ANY CLOSURES OF TRAVEL LANES OR SIDEWALKS WILL REQUIRE HIRING A POLICE OFFICER. THE POLICE HAVE FINAL AUTHORITY FOR ALTERING AND SETTING A MPT PLAN IN THE FIELD TO ENSURE THE HIGHEST LEVEL OF SAFETY.
14. ANY ON-STREET PARKING CLOSURES SHALL BE COORDINATED WITH THE NORWALK PARKING AUTHORITY SO THAT THEY MAY NOTIFY ENFORCEMENT.
15. ANY STRIPING REMOVED BY CONSTRUCTION ACTIVITIES WILL BE PROMPTLY REPLACED WITH TEMPORARY RESURFACING EFFORTS TO MAINTAIN VISIBILITY OF STRIPING.

No.	Date	Revision
1	01/02/2024	ISSUE TO BID

MAINTENTANCE AND PROTECTION OF TRAFFIC SHEET 2

DEPICTING

SOUTH NORWALK EQUITABLE TOD INFRASTRUCTURE IMPROVEMENTS

NORWALK, CT

PREPARED FOR

NORWALK REDEVELOPMENT AGENCY

REDNISS & MEAD
LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING
22 First Street | Stamford, CT 06905
Tel: 203.327.0500 | Fax 203.357.1118
www.rednissmead.com

SCALE: 1"=20' (0, 20, 40)

DRAWN BY: VJH CHECKED BY: CJF

CRAIG G. FLAHERTY CT. P.E. #21149

January 2, 2024
DATE

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SHEET No:

SE-9.2

Comm. No.: 10618

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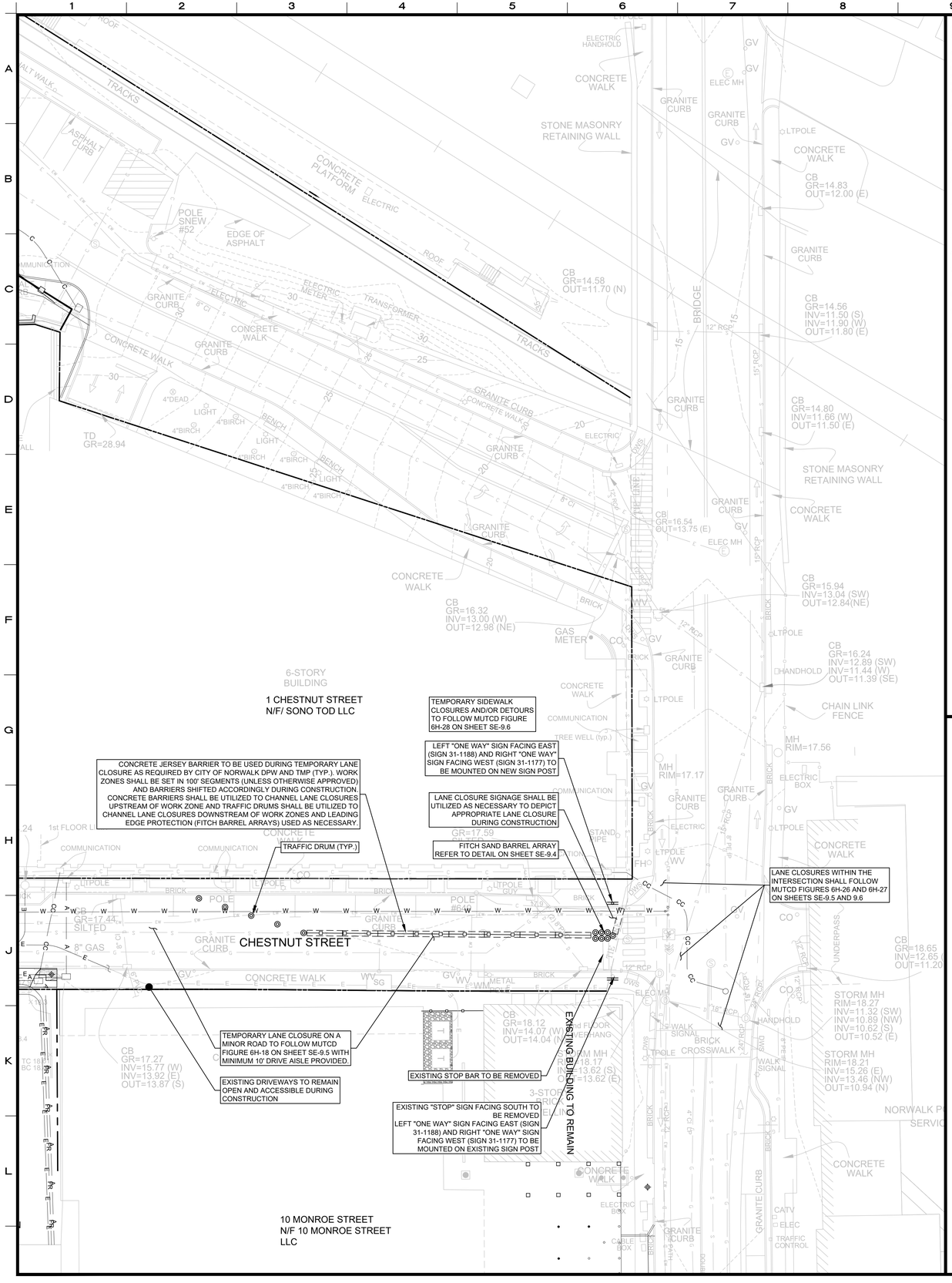


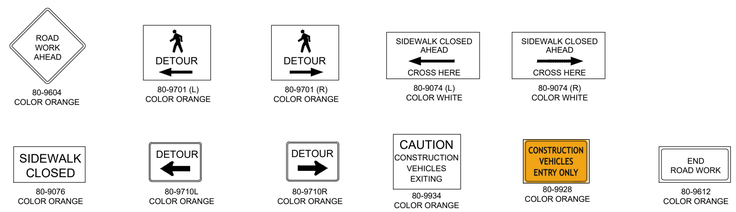
CITY OF NORWALK DEPARTMENT OF PUBLIC WORKS
GUIDELINES FOR USE OF STEEL PLATES IN CITY STREETS:

Generally, the use of plates to cover roadway excavations should be avoided when at all possible. If a careful review of all reasonable alternatives indicates no other choice, the permittee may request permission from the Department of Public Works (DPW) for their use. The use of steel plates during roadway excavations on City streets will remain solely at the discretion of the Chief of Operations in Public Works. Local traffic volumes, roadway dimensions, weather conditions and other existing circumstances could alter the conditions under which the use of steel road plates is allowed.

Steel plates may be used as follows:

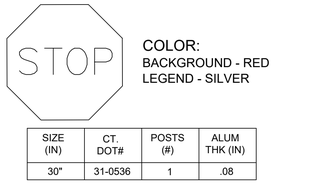
1. For a trench that does not exceed three feet in width, the steel plate shall be a minimum of one inch thick and a minimum of twelve feet in length.
2. For a trench that exceeds three feet in width, a professional engineer (licensed in Connecticut) shall design the plate and support system. The plate and support system shall be capable of supporting a 4-axle construction vehicle.
3. The maximum covered trench shall not exceed 160' or as otherwise determined by the Director of Public Works as field conditions warrant.
4. Maximum trench width shall be 8' or as determined by the Director of Public Works as field conditions warrant. When trench width exceeds 8', the trench wall support system shall be designed by a professional engineer (licensed in Connecticut).
5. When trench depth is greater than 3', sidewall shoring shall be installed.
6. Plates must have a permanent slip-resistant surface.
7. Plates shall be pinned and ramped in place. Plates that are to be left in place in excess of 48 hours shall be recessed to road level and pinned.
8. Traffic control signs shall be installed to warn motorists of steel plates.
9. Plates shall be in accordance with ASTM Standards and certification shall be provided by the permittee prior to securing permissions.
10. Steel plates shall note be used:
    - 10.1. Between November 1st and April 30th.
    - 10.2. During holidays or weekends.
11. Steel plates shall not be left in place at:

    Intersections
    Near Stop Bars or stop signs
    On limited access highways
    Handicap ramps
    On Bridges
    In areas where crosswalks are present
    At any other location deemed unsuitable by the Director of Public Works



NOTE: ADDITIONAL SIGNS NOT DEPICTED MAY BE WARRANTED BASED UPON CONSTRUCTION PHASING.

TYPICAL CONSTRUCTION SIGNS
N.T.S



COLOR:
BACKGROUND - RED
LEGEND - SILVER

SIZE (IN)	CT. DOT#	POSTS (#)	ALUM THK (IN)
30"	31-0536	1	.08

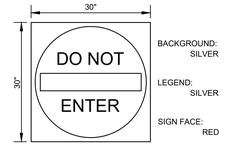
STOP SIGN DETAIL
N.T.S

(LEFT) 31-1188

(RIGHT) 31-1177

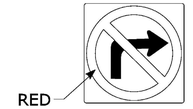
SIZE (IN)	CT. DOT#	POSTS (#)	ALUM THK (IN)
36" x 12"	31-1177	1	.08
36" x 12"	31-1188	1	.08

ONE WAY SIGNS
N.T.S



CONN. D.O.T. SERIES R5-1 #31-1119

D.N.E SIGN DETAIL
N.T.S



24" X 24"
(600 X 600)

31-1604

NO RIGHT TURN SIGN
N.T.S

R3-5

RIGHT TURN ONLY SIGN
N.T.S

LEFT TURN ONLY SIGN
N.T.S

METAL SIGN POST MOUNTED SIGNS
N.T.S

NORTH

TRAFFIC MANAGEMENT PLAN NOTES

1. THESE DRAWINGS ARE ISSUED TO DEPICT TYPICAL MAINTENANCE & PROTECTION OF TRAFFIC PLAN OPERATIONS IN CONJUNCTION WITH THE INFRASTRUCTURE IMPROVEMENT PROJECT. THEY ARE MEANT TO BE A GUIDE AS THE SITE CONTRACTOR SHALL APPLY FOR AND OBTAIN STREET OPENING PERMITS FROM THE CITY OF NORWALK DEPARTMENT OF PUBLIC WORKS AS NECESSARY. THIS SHALL INCLUDE PREPARATION OF REQUISITE MAINTENANCE AND PROTECTION OF TRAFFIC PLANS (MPT) AND TRAFFIC CONTROLS.
2. CONTRACTOR SHALL PROVIDE A TWO-WEEK LOOK-AHEAD THROUGHOUT CONSTRUCTION, INCLUSIVE OF MPT PLANS REQUIRED.
3. ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CT DOT TRAFFIC CONTROL PATTERNS FOR HIGHWAY MAINTENANCE OPERATIONS, AND CT DOT FORM 818.
4. TEMPORARY MAINTENANCE AND PROTECTION OF TRAFFIC SIGNS SHALL BE INSTALLED ON PORTABLE SIGN SUPPORTS, REFER TO DETAIL. IF POST MOUNTED SIGNS ARE INSTALLED, THEY SHALL BE INSTALLED ON BREAKAWAY POSTS.
5. NO SIGNAGE SHALL BE PLACED THAT OBSTRUCTS EXISTING SIGNAGE, EXCEPT WHERE THE NEW SIGN INFORMATION SUPERSEDES THE EXISTING SIGNAGE, AND IS REQUIRED TO ACCOMMODATE CONSTRUCTION ACTIVITIES. SIGN LOCATIONS ARE APPROXIMATE AND ARE TO BE FIELD ADJUSTED AS DIRECTED BY THE ENGINEER.
6. NO SIGNS OR PAVEMENT MARKINGS ARE TO BE REMOVED UNLESS OTHERWISE APPROVED. EXISTING SIGNS IN CONFLICT WITH TEMPORARY SIGNS SHALL BE COVERED TO MEET FIELD CONDITIONS.
7. RETROREFLECTIVE COLORED SHEETING USED FOR CONSTRUCTION SIGNS AND TRAFFIC CONTROL DEVICES SHALL MEET THE MINIMUM RETROREFLECTIVE REQUIREMENTS OF THE LATEST EDITION OF THE MUTCD.
8. CONTRACTOR TO PROVIDE TRAFFIC POLICE OFFICERS AS REQUIRED BY THE CITY OF NORWALK.
9. IF GEOMETRIC CONDITIONS ALLOW OR UNLESS OTHERWISE SPECIFIED, MERGING TAPER LENGTHS APPROACHING WORK ZONES SHALL BE 50 FEET AND DOWNSTREAM TAPER LENGTHS LEAVING WORK ZONES SHALL BE 50 FEET AS PER CT DOT WORK ZONE SAFETY GUIDELINES FOR MAINTENANCE OPERATIONS 2013. WHEN TEMPORARY TRAFFIC BARRIERS ARE USED FOR A CONSTRICTED / RESTRICTED TEMPORARY TRAFFIC CONTROL ZONE, THE TAPER LENGTH SHOULD BE DESIGNED TO OPTIMIZE ROAD USER OPERATIONS GIVEN ANY GEOMETRIC RESTRICTIONS.
10. ADVANCED AND TERMINATION WARNING SIGNS ARE TO BE INSTALLED PER MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION, 100 FEET FROM THE START OR END OF THE TAPER TRAFFIC CONES. WARNING SIGNS IN SERIES SHALL BE INSTALLED 100 FEET APART.
11. TRAFFIC CONE SPACING SHALL BE 20 FEET PER MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION.
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15. ANY STRIPING REMOVED BY CONSTRUCTION ACTIVITIES WILL BE PROMPTLY REPLACED WITH TEMPORARY RESURFACING EFFORTS TO MAINTAIN VISIBILITY OF STRIPING.

No.	Date	Revision
1	01/02/2024	ISSUE TO BID

MAINTENTANCE AND PROTECTION OF TRAFFIC SHEET 3
DEPICTING
SOUTH NORWALK EQUITABLE TOD INFRASTRUCTURE IMPROVEMENTS
NORWALK, CT
PREPARED FOR
NORWALK REDEVELOPMENT AGENCY

REDNISS & MEAD
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SCALE: 1"=20' (0, 20, 40)
DRAWN BY: VJH | CHECKED BY: CJF
FILE
CRAIG L. FLAHERTY, CT. P.E. 21149
January 2, 2024
DATE
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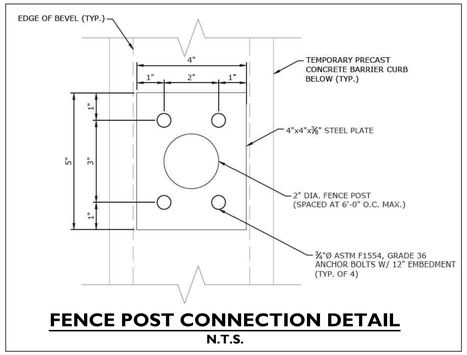
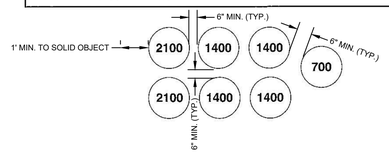


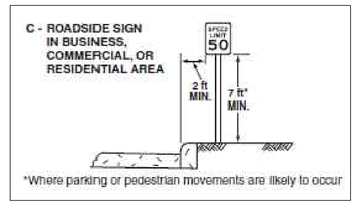
FENCE POST CONNECTION DETAIL
N.T.S.

DESIGN VELOCITY 30 mph (48 km/h)

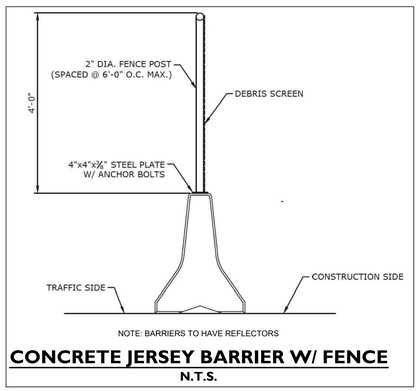
ROW	SAND MASS (lbs)	1800 lb vehicle EXIT VEL (mph)	AVE G'S FOR ROW	IMPULSE TIME (sec)	4500 lb vehicle EXIT VEL (mph)	AVE G'S FOR ROW	IMPULSE TIME (sec)
0		30.0			30.0		
1	700	21.6	4.8	0.08	26.0	2.5	0.07
2	2800	8.5	4.4	0.14	16.0	4.7	0.10
3	2800	3.3	.7	0.35	9.9	1.8	0.16
4	4200	1.0	.1	0.95	5.1	.8	0.27



FITCH SAND BARREL ARRAY LAYOUT DETAIL
N.T.S.

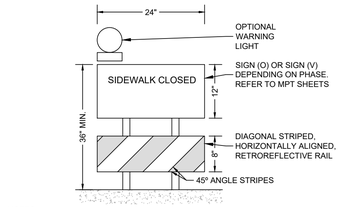


SIGN MOUNTING DETAIL
(FOR POST MOUNTED SIGNS)
N.T.S.



NOTE: BARRIERS TO HAVE REFLECTORS

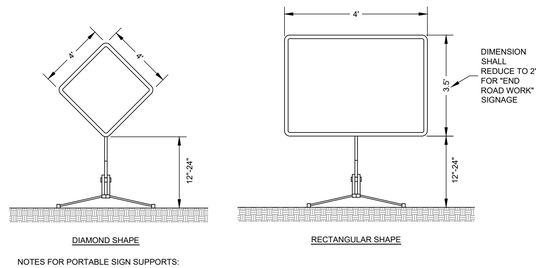
CONCRETE JERSEY BARRIER W/ FENCE
N.T.S.



NOTES:

1. DIRECTION INDICATOR BARRICADE SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST EDITION OF M.U.T.C.D.
2. THE ONE-DIRECTION LARGE ARROW SHALL BE BLACK ON AN ORANGE BACKGROUND.
3. RAIL STRIPE WIDTHS SHALL BE 6 INCHES, EXCEPT THAT 4-INCH WIDE STRIPES MAY BE USED IF RAIL LENGTHS ARE LESS THAN 36 INCHES.
4. THE SIDES OF BARRICADES FACING TRAFFIC SHALL HAVE RETROREFLECTIVE RAIL FACES.

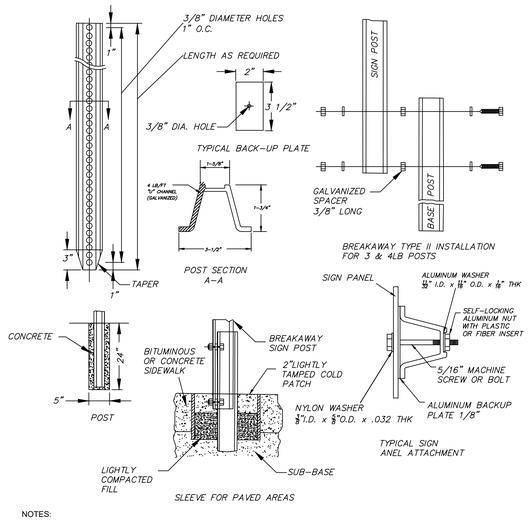
DIRECTION INDICATOR ON BARRICADE
N.T.S.



NOTES FOR PORTABLE SIGN SUPPORTS:

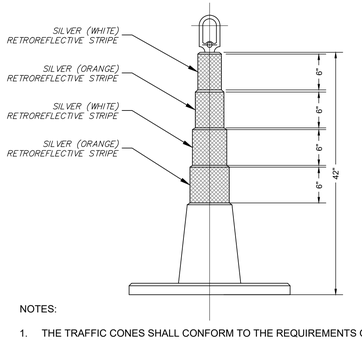
1. SIGNS AND THEIR PORTABLE SUPPORTS SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST EDITION OF M.U.T.C.D.
2. MOUNTING HEIGHT OF SIGNS SHALL BE A MINIMUM OF 12" AND A MAXIMUM OF 24". SIGNS SHALL BE MOUNTED HIGHER AS NEEDED TO MEET FIELD CONDITIONS OR AS DIRECTED BY THE ENGINEER.
3. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY SUPPORT DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.

PORTABLE SIGN SUPPORTS
N.T.S.



NOTES:
1. STEEL FOR POSTS SHALL CONFORM TO THE MECHANICAL REQUIREMENTS OF ASTM A 499-81 GRADE 50 AND TO THE CHEMICAL REQUIREMENTS OF ASTM A1-76 CARBON STEEL TEE RAIL HAVING NOMINAL WEIGHT OF 91 LBS. OR GREATER PER LINEAR YARD. STEEL FOR DELINEATOR POSTS SHALL BE ASTM A36 STEEL.
2. AFTER FABRICATION, ALL STEEL POSTS SHALL BE GALVANIZED TO MEET THE REQUIREMENTS OF ASTM A 123.
3. ALL SIGN POSTS SHALL HAVE "BREAKAWAY" FEATURES THAT MEET AASHTO REQUIREMENTS CONTAINED IN "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS - 1985." THE "BREAKAWAY" FEATURES SHALL BE STRUCTURALLY ADEQUATE TO CARRY THE SIGNS SHOWN IN THE PLANS AT 60 MPH WIND LOADINGS. INSTALLATIONS SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.
4. TYPE A POSTS - 3 LB/FT TYPE B POSTS - 4 LB/FT
5. PLEASE REFER TO THE STATE OF CONNECTICUT DOT "TYPICAL METAL SIGN POSTS AND SIGN MOUNTING DETAILS" SHEET NO. 39 (1999) FOR MORE INFORMATION.

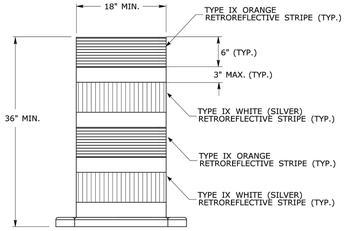
METAL SIGN POST
N.T.S.



NOTES:

1. THE TRAFFIC CONES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 AND THE LATEST EDITION OF MUTCD.
2. CONES SHALL BE PREDOMINANTLY FEDERAL ORANGE IN COLOR AND RETROREFLECTIVE AS REQUIRED IN THE SPECIFICATIONS.
3. IF RUBBER CONES ARE USED, THEY SHALL BE COLOR IMPREGNATED.
4. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY CONE DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.

42" TRAFFIC CONE
N.T.S.



TRAFFIC DRUM
FRONT VIEW

NOTES:

1. TRAFFIC DRUM SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 1 DEVICES AND THE LATEST EDITION OF THE MUTCD.
2. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY DRUM DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
3. THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS.
4. THE SECTIONS OF DRUMS NOT COVERED WITH RETROREFLECTIVE STRIPES SHALL BE ORANGE.

TRAFFIC DRUM DETAIL
N.T.S.

No.	Date	Revision
I	01/02/2024	ISSUE TO BID

MAINTENTANCE AND PROTECTION OF TRAFFIC SHEET 4
DEPICTING
SOUTH NORWALK EQUITABLE TOD INFRASTRUCTURE IMPROVEMENTS
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SCALE: 1"=20' (0 20 40)
DRAWN BY: VJH CHECKED BY: CJF

CRAIG J. FLAHERTY CT. P.E. 21149
January 2, 2024
DATE

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Notes for Figure 6H-10—Typical Application 10
Lane Closure on a Two-Lane Road Using Flaggers

Option:

1. For low-volume situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger, positioned to be visible to road users approaching from both directions, may be used (see Chapter 6E).
2. The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short-duration operations.
3. Flashing warning lights and/or flags may be used to call attention to the advance warning signs. A BE PREPARED TO STOP sign may be added to the sign series.

Guidance:

4. *The buffer space should be extended so that the two-way traffic taper is placed before a horizontal (or crest vertical) curve to provide adequate sight distance for the flagger and a queue of stopped vehicles.*

Standard:

5. At night, flagger stations shall be illuminated, except in emergencies.

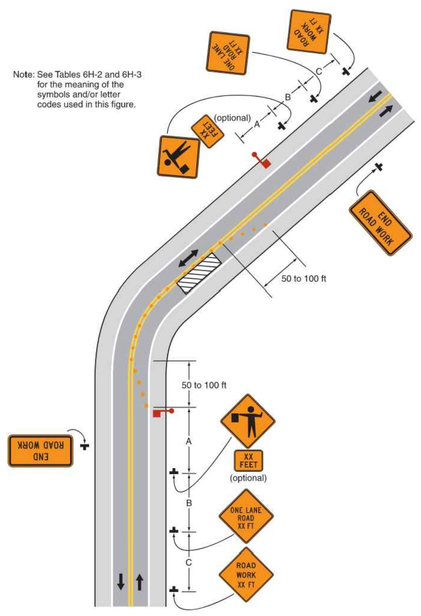
Guidance:

6. *When used, the BE PREPARED TO STOP sign should be located between the Flagger sign and the ONE LANE ROAD sign.*
7. *When a grade crossing exists within or upstream of the transition area and it is anticipated that queues resulting from the lane closure might extend through the grade crossing, the TTC zone should be extended so that the transition area precedes the grade crossing.*
8. *When a grade crossing equipped with active warning devices exists within the activity area, provisions should be made for keeping flaggers informed as to the activation status of these warning devices.*
9. *When a grade crossing exists within the activity area, drivers operating on the left-hand side of the normal center line should be provided with comparable warning devices as for drivers operating on the right-hand side of the normal center line.*
10. *Early coordination with the railroad company or light rail transit agency should occur before work starts.*

Option:

11. A flagger or a uniformed law enforcement officer may be used at the grade crossing to minimize the probability that vehicles are stopped within 15 feet of the grade crossing, measured from both sides of the outside rails.

Figure 6H-10. Lane Closure on a Two-Lane Road Using Flaggers (TA-10)



Typical Application 10

Notes for Figure 6H-18—Typical Application 18
Lane Closure on a Minor Street

Standard:

1. This TTC shall be used only for low-speed facilities having low traffic volumes.

Option:

2. Where the work space is short, where road users can see the roadway beyond, and where volume is low, vehicular traffic may be self-regulating.

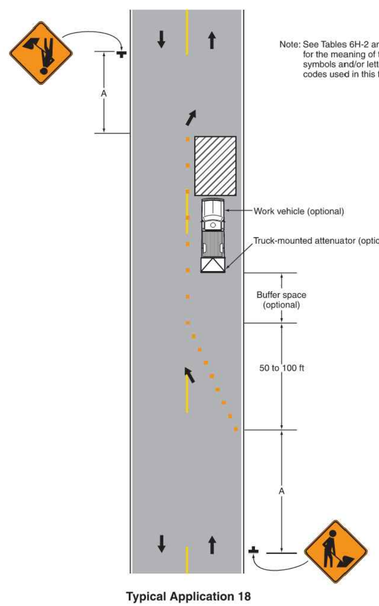
Standard:

3. Where vehicular traffic cannot effectively self-regulate, one or two flaggers shall be used as illustrated in Figure 6H-10.

Option:

4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. A truck-mounted attenuator may be used on the work vehicle and the shadow vehicle.

Figure 6H-18. Lane Closure on a Minor Street (TA-18)



Typical Application 18

NOTE: CONTRACTOR TO FOLLOW THIS APPLICATION FOR ONE-WAY ROAD MANAGEMENT. MINIMUM 10' WIDE DRIVE LANES SHALL BE PROVIDED.

Notes for Figure 6H-26—Typical Application 26
Closure in the Center of an Intersection

Guidance:

1. *All lanes should be a minimum of 10 feet in width as measured to the near face of the channelizing devices.*

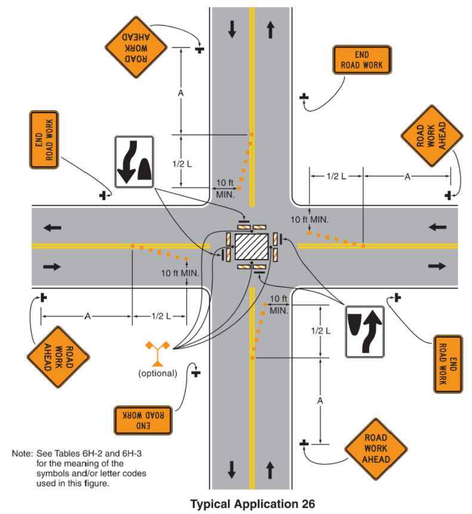
Option:

2. A high-level warning device may be placed in the work space, if there is sufficient room.
3. For short-term use on low-volume, low-speed roadways with vehicular traffic that does not include longer and wider heavy commercial vehicles, a minimum lane width of 9 feet may be used.
4. Flashing warning lights and/or flags may be used to call attention to advance warning signs.
5. Unless the streets are wide, it may be physically impossible to turn left, especially for large vehicles. Left turns may be prohibited as required by geometric conditions.
6. For short-duration work operations, the channelizing devices may be eliminated if a vehicle displaying high-intensity rotating, flashing, oscillating, or strobe lights is positioned in the work space.
7. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

Standard:

8. Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.

Figure 6H-26. Closure in the Center of an Intersection (TA-26)



Typical Application 26

No.	Date	Revision
1	01/02/2024	ISSUE TO BID

MAINTENTANCE AND PROTECTION OF TRAFFIC SHEET 5
DEPICTING
SOUTH NORWALK EQUITABLE TOD INFRASTRUCTURE IMPROVEMENTS
NORWALK, CT
PREPARED FOR
NORWALK REDEVELOPMENT AGENCY

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LAND SURVEYING
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CRAIG J. FLAHERTY, CT. P.E. #21149
January 2, 2024
DATE
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Comm. No.: 10618

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Notes for Figure 6H-27—Typical Application 27
Closure at the Side of an Intersection

Guidance:

1. *The situation depicted can be simplified by closing one or more of the intersection approaches. If this cannot be done, and/or when capacity is a problem, through vehicular traffic should be directed to other roads or streets.*
2. *Depending on road user conditions, flagger(s) or uniformed law enforcement officer(s) should be used to direct road users within the intersection.*

Standard:

3. At night, flagger stations shall be illuminated, except in emergencies.

Option:

4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. For short-duration work operations, the channelizing devices may be eliminated if a vehicle displaying high-intensity rotating, flashing, oscillating, or strobe lights is positioned in the work space.
6. A BE PREPARED TO STOP sign may be added to the sign series.

Guidance:

7. *When used, the BE PREPARED TO STOP sign should be located before the Flagger symbol sign.*
8. *ONE LANE ROAD AHEAD signs should also be used to provide adequate advance warning.*

Support:

9. Turns can be prohibited as required by vehicular traffic conditions. Unless the streets are wide, it might be physically impossible to make certain turns, especially for large vehicles.

Option:

10. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

Standard:

11. Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.

Notes for Figure 6H-28—Typical Application 28
Sidewalk Detour or Diversion

Standard:

1. When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.

Guidance:

2. *Where high speeds are anticipated, a temporary traffic barrier and, if necessary, a crash cushion should be used to separate the temporary sidewalks from vehicular traffic.*
3. *Audible information devices should be considered where midblock closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians who have visual disabilities.*

Option:

4. Street lighting may be considered.
5. Only the TTC devices related to pedestrians are shown. Other devices, such as lane closure signing or ROAD NARROWS signs, may be used to control vehicular traffic.
6. For nighttime closures, Type A Flashing warning lights may be used on barricades that support signs and close sidewalks.
7. Type C Steady-Burn or Type D 360-degree Steady-Burn warning lights may be used on channelizing devices separating the temporary sidewalks from vehicular traffic flow.
8. Signs, such as KEEP RIGHT (LEFT), may be placed along a temporary sidewalk to guide or direct pedestrians.

Table 6H-2. Meaning of Symbols on Typical Application Diagrams

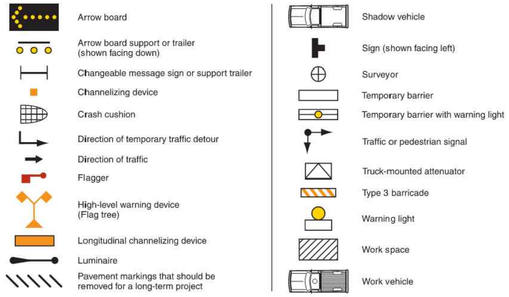


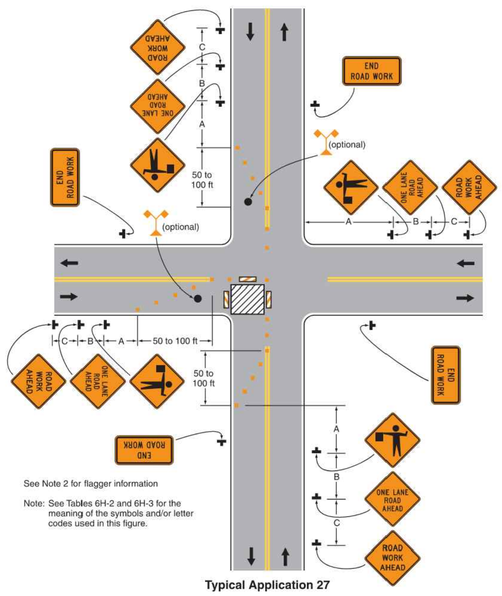
Table 6H-3. Meaning of Letter Codes on Typical Application Diagrams

Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

* Speed category to be determined by highway agency

** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

Figure 6H-27. Closure at the Side of an Intersection (TA-27)

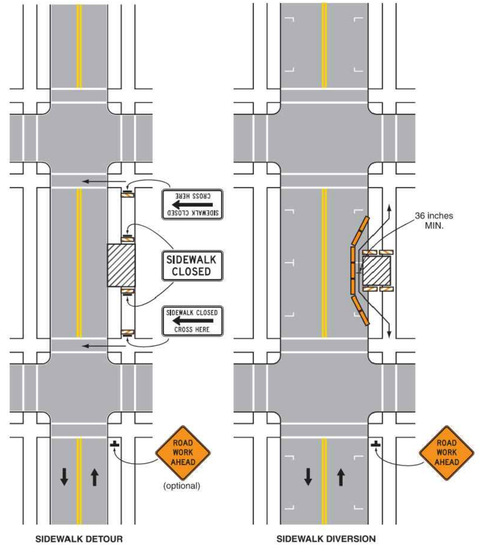


See Note 2 for flagger information

Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 27

Figure 6H-28. Sidewalk Detour or Diversion (TA-28)



Typical Application 28

Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

No.	Date	Revision
1	01/02/2024	ISSUE TO BID

MAINTENTANCE AND PROTECTION OF TRAFFIC SHEET 6

DEPICTING

SOUTH NORWALK EQUITABLE TOD INFRASTRUCTURE IMPROVEMENTS

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CRAIG J. FLAHERTY CT. P.E. 21149

January 2, 2024
DATE

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Item 3.

Golf Cart Regulations for Norwalk Streets

CT Custom Carts
48 Calf Pasture Beach Rd
Norwalk, CT 06855
(203) 354-1111
www.ctcustomcart.com

Tuesday, January 9, 2024

Response to Request for Additional Information, Pursuant to *Item 3. Discussion/Vote; Presentation on Legal Golf Carts on Norwalk's Streets*, from the Norwalk Traffic Authority Meeting, December 18, 2023:

There were a number of questions asked during the Traffic Authority's discussion of the proposed regulation for golf cart use in specific shoreline neighborhoods in Norwalk. CT Custom Carts, as the proposal sponsor, committed to answering these questions prior to the next Traffic Authority meeting on January 22, 2024.

After reviewing our notes, the video of the meeting, and the Meeting Minutes we determined that the questions fell into one of five Categories. Those Categories are shown below. This document is organized in Sections based on these Categories. Links to those Sections in this document are provided below:

Questions Regarding Other Municipalities
Questions Regarding Topics Specific to Norwalk
Questions Related to the CT State Statute
Questions Related to our Proposal
Questions Related to the Operation of Golf Carts

Some of these are questions asked during the meeting that required additional research. Some of these are questions that were answered during the meeting, but the answers could benefit from additional clarity. Some of these are questions that were answered during the meeting, and were important enough to the discussion that they also appear in this document.

We will be prepared, as early as the next Traffic Authority meeting on January 22, to review this document as part of the meeting agenda.

Sincerely,

J Kevin Smith
Consultant
CT Custom Carts
jkevin.smith@ctcustomcarts.com

SECTION 1: Questions Regarding Other Municipalities

1. What is the largest town by population, in CT that has a golf cart regulation?

- Chief Walsh provided the populations by municipality of those towns along the shoreline. We offered to also check to see what the seasonal increase is for each of these towns. Both the regular population and the summer increase are provided below.
- East Lyme -18,693, Niantic (the shoreline part of East Lyme) = 3,194, doubles to 6K in summer for total of 21K for all of East Lyme (source: Wikipedia, 2020 Census)
- Old Lyme – 7,628, increases "several thousand" in summer to ~10K (source: Wikipedia, 2020 Census)
- Old Saybrook – 10,481, doubles to 20K in summer (source: Wikipedia, 2020 Census, Weichert Realty)
- Clinton - 13,185 (However, World Population Review, Data USA and various sites put it at 3,120), increases to ~14K during the summer (source: Wikipedia, 2020 Census, clintonct.org)
- Branford – 28,273 (source: Wikipedia, 2020 Census), no summer increase noted
- East Haven – 27,923 (source: Wikipedia, 2020 Census), no summer increase noted
- Stratford – 52,355 (source: Wikipedia, 2020 Census), no summer increase noted

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2. What are the known costs that have been incurred from implementing the regulation in each town?

- We are surveying each of the towns in CT that have a golf cart regulation. We have not received responses from all of them. Those that have responded, or who have clear data that can be derived from the prior survey, are included below. We will continue to pursue information from the other municipalities.
- Old Saybrook
  - Costs: Have plates that get changed every year. Vanity plates are available as well. Mailing goes out at the beginning of the season. Existing staff was used to administer the program. No additional staff was hired.
  - Income: $25 for the 1st cart registered, $20 for the 2nd, $15 for the 3rd; $45 for vanity plates.

    - Program has had a surplus each year.
- Clinton
    - Clinton's regulation was approved in May of 2022. Only two carts have been registered, so costs have been minimal.
- East Haven
    - East Haven doesn't require registration of the carts, so they incur no cost for the program.

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3. What is the largest city in the US, by population, that allows golf carts?

- The Top 10 Cities in the US, by population, that have statewide laws making it legal to use golf carts on local roads are:

City	State	Population
Los Angeles	CA	3,997,984
Phoenix	AZ	1,660,272
Philadelphia	PA	1,587,828
San Diego	CA	1,425,976
San Jose	CA	1,030,119
Jacksonville	FL	949,611
San Francisco	CA	884,198
Charlotte	NC	882,367
Denver	CO	719,238
Boston	MA	699,927

- There are more than 250 cities in the U.S. that have populations as large or larger than Norwalk, 90,000 and above, and have statewide laws making it legal to use golf carts on local roads.

- The laws governing these states and cities have restrictions, similar to those in CT, that limit golf cart use based on the posted speed limit of the road or based on whether it is a state road or a local road. There may be additional restrictions on a state-by-state basis.

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4. How do other towns in CT handle registration of golf carts?

- All towns in CT with golf cart regulations manage registration locally. Here are links to each town's registration form
    - East Lyme: The registration form is not available online, but the Golf Cart Regulation states in Section (C), "Prior to operation of a

golf cart the owner shall register it with the Police Department. The Police Department shall prepare a registration form and registration sticker for the registration of golf carts. The registration shall expire on May 31 of each calendar year."
Old Lyme: Link to the Registration Form

- Old Saybrook: The registration form is not available online, but the Golf Cart Regulation states in the 5th clause, "The Old Saybrook Police Commission shall set the fee for golf cart registration annually, said fee will be made public by June 30. Golf cart registration shall be valid for one year, from July 1 to June 30. The Chief of the Old Saybrook Department of Police Services shall devise and maintain a registration form and process that promotes convenient registration."
- Clinton: The registration form is not available online, but the Golf Cart Regulation states in Section 4.e., "Complete and sign the "Clinton Police Department Golf Cart Registration" form for the appropriate annual period and pay all applicable fees as defined in Section 7 of this regulation."
- Branford: The registration form appears to be the same as the Inspection form in Branford. Here is a link to the Inspection Form.
- Stratford: Link to the Registration Form
- East Haven: No formal regulation or registration form. East Haven uses the State Statute to justify golf cart use on local roads.
- New Fairfield: No formal regulation or registration form. Candlewood Knolls Community includes reference in their Guidelines.

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5. Will the implementation be a resource burden on the city (police department), and can we share the responses to that question from the survey we conducted with the local Police Departments?

- We conducted a survey of the Program Administrators in each of the towns that passed a golf cart regulation in CT. One of the things we wanted to learn was how much of a resource burden was the program on the town's police department. We asked the following question of all Program Administrators, "How would you describe the impact of the regulation on your department?"
- Here are the answers we received.
  - East Lyme: Chief of Police Michael Finkelstein
    - "Became an enforcement draw." - took this to mean that it did draw resources from an enforcement perspective, and by implication, away from other responsibilities.

        - "Not a top priority." - took this to mean that the resource draw was minimal, since it wasn't something they prioritized highly.
        - "Doing the best they can through education and enforcement."
    - Old Lyme: Resident State Trooper Matthew Weber - no response to questions
    - Old Saybrook: Executive Assistant and Program Administrator Jennifer Damato
        - "No burden on the department. Once a year there is work." - took this as a reference to the annual renewal period for registrations.
        - "Do get some complaints from the public." - took this to mean that these complaints required some follow up to resolve.
    - Clinton: Chief of Police Vincent DeMaio (see responses in full survey below, Clinton does not seem to be actively registering golf carts or enforcing their regulation)
        - "Small issue, next to no impact on the department."
        - "Don't have the resources to police it. Summer population goes up to 8K."
    - Branford: Chief of Police Jonathan Mulhern - no response to questions
    - Stratford: Lieutenant Ariel Leon
        - "No burden on the department to administer. Initial rollout took some effort, but now not much is required."
    - East Haven: Deputy Chief Patrick Tracy
        - "No additional workload for the police." However, keep in mind that they have a completely different approach than other towns. They do not have a town regulation, they approve use because they state that the CT Statute makes it legal on CT town roads.

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6. Can we share the rest of the survey data from the survey we conducted with the local Police Departments?

- The survey of the Police Department Program Administrators included the following questions. Most surveys were completed over the phone and a few by email. Not all Program Administrators could be reached, as noted in the responses.

Your general impression

- How would you describe the impact of the regulation on your town?
- How would you describe the impact of the regulation on your department?

General impression of Police Department

- How do the Officers who administer the regulation feel about it?

Support level in the neighborhoods where they are legal

- How do the local neighborhoods where golf carts are legal feel about the regulation?

Support level in the rest of the community

- How does the town as a whole feel about the regulation?

One thing you would have added to the regulation, that isn't there, and why

- Looking back, what is the one thing that you would have added to the regulation that isn't there today in order to make it more beneficial to the entire town?

Rate of accidents (if any)

- How would you describe the rate of golf cart road accidents since the regulation passed?
- Has the accident rate increased since the regulation was passed?
- Do the accidents involve other vehicles?
- Are those vehicles automobiles?
- What is the level of severity of those accidents?

Rate of serious injury (if any)

- How would you describe the rate of serious injury to golf cart operators since the regulation passed?
- Has the rate of serious injury increased since the regulation was passed?

- Results of each interview can be found in the Appendix.
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SECTION 2: Questions Regarding Topics Specific to Norwalk

7. Why was CT Custom Carts "pushing golf carts out onto Norwalk roads without doing it the right way?" Why did CT Custom Carts become "… a problem because [golf carts] were being introduced to the East Norwalk area out of the Cove Marina area."

- Since the company's founding in the Spring of 2023, it has sold a total of six golf carts. Four of those were sold to businesses or individuals in Norwalk. The remaining two we sold to residents of New Milford and New Canaan.
- Of the four golf carts sold in Norwalk, one was sold to an East Norwalk couple, one to an East Norwalk restaurant owner, one to a South Norwalk restaurant, and one to a Wilson Point resident. Here is a breakdown of those customers.
    - East Norwalk Resident: the golf cart replaced a 12-year-old golf cart that the couple previously owned
    - East Norwalk Restaurant Owner: the golf cart replaced an older golf cart that the restaurant owner previously owned and used to drive back and forth from their home to their restaurant, which doesn't require the use of public roads
    - South Norwalk Restaurant: the golf cart is a new purchase by the restaurant and is used by their security person on the restaurant's property
    - Wilson Point Resident: the golf cart replaced a 12-year-old golf cart that the resident previously owned and used in their private community
    - July 4th fireworks incident with a golf cart owner: during the Dec 18 meeting, an incident was described where a resident driving a golf cart was stopped during the evening of the fireworks. This was cited as a "a pre-indicator that they [CT Custom Carts] weren't playing by the rules last year." Our understanding of this incident is that it involved the East Norwalk Restaurant Owner mentioned above. It is also our understanding that the restaurant owner was driving their previously owned cart, since the sale of his new CT Custom Carts vehicle was not made until August.
- CT Custom Carts is not aware of any restaurant that is using a golf cart to deliver food to customers, in violation of current law in Norwalk. However, we would be happy to reach out to the restaurant in question if we can be provided with the name and contact details for the restaurant.
- CT Custom Carts has engaged in discussions with numerous prospective customers during this period. These prospects were consistently told that golf carts are not currently allowed on Norwalk roads. The company explained that the State of CT passed a Statute making the regulation of golf cart use on public roads a municipal decision. They also informed the prospects that Norwalk did not yet have a regulation that would make it

legal to operate golf carts on Norwalk city roads. As a result, many of those prospective sales were lost.

- When prospective customers wanted to test drive the golf carts being offered by the company, those test drives were always conducted within the confines of the Cove Marina complex, and not on Comber Dr. or the public streets nearby.
- Based on the business practices noted above, the company believes it was "playing by the rules" in its engagement with prospective customers.
- It seems unlikely that the sale of just four golf carts into Norwalk would result in the perception that golf carts were a problem that was being pushed out onto Norwalk roads by the company. Therefore, it's possible that the perception arose from a couple of other factors:
    - CT Custom Carts was actively promoting its business in Norwalk and Rowayton by having a presence at or near public events such as:
        - The Norwalk Boat Show (where it was the official shuttle service for the Show) on September 21 - 24
        - The Rowayton Porch Jam 2023 (where it displayed carts at the Rowayton Bait Shop) on June 3
        - Aitoro Appliance's Under the Tent event on July 12
        - Providing shuttle service for several weddings at The Shore and Country Club
        - In each case cited above, the golf carts were moved via trailer to and from the location.
    - These activities could have created a frequency illusion among those who observed the activities, increasing the awareness of existing golf cart owners in East Norwalk and their use of their previously owned vehicles. A Wikipedia definition describes this as "…a cognitive bias where people who notice something new, like a word or object, begin to encounter it frequently… For example, after hearing a unique piece of music for the first time, you might start noticing it in various places, from radio stations to social media feeds, not because it's being played more, but because your brain is now primed to recognize it."
    - It would be natural to associate these sightings with the new element of a Golf Cart dealership in Norwalk.
    - It is also possible that existing golf cart owners felt more emboldened by the presence of a Golf Cart dealership in Norwalk, to the extent that they were even aware of the company's presence, and began driving them more openly on public roads.
    - Perhaps the combination of these factors led to the perception that Officers were encountering golf carts from CT Custom Carts at a rate that made it a "problem all summer long."

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8. How will golf carts help reduce speeding in Norwalk?

- Golf Cart speeds are limited to 25MPH from the manufacturers, per NHTSA regulation 49 CFR Sec 571.3 governing low speed vehicles. If they are allowed on specific town roads where the posted limit is not more than 25MPH, then their top speeds will not exceed the posted limit.
- Because golf carts would be legal to operate on the designated streets, they would be driven in the existing motor vehicle designated lanes. They would not be treated as bicycles or other modes of transport that are typically relegated to operating on the side of the road or in narrow lanes designated for their use.
- Because they will occupy traditional motor vehicle lanes, they would actually slow traffic on those roads. Larger, faster, and more dangerous vehicles, which are following them on these roads, will also be slowed by default.

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9. Won't the addition of golf carts create more congestion on Norwalk streets?

- While it is true that permitting golf cart use on certain roads in Norwalk will add an additional vehicle ***type*** to those roads, there should be no impact on the total number of vehicles on those roads. Golf cart use would displace larger, faster, and more dangerous vehicles that would be used otherwise.

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10. How will traffic on narrow roads be benefited by allowing golf carts on them? Won't this just make tighter roads unsafe by adding another mode of transportation?

- Because golf carts would be legal to operate on the designated streets, they would be driven in the existing motor vehicle designated lanes. They would not be treated as bicycles or other modes of transport that are typically relegated to operating on the side of the road or in narrow lanes designated for their use.
- Because they will occupy traditional motor vehicle lanes on narrow roads, they would actually make those roads safer by slowing the traffic and by providing greater visibility to their fellow drivers, whose view of the road will not be limited by larger, faster, and more dangerous vehicles.

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11. How would drivers be impacted if 25MPH roads are driven faster than that on a practical basis?

- Because golf carts would be legal to operate on the designated streets, they would be driven in the existing motor vehicle designated lanes. They would not be treated as bicycles or other modes of transport that are typically relegated to operating on the side of the road or in narrow lanes designated for their use.
- Because they will occupy traditional motor vehicle lanes on 25MPH roads, they would actually make those roads safer because their top speeds will not exceed the posted limit. Other vehicles, which are following them on these roads, will then be slowed by default to the legally approved speed limit.

[Top]

12. Is Norwalk's population and traffic density, especially during weekends in the summer, conducive to introducing golf carts?

- The introduction of golf carts in select neighborhoods of Norwalk will not mean an incremental addition to either the population or traffic density in these communities. While it is true that permitting golf cart use on certain roads in Norwalk will add an additional vehicle ***type*** to those roads, there should be no impact on the total number of vehicles on those roads. The introduction of golf carts will mean a marginal replacement of larger, faster, and more dangerous motor vehicles with smaller, slower, and more eco-friendly ones.

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13. Could this divert Transportation, Mobility, and Parking resources from the Complete Streets and Vision Zero projects?

- If TMP had to initiate the development of the proposal and also create the regulation language, the forms, and the maps from scratch, then yes, there would be a considerable diversion of resources by TMP to accomplish all of that. However, CT Custom Carts has already completed the lion's share of that effort.
- We certainly understand that the team at TMP will want to "check our work." As we stated in our presentation on December 18, we are here to work with the Department and the Traffic Authority as a partner. We will share all of our research at whatever level of detail is requested.
- We will also take direction from the Department and the Authority regarding any changes that are needed, based on their expertise. In order to reduce the resources required from TMP, we will make versioning changes as instructed and submit them to the Department and the Authority for review and approval as needed.
- Lastly, establishing a regulation, as opposed to an Ordinance or a new municipal law that must be included in the City Code, should require fewer resources to enact.

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14. How does this serve the idea that the city wants to put Pedestrians (the most vulnerable road user) first in their traffic plans?

- The regulation aims to replace some of the existing traffic and congestion from larger, faster, and more dangerous motor vehicles with traffic from smaller, slower, and more eco-friendly golf carts. This will reduce the risk to Pedestrians, and especially to residents of the streets in these proposed communities and their families.

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SECTION 3: Questions Related to the CT State Statute

15. What is the regulation regarding the speed limit restrictions in the state statute?

- Title 14 - Motor Vehicles. Use of the Highway By Vehicles. Gasoline
  - Chapter 249 - Traffic Control and Highway Safety
    - §14-300g - Operation of golf carts. Equipment. Insurance. (a) (3) no such authorization shall be granted for operation on any street or highway the posted speed limit of which is more than twenty-five miles per hour
- Because of the open-ended language of this statute, it could be interpreted to mean that authorization may be granted on streets that are not posted. The Traffic Authority would know best what the CT Department of Transportation's interpretation of this type of language might be.

[Top]

16. Can carts be used at night? What are the daylight restrictions?

- No, the State Statute says "during daylight hours only"
- Title 14 - Motor Vehicles. Use of the Highway By Vehicles. Gasoline
  - Chapter 249 - Traffic Control and Highway Safety
    - §14-300g - Operation of golf carts. Equipment. Insurance. (a) The traffic authority of any city, town or borough is authorized to permit the operation of golf carts, during daylight hours only…
- Per Commissioner Lopez's question regarding the definition of daylight hours, our draft regulation states in Section 1:

1.b. The operation of golf carts on public roads is permitted during daylight hours only (one-half hour after sunrise to one-half hour before sunset).

- East Lyme, Stratford, and Clinton use the half-hour rule as well, while Old Saybrook and Old Lyme incorporate the State Statute language without defining it further. Branford states that daylight is defined as sunrise to sunset.

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17. Are there minimum and maximum age limits for driving golf carts?

- A driver's license is required in order to operate a golf cart on public roads, therefore an operator must be at least 16 years old, obtained a Learner's Permit, and have held it for the minimum number of days required by CT law to be fully licensed. All restrictions on newly licensed drivers apply.
- The State Statute for operating Golf Carts includes the following language:
- Title 14 - Motor Vehicles. Use of the Highway By Vehicles. Gasoline
    - Chapter 249 - Traffic Control and Highway Safety
        - §14-300g - Operation of golf carts. Equipment. Insurance. (a) (4) the operator of any such golf cart shall carry a valid motor vehicle operator's license while operating such golf cart.
- There is no maximum age limit for driving a golf cart, as long as the driver maintains their license after the age of 65 as required under CT law.

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SECTION 4: Questions Related to our Proposal

18. Based on our draft maps, what roads are we proposing to make golf carts legal on in Norwalk? Would our identification of roads with highlights in yellow and red result in a co-mingling of approved and non-approved roads in some neighborhoods, creating a problem with connectivity for Golf Cart owners and making it unenforceable for the Police Department?

- This may not have been made clear at the beginning of the meeting, but **all of the roads that are highlighted in *either* yellow *or* red are proposed roads to be included in the regulation**.
- The roads highlighted in yellow are the roads that are posted for 25MPH.

- The roads highlighted in red are roads that are not currently posted with any speed limit. Under State practice, roads that are not posted are identified as 30MPH roads.
- Because of the open-ended language of the golf cart Statute above, in #15, it could be interpreted to mean that authorization may be granted on streets that are not posted. The Traffic Authority would know best what the CT Department of Transportation's interpretation of this type of open-ended language might be.
- If the Traffic Authority determines that this is not the case, then we would request that the roads highlighted in red be submitted to the State with an OSTA Letter for a Speed Limit Change to 25MPH.

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19. Are there separate insurance policies for golf carts?

- There are separate golf cart insurance policies
- Section 3.e. of the draft regulation for Norwalk states that insurance is a requirement for registration:

  > 3.e. Provide a certificate of insurance covering the golf cart that meets the State of Connecticut minimum liability insurance requirements for a motor vehicle as defined by CGS Section14-112 or provide a certificate of insurance that meets the requirements that are established by the Connecticut Department of Motor Vehicle Regulations concerning golf carts upon adoption of same.

- CGS §14-112 requires the following coverage:

  > …damages by reason of personal injury to, or the death of, any one person, of twenty-five thousand dollars, or by reason of personal injury to, or the death of, more than one person on account of any accident, of at least fifty thousand dollars, and for damage to property of at least twenty-five thousand dollars.

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20. What would the policy be for parking tickets and other traffic violations?

- Golf Cart Owners would be subject to parking tickets and tickets for the enforcement of other traffic violations, based on the Traffic Authority's discretion.
- We believe that when a vehicle is registered, the Registration sticker design could help the Traffic Authority and TMP enforce Parking rules by using an alpha-numeric system that would be compatible with the ParkMobile system and the plate scanning technology employed by the Norwalk Police Department. This should make enforcement seamless.
- The State Statute includes the following language:

- Title 14 - Motor Vehicles. Use of the Highway By Vehicles. Gasoline
  - Chapter 249 - Traffic Control and Highway Safety
    - §14-300g - Operation of golf carts. Equipment. Insurance. (a) (4) … Any person who operates a golf cart in violation of any provision of this subsection, any insurance requirement established in accordance with subsection (b) of this section, or any other conditions or limitations established by the traffic authority for the operation of golf carts shall have committed an infraction.
- Section 4 of the draft regulation states the following regarding traffic violations and fines:

  4.b. Operators must abide by all applicable laws and regulations of the State of Connecticut and the City of Norwalk governing the operation of a motor vehicle, including, but not limited to parking rules and regulations.

  4.c. Operators shall not be under the influence of alcohol or drugs in accordance with CGS §14-227a.

  4.d. Any violations of the Connecticut General Statutes regarding the operation of motor vehicles, or local rules, regulations, or ordinances, are subject to fines and penalties as provided by law, regulation, or ordinance.

  4.e. Any person who operates a golf cart or any golf cart owner who allows the operation of a golf cart in violation of any provision of CGS §14-300g or any requirements established in this regulation by the City of Norwalk Traffic Authority for the operation of golf carts shall have committed an infraction and will be subject to the same fine structure for the motor vehicle violations as defined in CGS §14-314.
- The intention of this section of the draft regulation is to be exhaustive in ensuring that golf cart operators follow the same regulations as motor vehicle drivers and are subject to the same fines and penalties. If the city determines that the draft language is not exhaustive, then we will work with the city's representatives to make any changes needed to ensure that it is.

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21. Is getting exercise one of our “Top Ten Reasons golf carts are a great idea?” If so, how do golf carts provide exercise?

- Commissioner Collier Clemmons asked if getting exercise was one of our "Top Ten Reasons golf carts are a great idea." This is not one of the reasons listed in the PDF file we distributed, named "Traffic Authority Proposal - Full Version." On pgs 5-7, getting exercise does not appear.

- However, on page 9 of the presentation, the top social benefit that is identified in the Peachtree City study is "Recreation and exercise." One of the top answers for "what types of trips are being substituted" is trips to a recreational facility. We expect these two answers are tightly linked.
- We also believe that a “recreational facility” should be broadly defined in this case to include gyms, beaches, yoga studios, playgrounds, etc. because Peachtree City defines the network of cart paths as one that interconnects “neighborhoods, retail centers, churches, schools and *recreation areas*.”

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22. Should there be a seasonal restriction? Have other towns in CT done that? What are the regulations around inclement weather, especially winter weather?

- There is no seasonal restriction in the State Statute.
- Clinton’s regulation established a seasonal restriction for use between April 1 and October 31 only. They are the only regulation that has addressed weather or seasonality.
- Our draft regulation includes language that restricts use based on the severity of weather, regardless of the season, in Section 1:

  1.c. The operation of golf carts on public roads is not permitted during inclement weather, including snow, sleet, heavy rain, high winds, and major weather events such as tropical systems and Nor’easters.

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SECTION 5: Questions Related to the Operation of Golf Carts

23. What is the top speed of golf carts? Can they go faster than 25mph?

- While every golf cart manufacturer is a little different, they typically follow the federal standard for low-speed vehicles. The NHTSA regulation 49 CFR Sec 571.3 states that an LSV is a motor vehicle "Whose speed attainable in 1.6 km (1 mile) is more than 32 kilometers per hour (20 miles per hour) and not more than 40 kilometers per hour (25 miles per hour) on a paved level surface"
- The Golf Carts manufactured by EVolution Electric Vehicles, offered for sale by CT Custom Carts, have a top speed specification of 25 miles per hour.

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24. Should there be any golf cart driving training if the regulation is enacted?

- This is an idea worth considering. The State Statute does not mandate training beyond what is implied for a valid operator's license in the state. However, in Section (a) (4), the state does give the municipality significant leeway in setting requirements and restrictions in their local communities.
- One of the comments that we heard during our survey of Program Administrators was that some of the behavior of Golf Cart operators and owners could be improved with additional training. Any training should include a review of the regulation governing golf cart use on public streets.
- Any training could be incorporated into existing driver's training schools in Norwalk at an additional fee.

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APPENDIX

Answers from a survey conducted by CT Custom Carts of the Program Administrators in each of the towns that passed a golf cart regulation in CT.

EAST LYME: CHIEF OF POLICE MICHAEL FINKELSTEIN

Your general impression

- How would you describe the impact of the regulation on your town?
  Been decent
  Only in beach community
  Well received
  Becoming an enforcement nightmare because of complaints from rule followers
  People who followed the rules are concerned by people who are not following the rules

- How would you describe the impact of the regulation on your department?
  Become an enforcement draw
  Not a top priority
  Doing the best they can through education and enforcement

General impression of Police Department

- How do the Officers who administer the regulation feel about it?
  Is no inspection, but records folks are handling it and they are OK

Support level in the neighborhoods where they are legal

- How do the local neighborhoods where golf carts are legal feel about the regulation?
  Town left it to the beach communities
  Ones that didn't want it didn't vote for

Support level in the rest of the community

- How does the town as a whole feel about the regulation?
  Never impacted

One thing you would have added to the regulation, that isn't there, and why

- Looking back, what is the one thing that you would have added to the regulation that isn't there today in order to make it more beneficial to the entire town?
  Have to own the carts, can't lease them. That should be changed.

Rate of accidents (if any)

- How would you describe the rate of golf cart road accidents since the regulation passed?
  None

- Has the accident rate increased since the regulation was passed?

- Do the accidents involve other vehicles?

- Are those vehicles automobiles?

- What is the level of severity of those accidents?

Rate of serious injury (if any)

- How would you describe the rate of serious injury to golf cart operators since the regulation passed?

- Has the rate of serious injury increased since the regulation was passed?

OLD LYME, RESIDENT STATE TROOPER MATTHEW WEBER - NO RESPONSE TO QUESTIONS

OLD SAYBROOK, EXECUTIVE ASSISTANT AND PROGRAM ADMINISTRATOR JENNIFER DAMATO

Your general impression

- How would you describe the impact of the regulation on your town?
  700 carts registered every year
  new sticker every year
  normal business now
  impact on community is small
  managed by Executive Asst Damato

- How would you describe the impact of the regulation on your department?
  No burden on the department
  Do get some complaints from the public

General impression of Police Department

- How do the Officers who administer the regulation feel about it?
  Once a year there is work

Support level in the neighborhoods where they are legal

- How do the local neighborhoods where golf carts are legal feel about the regulation?
  No pushback, beach associations like how it is more regulated

Support level in the rest of the community

- How does the town as a whole feel about the regulation?
  No issues, pretty smooth, runs itself, great program here

One thing you would have added to the regulation, that isn't there, and why

- Looking back, what is the one thing that you would have added to the regulation that isn't there today in order to make it more beneficial to the entire town?
  Automate online and take more payment types

CLINTON, CHIEF OF POLICE VINCENT DEMAIO (CLINTON DOES NOT SEEM TO BE ACTIVELY REGISTERING GOLF CARTS OR ENFORCING THEIR REGULATION)

Your general impression

- How would you describe the impact of the regulation on your town?
  Small impact. Only 2 registered. Seeing some now on other roads. Those are not registered. Overloading, driving drunk, loud music. Mainly the kids.

- How would you describe the impact of the regulation on your department?
  Don't have the resources to police it. Summer population goes up about 8K. Would have voted no himself. Small issue, next to no impact on the department.

General impression of Police Department

- How do the Officers who administer the regulation feel about it?
  Small thing. Too much of a risk from his perspective.

Support level in the neighborhoods where they are legal

- How do the local neighborhoods where golf carts are legal feel about the regulation?

Support level in the rest of the community

- How does the town as a whole feel about the regulation?

One thing you would have added to the regulation, that isn't there, and why

- Looking back, what is the one thing that you would have added to the regulation that isn't there today in order to make it more beneficial to the entire town?

BRANFORD, CHIEF OF POLICE JONATHAN MULHERN - NO RESPONSE TO QUESTIONS

STRATFORD, LIEUTENANT ARIEL LEON

Your general impression

- How would you describe the impact of the regulation on your town?
  Impact is positive. Third year of the program. Had 60 the first year, added another 30 the second year and now up to 125.
- How would you describe the impact of the regulation on your department?
  No burden on the department to administer. Initial rollout took some effort, but now. Not much is required.

General impression of Police Department

- How do the Officers who administer the regulation feel about it?

Support level in the neighborhoods where they are legal

- How do the local neighborhoods where golf carts are legal feel about the regulation?
  Is a net positive because of how it has been received. People can get to the beaches more easily. Program continues to grow every year.

Support level in the rest of the community

- How does the town as a whole feel about the regulation?

One thing you would have added to the regulation, that isn't there, and why

- Looking back, what is the one thing that you would have added to the regulation that isn't there today in order to make it more beneficial to the entire town?
  Could have done a better job of educating the public when it was launched.

Rate of accidents (if any)

- How would you describe the rate of golf cart road accidents since the regulation passed?
  Don't have any accidents.

- Has the accident rate increased since the regulation was passed?

- Do the accidents involve other vehicles?

- Are those vehicles automobiles?

- What is the level of severity of those accidents?

Rate of serious injury (if any)

- How would you describe the rate of serious injury to golf cart operators since the regulation passed?

- Has the rate of serious injury increased since the regulation was passed?

EAST HAVEN, DEPUTY CHIEF PATRICK TRACY

Your general impression

- How would you describe the impact of the regulation on your town?
  Only really used in the beach communities so not much impact on the rest of the town

- How would you describe the impact of the regulation on your department?
  No additional workload for the police, but they have a completely different approach, no regulation

General impression of Police Department

- How do the Officers who administer the regulation feel about it?
  Officers are neutral / OK with it

Support level in the neighborhoods where they are legal

- How do the local neighborhoods where golf carts are legal feel about the regulation?
  People who are in the community love it

Support level in the rest of the community

- How does the town as a whole feel about the regulation?
  Town as a whole is kind of mixed about it, some don't like it because of people not following the state statute (flags, etc)

One thing you would have added to the regulation, that isn't there, and why

- Looking back, what is the one thing that you would have added to the regulation that isn't there today in order to make it more beneficial to the entire town?

Rate of accidents (if any)

- How would you describe the rate of golf cart road accidents since the regulation passed?
  Not that he's heard of

- Has the accident rate increased since the regulation was passed?

- Do the accidents involve other vehicles?

- Are those vehicles automobiles?

- What is the level of severity of those accidents?

Rate of serious injury (if any)

- How would you describe the rate of serious injury to golf cart operators since the regulation passed?
- Has the rate of serious injury increased since the regulation was passed?

Item 4.

Approve School Zone Speed Limit Request Rowayton Elementary School

Roton Avenue & Wilson Avenue

CITY OF NORWALK
Transportation Mobility & Parking

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

January 17th, 2023

Mr. Joseph P. Ouellette
Executive Director
Office of the State Traffic Administration
Connecticut Department of Transportation
DOT.OSTA@ct.gov
2800 Berlin Turnpike
Newington, CT 06131

Re: School Zone Review Requested
Rowayton Elementary School Zone
Norwalk, Connecticut

Dear Mr. Ouellette

The City of Norwalk is writing to request a review of the school zone at Rowayton Elementary School to include Roton Avenue from Wilson Avenue to McKinley Street (CT Route 136) and Wilson Avenue from Flicker Lane to Roton Avenue. The City has strategically requested a speed reduction in school zones where we have recently made investments in and around school areas. The City recently installed new roadway markings and signage along both roadways to help mitigate speeding issues. The City believes the last steps to reduce speeds in the area are a school zone with flashers.

The City proposes a 20 mph school zone with signage similar to that of other school zones throughout the City. Rowayton Elementary School begins their day at 9:05 AM and dismissal at 3:40 PM. Therefore, we are requesting a school zone speed limit to be reduced between the hours of 8:30-9:30 AM and 3:15-4:15 PM. If approved, the City intends to install flashing beacons during these operating hours with speed feedback signs. The posted speed for Wilson Avenue and Roton Avenue is currently 25 mph. The City of Norwalk utilized Streetlight data to establish volumes and speed data at the given road segments and intersections. The data shows an average speed of 20 mph with an 85th percentile speed of 26 mph in the subject area.

Setting the new speed limit will aid in our total transition to a safer overall school zone. If approval of this request is granted the City of Norwalk will procure and install all proper signage as laid out in the CTDOT Guidelines.

We are hereby requesting that OSTA establish a posted speed limit of 20MPH based on the information provided. Please do not hesitate to contact the project lead Kyle Benjamin at kbenjamin@norwalkct.gov, (203) 854-7236. We appreciate your consideration in this matter.

Sincerely,

James Travers
Director Transportation, Mobility and Parking

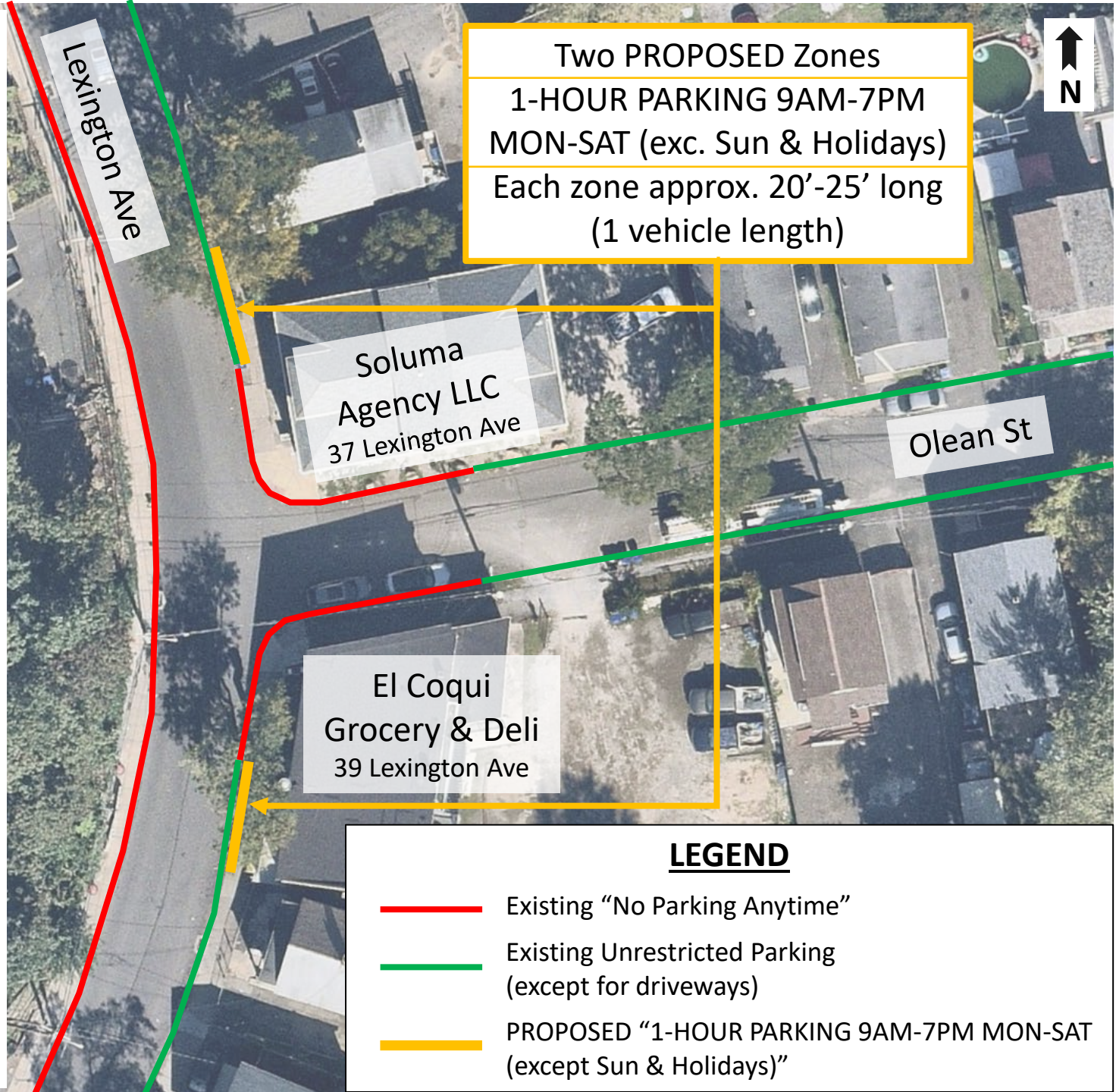
Item 5.

Approve “Timed Parking” on Lexington Avenue

Proposal for Traffic Authority Review
January 22, 2024

In December 2023, Norwalk TMP installed No Parking Anytime signs at the corners of Lexington Avenue and Olean Street, to reinforce the City-wide ordinance against parking 25 feet from a street corner. This was completed in response to request from a business owner at 15 Olean St who was having issues with truck turns to/from Olean St. This was further justified by the fact that this intersection has one of the highest crash rates in the City.

To offset the impact of these parking restrictions on the two retail establishments at this intersection, Norwalk TMP proposes establishing TIMED PARKING REGULATIONS on the east side of Lexington Avenue, immediately adjacent to these retail establishments. The purpose of the timed regulation is to promote parking turnover and discourage non-customers from parking in front of these businesses for extended periods of time. The proposed regulations would extend approximately one car length on both the northeast and southeast corners of the intersection.

The proposed regulation is:
"1-HOUR PARKING 9AM-7PM MON-SAT (exc. Sun & Holidays)".
This regulation is the same as the one in front of the groceries and restaurants along the east side of Ely Avenue at Lexington Avenue, less than one quarter mile away.

This proposal is supported by Community Police Officer Hector Delgado, who has been in communication with the business owner at 37 Lexington Ave.