

**ECONOMIC AND COMMUNITY DEVELOPMENT
OF THE COMMON COUNCIL
125 East Avenue
P.O. Box 5125
Norwalk, CT 06856**

TO: MEMBERS, ECONOMIC AND COMMUNITY DEVELOPMENT COMMITTEE OF THE
COMMON COUNCIL

FROM: JOSH GOLDSTEIN, CHAIRMAN

DATE: JANUARY 25, 2024

RE: MEETING NOTICE

The Regular Meeting of the Economic & Community Development Committee is scheduled for Thursday, February 1, 2024, at 7:00pm. To allow public access, anyone may access a meeting by telephone, Zoom, and/or the City of Norwalk YouTube channel. Specific instructions and links can be found at www.norwalkct.org/meetings.



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



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



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 Maritza Alvarado at malvarado@norwalkct.gov to provide written public comment prior to the meeting.

**ECONOMIC AND COMMUNITY DEVELOPMENT COMMITTEE OF THE COMMON COUNCIL
REGULAR MEETING
FEBRUARY 1, 2024 @ 7:00PM
AGENDA**

**CALL TO ORDER
ROLL CALL
PUBLIC PARTICIPATION**

I. ADMINISTRATION

A. Approval of the Minutes of January 4, 2024 meeting.

II. NEW BUSINESS

A. TRANSPORTATION, MOBILITY, AND PARKING

1. Transportation, Mobility, and Parking project updates.
2. Complete Streets discussion

B. BUILDING AND CODE ENFORCEMENT

1. Building and Code Enforcement updates.

III. OLD BUSINESS

ADJOURNMENT

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**CITY OF NORWALK
ECONOMIC AND COMMUNITY DEVELOPMENT COMMITTEE
OF THE COMMON COUNCIL
REGULAR MEETING – VIA TELECONFERENCE
JANUARY 4, 2024**

ATTENDANCE: Joshua Goldstein; Chair; Heather Dunn; James Frayer; Jalen Sead; Lisa Shanahan; Barbara Smyth; Darlene Young

STAFF: Jessica Vonashek, Chief of Economic and Community Development
Sabrina Godeski, Director of Business Development and Tourism

OTHERS: Brian Bidolli, Executive Director, Norwalk Redevelopment Agency;
Nora Niedzielski Eichner; Johan Lopez and Djuan Wiggins, Common Council members

CALL TO ORDER

Mr. Goldstein called the meeting to order at 7:05 p.m.

City of Norwalk
Economic And Community Development Committee
of The Common Council
Regular Meeting – Via Teleconference
January 4, 2024
Page 1

ROLL CALL

Mr. Goldstein called the Roll as indicated above.

PUBLIC PARTICIPATION

There were no members of the public present who wished to comment this evening.

I. ADMINISTRATION

A. Approval of the Minutes of December 7, 2023 meeting.

Mr. Goldstein said that at the last meeting, he indicated there would be department updates this evening; however, the Committee members will hear the updates at the February meeting.

**** MR. SEAD MOVED TO ACCEPT THE MINUTES AS PRESENTED**
**** MOTION PASSED UNANIMOUSLY**

II. NEW BUSINESS

A. ECONOMIC AND COMMUNITY DEVELOPMENT

1. South Norwalk Investment and MLK Corridor Initiative updates.

Ms. Vonashek expressed her thanks to the members of the Common Council, the Norwalk Redevelopment Agency, the residents of District B and the members of the MLK Initiative. She explained that the MLK Corridor Initiative is the result of the work of many. She shared her screen and began the presentation by reviewing the history of the MLK Corridor that began with the Freedom Faith Collaborative in 2017.

Working with the community a set of priorities was created and then Senator Duff helped secure a \$3 million grant from the DECD for the MLK Corridor.

Ms. Vonashek presented a map of the MLK corridor geography showing where work will take place. She said they talked to different departments regarding what the public wanted. A goal was to identify environmental investments, including tree planting, fence replacement, brownfield remediation and playground improvements. She noted that over 134 trees were planted in the MLK Corridor.

Ms. Vonashek continued her presentation and reviewed the support provided to businesses, including the storefront improvement program, the covid business assistance program, the business development center and special events. She added that over 75% of the funding being given out will go to women and minority owned businesses. Ms. Vonashek added that Mr. Daniels' department worked with local non-profits.

Ms. Vonashek reviewed roadway safety improvements, with an equitable approach to the use of the roadway system. She said they are focusing Citywide on pedestrian and cyclist safety. Mr. Travers will present this item at next month's meeting.

Ms. Vonashek reviewed the education component and described the goal to support education advancement in the South Norwalk community. She reviewed slides that described the housing initiatives. The goal is to support residents that include both owners and renters in making home improvements that promote a healthy and safe environment.

Ms. Vonashek explained that since 2017, more than \$179 million in local, state and federal funding has been committed to the South Norwalk Community MLK initiative geography. She talked about the mural installations and said they are thinking about doing a community mural along the chain link fence across the Ely Avenue train tracks.

Ms. Vonashek said she will mail the slides after the meeting. She noted that \$179 million has been committed to this initiative.

Mr. Frayer said this was a very impressive presentation. He asked how tis rates with other taxing districts as far as the investment. Ms. Vonashek said that if you take out the South Norwalk School, and Meadow Gardens, that leaves about \$60 million. She said South Norwalk is larger because they have been focusing on drawing in funding. Also the MLK Corridor does not have a lot of trees.

Ms. Vonashek said that South Norwalk is unique because of the land use decisions that have been made. Each of the neighborhoods has seen higher progress such as sidewalks in Rowayton and the new train station along Route 7. The urban core is getting a lot of attention due to the grants they are able to secure.

Ms. Smyth recognized the work done by Ms. Vonashek, Mr. Bidolli and Ms. Young. She added that after decades of neglect this focus is crucial to the community. Ms. Young gave credit to Mr. Bruce Morrow, former State Representative and said that of the seven MLK Corridors in CT, Norwalk's is the largest. She added that he obtained a \$1 million investment for the Columbus construction, which is significant for those residents. She expressed her thanks to the Clergy, residents and members of the NAACP.

Ms. Young said there is a lot of work that has to be done. South Norwalk has been divested from funding for a long time, but they are at a point where changes are being made.

B. REDEVELOPMENT AGENCY

** MS. SMYTH MOVED TO Transfer \$150,000 of GGP funding from account number 510000-5796-GGP08 to the Redevelopment Agency for the completion of the South Norwalk Community Plan.
ACCT: 510000-5796-GGP08

Mr. Bidolli reviewed the project and said an advisory committee was created to focus on community need. The consultant is tasked with how to best integrate the areas around the South Norwalk train station. This request for \$150,000 is to fund the study.

Mr. Bidolli reviewed the scope and geography of the area. The new South Norwalk School will be the center point. They will work with the community to find out what they want and try to develop a list of what will have the biggest impact for social equity.

Mr. Bidolli said this request is a change order of the existing plan. This should be a nine – 12 month project. Mr. Goldstein said it seems to be a challenge to have the South Norwalk School as the center based on the industrial properties surrounding the school site. Mr. Bidoli said it is complex and he does not have answers now.

Ms. Vonashek said they worked closely with the community, but were unable to get what they wanted regarding the industrial use, specifically the contractor yards. Ms. Young asked if the map included Bouton Street. Ms. Vonashek said the geography included Bouton Street.

Ms. Smyth said it was incumbent upon them to make the South Norwalk School the best it can be. She added that it is important work and commended Mr. Bidolli for engaging the community.

Mr. Sead highlighted the importance of the work. He said he grew up in South Norwalk and all of his life, people talked about how South Norwalk was forgotten. He said it was important that the people who endured this are not forgotten. People are moving out of Norwalk because of the impact of development.

Mr. Bidolli said the reason they brought on an economic impact firm was to have a better understanding of why people are leaving Norwalk. He said he wants to get it right.

Ms. Young said they need to find a way to incentivize landlords to control rent costs and make improvements to their homes.

Ms. Niedzielski Eichner said she was happy to see the goal of one-to-one ratio of affordable to market rate housing.

**** MOTION PASSED UNANIMOUSLY**

III. OLD BUSINESS

There was no old business discussed this evening.

ADJOURNMENT

**** MS. SHANAHAN MOVED TO ADJOURN**

**** MOTION PASSED UNANIMOUSLY**

There was no further business, and the meeting was unanimously adjourned at 8:17 p.m.

Respectfully submitted,

Rosemarie Lombardi
Telesco Secretarial Services



TRANSPORTATION
MOBILITY & PARKING

Annual Report - 2023

Transportation, Mobility, & Parking



TMP END OF YEAR REPORT 2023

Table of Contents

<i>Mission</i>	3
<i>Staff Directory</i>	4
<i>Transportation, Mobility, and Parking Work Summary</i>	5
• Traffic Engineering	6
• Transportation Planning	18
<i>Parking & Parking Operations</i>	24
• Parking Projects and Initiatives	24
• Parking Operations Overview	28
<i>Traffic Operations Work Summary</i>	29
<i>Yearly Outcomes</i>	32
• Traffic Analysis	32
• Recognitions & Awards	35

Transportation, Mobility, and Parking
125 East Avenue, Room 121
NorwalkTMP@norwalkct.org

<https://www.norwalkct.org/1827/Transportation-Mobility-and-Parking>

TMP END OF YEAR REPORT 2023

Mission

The City of Norwalk's Transportation, Mobility, and Parking Department (TMP) combines elements of traffic safety and engineering, transportation planning, parking management, and community engagement to improve the lives of residents and visitors.

Our mission is to create a city of transportation choice: a connected, walking and biking city, well-served by public transportation, safe and convenient pedestrian and bicycle routes to city destinations, well-maintained and well-functioning local streets, and efficient regional transportation links.

We are a community-driven, data-informed department that approaches issues relating to traffic signals, signs, roadways, pavement markings, sidewalks, and on and off-street parking management in a way that fosters local support and positions the City for funding opportunities to maintain and enhance our city's local infrastructure.

TMP works closely with the Connecticut Department of Transportation (CTDOT) to ensure that the region's transportation infrastructure, consisting of highways, railroads, ports, and all forms of public transportation, meet the current and future needs for our residents, businesses, and visitors.

We maintain the City's competitive advantage as a major center in Fairfield County that is a short commute away from many surrounding metropolitan areas by emphasizing our links between land use, transportation, and economic development. Moving forward in a time of incredible innovation that is coupled with increased traffic congestion and global climate change, TMP highlights the values of urban planning that supports mixed-use developments to reduce congestion, promote transit and multimodal travel, and support active transportation such as walking and bicycling.

TMP remains committed to addressing quality of life issues, ensuring economic growth, and fostering sustainable practices within a network that at its core connects housing to jobs and people to their community. TMP is organized into four groups: Transportation Engineering, Transportation Planning, Parking Management/Operations, and Traffic Operations/Control.



TMP END OF YEAR REPORT 2023

Current Staff Directory

Traffic Administration, Management, and Maintenance

Administration:

James Travers	<i>Director</i>	<i>(203) 854-7736</i>
Garrett Bolella	<i>Assistant Director</i>	<i>(203) 854-7260</i>
Bryan Lutz	<i>Assistant Director of Parking</i>	<i>(203) 854-7253</i>

Traffic Engineering & Planning:

Benjamin Yeung	<i>Senior Traffic Engineer</i>	<i>(203) 854-7335</i>
Greg Pacelli	<i>Transportation Planner</i>	<i>(203) 854-7275</i>
Kyle Benjamin	<i>Traffic Analyst</i>	<i>(203) 854-7236</i>
Troy Deering	<i>Road Construction Project Manager</i>	<i>(203) 854-7240</i>
Nathan Fankhanel	<i>Junior Engineer</i>	<i>(203) 854-7334</i>
Nell Blaszkiewicz	<i>TMP Intern</i>	
OPEN	<i>PT Administrative Assistant</i>	

Signal Crew:

Fred Eshraghi	<i>Traffic Engineer</i>	<i>(203) 854-7843</i>
Amy Verrier	<i>Traffic Signal Supervisor</i>	<i>(203) 854-7815</i>
Donald Halberg	<i>Traffic Signal Technician</i>	<i>(203) 854-7296</i>
Nicholas Ghazi	<i>Traffic Signal Mechanic</i>	<i>(203) 854-2449</i>

TMP END OF YEAR REPORT 2023

Transportation, Mobility, and Parking Work Summary

During calendar year 2023, TMP delivered engineering and operations service to the community in many key areas including traffic engineering, transportation planning, traffic operations, parking management, and parking enforcement. This was the third year in which TMP was under new leadership and staff continues to improve opportunities for collaboration as reflected in the increased productivity highlighted below.

Overall, TMP received and responded to 350+ service requests from the community in many areas. These service requests entailed traffic concerns, signs/markings requests, signals requests, and parking and enforcement requests. TMP placed an emphasis on customer service and received numerous compliments from the public regarding services provided this year. TMP's goal going into 2024 is to expand our ability to manage, respond, and receive these customer service requests.



TMP END OF YEAR REPORT 2023

Traffic Engineering

The Traffic Engineering Division continued to address community concerns on traffic safety and efficiency; review proposed development projects to mitigate current and anticipated future traffic problems; manage major transportation improvement projects; and, pursue grant funding from state and federal agencies for enhancement projects.

Staff continued management of existing projects under the following grant programs while pursuing additional projects:

- American Rescue Plan Act (ARPA);
- Local Transportation Capital Improvements (LOTICIP) Program;
- Local Roads Accident Reduction (LRARP) Program;
- Community Connectivity Grant Program (CCGP);
- Congestion Mitigation and Air Quality (CMAQ) Program;
- Preventative Health and Health Services Block Grant (PHHSBG);
- Long Island Sound initiative, Department of Energy and Environmental Protection (DEEP);
- Responsible Growth/Transit-Oriented Development (TOD) Program;
- Community Project Funding (CPF);
- Connecticut Community Challenge Grant (CCC3);
- Community Development Block Grant (CDBG);
- Martin Luther King (MLK) Corridor Grant Program;
- Surface Block Transportation Grant (SBTG) Program;
- Surface Transportation (STP) Program;
- Safe Streets For All Grant (SS4A) Program;
- Urban Action Grant (UAG);
- Reconnecting Communities Grant Program (RCGP); and
- Various Public Private Partnership (PPP) Programs.



TMP END OF YEAR REPORT 2023

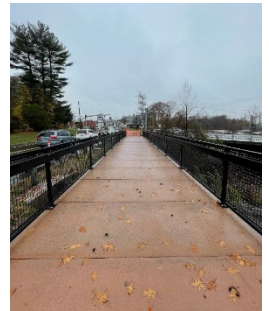
Existing Grant Funded Projects: *Project Title (Grant) – Status*

- Norwalk Traffic Signal System Modernization, Phase IV (CMAQ) – In Construction;
 - The City was awarded a \$3.1MM Federal Grant to upgrade the traffic signals at four critical intersections. These include East Avenue at Eversley Avenue, East Avenue at St. John Street, West Avenue at Garner Street and West Avenue at 20 West Avenue. Additionally, this grant provides funding for the addition of adaptive signal system at eight intersections. Furthermore, TMP will be optimizing traffic signal operations (timing) at fourteen intersections throughout the city. These signals are currently in construction in 2023, to be complete early 2024.
- Norwalk Traffic Signal System Modernization, Phase V (CMAQ) – Out for Design Bid;
 - The City applied for and was awarded \$3.4MM Federal Grant to upgrade the traffic signals at Cross Street (US Route 1) at Main Street, Strawberry Hill Avenue at County Street, twenty-one signals will be upgraded with adaptive traffic system, thirty-two will be updated to have concurrent pedestrian phasing with lead pedestrian interval, and fifty-five will be upgraded with traffic signal priority improvements.
- West Rocks Sidewalk Improvements (LRARP) – In House Design;
 - The City is combining a grant that TMP was awarded through the LRARP with a Federal earmark, secured by Congressman Jim Himes, to install sidewalks and crosswalks within the West Rocks Corridor. Currently under design in house.
- West Avenue Adaptive Traffic Signal Upgrade (CMAQ) – Construction Project Awarded;
 - As part of the CMAQ Phase 4 Grant, the city is upgrading eight signals on West Avenue and Belden Avenue from Cross Street to Orchard Street to allow for better signal timing and traffic flow through the corridor. Construction was completed towards the end of 2023, and is set to complete in winter of 2024.
- Washington Street Over-height Detection System at North Main Street, South Main Street, and Washington Street Reconfiguration (LRARP) – Awarded to Fuss+O'Neill;
 - Washington Street MetroNorth Bridge is frequently struck by trucks due to it being historic low bridge. TMP has funding to design a system to alert drivers of this potential hazard. Looking to have a state-of-the-art detection system, currently being awarded to a design consultant. 100% Design to be completed Fall 2024.
- East Wall Street Project/Wall Street Phase I (LOTICIP) – Construction Bid Awarded;
 - This will be the first phase of the Wall Street Corridor improvements, TMP will be implementing the new streetscape design and road geometry at this important gateway to the Wall Street Corridor. Construction to begin Winter 2024.



TMP END OF YEAR REPORT 2023

- Wall Street Corridor Improvement Project (CPF/LOTICIP) Design – 90% Design Plans;
 - After decades of inaction TMP held a project kick off event at the historic Wall Street Theater. Hundreds of participants weighed in on the future design of the historic downtown. A second design charrette of equal attendance was held at the library where residents had the opportunity to review the initial designs. TMP continues to advance these plans and will present the formalized plans in 2023. Even with plans only in the concept phase the department was able to secure \$3.5MM state appropriation, secured by Senator Bob Duff; a \$5.5MM federal earmark, secured by Congressman Jim Himes, and preliminary approval on a \$7.0MM LOTICIP application through CTDOT. As well as a 2.4MM LOTICIP application for East Wall Street which will begin construction in Spring 2024 and a 2MM investment from the Norwalk Parking Authority in the Yankee Doodle Garage. TMP will host a community meeting in winter 2024 to present the final plans and anticipates construction to begin in fall 2024.
- Norwalk River Valley Trail “Missing Link” Phase II Section (STP) – Fully Completed;
 - The City was awarded approximately \$3MM state grant to construct a portion of the Norwalk River Valley Trail from Union Park to New Canaan Avenue (CT Route 123). A good portion of this trail runs alongside the Norwalk River and provides an important offroad connection that will ultimately lead from the southern most point of Norwalk 32 miles to Danbury, Connecticut. Complete as of December 2023.
- Norwalk Bicycle and Pedestrian Connectivity (CCGP) – Fully Completed;
 - Through a community connectivity grant the city installed an entire marked North-South Bike Connection as well as a complete East-West Connection. Now installed this will be the longest dedicated bike connection on any state roads within Connecticut. Additionally, the grant covered the installation of sidewalks near Ponus Elementary School and the city’s first use of Green and Red street paint to denote Bicycle Boxes and Bus Stops respectively. Completed Fall 2023.
- Rowayton Avenue Sidewalks (ARPA) – Construction;
 - The long-awaited sidewalk from Rowayton Village to Rowayton Train Station is one step closer to becoming a reality. As a portion of this project is on a state road, TMP has worked with CTDOT to obtain the necessary approvals and bid out the project to a contractor. Currently pre-construction work has commenced, and full construction will begin winter 2024.



TMP END OF YEAR REPORT 2023

- Hamilton Avenue Staircase (MLK) – 90% Design;
 - A consultant has been designing the replacement and installation of the staircase that connections Hamilton Avenue to Dr. Martin Luther King Jr. Drive and the South Norwalk Train Station. Through the generous funding provided by the State of Connecticut we will enter into construction in early 2024.
- SONO School Sidewalks (ARPA) – In Design;
 - TMP is working in conjunction with Norwalk Schools to design sidewalks to connect the SONO neighborhood with the new SONO School. As this school is located within a dense urban neighborhood, TMP is working with a consultant to complete these sidewalks.
- Stuart Avenue at Stevens Street Intersection Improvements (CCGP) – Fuss+O'Neill chosen for construction design;
 - TMP recently received a \$800,000 grant for improvements to the intersection of Stuarts Avenue at Stevens Street, an unconventional intersection with a small business center. TMP has proposed creating a parking lot for the businesses and normalizing the road to create a safer area. A bid is currently out for design services with construction to begin late 2024.



- Richards Avenue at West Cedar Street Roundabout (LOTICIP & State Earmark) – Grant Awarded;
 - TMP is currently working on the final pieces to officially receive a grant for a roundabout that would go at the intersection of Richards Avenue and West Cedar Street near Norwalk Community College to create a gateway to the campus and promote safer driving through the campus.
- Washington Streetscape Improvements and Monroe Street Raised Intersection (LOTICIP) – Under redesign by consultant.
 - This grant will look to improve operations on the Dr. Martin Luther King Jr. Drive at Washington Street intersection, new streetscape on Washington Street from Dr. Martin Luther King Jr. Drive to South Main Street, and install a raised intersection on Monroe Street at South Main Street.

TMP END OF YEAR REPORT 2023

Existing City Capital Projects: *Project Title - Status*

- Seaview Avenue Corridor Improvements – 2nd Public meeting Held, and Final Design begun, design to be completed early 2024;
- Gregory Boulevard at Fifth Street Roundabout – TMP is currently working on the design bid package for a roundabout concept that would be at the intersection of Gregory Boulevard, Marvin Street, and Fifth Street on the way to Calf Pasture Beach. This new design would better allow drivers to get to and from Calf Pasture Beach from the main downtown of East Norwalk.
- Soundview Avenue Sidewalk Gap – a portion of sidewalk is needed to complete the sidewalks on Soundview Avenue between Hadik Parkway and Aviation Court due to topography issues. TMP has contracted design services to complete this vital section of sidewalks;
- Tracey School Multi-Purpose Driveway – TMP is currently working with a consultant to design a multi-use path for the Tracey Magnet School, which will alleviate pickup/dropoff issues the school currently faces;
- NRVT Raised Crosswalk at Union Park South – As part of our work on the NRVT and TMP's small projects contract, TMP has substantially completed a raised crosswalk on Union Park South, where the NRVT crosses it. This will slow down vehicles and allow for cyclists to be better seen as they cross this roadway.



TMP END OF YEAR REPORT 2023

- Fillow Street Sidewalks at Fox Run Elementary School – A significant sidewalk gap was located at the front of the Fox Run Elementary School along Fillow Street. TMP used our small projects contract to complete these new sidewalks and crosswalks in conjunction with DPW repaving and new pavement markings that will be installed in Spring 2024.
- Highland Avenue Staircase – As part of our small projects contract and in conjunction with the Highland Avenue Sidewalks, TMP completed last year. A safe staircase connecting the sidewalks from Highland Avenue at the south driveway of Brien McMahon High School to
- the Deepwood Lane and Knollwood Road neighborhood was completed in Summer 2023;
- Geneva Road Safety Improvements – As part of our customer service response to speeding and crashes on Geneva Road, TMP has installed new Pavement Markings including Double Yellow Centerlines, Signage such as curve warnings and speed limits, and Speed Feedback Radar Signs on Geneva Road to combat speeding.
- Bartlett Avenue Sidewalks at New Canaan Avenue (CT Route 123) – To complete the work done by the CMAQ upgrade of the signal at New Canaan Avenue (CT Route 123) at Bartlett Avenue, TMP designed and built a small section of sidewalk to fill a gap, completed the sidewalk in this area.
- As part of our Traffic Calming throughout the City, TMP addressed the Norwalk Traffic Authority multiple times and requested support of a speed limit reduction on a number of roads which include:
 - 2nd Street
 - 3rd Street
 - 4th Street
 - 5th Street
 - Hawkins Avenue
 - New Street
 - Edgewater Place
 - Three Seasons Court
 - Three Seasons Lane
 - Fairweather Drive
 - Carlin Street
 - Muriel Street
 - Newtown Terrace
 - Pershing Street
 - Roosevelt Street
 - Merrill Road
 - Highbrooke Road
 - Nelson Avenue
 - Broadview Terrace
 - Harrison Avenue
 - Roscoe Court
 - Stony Brook Road
 - Sherwood Street
 - Winterset Drive
 - Anderson Road
 - Heritage Hill Road
 - Noah's Lane
 - Noah's Lane Extension
 - Cindy Lane
 - Jayne Way
 - Arrowhead Court
 - Grumman Court
- Gregory Boulevard at Marion Avenue Crosswalk – Designed in response to customer service, complete in Summer 2023;
- NRV T Crossing at Belden Avenue (US Route 1) – Designed, working with CTDOT for encroachment permit, Construction 2024



TMP END OF YEAR REPORT 2023

- NRV Crossing at 40 Cross Street (US Route 1)– Designed, working with CTDOT for encroachment permit, Construction 2024
- Oyster Shell Park Crosswalk – Designed, Construction 2024
- Maritime Aquarium Crosswalk – Designed, Construction 2024
- Witch Lane Sidewalk Retaining Wall – Designed: working DPW to complete Witch Lanes Sidewalks, construction Winter 23/24
- New Canaan Avenue at Lloyd Street and Birchside Drive Crosswalk – Designed: working with CTDOT on encroachment permit, Construction in 2024;
- Westport Avenue (US Route 1) Sidewalks at Wolfpit Avenue Gap – Designed: working with CTDOT on encroachment permit, construction in 2024;
- Westport Avenue (US Route 1) Sidewalks at Whole Foods Gap – Designed: working with CTDOT on encroachment permit, construction in 2024;
- Richards Avenue Sidewalk from Norwalk Community College to Bonnybrook Road – Designed, construction in 2024;

Coordination with DPW Paving Management Program:

In coordination with the City's Department of Public Works (DPW), TMP assists with the yearly paving management project by redesigning or reinstalling pavement markings and signage for all resurfaced roadways throughout the city. For the year 2023 new pavement markings and regulatory signs were installed on:

- Spring Hill Avenue from Ponus Avenue to Van Buren Avenue (US Route 1) – As part of DPW's future repaving of Spring Hill Avenue in 2024, DPW upgraded existing and installed new concrete sidewalks on Spring Hill Avenue to better connect the community to the nearby adjacent schools. TMP and DPW closely collaborated on this effort to ensure that all sidewalk gaps were filled and we created a ADA compliant sidewalk along the entirety of this important corridor;
- Highland Avenue from Flax Hill Road to Witch Lane – As part of the TMP's Safe Routes to School Project, DPW repaved Highland Avenue allowing for the addition of Bike Lanes and Sharrows, shoulder lines, and enhanced markings around raised crosswalks along the corridor;
- Richards Avenue from West Cedar Street to Connecticut Avenue (US Route 1) – As part of DPW's repaving of this portion of Richards Avenue, TMP worked with them to install better lane and intersection control markings, as well as bike lanes, including using green paint to emphasize certain portions of the bike lanes.
- West Rocks Road from Main Avenue (US Route 7) to Creeping Hemlock Drive – As part of DPW's repaving of this portion of West Rocks Road, TMP worked with them to install better intersection controls markings, add bike lanes, and an ADA compliant sidewalk;
- Bayne Street from West Rocks Road to Grumman Avenue – As part of DPW's repaving of this road, TMP worked with them to install intersection control markings, add bike lanes, and an ADA compliant sidewalk;



TMP END OF YEAR REPORT 2023

- Aiken Street from West Rocks Road to Ward Street – As part of DPW’s repaving of this road, TMP worked with them to install intersection control markings, renew bike lanes, and an ADA compliant sidewalk;
- Pine Hill Avenue from Old Saugatuck Road to Marvin Street – Pavement Marking and Signage Improvements;
- Canfield Avenue from Marvin Street to Calf Pasture Beach Road – Pavement Marking and Signage Improvements;
- Old Rock Lane from Norwalk Border to Weed Avenue – Pavement Marking and Signage Improvements; and
- Princes Pine Road from Old Rock Lane to Fillow Street – Pavement Marking and Signage Improvements.

Bicycle Infrastructure and Updates:

As part of DPW’s roadway resurfacing process, multiple TMP Grant and local funding projects, the WalkBridge Project and various developments TMP oversaw or completed the installation of about 9.8 miles of new Bike Lanes in Norwalk and 13.8 miles of new Sharrows. This has helped to create a bike network that is over 58 miles long, covering about 11% of Norwalk’s Road. This also does not include the 5 miles of Bike Trails/Paths the city has, 926 feet of which were installed this year at crucial locations, such as the NRVt boardwalk over the Norwalk River at the intersection of New Canaan Avenue and Ponus Avenue and the Harbor Loop’s Trail connection under I-95 along Hendricks Street. TMP worked closely with the Western New England Greenway to install the final part of the US Bicycle Route 7 that runs north/south through the city. The city currently plans to build at least 4.5 more miles of Bicycle Infrastructure in 2024 and will look for other opportunities to add more and/or upgrade existing facilities.

TMP continued our project of installing new decorative and functional Bike Racks throughout the city including, but not limited to:

- A White Calf, at Calf Pasture Beach;
- A Red Train Whistle, on Ely Avenue to represent the Neighborhood’s historic designation as Whistleville;
- A White Sailboat, in Pinkey Park to represent Rowayton;
- A Red Train, at East Norwalk Rail Road Station; and
- A branded bike rack for the Tracey Magnet School with their Logo engraved on the side.

TMP plans to install a new bike rack at Wolfpit Elementary School in the winter of 2024, as well as a number of other bike racks as



TMP END OF YEAR REPORT 2023

part of other projects and customer service responds in the coming year.

Lastly, TMP worked with the Bike Walk Commission to complete the City's first ever submission to the League of American Bicyclists, Bike Friendly Community Application. The League of American Bicyclists is a historic non-profit that promotes biking and bike infrastructure throughout the United States, their Bike Friendly Community Application is a useful tool to allow communities to understand how well they stack up in terms of Bike Infrastructure & Facilities, Bike Culture, Bike Friendly Legislation, and Bike Education to other communities throughout the United States and is graded on a Bronze, Silver, Gold, and Platinum scale. Eleven Cities in Connecticut have received an award and Norwalk hopes to be the twelfth. We look forward to the results in January of 2024.

Coordination with CTDOT:

TMP continued to work closely with CTDOT to lobby for major investments in critical infrastructure improvements in Norwalk, including:

- The final design for Cemetery Circle which is planned to be built sometime in 2024 and will include new sidewalks and bike lanes around this critical junction;
- Milling and repaving of CT Route 136 from Meadow Street to Highland Avenue – completed Summer 2023;
- ADA compliant pedestrian ramps and sidewalks to be installed throughout the Route 1 Corridor – Currently under construction;
- The completion of the new Merritt 7 railroad station along Glover Avenue



- The completion of the new bridge and traffic signal on Strawberry Hill Avenue at Beacon Street and Norden Place;
- The redesign of lanes and new sidewalks at the new signal upgrades on New Canaan Avenue (CT Route 136) at Bartlett Avenue and Silvermine Avenue; and
- Modernization of the traffic control signal and all related hardware, including additional crossings and ADA ramps for Main Street @ Union Avenue. Installation to occur in 2024.

TMP END OF YEAR REPORT 2023

TMP worked closely with CTDOT to have Fox Run Elementary School be the first School Zone Safety Audit that the state completed as part of reestablishing the Safe Routes to School Program. CTDOT and TMP led a Walk Safety Audit with stakeholders and residents, which allowed for collaboration on necessary safety improvements to create a complete network of sidewalks and school zone traffic calming along the adjacent roadways. The state and city plan to conduct more of these audits throughout the future at various other schools in Norwalk.



WalkBridge Project Updates:

The Connecticut Department of Transportation continued work on the Walk Bridge Project, specifically the Advanced Utilities Construction Project. The Walk Bridge Project includes widening of East Avenue under the Metro-North Railroad Bridge, expanding and fixing other railroad bridges along the Northeast Corridor in Norwalk, upgrading the railroad bridge over the Norwalk River, expanding the Danbury Line Railyard under I-95, as well as upgrades to I-95's drainage and exits and entrances throughout Norwalk. The Advanced Utilities Construction Project includes the undergrounding of utilities along East Avenue, widening the East Avenue Railroad Bridge, and roadway improvements along the lower East Avenue corridor.

CTDOT is making numerous transportation investment projects involving the modernization of traffic signals in Norwalk, which require significant coordination with TMP. TMP has negotiated for work on twenty (20) signals citywide. They are as follows:

WalkBridge related temporary signals for construction and full reconstruction to existing signals at:

- Fort Point Street at South Smith Street;
- Washington Street at Goldstein Place;
- Marshall Street at Lock Building Driveway;
- North Main Street at Ann Street;
- South Main Street at Monroe Street; and
- Water Street at Hanford Place.

WalkBridge upgrades adding adaptive control and pedestrian improvements to signals at:

- Dr. Martin Luther King Jr. Drive at Webster Bank Driveway;
- North Main Street at South Main Street;
- North Main Street at Marshall Street;
- Washington Street at North Main Street/South Main Street;

TMP END OF YEAR REPORT 2023

- Dr. Martin Luther King Jr. Drive at Madison Street;
- Dr. Martin Luther King Jr. Drive at Monroe Street;
- Dr. Martin Luther King Jr. Drive at Bates Court;
- South Main Street at Monroe Street/Hanford Place;
- Water Street at Hanford Place;
- Dr. Martin Luther King Jr. Drive at Washington Street and Fairfield Avenue/Flax Hill Road at Couch Street;
- Washington Street at Water Street/North Water Street;
- Fort Point Street at Seaview Avenue; and
- Fort Point Street at Van Zant Street.

Complete Signal reconstruction and upgrades, for the City to inherit at:

- Main Street (CT Route 123) at Union Avenue.

Signal Plan Improvements:

TMP oversaw the modernization, maintenance and upgrade of multiple traffic signals throughout Norwalk. These four signals will be full replacements of the existing infrastructure:

- East Avenue at Eversley Avenue;
- East Avenue at St. John Street;
- West Avenue Crosswalk at 23 West Avenue (Grace Baptist Church); and
- West Avenue at Garner Street;

Included in this project are the upgrades to Adaptive Signal Technology and Pedestrian improvements at these intersections:

- Belden Avenue at Cross Street;
- West Avenue at Wall Street;
- West Avenue at Leonard Street;
- West Avenue at Chapel Street;
- West Avenue at Arch Street;
- West Avenue at Merwin Street; and
- West Avenue at Orchard Street.



Other Future Planned Signal Improvements include, but are still in the planning process:

- Strawberry Hill Avenue at Norwalk High School Driveway (As part of the New Norwalk High School Project), which is in the process of conceptual design.

TMP END OF YEAR REPORT 2023

Click and Request City Services:

Over the course of calendar year 2023, TMP received and responded to 350+ service requests from the community in many areas. Over 100 customer service requests required further traffic investigation and/or construction. Requests of this magnitude require significant department time and resources to properly determine the root cause of the traffic concern and ways to mitigate any potential issues. To fulfill these requests and remain responsive to constituents, the Department has created a Small Concrete Services Contract. This contract has allowed the department to be able to respond in a timely manner when roadway infrastructure improvements are deemed necessary. Several betterments have been determined to improve safety and mobility and include the redesign and addition of crosswalks, sidewalks, intersection improvements, and other minor projects throughout the city. Some of these are listed above in the Traffic Engineering Capital Expenditures project list. Below are some examples of projects brought about by customer service that the department was able to satisfy this year:



- In-Street “Yield to Pedestrian” Stanchions have been inventoried and organized, the department now uninstalls these signs in mid-November and reinstalls on April 1st, which promotes the longevity of these assets as they will no longer be hit by snowplows;
- Installed new crosswalk with RRFs on Gregory Boulevard at Marion Avenue;
- Installed crosswalk Signage at the crosswalk on Woodward Avenue at Lowndes Street;
- Installed “No Parking” Signage at Woodward Avenue and Sable Street;
- Installed “New Stop Ahead” Sign for intersection of Woodward Avenue at Meadow Street (CT Route 136);
- Coordinated with Norwalk High School for stripping of Parking Lots;
- Coordinated with Naramake Elementary School for stripping of Parking Lots;
- Reoriented “Stop Ahead” Sign on George Avenue at Lockwood Lane;
- Installed “No Parking, Commuter Restriction” Signage on Hamilton Avenue;
- Installed “No Parking Anytime” at 6 Knapp Street;
- Installed “No Parking” Signage on Lexington Avenue at Olean Street;
- OSTA Traffic Letters changing the speeds of thirty-two streets from 30 MPH to 25 MPH;
- Installed “No Parking” Signage on Maplewood Terrace to deal with a minor sightline issue due to the roadway geometry;
- Installed “Hill Blocks View” Sign on Willaims Street and alleviate a sightline issue;
- Installed “Chevrons” Signage and edge lines on Wilson Avenue;
- Installed “No Parking” Signs on Seir Hill Road;
- Stripped numerous streets with edge lines/shoulders and bike lanes to help with traffic calming (outlined above); and
- Conducted numerous traffic studies using Radar Signs, Tube Counters, and Miovision Cameras in order to address and respond to customer service requests in the data driven capacity.

Transportation Planning

In calendar year 2023, staff continued major short term and long-range transportation planning and data collection initiatives. These initiatives can be divided into grant funded longer term projects and city funded shorter and smaller scale planning and data initiatives. TMP's goal is to be a data driven department and "what isn't measured, isn't managed." As part of our planning process we prioritize not only traffic studies and design guides, but also data management, collection, tools, and platforms to better our short & long-term planning.

As part of both our long & short-term planning TMP applied and was accepted as a NACTO City. The National Association of City Transportation Officials (NACTO) is an organization of North American cities and transit agencies that was formed to exchange transportation ideas, insights, and best practices. As a member, Norwalk gets access to new design standards, resources, and guides that allow us to better design complete streets. The NACTO design standards also include more pedestrian and cyclist infrastructure examples than other planning resources, allowing TMP to have more tools in our toolbox to create unique solutions across the city. Norwalk is the third City in Connecticut after New Haven and Hartford to be accepted as a NACTO city.

Transportation planning requires tremendous resources and all eventual construction projects have to start as ideas, concepts, and plans. As part of this process funding must be secured. TMP works diligently to apply to as many appropriate grants as we can to ensure we have the proper funding to move all our projects forward, both small and large and to continue to grow ideas and concepts into fully designed and constructed projects.

TMP lastly, as part of our transportation planning, reviews site plans and developer applications to ensure these private developments follow our traffic safety standards and to improve traffic infrastructure that is directly affected by their plans. We do this through negotiations with these private developers, using the city's permitting process and public-private partnerships to move forward projects and funding that the city would otherwise not be able to acquire.

Grant Funded Long Range Transportation Planning: *Project Title (Grant) – Status*

- Completes Street Design Manual and Legislation (ARPA) – 30% Design Complete;
 - The Common Council voted that Norwalk will become the fourteenth municipality in the state of Connecticut to formally adopt Complete Streets Legislation and a Complete Streets Design Manual. The City is investing \$250K to define how our roads, policies, and designs will accommodate all road users and ultimately lead us to a path towards Vision Zero. TMP has hired FHI Studios to help guide us through the process. Currently they are working on drafts of the design guide, implementation guide, and ordinances.



TMP END OF YEAR REPORT 2023

- Route 1 Corridor Study (STBG) – Consultant selected, under management by WestCOG; and
 - TMP hosted a tour of Connecticut Avenue (US Route 1) to allow for a design consultant to be chosen who could develop a comprehensive vision for the western portion of US Route 1 in Norwalk. Although not under direct TMP management, we are working closely with WestCOG to create a study that will enhance the Norwalk portion of Route 1.



Departmental Planning Initiatives: *Project Title – Status*

- Chestnut Street One-Way Study – As part of the new transit-oriented developments the SONO Railroad Station such as The Platform, 30 Monroe Street, 15-17 Chestnut Street, and 1- Monroe Street a One-Way study was requested for Chestnut Street due to the narrowness of the road and increasing density of use that will be seen with the above developments. The study is currently under peer review and will be finished winter 2024.
- Route 136 Cemetery Circle Plan – In conjunction with ConnDOT, the WalkBridge Project, and the new development at 1 Cemetery Street TMP has conducted a plan to improve the Cemetery Circle of Route 136 (East Avenue, Cemetery Street, Gregory Boulevard, and Roger's Square) to create a safer and better operating trafficway. This new plan includes larger more pedestrian friendly sidewalks, crosswalks, traffic calming, and bike lanes.
- Strawberry Hill Avenue at New High School Driveway/Alrowood Drive – As part of the New High School TMP requested a Traffic Study, this traffic study has led the department to believe a new signal is necessary at the new driveway of the High School. TMP is now working with the school to plan this new traffic signal and over nearby roadway improvements.
- Crash Prioritization Tool – As part of the Norwalk's goal of Complete Streets and Vision Zero we must be a data driven department. The Crash Prioritization tool was created so that TMP can look at data proportionally and understand where our most dangerous intersections and roadway segments are on a 1:1 scale. This tool uses the volumes of Norwalk's roads, severity of the crash, and number of crashes to give the department true insight into our most dangerous roadway and intersections, allowing us to prioritize projects where they make the biggest impact to traffic safety.
 - Speeding & Volume Inventory – As a subset of this project a complete speeding and volume inventory was collected of Norwalk's roads using connected vehicle data, which has allowed the department to more strategically use our limited speed and volume counters, saving time and money.
- Traffic Inventories – As part of TMP's responsibility to manage and maintain assets throughout the city, the department has embarked on the collection and inventory of multiple types of traffic related assets throughout Norwalk. These inventories include:
 - Sidewalks/Ramps – the city contracted work last year for a Sidewalk and Ramps inventory, which is now being used to prioritize sidewalk projects and maintained to report numbers of newly installed sidewalks.

TMP END OF YEAR REPORT 2023

- Crosswalks – As an addendum to the Sidewalks/Ramps Layer, TMP has started to create a crosswalk layer to find where the city has and does not have crosswalks, where to prioritize new crosswalks and find safe crossing locations.
- Rectangular Rapid Flashing Beacons (RRFBs) – as part of the crosswalks layer in the type field, RRFBs were collected to allow the department to maintain these important electric devices that need to be maintained and serviced.
- Permanent Speed Radar Signs – As part of our traffic calming initiative TMP maintains and installs new Permanent Speed Radar Signs throughout the city's roads.
- Pavement Markings – Another asset we maintain is the city's pavement markings. An inventory is necessary to prioritize which streets need to be restriped and how often. TMP has completed some streets restriped in the past, however we are looking for a method to comprehensively inventory the whole city.
- Bicycle Infrastructure – An important layer to develop and maintain is our Bike Infrastructure. TMP has created a layer with all Bike Lanes, Trails, and Sharrows as well as one with Private and Public Bike Racks to understand where we need bike connections and where we should look to upgrade existing facilities.
- Signs – The department's top inventory currently is a Sign Inventory to understand the city's complete signage. The current layers are outdated and this is a massive undertaking to perform. TMP is currently writing a new RFP to request services to collect this information.
- Streetlights/Utility Poles – Another priority inventory of the department is a Streetlight/Utility Poles Layer to understand what poles the city's responsibility are and what are not. Currently this information exists, but not in a digitized form, this will better allow TMP to maintain and manage our assets.
- Traffic Signals – The last inventory completed this year was a Traffic Signals Inventory which has all the city and state traffic signals mapped, as well as the large and complex data that is attached to each signal. This layer has helped the IT department with their Fiber Optic upgrades, and with CMAQ funding in the future.

Coordination with Norwalk Transit District (NTD):

TMP works with NTD to coordinate public transportation across the City of Norwalk, they are a vital link in our transit network. NTD has recently received a grant to do a Comprehensive Operations Analysis of their existing routes with recommendations to improve service citywide. In addition, NTD secured a competitive grant that will position the city to be the first municipality to address the challenges of first/last mile connections via the expansion of Micromobility Services.



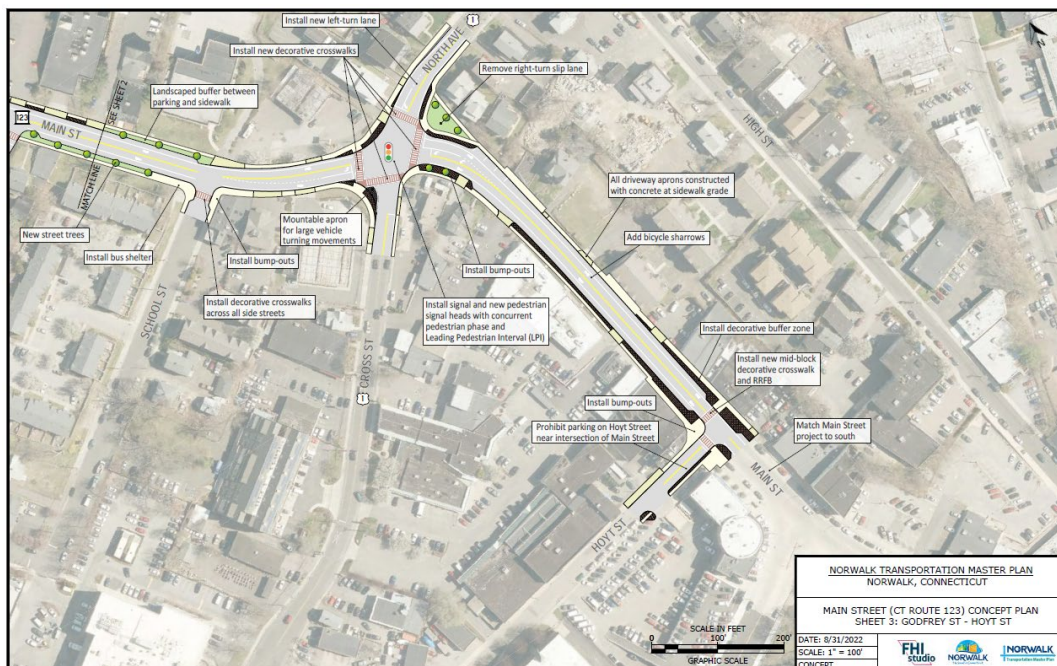
TMP END OF YEAR REPORT 2023

Grant Applications:

The President's Bipartisan Infrastructure Law has brought the opportunity for unprecedented funding in the transportation sector. Over the calendar year the department applied to multiple grants from several different funding sources. The department sought the opportunity to improve public safety, create climate resiliency, and deliver a more equitable transportation network by applying for \$42 Million+ in requested funding, these grants are outlined below:

- \$24,500,000 for SS4A – Main Street Corridor Improvement Project, Main Street (CT Route 123) from New Canaan Avenue (CT Route 123) to Hoyt Street;
- \$6,824,970 for CCC3 – Connecticut Community Challenge Grant for Wall Street Neighborhood (Main Street, River Street, Commerce Street, and Isaac Street);
- \$5,500,000 Federal Earmark thru FY2023, Member – Community Project Funding Program for Wall Street Neighborhood (Main St, River St, Commerce St, and Isaac St) ♦;
- \$3,527,692 for LOTCIP – Intersection Improvement Project and Traffic Calming for Richards Avenue at West Cedar Street at the Norwalk Community College;
- \$841,000 for CCCG – Community Connectivity Grant for Stuarts Avenue at Stevens Street Intersection Improvements ♦;
- \$600,000 for RCGP – working in tandem with NRDA – West Avenue/Dr. Martin Luther King Junior Drive Corridor Planning Study;
- \$1,738,800 for LOTCIP – intersection improvements at Meadow Street (CT Route 136)/Wilson Avenue (CT Route 136) at South Main Street;
- \$1,000,000 for State Appropriation from State Senator Bob Duff for an Urban Action Grant for Richards Avenue at West Cedar Street Improvements ♦; and
- \$6,000,000 Request for funding through State Appropriations for final phases of Wall Street Corridor Improvements.

♦Denote grant secured.



TMP END OF YEAR REPORT 2023

Site Plan Review:

Through the Planning Board/Zoning Board (and Zoning Board of Appeals) review process TMP reviewed numerous private developments to ensure they aligned with the city's transportation and traffic goals. These include, but are not limited to:

- 15 Chestnut Street – TOD Apartment Complex;
- North 7, 77 Glover Avenue – Apartment Complex;
- Meadow Gardens, 45 Meadow Street – Housing Authority Apartments;
- Fine Fettle, 191 Main Street – Cannabis Dispensary;
- Shangri-La, 75 Connecticut Avenue – Cannabis Dispensary;
- Costco, 779 Connecticut Avenue – Major Retail Business;
- Oak Grove, 164 West Cedar Street – Housing Authority Apartments;
- 127-135 Richards Avenue – Senior Living Center;
- Wegmans, 651 Connecticut Avenue – Major Retail Grocery;
- Norwalk High School, 23 Calvin Murphy Drive – High School Renovations;
- South Norwalk Elementary School, 1 Meadow Street Extension – New Elementary School;
- Silvermine Elementary School, 157 Perry Avenue – Driveway & pickup/dropoff renovation;
- Merritt 7, 1 Glover Avenue – Railroad Station improvements;
- Wall Street Place, 61 Wall Street – Apartment Complex;
- 370 West Avenue – Mixed Use Development;
- 1 Cemetery Street – Mixed Use Development;
- 23 private homes and other housing developments; and
- 2 private businesses and other commercial and industrial properties.

TMP also secured over \$1,125,000+ in funding through developers for numerous transportation improvement projects throughout the City including but not limited to:

- An estimated value of \$750,000 for development improvements to implement Adaptive Traffic Control Systems on approximately five signals, a new traffic signal at Connecticut Avenue (US Route 1) at Wegmans/Walmart Access Drive, new pedestrian signals at Connecticut Avenue (US Route 1) at Richards Avenue, and new sidewalks and crosswalks adjacent to the site;
- An estimated value of \$180,000 for development improvements to implement new seven-foot sidewalks with brick banding and sidewalk amenities along the site frontage and a raised crosswalk on Maple Street at the NRVt for 370 West Avenue;
- An estimated value of \$150,000 for development improvements to implement new seven-foot sidewalks with brick banding and sidewalk amenities along the site frontage of 15 Chestnut Street; and
- An estimated value of \$45,000 for development improvements to implement concrete sidewalks to fix a small sidewalk gap and a crosswalk with RRFs along Richards Avenue at 125-127 Richards Avenue.

TMP END OF YEAR REPORT 2023

Complete Streets Legislation:

In Spring of 2023 TMP started the process of adopting Complete Streets Legislation. A consultant, FHI Studios was chosen in Fall of 2022, and through coordination with TMP the first stakeholder meeting was held in May 2023. This diverse group of stakeholders from city departments, commissions, agencies, and citizen groups has come together to help direct TMP and FHI Studios in how this Complete Streets Legislation will be built. The goal is to pass legislation and a design guide that will allow the different departments in Norwalk to have a design standard that considers all modes of transportation on our roadways to build a safe, equitable, and environmentally friendly street or a complete street. So far, this collaboration has been quite successful with FHI Studios and TMP hosting a walk audit in the Fall of 2023 to show our stakeholders just how many obstacles there are for users of Norwalk's streets. A complete street event is also planned for the intersection of North Main Street and Ann Street using temporary pavement markings and bollards to show what a more complete intersection could look like.

This complete street event is planned for spring of 2024. The design guides and legislation are currently in the first stages of review and the project is planned to be fully adopted by Summer 2024. Once complete TMP will start the process of adopting a Vision Zero Policy, which will use the tools in the Complete Streets Ordinance and Design Guide to work towards eliminated fatal and serious injury crashes on Norwalk's Roadways.



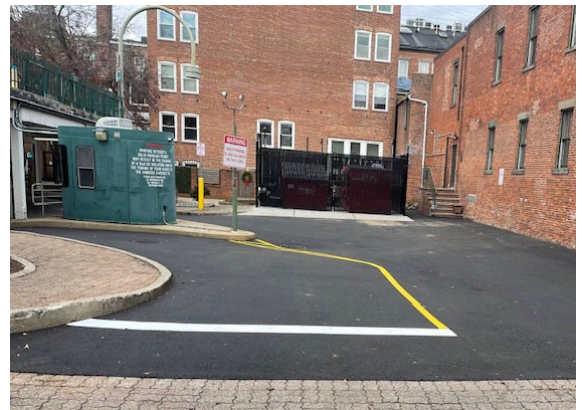
TMP END OF YEAR REPORT 2023

Parking and Parking Operations

Park Norwalk helps support business and commerce centers by management of parking, mobility, sustainability, growth, and improvement while creating easy to park and pay options through mobile platforms and state of the art parking kiosks. Park Norwalk's mission is to enhance economic development using best practices and provide opportunities to the community through financially balanced parking programs, smart parking technologies, security systems, and community collaboration. Park Norwalk oversees the management, operations, and maintenance of over 4,000 on and off-street parking spaces, including four (4) parking structures, eight (8) surface parking lots, and over 2,000 on-street parking spaces.

Parking Projects and Initiatives

Park Norwalk has finished the process of a conditions assessment for all the structured facilities the city owns and maintains. The findings were reported to the Board of Directors of the Norwalk Parking Authority and highlighted the prioritization of projects over the next three to five years. The appraisal found \$11MM dollars' worth of repairs that needs to be addressed. These repairs include, but are not limited to concrete façade work, water proofing, and general maintenance largely at the Yankee Doodle Garage and Haviland Parking Deck.



Train Station Signage Improvements

It was brought to TMP's attention that the South Norwalk Train Station was missing a proper wayfinding sign announcing its location. In order to remedy this issue, TMP asked for the design services of (insert company) to create a design that replicated the other MetroNorth Railroad Station wayfinding signage throughout Connecticut. It was found that the New Haven bound side of the East Norwalk Train Station was also missing a wayfinding sign. The proposed designs were presented to Park Norwalk and approved. The new signs were then installed in early spring 2023 in front of the South Norwalk Train Station's New York bound side and the East Norwalk Train Station's New Haven bound side to better allow pedestrian and driver passersby to correctly find these stations.



TMP END OF YEAR REPORT 2023

SONO Station Garage Enhancements

The infrastructure improvements to the garage from last year have created a more attractive space which has brought new business to Norwalk. Recently “Black by Demand” a local small business, which serves specialty coffee and pastries to Norwalk commuters, was established in the New York bound Stationhouse. Other improvements in the garage include working on improving ADA compliance throughout the garage and station such as bathroom layouts and adding ADA doors.



The SONO Station Garage is an important part of the new developments that are being built in South Norwalk as the city builds more transit-oriented development. A new major development at 15-17 Chestnut Street will create a new challenge for the garage by taking away parking on the New Haven bound side and reimagining the area as transit hub for downtown Norwalk. Park Norwalk is anticipating these parking challenges and working with the developer to create an equitable solution for both the city and developers.

Wall Street Parking Sign Redesign:

Throughout the last couple of years there have been concerns raised about the legibility of the City's parking signs, especially in the Wall Street area. TMP, in order to address this, have adopted a new street sign design style guide and parking regulations. This style guide creates more aesthetically attractive signs, that are easier for users to read and discern their meaning from. Although approved by the city and Park Norwalk, TMP wanted to ensure there would be no confusion from residents and implemented a pilot program in the Wall Street Area. This pilot program included updating the parking signs to be Three Hour Parking, as regulated already, but

TMP END OF YEAR REPORT 2023

with confusing signage due to the two-hour regulations in some area. New Snow Removal and Snow Emergency Route signs were installed that are much clearer and more consistent than the original signs, allowing users to better know where these important snow operations occur. This pilot program began in December 2023 and will continue into Winter of 2024.

Number of signs corrected:

- 12 Pay stations signs
- 44 Ways to pay signs
- 14 No parking signs
- 58 Hours of operation signs



Yankee Doodle Garage Façade Enhancement Project:

After funding was secured in 2022, TMP and Park Norwalk worked to develop a construction plan for the Façade enhancements of the Yankee Doodle Garage. Due to the large amount and differing aspects of repairs required it was decided to split the project into two phases. Phase I is the concrete preparation work and water proofing of the structure to enhance structural integrity and create a structure that is resistant to the elements. This work was bided out in December, with work anticipated to start in Spring of 2024.

Phase II which will include the painting of the structure with the randomized blue and white pattern and the space lighting on the interior and decorative lighting on the exterior. These aesthetic improvements are planned to greatly enhance both the feeling of safety for users of the garage and the surrounding area, but also to improve the desirability of the garage within the neighborhood. With the lighting and painting this can truly create a garage that is a foundation of the Wall Street community and not a grey eyesore. This work is planned to start in Fall of 2024.



TMP END OF YEAR REPORT 2023

Data Driven Parking Updates:

Throughout the year TMP worked to use data to develop parking updates across the city. As our mission is to be data driven, we used data tables developed in 2022 to build out reports allowing TMP's parking division to properly manage the finances and development of our parking program.

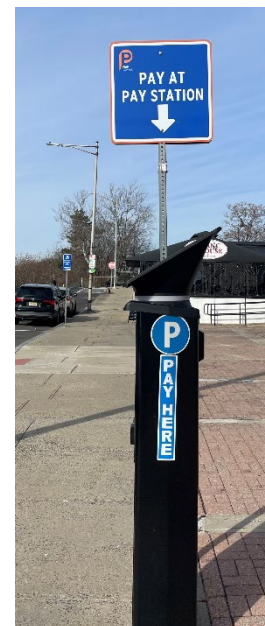
A major data update due to this reporting is the increase of our EV charging stations. Currently, the City uses Blink's services to contract out these EV charging stations, however there are currently only three (3) in the city's garages, which is not enough for the growing population of EV cars both in Norwalk and visiting Norwalk. We used our reports to see how much demand is for our current EV chargers and now have developed a plan and contract to move forward with adding new EV chargers as the increase in demand both naturally and from legislation occurs within the next five to ten years.

TMP also finished mapping and collecting the total parking assets managed by the city, both the on-street parking spaces on all regulated streets in the city and the off-street parking spaces in all Park Norwalk owned lots and garages as well as City, School, and Parks & Recreation owned parking lots. This has now allowed Park Norwalk to truly understand the sheer amount of spaces that need to be maintained as well as allowed maps to be created that better replicate for users everywhere that they can park at including how long and for how much.

Parking Meter Updates:

In 2022, Park Norwalk was told by Verizon and T-Mobile that all 2G and 3G networks would be sunset in Q1 2023. TMP and Park Norwalk prepared for this in 2022 and were able to finish installing these new meters before the end of Q1 2023. These new innovative multi-space parking meters are both safer and more convenient for users. They offer better reliability with the connection to 4G networks as well as easier to use buttons and more legible screens. Halo lights illuminate from the tops of these meters to better enhance street lighting, making users feel safer at night at these terminals. A total of twenty-six (26) new pay stations were installed as well as fifteen (15) that were upgraded from existing models.

Another upgrade planned for Park Norwalk's multi-space meters is a handicapped button to allow those with handicapped placards to press the button to alert parking enforcement officers of their handicapped status and not wrongfully ticket handicapped users who do not pay fees for an overtime meter. This will better clarity for Park Norwalk's handicapped users.



TMP END OF YEAR REPORT 2023

Parking Operations Overview

With the rebranding of Park Norwalk, a renewed emphasis has been put on our parking enforcement team to take on more of a role as a parking ambassador and engaging the public in a more positive role. While consistent enforcement is necessary to ensure the turn-over of vehicles that allows businesses to flourish, the team has taken on a more customer service approach with the interactions with the public.

Maintaining a parking system in a state of good repair requires all our facilities to be clean, inviting, and in good working order. Our maintenance department is responsible for daily upkeep and oversight of:

- Four (4) parking garages with 2,143 parking spaces;
- Eight (8) surface parking lots with 1,226 parking spaces;
- 516 on street spaces that require payment;
- 1,548 on street spaces that are time limit restricted; and
- South Norwalk Train Stations, including all retail spaces with these facilities.

We are responsible for:

- Installation and Maintenance of all on-street regulatory signage;
- Management, upkeep and collections of all parking pay stations;
- Installation of Bike Racks as a parking option in all facilities;
- Regular sweeping, line striping and power washing;
- Repair and maintenance of parking lots and garages, i.e.: potholes;
- Daily cleaning of all facilities, stations, common areas, and rest rooms; and
- Painting of on-street parking spaces and curbs.



As part of enforcement management, Park Norwalk issued a total of 33,723 citations with a value of \$1,328,742.00 over the last year. Approximately 10% of these citations were for safety related enforcement.



TMP END OF YEAR REPORT 2023

Traffic Operations Work Summary

Traffic Operations Division oversees Traffic Signal Maintenance and Operation, Pavement Marking Management, Installation of Citywide Signage, and City Street Lights. During 2023, this division achieved the following milestones.



Traffic Signal Maintenance & Operations:

- Routine maintenance of all **94** signalized intersections, including 208 EconoLite Cameras and 10 GridSmart Cameras;
- Responded to **220** service calls during business hours;
- Repaired Traffic Signal equipment damaged by motor vehicle crashes at **4** locations;
- LED Lamp Replacement at 30 locations;
- Inspection of 6 newly installed intersections;
- Shifted Traffic Communication wires on 8 utility poles;
- Conflict Monitor Reset at **1** locations;
- Conflict Monitor Replacement at **1** locations;
- RRFB Crosswalks installed at 2 locations;



TMP END OF YEAR REPORT 2023

- Permanent Radar Signs installed at **2** locations;
- Routine maintenance of **11** Permanent Radar Signs;
- Routine maintenance of **13** Pairs of RRFBs;
- Painted Signal Heads at **2** intersections;
- Painted Signal Arms and Poles at **2** intersections;
- Video detection systems replaced at intersection;
- CCTV cameras replaced at **2** intersections; and
- Gridsmart Video detection system installed at **3** intersections.

Pavement Marking Management:

One of the most important aspects of a safe and efficient roadway is the uniform application of pavement markings to delineate the roadway path and specific traffic lanes. Pavement markings can communicate information to road users like no other traffic control device. They provide continuous information to road users related to the roadway alignment, vehicle positioning, and other important driving-related tasks. The department has begun a program to install edge lines on many roads to create a consistent travel lane. This consistent travel lane not only aids drivers, particularly in the evening hours by ensuring the travel lane is visible but has an added benefit of traffic calming in certain locations. Some highlights of this year's pavement marking management include:

- Refreshed roughly 100 Miles of long lines (center, lane and edge lines) and roughly 150 stationary items (crosswalks, lane marking symbols and parking stalls) through routine maintenance;
- Oversaw and redesigned/restriped markings on the 4.5 miles of roadway that DPW resurfaced;
- Refreshing and adding of numerous edge lines throughout arterials and collectors in the city that were missing them; and
- Numerous stop bars and crosswalks at intersections throughout the city.

Installation of Signage:

Regulatory road signs are used to remind drivers of local traffic laws, and of regulations which are in effect. In some cases, regulatory road signs also keep users apprised of legal requirements that apply in the area. In order to facilitate our standard for compliance, in 2023, this division:

- Called in over **6,000** Call-Before-You-Dig (CBYD) requests;
- Oversaw the installation of over **130** signs along Norwalk's Roads;
- Ordered **20** Stop Signs to be added to the sign inventory and installed throughout the city to ensure these most important assets maintain the reflectivity that is required; and
- Ordered over **140** signs total to be added to the existing sign inventory.

TMP END OF YEAR REPORT 2023

City Street Lights:

Streetlights are one of our most important public infrastructure. They provide increased visibility and safety for pedestrians and drivers, create a sense of order and cleanliness, promote economic development, and improve the quality of life. In 2023, our crews:

- Continued Maintenance on the city's **133** streetlights/pedestrian lamps;
- Rebuilt kits for **6** of these streetlights/pedestrian lamps; and
- Replaced **4** streetlights/pedestrian lamps.



TMP END OF YEAR REPORT 2023

Yearly Outcomes

Traffic Analysis

As a Safety Driven Department, TMP works closely with the Norwalk Police Department in monitoring crash metrics. As it is now over a year and half since the last major strands of the COVID-19 pandemic, crashes and volumes have normalized in 2023. Traffic, especially crashes has seemingly returned to pre-pandemic levels. Although it is important to note that commuting patterns are different with the number of people still working from home, as Monday and Friday commutes are still not the same as they were pre-pandemic.

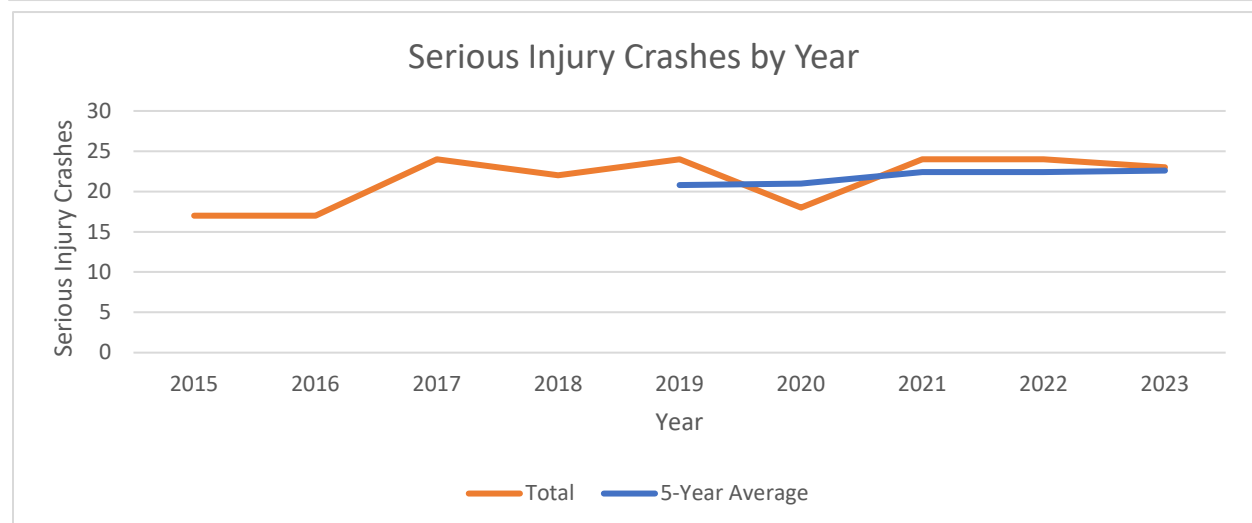
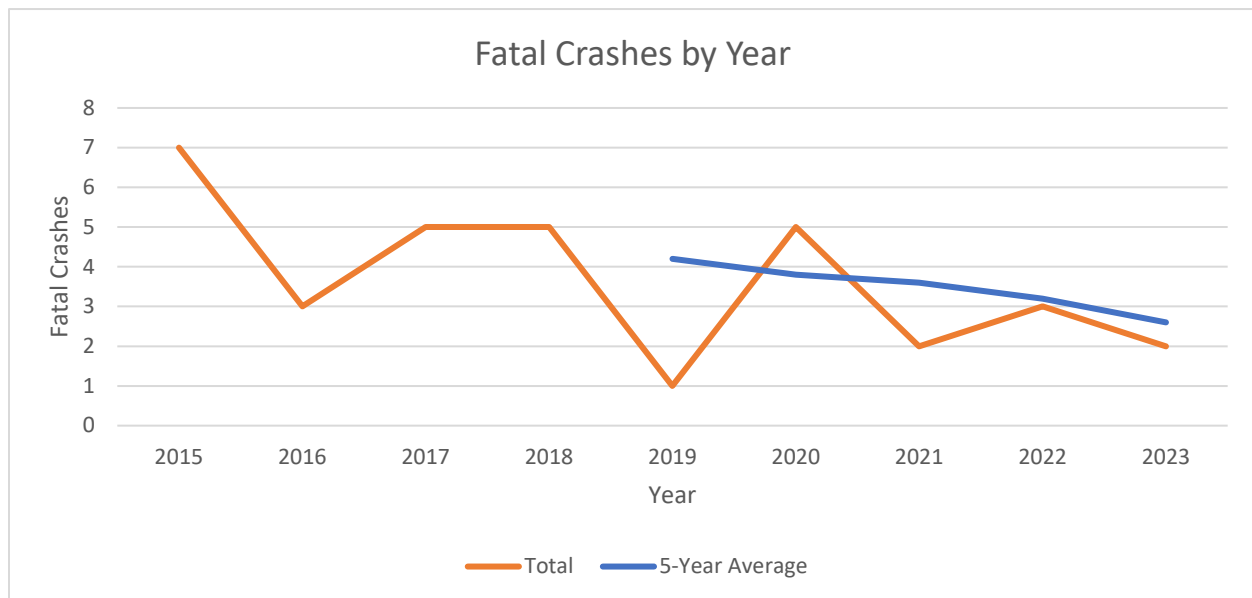
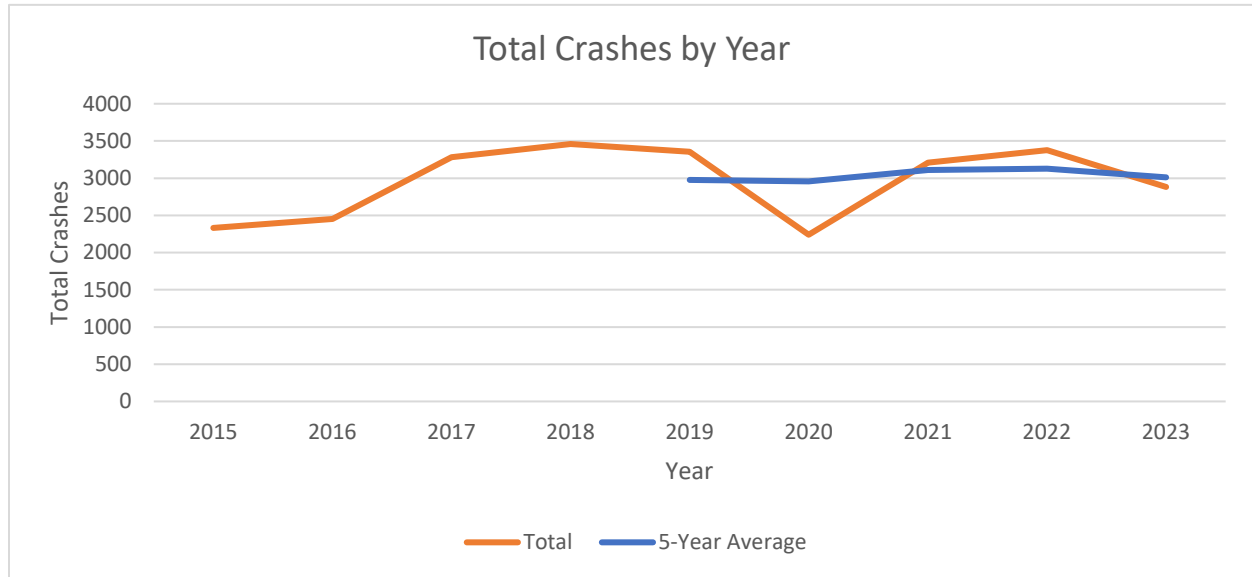
To better manage the overall traffic, TMP has created a crash, volume, and speed data repository. The department uses this data to prioritize the mitigation of crash and speed prone locations with a safe system approach. Norwalk was experiencing an increase in crashes at a consistent pattern to the state and national average, however over the course of calendar year 2023 it seems that the City has begun to decrease in our crash metrics, which is similar to state and national averages. In the major metrics of total crashes, fatal crashes, and serious injury crashes the city is down compared to last year and vulnerable user (Pedestrians, Cyclists, Motorcyclists) crashes only increased at a negligible rate. However, it is important to note as the city expands our sidewalk and bike network creating more pedestrian and cyclist users that these types of crashes may rise before falling. Even with this rise Vulnerable users remain below average and in Norwalk are the lowest in the state per-capita. We are not resting our laurels on this trend, but rather analyzing data to create a safe system approach to our transportation network for all users.

Speeding has been increasing since the COVID-19 pandemic and has been a constant concern of both TMP and residents of Norwalk. More speeds equals more dangerous crashes, which is why the nation, state, and city were seeing an increase in the dangerousness of crashes even as crashes declined. TMP in conjunction with the Norwalk Police Department has completed a speed inventory of the entire city, which has allowed both departments to focus our speed reduction efforts to better address this serious issue. Approximately 130 roads of Norwalk's 1330 roads or about 10% have a more consistent issue with speed, TMP believes that education, as well as building and designing more traffic calmed roads will continue to decrease speeds across the city. With this new data set TMP can now compare speeds across years and see how the city trends going forward in the future.

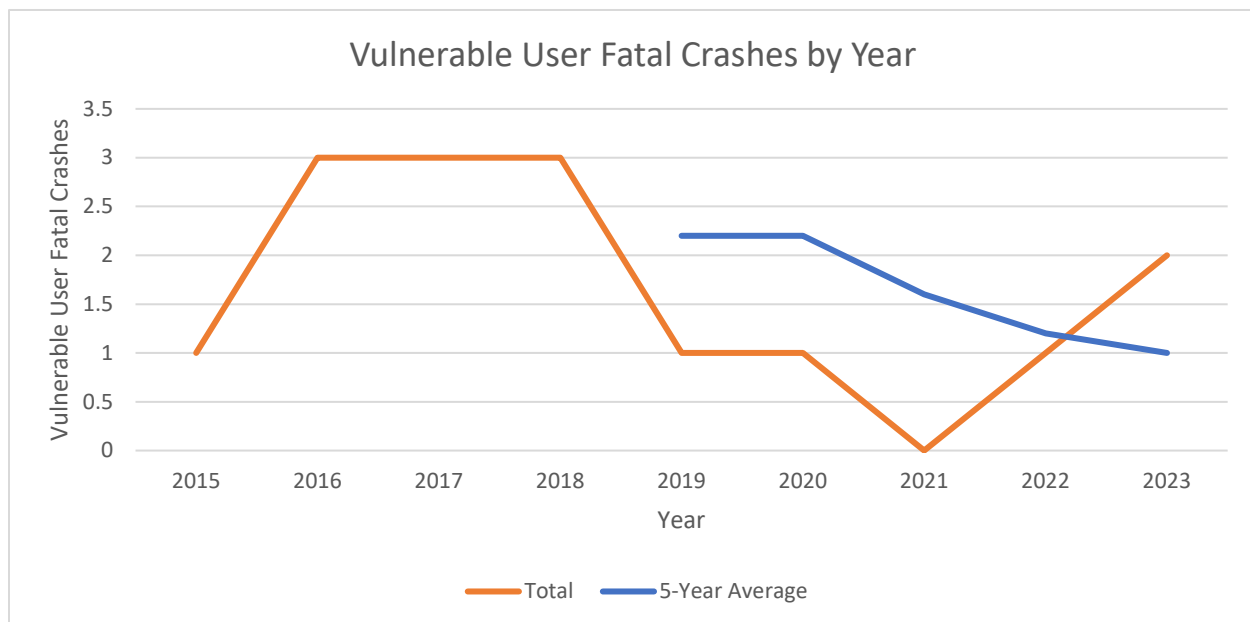
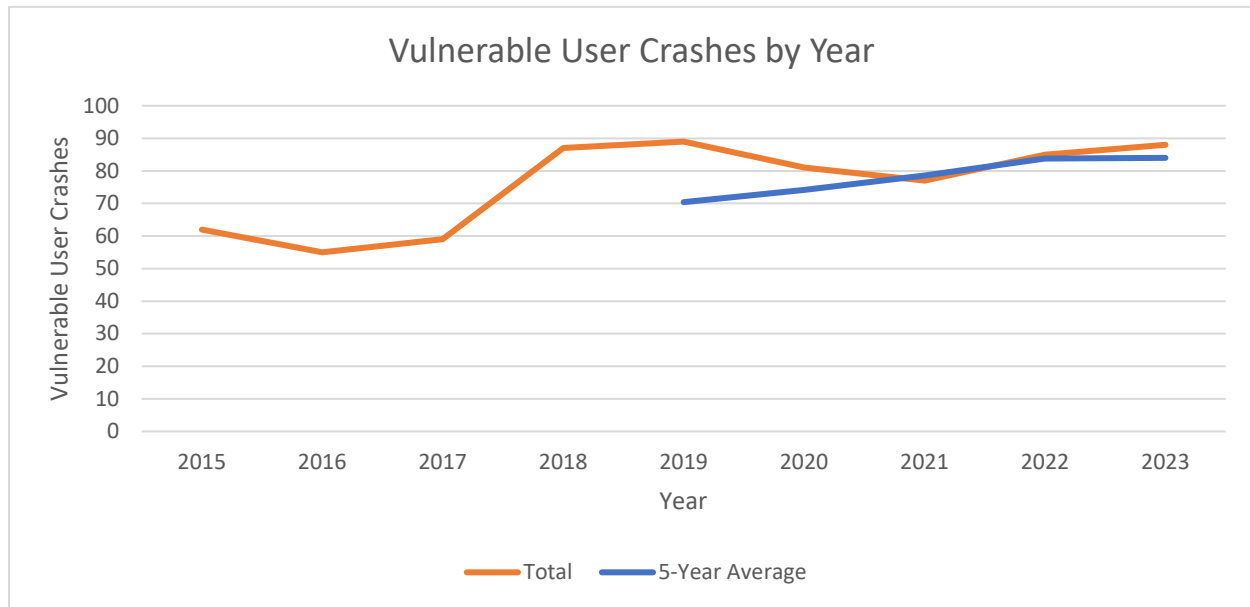
In 2023, TMP led a citywide effort to adopt Complete Streets legislation and work with cross-functional teams to create a design manual that will guide how we build our streets with safety and livability in mind. This is our pathway to creating a Vision Zero program that will truly deliver results. The department looks forward to the culmination of the process in summer of 2024.



TMP END OF YEAR REPORT 2023



TMP END OF YEAR REPORT 2023



TMP END OF YEAR REPORT 2023

Recognitions & Awards

Personnel Recognitions:

Throughout the annual year of 2023 TMP had a number of our staff be awarded with recognitions and other rewards. Our Traffic Signal Supervisor, Amy Verrier, became a leader in Connecticut T2 Learning Center. The T2 Learning Center is a traffic education class ran by the state DOT and UCONN that specializes in teaching municipal and state employees a variety of traffic related topics. Ms. Verrier was chosen to teach the “Basic Electricity and Traffic Signal Components” Class due to her expertise on traffic signals in the State of Connecticut. TMP could not ask for a better, more distinguished Supervisor to lead our Traffic Signal team.

Our other awards for 2023, were for both of your supervising engineers. Our Assistant Director, Garrett Bolella and our Senior Traffic Engineer, Ben Yeung. Both took part in the City of Norwalk's Leadership Institute run by the Greater Norwalk Chamber of Commerce. As part of this institute both Garrett and Ben have been taking weekly classes where they interact with other leaders in the Greater Norwalk community to create an event for the community that show cases their ability to work together with others, create interesting and unique solutions, and build a fun and unique event for the community to participate in as part of the graduation process. Garrett Bolella successfully completed the institute in the summer of 2023, having started in the fall of 2022. Ben Yeung has now registered for the same class in the fall of 2023, with an expected graduation in summer 2024.

Transportation, Parking, and Mobility Department in the news:

Norwalk to add sidewalks from Rowayton village to train station, after 16 years of advocacy

Katherine Lufgo, Staff Writer
Nov. 3, 2023



Norwalk photos: Wall Street reversal

By Nancy Guenther Chapman | December 12, 2023 at 12:55 AM EST

On Route 1, where sidewalks go nowhere, Norwalk tries to make walking to shops like Wegmans safer

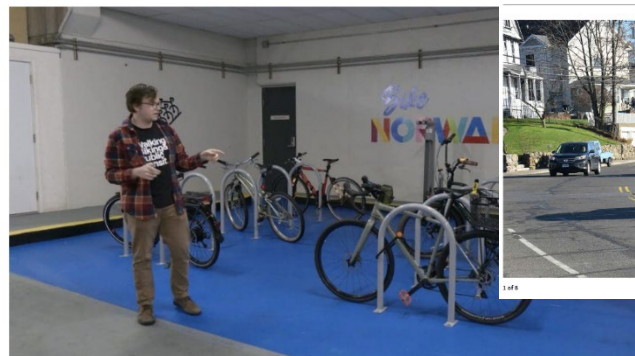
Katherine Lufgo, Staff Writer
Aug. 5, 2023

Gift this article



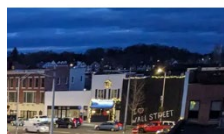
Park Norwalk unveils bike parking at SoNo train station

By Nancy Guenther Chapman | February 15, 2023 at 1:53 AM EST



Norwalk to remove confusing 5-leg roundabout with \$800,000 state grant; 'Game-changer for community'

Katherine Lufgo, Staff Writer
Nov. 22, 2023 | Updated: Nov. 23, 2023 2:09 p.m.



Norwalk seeks input on restructuring Seaview Avenue five years after \$200K set aside for project

Abigail Brown
Dec. 9, 2022

Funding for Norwalk River Valley Trail opens up new options for residents

By Kelly Prinz, Coastal Connecticut Times | August 14, 2023 at 2:33 AM EDT



A look at one of the newest sections of the Norwalk River Valley Trail in Norwalk, Walla School

TMP END OF YEAR REPORT 2023

First Annual TMP Holiday Chili Cook Off Winner:

In December, TMP held our first annual Chili-Cook-Off! Each member of the team prepared their favorite chili recipe. TMP invited all of City Hall to come enjoy our favorite recipes and asked for donations to the Person to Person Charity. We are humbled and honored to have been able to donate \$400 to Person to Person to help insecure individuals and families in our community.

The official judges were Mayor Rilling, Council President Darlene Young, and Person to Person Executive President Nancy Coughlin.

Our Assistant Parking Director, Bryan Lutz, was the “Wooden Spoon” winner. Thanks Bryan for your amazing Chili!



TMP wants to thank everyone for a great year and we look forward to proudly serving you in 2024!