

Final Report – June 2009

Roton Middle School Safe Routes to School Plan

Norwalk, Connecticut



**Prepared for:
South Western Regional Planning Agency
Prepared by:
Fitzgerald & Halliday, Inc.**

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**Prepared for:
South Western Regional Planning Agency
Project Number 2009-01**

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This document was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, and Connecticut Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the author and do not necessarily reflect the official views of the policies of the South Western Regional Planning Agency, Connecticut Department of Transportation, or U.S. Department of Transportation.

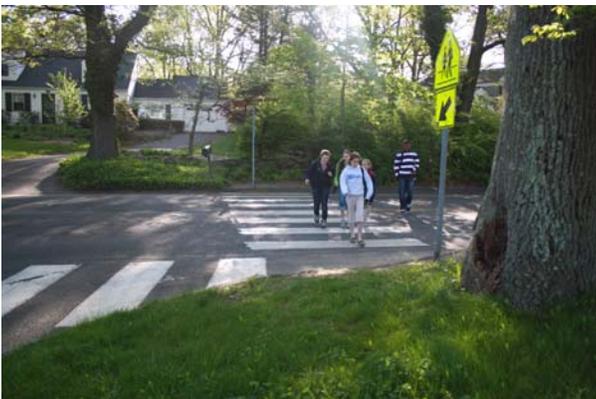
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Introduction

The Roton Middle School (RMS) community is committed to making walking and biking to school safer and more desirable for its students. Currently, a large percentage of the middle school's students are walking and some are biking on warmer days, but many feel that they are doing so under unsafe conditions and that improvements along walking streets, and particularly Highland Avenue, are warranted. Some of these unsafe conditions are related to inadequate pedestrian infrastructure and the existing motor vehicle traffic, while others are related to policies and practices on and around the school campus. Specifically, the RMS community desires to not only improve unsafe and inefficient walkways and crosswalks, but also to reduce speeding and reckless driving behaviors on the school's walking and biking routes and on campus. This Safe Routes to School (SRTS) Plan outlines the primary issues related to walking and biking to RMS as well as the recommended strategies that can be employed to address many of them.

This SRTS Plan is a document that outlines the RMS community's intentions for making pedestrian and bicycle travel to and from school more sustainable and safe. This Plan was



Students crossing Highland Ave. at RMS driveway

developed in consultation with the school community and will be an important tool in improving student and community health, safety, traffic congestion, and air quality. This Plan is the first step in preparing RMS to make important changes in its travel environment and can lead to creating a more livable community.

Fitzgerald & Halliday, Inc. (FHI) was contracted by South Western Regional Planning Agency (SWRPA) to develop the SRTS Plan for RMS. The Plan development was funded with SRTS non-infrastructure funds administered to SWRPA by the Connecticut Department of Transportation.

The Roton Middle School Safe Routes to School Committee

The Roton Middle School SRTS Plan is a team-based Plan. Early on in the process, a committee was created to guide the development of the Plan. The committee is comprised of people who want to make walking and biking to RMS more safe and desirable. Sharing concerns, interests, and local knowledge among the committee members enabled the Plan to be developed having considered various needs in the community. In addition, a Committee Chair was appointed. The role of this person is to keep the Plan, and its recommended improvement strategies, moving forward after the Plan is adopted. The SRTS committee at RMS included:

- Joseph Vellucci, Principal, RMS
- Diana Mazzello, Teacher, RMS

- John Spennato, Teacher, RMS
- Johanna Garcia, Norwalk Public Schools
- Mike Yeosock, Norwalk Department of Public Works
- Mindy Houck, Committee Chair, RMS parent
- Elizabeth Haskell, RMS parent
- Kristin Maloney, RMS parent
- Kathy Seiden, RMS parent
- Helen Skipper, RMS parent
- Teri Vineyard, RMS parent
- Sarah Klein, RMS parent
- Suzy Aubrey, RMS parent

To obtain more information or contact a member of the Committee, please email Joe Vellucci at Velluccij@norwalkps.org.

Public Input Process

Involvement of the public was important to the development of a SRTS Plan that accurately reflects the needs and desires of the entire community. A number of efforts were made to educate and solicit input from members of the school community and public. These efforts include:

- Parent Survey: A travel survey was distributed to RMS parents to gather information about how students are traveling to school, why they are traveling that way, and the attitudes of the parents, students, and faculty towards walking and biking to school. The hard copies of the survey were distributed (through the children's backpacks) and a web-based version of the survey was available via email and the SWRPA website. Approximately, 45 parents completed the survey. A summary of the survey and a map is available in Appendix A.
- Teacher Survey: A multi-day count was conducted by RMS teachers in order to determine how students travel to and from school. The count made use of the *Student Travel Tally Form* available from the National Center for Safe Routes to School. A total of thirty-two tally sheets were returned from thirty-one teachers. A summary of the survey is available in Appendix B.
- Committee Meetings: The Committee held its kick off meeting on March 19, 2009 at RMS. A total of 14 people attended the meeting. At this meeting, the SRTS program was discussed, as was the project scope of work, committee roles and responsibilities, and final products. There was also a brief question and answer period on the planning process, summarized in Appendix C.

The committee held a second meeting on May 12, 2009, to discuss potential education, encouragement, and enforcement strategies that could become part of the RMS Plan. FHI summarized their observations from that morning's arrival period field audit. In addition, the group reviewed the information received on

problem locations that are within walking distance to the school. Twelve people attended the meeting.

The committee met a third time on June 11, 2009 to discuss the draft SRTS Plan. The committee provided a unified list of comments and question on the Draft SRTS Plan to FHI shortly thereafter. These comments are included in Appendix C.

- Public Meeting (General SRTS Information Meeting and Roton Workshop): This meeting, held on April 22, 2009, offered a general presentation on the SRTS program and the specific components of a SRTS Plan. It was followed by a workshop designed to discuss and highlight issue areas in the RMS walk shed. Fourteen people attended the meeting, some from outside the RMS community. The general presentation, held in the RMS auditorium, prompted a number of questions related to applying for and acquiring infrastructure funding. The workshop, held in the cafeteria following the presentation, was an opportunity for parents to mark up the problem walking and biking areas in the school district on table-sized aerial maps. The areas of safety concern identified in the public meeting are listed in Appendix C.



Public meeting attendees highlighting problem areas

School Description / Travel Characteristics



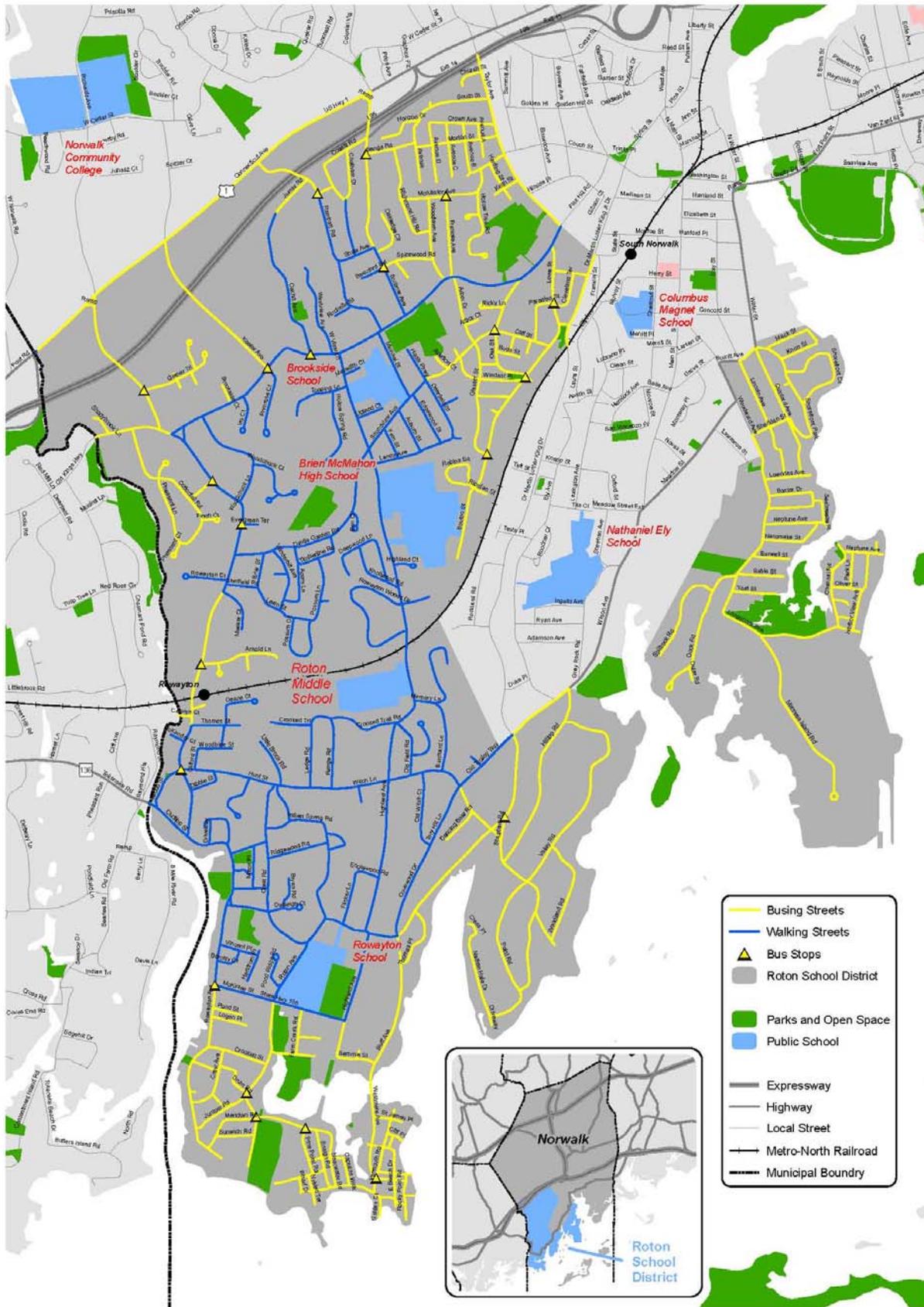
RMS during arrival

This SRTS Plan is for one middle school, Roton Middle School (RMS), in Norwalk, Connecticut. RMS is a middle school, located at 201 Highland Avenue, in a suburban area of southwestern Connecticut. There are currently 411 students in grades six through eight at RMS. There are 86 staff members at RMS including all administration, teachers, para-teachers, maintenance staff, and cafeteria workers. Classes begin at 8:20 AM and end at 2:50 PM. After school programs occur from 2:50 to 4:15 PM on Monday through Friday. The principal of RMS is Mr. Joe Vellucci.

Only students that reside outside a 1.5 mile radius from RMS are eligible for bus transportation to school. Anyone that lives inside the radius, about half of the student population, is not eligible for busing. Figure 1 displays the school enrollment boundaries and busing streets.

Figure 1 - Walking and Busing Streets

Roton Middle School, Norwalk, CT



0 0.125 0.25 0.5 0.75 1
Miles



Disclaimer: This map is intended for general planning purposes only.
Source: Connecticut Department of Public Safety, Highway and Streets;
Connecticut Department of Environmental Protection, Environmental GIS Data for Connecticut, Walk Routes and School District, Norwalk Public Schools.

Prepared on February 11, 2009
SWRPA
South Western Regional Planning Agency

There are six regular-sized buses, and one smaller bus, that transport students to school. The bus loading area is located in front of the school building adjacent to the sidewalk. Buses begin to arrive to drop children off at around 7:50 AM and arrive for dismissal pick-up at 2:45 PM. In the morning, the buses will pull up to the sidewalk, unload, and leave. In the afternoon, the bus drivers line the buses up nose to back waiting for the students to be dismissed from school. In addition, a Norwalk Transit District bus stops and layovers at the school during arrival time. Norwalk Transit District pays for this bus to layover here at this time. The principal and a faculty member are outside monitoring the bus activity in the morning and afternoon every day. All students enter and leave the school through the front door.

There are a large number of students who are driven to and picked up from school each day by parents. These drop-off and pick-ups occur at the same time, and share the same space, as the bus drop-off and pick-ups and thus a bottleneck occurs in the driveway and drop-off area.



Footpath landing on Crooked Trail

A number of RMS students are walking to school on sidewalks and footpaths. Many residential neighborhoods in the RMS district are characterized by narrow and winding roads with limited visibility. Many roadways have no sidewalks or have just an intermittent, narrow sidewalk on only one side of the roadway. In most cases, there is no buffer planting strip between the roadway and sidewalk. One commonly used footpath is a rather steep path that connects the school back property to Crooked Trail. Figure 2 displays the sidewalks and highly-used footpaths in the RMS district.

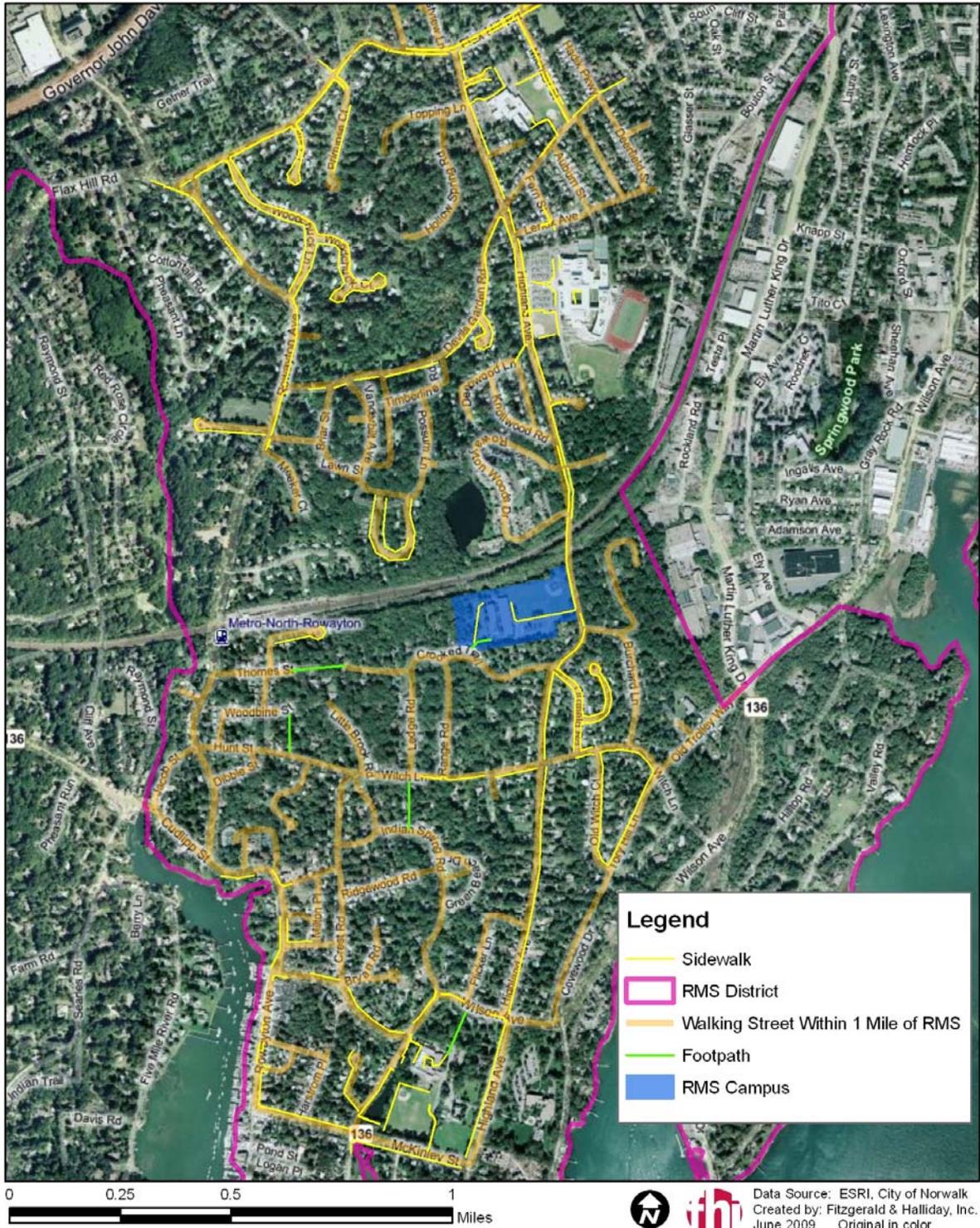


Bike rack in front of RMS

There is one older, double-sided grid bicycle rack in front of the school. This rack is on an island in the parking lot and is separated from the school sidewalk by the driveway. There is a well-marked crosswalk from the island to the sidewalk in front of the school.

There are 92 parking spaces in front of RMS. All parking spaces are available to all users; none are specifically designated for staff or visitors.

Figure 2 - Sidewalks and Footpaths
 Roton Middle School, Norwalk, CT



Areas of Safety Concern and Obstacles to Active Transportation

After the first committee meeting and the April 22, 2009 public meeting, FHI representatives spent a day observing and walking in the RMS district. FHI observed arrival at the school and visited key problem areas highlighted by the parents at the public meeting. After the observation period, FHI toured the building and property. This tour included information on building entrances and exits, drop-off zones (including previously considered but not implemented drop-off zones), common footpaths, and general policies related to the above.

There are physical obstacles in the RMS area that make walking and biking unsafe and undesirable. The obstacles are in the form of physical barriers such as gaps in sidewalks and difficult crossings, traffic problems such as driver speeds, and public safety attitudes toward walking and biking. The following section summarizes areas of safety concern and obstacles to active transportation as noted by the committee, public meeting attendees, and observed during the FHI field audit. A listing and map of safety concerns identified at the public meeting and high accident locations are provided in Appendix C. Traffic data for Highland Avenue is included in Appendix D.

- Crossing streets and intersections is difficult and dangerous – The lack of safe crossing points makes crossing streets a challenge, and is a deterrent to walking to RMS. In the RMS area, there are a number of stop-signed intersections with no crosswalks, such as at Highland Avenue and Wilson Avenue. The students do not know when to cross the intersection and are often not freely given the opportunity by motorists. The result is the students tend to quickly dart across the street when one motorist finally allows them access to the intersection. At the intersection of Highland Avenue and the RMS driveway, there are crosswalks, but the high vehicle volumes and speeds make crossing very difficult and dangerous (and the sidewalk/crosswalk configurations requires walkers to cross two streets). Another particularly dangerous crossing location is at Highland Avenue and Rowayton Woods Drive. Here, visibility is poor because of a blind curve just north of



Students crossing RMS driveway



Student crossing RMS driveway



Rowayton Woods Drive at Highland Avenue

the crosswalk. The students must cross over as a result of the encroachments on the sidewalk located on the west side of Highland north of Rowayton Woods Drive.

Ninety-two percent of all parents who answered the survey stated that the safety of intersections and crossings is very important when considering whether to allow their children to walk or bike to school. Safety of intersections was cited as very important by the largest number of respondents.

- Dangerous driving and speeding on streets – Fast and reckless driving greatly impacts the safety of walking and bicycling students. Many communities grapple with the difficult task of slowing (often referred to as “calming”) traffic and enforcing traffic laws. Along Highland Avenue near RMS, the posted speed limit is 20 miles per hour. Most vehicles travel at a higher speed than this with speed measurements showing the 85th percentile speed at 42 mph southbound and 43 mph northbound. The 85th percentile speed is standard industry measurement used to determine if speeding is an issue that might affect stopping sight distances, indicate overdesign of a roadway, indicate the need to slow traffic, or might otherwise compromise safety of all roadway users. Other roadways in the RMS area, Witch Lane and Hunt Street, were noted by parents as having high speeds despite warning signs to motorists to slow down. Much of the traffic on Witch Lane and Hunt Street is commuter traffic heading to the Rowayton Metro-North train station.



Sign on Witch Lane

Almost 87 percent of all parents who answered the survey stated that the speed of traffic is very important when considering whether to allow their children to walk or bike to school. Speed of traffic was the second most common answer that was cited as very important to respondents. The amount of traffic was also listed by almost 82 percent of parents (third most common answer) as a very important deterrent to children walking or biking to school. Traffic speed is a particularly pressing issue on roadways that do not provide sidewalks or when sidewalks do not have any buffer area from the road.



Footpath behind RMS

- Insufficient sidewalk network – Sidewalks and side paths are the primary pedestrian facilities that allow children to safely access school by foot. Many sidewalks are insufficient, or have gaps in them, in the RMS area. Many sidewalks are too narrow for children to walk side-by-side or are simply in poor condition with cracks and roots on their surface. Highland Avenue, a minor arterial serving RMS as well as Brookside Elementary and McMahon High School, typically has sidewalk on only one side and crosses over at various locations. It is too narrow in many places. In addition to having high vehicular speeds, Witch Lane and Hunt Street have a sidewalk network that is incomplete, narrow, and overgrown with vegetation.



Sidewalk on Highland Ave. in front of RMS

The City of Norwalk has sidewalk standards that vary depending on the roadway classification with a minimum sidewalk at four-feet wide. There are also “footpaths” that allow more flexibility in construction standards and provide the opportunity to fill in gaps in sidewalks where standard sidewalks would not fit without significant property impacts. In addition, when considering sidewalks, property owners are required to maintain (primarily shovel) any sidewalk along their frontage. As such, sometimes sidewalk proposals are not supported by all roadway residents.

There is long, paved walkway from Crooked Trail to the back of the school. This sidewalk loops around to accommodate steep grades. Footings for old lighting fixtures are present along the paved walkway, but the poles and light fixtures have been removed. Most students use an informal, dirt path instead of the sidewalk. This trail is quite steep and often slippery, muddy, and/or icy.

Almost 82 percent of all parents who answered the survey stated that sidewalks and pathways are very important when considering whether to allow their children to walk or bike to school. Sidewalks and pathways was the third most common answer that was cited as very important to respondents.

- Public safety concerns – Anxiety surrounding public safety and security can also impact student walking and bicycling. Security issues can include assaults, gang activity, fear of abduction, or stray dog attacks. Whether real or perceived, peoples’ level of confidence can act as a powerful barrier to walking and bicycling. Security, especially assaults and gang activity, are a concern among RMS parents. Eighty-one percent of all parents who answered the survey stated that violence and crime are very important when considering whether to allow their children to walk or bike to school. Concern for public safety was a common answer that was cited as very important to respondents. One active participant during the public outreach activities, felt very strongly that public security issues should be addressed concurrently with traffic safety issues with particular attention at bus stops. While SRTS may not necessarily address the source

problems related to security, enforcement measures to improve security should be considered as the SRTS program is implemented.

- Drop-off and pick-up process creates congestion and unsafe behaviors - Student arrival and dismissal times are often characterized by long lines of vehicle traffic, clogged streets and parking lots, and illegal parking. At RMS, the driveway is used like a one-way airport loop with two lanes of traffic approaching the school. The curbside lane is used for drop-off and queuing and the outside (left) lane is used for travel and drop-off. The students in the left most travel lane often must hurry between cars to get to the sidewalk.

Because of the high traffic volume and congestion, some parents drop off students in the driveway closer to Highland Avenue and then pull a U-turn to avoid the buses and vehicles closer to the school. This drop-off activity sometimes blocks other drivers. All who enter the RMS driveway have to contend with exiting back out onto Highland Avenue. This is a challenge because of the high volumes and speeds on Highland Avenue. Consequently, some parents drop students off even further away, at Highland Avenue by the ball fields, though there is not adequate parking space for this.

A Norwalk Transit District bus stops at RMS and has a short layover in the parking lot during the morning drop-off period. The bus waits in the area where cars are backing up to exit the parking lot onto Highland Avenue.

An ice cream truck often parks on Highland Avenue during dismissal. This attracts a number of students and is particularly problematic for bused students who run to the truck, and after buying ice cream, run back to the school entrance to catch their bus. This often results in quick dashes through the driveway and pick-up area. There are no City regulations that prohibit the ice



RMS driveway during morning arrival



RMS driveway during morning arrival



RMS driveway during morning arrival

cream truck from this practice other than placing “no standing” signs on Highland Avenue.

- Problem intersections – Intersections with designs, traffic demand, and traffic controls that result in congestion or awkward operations include Highland at Flax Hill Road, Highland at the RMS driveway, Highland at Witch Lane, Highland Avenue at Englewood Road, and Highland at Wilson Avenue.

i. Highland Avenue at Flax Hill Road is actually three individual stop-sign/yield controlled intersections with a small landscaped triangle in the middle. The traffic control is confusing as all vehicles that pass through this location actually pass through two intersections and are required to assess the traffic control two times in a short distance.

ii. Highland Avenue at RMS driveway experiences very high traffic demand at school arrival and departure time. This is a stop sign-controlled intersection where significant back ups were observed on the driveway. In general during these busy times, the opportunities available to pull out onto Highland Avenue were inadequate and driveway vehicles were therefore forced to wait until they were “allowed” onto Highland Avenue or made unsafe movements to get out of the driveway.



RMS driveway during morning arrival

iii. Highland at Witch Lane is a four-way stop controlled intersection. There is a significant amount of through traffic on Highland Avenue but also many turning vehicles, with poor visibility and some confusion as to who has the right of way. In addition, there are no marked crosswalks at this intersection.

iv. Highland Avenue at Englewood Road is another dangerous intersection. Cars and pedestrians turning out of Englewood onto Highland Avenue have trouble seeing cars traveling south along Highland Avenue. It is also difficult for drivers to see pedestrians trying to cross Highland Avenue from Englewood Road.



Intersection of Highland Avenue and Wilson Street

- v. Highland Avenue at Wilson Street is an off-set four-way stop controlled intersection. Due to the offset alignment, vehicle priority is confusing to some drivers. In addition, a large amount of pavement needs to be crossed by pedestrians.
- No safe place to ride a bike – Students will bicycle more if they have a safe, comfortable place to ride. The streets around RMS are not comfortable for riding, as they are narrow and have high speeds, poor visibility because of steep and windy terrain, and little or no shoulders. Parents articulated that while walking was unsafe in the RMS area, biking was much more dangerous and typically not allowed.
- Walkways are not accessible to students with disabilities – Students who utilize alternative mobility supports, such as wheelchairs, require curb ramps with a particular slope in order to navigate walkways safely. In addition, visually disabled students require special accommodations and warning features, to alert them of hazards along walkways. In the RMS area, many sidewalks are only two – three feet wide, are broken and cracked, and do not have ADA ramps at intersections.

The Action Plan

An action plan of recommended projects and strategies has been developed to address many of the issues noted in the previous section. Each project listed in the action plan includes a number of strategies within it that are infrastructure improvements or programmatic activities. The projects and strategies in the action plan are identified in Table 1.

All strategies in Table 1 support the Safe Routes to School initiative at Roton Middle School. Each strategy is identified as one of the five “Es”, education, encouragement, enforcement, engineering, and evaluation. Table 1 lists an explanation of each strategy as well comments to improve or expand upon it. Strategies also include an estimated order-of-magnitude, short-, mid-, or long-term recommendations, and lead groups and partners.

The recommendations for the action plan consist of a variety of projects and strategies. Strategies with the highest priority include:

- RMS driveway and campus improvements - This is recommended to address the safety and congestion issues associated with the high level of conflicting activity (buses, cars, pedestrians) at arrival and departure times, including addressing the safety concerns at the crosswalk on Highland Avenue at the RMS driveway.
- Increase signage and striping near school zone - This includes flashing warning signals and the use of speed detectors on Highland Avenue (either permanent or moveable).

- Traffic control officer at RMS driveway at arrival and departure periods – This will alleviate the difficulty students have crossing Highland Avenue as well as for vehicles exiting the school driveway.
- Relocation of the existing crosswalk near the RR overpass combined with upgrade to the sidewalk on the west side of Highland Avenue - This will address the sightline issues associated with the current crosswalk location and provide consistent sidewalks along Highland Avenue in that location.
- Safe Walking and Crossing Education Program – This is recommended to assist students to be more comfortable, confident, and safe walking across streets and parking areas.

If infrastructure grant money is pursued, the signals and upgrades to the main driveway as well as the sidewalk upgrade and crosswalk relocation at the RR bridge are recommended to be pursued as the first priorities. Also listed in Table 1, RMS should consider extending the times allowed for student drop-off and pick-up. This could alleviate some of the chaos in the driveway and parking area during these times. This would involve keeping the school opened to students longer each day.

There are a variety of funding sources that can be pursued to implement the action plan strategies. These include SRTS infrastructure and non-infrastructure, safety, Congestion Mitigation and Air Quality, enhancement, and other municipal, regional, and state funding sources. When seeking funding the Committee should explore more than one funding program as these will improve the chance of securing funding to implement the action plan.

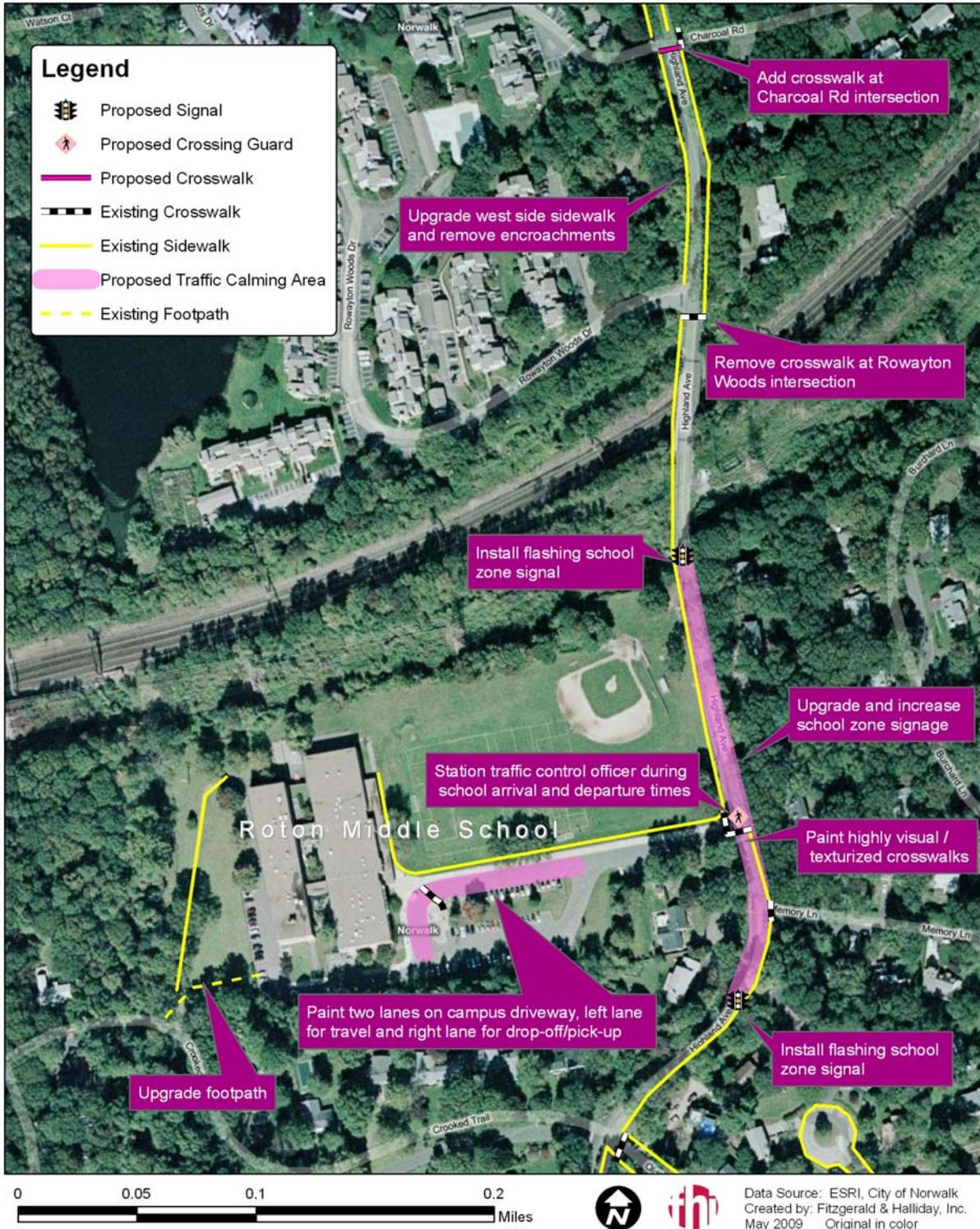
Figure 3 displays engineering recommendations on and near the RMS campus.

Table 1 – RMS Action Plan Strategies

Project	Strategies	Strategy Type	Explanation	Priority	Cost	Lead / Partners	Comments
RMS Driveway/Highland Avenue Improvements	Post Crossing Guard/Traffic Control Officer at RMS Driveway	Enforcement	Submit request for funding for crossing guard at Highland and RMS driveway.	Short-term	Moderate annual cost	SRTS Committee, RMS Administration, Norwalk Public Schools, Police Services	This should help with crossings as well as traffic control during short, yet very busy, arrival and departure periods. Signal or 4-way stop likely not warranted.
	Upgrade Crosswalks at RMS Driveway	Engineering	Paint highly visual / texturized crosswalks at the RMS entrance on Highland Ave	Short-term	Moderate	Norwalk Public Schools, Norwalk DPW	Consider texturizing entire intersection of RMS Driveway and Highland Avenue to slow speeds.
	School Zone Approach Enhancements	Engineering	Enhance school zone signage, flashing school zone signals, and speed display boards on both Highland Avenue approaches to the school through the use of in-road stencils and increased visibility school zone signs. Install flashing school zone signals on Highland Ave both north and south of the school entrance.	Short-term	Moderate	Norwalk DPW	Use MUTCD guidelines for installation locations and specifications. Speed display boards can be permanent or temporary to allow more flexibility in positioning.
	Stripe lanes on RMS Driveway	Engineering	Restripe driveway in front of school to two lanes. Right lane is loading / unloading only, left lane is travel only. Clearly mark lane functions and enforce.	Short-term	Low	RMS Administration, Norwalk DPW	Goal is to eliminate the unsafe loading / unloading in the left lane and better control on-campus traffic flow.
	Parent/Student Education - Driveway Striping	Education	Educate via notices, website, and word of mouth.	Short-term & ongoing	Low	RMS Administration	
	Parent/Student Enforcement - Driveway Striping	Enforcement	Try to stop or notify drivers of bad behaviors. Publicize upcoming enforcement emphasis.	Short-term & ongoing	Low	RMS Administration, Norwalk Public Schools	This should be coordinated with Norwalk Police Department.
	Open doors to all students at 7:30 AM	Policy	Allow a larger window of time for drop-off so that not all vehicles are required to arrive within the short 10-15 minute period. This will also allow early arriving buses to discharge students and leave the campus freeing up curb space.	Short-term & ongoing	Low	RMS Administration, Norwalk Public Schools	This likely requires additional budget to pay for supervision during this time. Could be combined with existing breakfast program.
RR Crossing Crosswalk Safety Improvement Project	Upgrade Sidewalk- Highland Ave	Engineering	Upgrade and remove encroachments on west side sidewalk of Highland Ave between Rowayton Woods Dr and Rowayton Woods Dr/Charcoal Rd.	Short-term	High	Norwalk DPW	
	Relocate Crosswalk - Highland Ave	Engineering	Relocate Rowayton Wood Dr crosswalk to Charcoal Rd	Short-term	Low	Norwalk DPW	
Safe Crossing/Walking Education Program	Student Education	Education	Educate students to cross roads and parking lots correctly and how to walk on roads with no sidewalks most safely. Focus on eye contact and waving to driver to acknowledge presence. Outreach to students in small groups or individually.	Short-term & ongoing	Low annual cost	RMS Administration	There are a variety of education techniques for this including assemblies, handouts, posters, in-class instruction, and real-life small group training sessions.
Safe Driving Education Program	Parent Education	Education	Provide information in school newsletter. Provide on-line links from school's website. Create self-running PowerPoint for open house, school events, library, cable access station. SRTS informational display at school events.	Short-term & ongoing	Low annual cost	SRTS Committee, RMS Administration	This campaign could be City-wide with benefits to all school communities and beyond.
Parent/Student Patrol Program	Empower Parents and Select Students to Help Enforce School Policies	Enforcement	Create a parent/student patrol program led by Norwalk Police Services.	Short-term & ongoing	Low annual cost	SRTS Committee, RMS Administration, Police Services	
On-Campus Pedestrian Improvement	RMS Footpath Upgrade	Engineering	Upgrade steep path from Crooked Trail to back of RMS through more formal paving and installing steps.	Mid-term	Moderate	Norwalk Public Schools	
Traffic Calming Initiatives	Conduct a traffic calming study for Highland Avenue from Flax Hill Road to Crooked Trail	Engineering	Traffic speeds along Highland Avenue are excessive considering the abutting land uses (three schools and residential neighborhood). Traffic calming strategies appropriate for a minor arterial should be considered with gateways at Flax Hill Road and Crooked Trail.	Mid-term	Moderate for study; moderate to high for implementation	Norwalk Planning Department/Norwalk DPW	Study should include comprehensive public involvement program with all stakeholders input
	Conduct a traffic calming study on Witch Lane	Engineering	Speed humps and other measures appropriate for a minor residential street should be considered.	Mid-term	Moderate for study; moderate to high for implementation	Norwalk Planning Department/Norwalk DPW	Witch Lane serves as a cut through for access to Rowayton Train Station and experiences higher than expected activity and speed.
Intersection Improvement Projects	Highland Avenue at Flax Hill Road	Engineering	Conduct a geometric and engineering review to consider realignment of intersection as a traditional "T" time intersection or a traffic circle	Long-term	High	Norwalk DPW	
	Highland Avenue at Witch Lane	Engineering	Install more visible 4-way stop signs, consider texturizing intersection, clear vegetation to the extent possible to improve sightlines	Mid-term	Moderate	Norwalk DPW	
	Highland Avenue at Wilson Avenue	Engineering	Conduct a geometric and engineering review to consider minor lane realignment of intersection by including a northbound right turn island for Route 136 and further pavement reductions to reduce overall intersection size and pedestrian crossing distances.	Mid-term	High	Norwalk DPW	Consider painting diagonal crosswalk from southwest corner to northeast corner connecting sidewalks.
Evaluate Participation and Attitude regarding Roton SRTS Program	Walkers / Biker Count Program	Evaluation	Count number of students walking / biking and being driven to school before and after improvement activities	Various (to coincide with strategy)	Low	RMS Administration	
	Post-Improvement Survey	Evaluation	Conduct post-improvement parent survey	Various (to coincide with strategy)	Low	SRTS Committee	
Traffic Calming Before and After Study	Vehicular Speed Monitor Program	Evaluation	Track vehicular speeds before and after improvements / activities	Various (to coincide with strategy)	Low	Norwalk DPW	
	Vehicular Accident Monitor	Evaluation	Track vehicular crashes before and after improvements / activities	Various (to coincide with strategy)	Low	Norwalk DPW	
Encouragement Campaigns	Green Campaign	Encouragement	Create a year-long program that will encourage students to be "green" by walking and biking and includes: 1) SRTS bulletin board with total footprints / CO2 savings by classroom, on-line progress of walking/biking, and 3) kick-off and culminating assembly.	Long-term	Low	SRTS Committee, RMS Administration	RMS SRTS Committee felt that encouragement efforts should only occur after other safety and training initiatives are complete.
	Promote Walk to School days	Encouragement	Register and participate in International Walk to School Day, Plan Walk to School Days.	Long-term	Low	SRTS Committee, RMS Administration	RMS SRTS Committee felt that encouragement efforts should only occur after other safety and training initiatives are complete.
Sidewalk Maintenance Education Program	Media Campaign for Better Sidewalk Maintenance	Education	Work with City of Norwalk DPW on media campaign to educate and encourage property owners about the safety of sidewalk maintenance. Can include press release, newspaper columns, etc.	Mid-term	Low	SRTS Committee, Norwalk DPW	
Witch Lane Sidewalk Improvements	Investigate extending sidewalks on Witch Lane and Hunt Street to Rowayton Avenue	Engineering	Investigate the feasibility of extending sidewalks on Witch Lane to Rowayton Avenue and Hunt Street to Rowayton Avenue. This will require more in depth review of right-of-way availability, cost, and impacts.	Long-term	High	Norwalk DPW	

Priority - Short-term = Up to 2 years, Mid-term = 2 to 4 years, Long-term = Greater than 4 years
 Cost - Low = Less than \$10,000, Moderate = \$10,000 - \$100,000, High = Greater than \$100,000

Figure 3 - Recommendations On and Near the RMS Campus
 Roton Middle School, Norwalk, CT



Evaluation Activities

Part of developing a Safe Routes to School Plan is creating a list of evaluation strategies for monitoring the implementation of the SRTS Plan and its associated improvements. The following tasks, as included in Table 1, should be performed at regular intervals in the future to evaluate progress:

- Count number of students walking / biking to school before and after improvement activities.
- Track vehicular speeds before and after improvements / activities.
- Track vehicular crashes before and after improvements / activities.
- Conduct post improvement parent surveys.

The SRTS Committee at RMS should assess the progress of Plan implementation, including the completion of each element. Lack of progress in implementing the Plan should be reported to Plan Partners. In addition, some Plan elements could be added or eliminated as time passes as deemed appropriate.

Plan Partners

RMS administration is not alone in wanting to create a safer walking and biking environment for its students. Other individuals and organizations were interested and involved in the Plan development. The participation and of these individuals and organizations has been essential to the Plan development and will be critical to the implementation of the Plan. Therefore, it is important that this SRTS Plan is supported, and in some cases officially endorsed, by the following:

- School administration representatives: The school principal often leads the effort to develop a Safe Routes to School Plan. However, other teachers and staff, such as physical education teachers or school nurses, have also been known to lead local efforts (with support from the principal) and to help implement many of the education and encouragement elements of the Plan. The RMS principal, Mr. Joe Vellucci, actively participated in the SRTS Plan development.
- School district official: This should be someone from the Norwalk Public Schools. It is helpful if they are familiar with busing and/or traffic issues (or are from the transportation sector of the school district). Ms. Johanna Garcia, Transportation Assistant of the Norwalk Public School system, actively participated in the SRTS Plan development.
- Municipal support: This can include a member of the City Department of Public Works or a member of the mayor's or first selectman's office. Mr. Mike Yeosock, Senior Engineer of the Norwalk Department of Public Works, actively participated in the SRTS

Plan development. In addition, Councilwoman Anna Duleep attended a Committee meeting and has written a letter of support for this Plan, located in Appendix E.

- Local law enforcement: This should be someone from the local law enforcement agency. In many cases, crossing guards are staffed through such agencies and can endorse the SRTS Plan and assist with implementation. In addition, local law enforcement can assist with security issues and concerns that may relate to the SRTS Plan.
- Parent organization: The local parent organization, such as a PTO or PTA may be critical to the long-term implementation of the SRTS Plan. Keeping the SRTS Plan a top issue of the PTO or PTA can ensure that there are active members to be informed of and want to participate on the SRTS Committee when the current committee parents “graduate”.

Appendix A - Summary of Parent Survey

A survey was conducted among RMS parents in order to help identify factors they may consider when allowing their students to walk or bike to school. The survey performed at the RMS made use of the *Parent Survey* available from the National Center for Safe Routes to School with some minor modifications to make the survey more locally appropriate. The survey was initially made available online as a PDF file to be downloaded and filled out by hand. Due to a low response rate, a web-based survey was created on the www.surveymonkey.com website. The web survey was available for just over two weeks, from April 28, 2009 until May 15, 2009. A total of fifty-seven responses were started and forty-five were considered to have been completed.

Completed surveys were generally equally distributed by gender and location throughout the school catchment area and disproportionately skewed towards parents of student in grades 6 and 7 (80.8 percent). Most respondents (89.4 percent) lived within two miles of the school, which is within the area school busing is not provided unless there is a documented hazard associated with walking. The majority of respondents (72 percent) indicated that their student has asked for permission to walk or bike in the past year and nearly half of respondents (47.6 percent) indicate they would allow their student to walk or bike to school by grade six. Fifty percent of parents identified "family vehicle" as the mode for travel to school, while 38.3 percent of parents cited this as the mode of travel from school. Walking was more prevalent for travel from school (29.8 percent) than to school (18.8 percent).

Among the factors considered by RMS parents when allowing their student to walk or bike to school, safety of intersections and crossing was deemed "very important" by 91.1 percent of respondents. Other factors identified by parents as very important include speed of traffic along route (83.7 percent), violence or crime (81.8 percent), sidewalks or pathways (77.8 percent), and amount of traffic along route (77.3 percent). Among factors that did not rate as high were convenience of driving, identified as "important" to 36.4 percent of respondents and "neutral" to 34.1 percent of respondents, and school district busing policy, identified as "neutral" by 30.2 percent of respondents and "not important" by 23.3 percent of respondents.

Most parents believed RMS "neither" encourages nor discourages walking or bicycling (77.8 percent), that walking or biking to/from school was "fun" (45.2 percent), and that walking or biking to/from school was "very healthy" (66.7 percent).

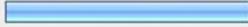
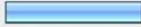
Safe Routes to School - Roton Middle School

1. What is the grade of the child for whom you are filling out this survey?				
	6	7	8	Response Count
Grade	45.7% (21)	34.8% (16)	19.6% (9)	46
	<i>answered question</i>			46
	<i>skipped question</i>			4

2. Is your Roton student for whom you are filling out this survey male or female?			
		Response Percent	Response Count
Male		57.1%	28
Female		42.9%	21
	<i>answered question</i>		49
	<i>skipped question</i>		1

3. How many children do you have in Kindergarten through 8th grade?		
		Response Count
		49
	<i>answered question</i>	49
	<i>skipped question</i>	1

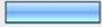
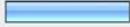
4. What is the street intersection nearest your home? (provide the names of two intersecting streets)			
		Response Percent	Response Count
Street #1		100.0%	40
Street #2		97.5%	39
	<i>answered question</i>		40
	<i>skipped question</i>		10

5. How far does your child live from school? (choose one)			Response Percent	Response Count
Less than 1/4 mile			9.8%	4
1/4 mile up to 1/2 mile			9.8%	4
1/2 mile up to 1 mile			43.9%	18
1 mile up to 2 miles			24.4%	10
More than 2 miles			7.3%	3
Don't know			7.3%	3
<i>answered question</i>				41
<i>skipped question</i>				9

6. On most days, how does your child travel to/from school? (select one choice per row)								
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit (Wheels, etc)	Other	Response Count
Travel TO school	16.7% (7)	0.0% (0)	14.3% (6)	52.4% (22)	14.3% (6)	0.0% (0)	2.4% (1)	42
Travel FROM school	29.3% (12)	0.0% (0)	17.1% (7)	39.0% (16)	9.8% (4)	0.0% (0)	4.9% (2)	41
<i>answered question</i>								42
<i>skipped question</i>								8

7. How long does it normally take your child to travel to/from school? (select one choice per row)						
	Less than 5 minutes	5 - 10 minutes	11 - 20 minutes	More than 20 minutes	Don't know / Not sure	Response Count
Travel time TO school	35.7% (15)	42.9% (18)	14.3% (6)	0.0% (0)	7.1% (3)	42
Travel time FROM school	29.3% (12)	36.6% (15)	17.1% (7)	7.3% (3)	9.8% (4)	41
<i>answered question</i>						42
<i>skipped question</i>						8

8. Has your child asked you for permission to walk or bike to/from school in the last year?			Response Percent	Response Count
Yes			74.4%	29
No			25.6%	10
			<i>answered question</i>	39
			<i>skipped question</i>	11

9. At what grade would you allow your child to walk or bike without an adult to/from school?			Response Percent	Response Count
Kindergarten			0.0%	0
1st grade			0.0%	0
2nd grade			2.8%	1
3rd grade			8.3%	3
4th grade			5.6%	2
5th grade			8.3%	3
6th grade			25.0%	9
7th grade			16.7%	6
8th grade			22.2%	8
I would not feel comfortable at any grade			11.1%	4
			<i>answered question</i>	36
			<i>skipped question</i>	14

10. When considering whether to allow your student to walk or bike to school, rate the importance of each factor to your decision?

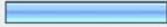
	Very Important	Important	Neutral	Less Important	Not Important	Response Count
Distance	57.9% (22)	31.6% (12)	5.3% (2)	5.3% (2)	0.0% (0)	38
Convenience of driving	18.4% (7)	31.6% (12)	36.8% (14)	2.6% (1)	10.5% (4)	38
Time	29.7% (11)	48.6% (18)	13.5% (5)	5.4% (2)	2.7% (1)	37
Child's before or after-school activities	34.2% (13)	47.4% (18)	10.5% (4)	2.6% (1)	5.3% (2)	38
Speed of traffic along route	86.5% (32)	8.1% (3)	2.7% (1)	2.7% (1)	0.0% (0)	37
Amount of traffic along route	81.6% (31)	13.2% (5)	2.6% (1)	2.6% (1)	0.0% (0)	38
Adults to walk or bike with	26.3% (10)	26.3% (10)	34.2% (13)	5.3% (2)	7.9% (3)	38
Sidewalks or pathways	81.6% (31)	15.8% (6)	2.6% (1)	0.0% (0)	0.0% (0)	38
Safety of intersections and crossings	92.1% (35)	7.9% (3)	0.0% (0)	0.0% (0)	0.0% (0)	38
Crossing guards	55.3% (21)	21.1% (8)	18.4% (7)	2.6% (1)	2.6% (1)	38
Violence or crime	81.1% (30)	8.1% (3)	10.8% (4)	0.0% (0)	0.0% (0)	37
Weather or climate	42.1% (16)	42.1% (16)	10.5% (4)	5.3% (2)	0.0% (0)	38
School district busing policy	18.9% (7)	18.9% (7)	35.1% (13)	0.0% (0)	27.0% (10)	37
	<i>answered question</i>					38
	<i>skipped question</i>					12

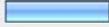
11. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school? (select one)

		Response Percent	Response Count
Strongly Encourage		2.6%	1
Encourage		15.8%	6
Neither		78.9%	30
Discourage		2.6%	1
Strongly Discourage		0.0%	0
<i>answered question</i>			38
<i>skipped question</i>			12

12. How FUN is walking or biking to/from school for your child? (select one)

		Response Percent	Response Count
Very Fun		16.7%	6
Fun		47.2%	17
Neutral		36.1%	13
Boring		0.0%	0
Very Boring		0.0%	0
<i>answered question</i>			36
<i>skipped question</i>			14

13. How HEALTHY is walking or biking to/from school for your child? (select one)			
		Response Percent	Response Count
Very Healthy		68.4%	26
Healthy		28.9%	11
Neutral		2.6%	1
Unhealthy		0.0%	0
Very Unhealthy		0.0%	0
answered question			38
skipped question			12

14. What is the highest grade or year of school you completed? (select one)			
		Response Percent	Response Count
Grades 1 - 8 (elementary)		0.0%	0
Grades 9 - 12 (some high school)		0.0%	0
Grade 12 or GED (high school graduate)		18.4%	7
College 1 - 3 years (some college or technical school)		26.3%	10
College 4 years or more (college graduate)		52.6%	20
Prefer not to answer		2.6%	1
answered question			38
skipped question			12

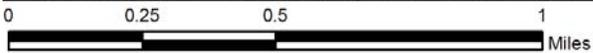
Nearest Intersection of Survey Respondent

Roton Middle School, Norwalk, CT



Legend

- ★ Nearest Intersection of Survey Respondent
- Walking Street Within 1 Mile of RMS
- RMS Campus



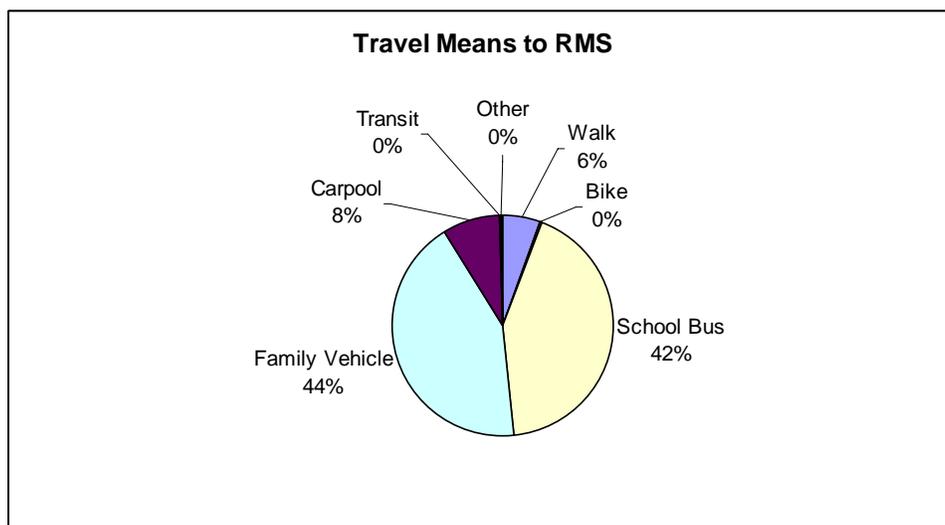
Data Source: ESRI, City of Norwalk
 Created by: Fitzgerald & Halliday, Inc.
 May 2009 Original in color

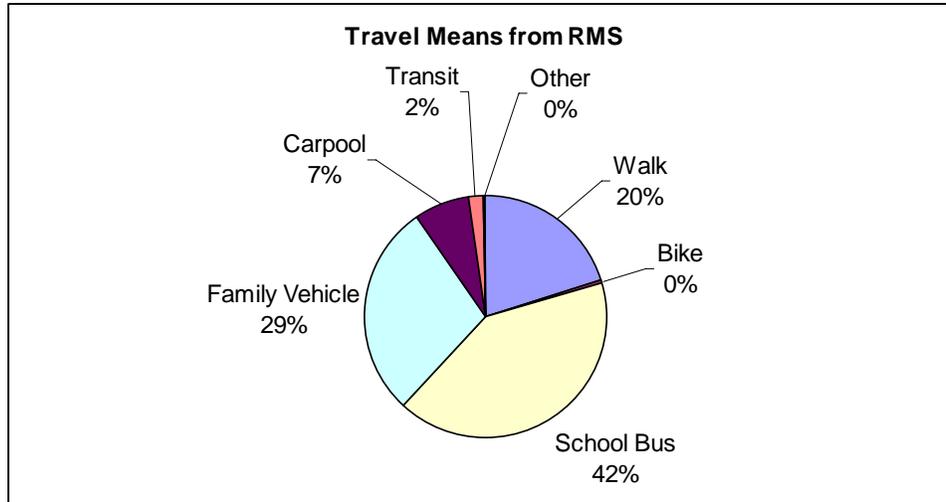
Appendix B - Summary of Teacher Survey

A multi-day count was conducted by RMS teachers in order to determine how students travel to and from school. The count made use of the *Student Travel Tally Form* available from the National Center for Safe Routes to School. Tally forms were distributed to all homeroom teachers at RMS along with instructions about the preferred days of the week (Tuesday – Thursday) and weather conditions (avoid inclement weather) to collect the data.

All counts were conducted on Tuesday – Thursday, May 19 – 21 during days with sunny, mild weather. A total of 32 tally sheets were returned from 31 teachers. Nearly all tally sheets included counts for either Tuesday or Wednesday morning, representing around 80 percent of enrolled students. About two-thirds of tally sheets included a count for Tuesday or Wednesday afternoon, representing around 60 percent of enrolled students. Approximately 10 percent of tally sheets included a count for either Thursday morning or afternoon, representing around seven percent of enrolled students.

During both the morning and evening and among all grades, the school bus is the most utilized means by students for travel to and from school. The school bus accounts for 42 percent of student travel in the morning and in the evening. Family vehicles (only carrying the student) represent the next most utilized means for student travel, accounting for 44 percent of student travel in the morning and 29 percent of student travel in the evening. Carpools (carrying more than one student from different families) account for eight percent of student travel in the morning and seven percent in the evening. The number of student walking to and from school varies considerably between the morning and afternoon. In the morning, walkers account for six percent of student travel, while in the afternoon walking accounts for 20 percent of student travel. It may be that students who traveled to school via the family vehicle in the morning walk home in the afternoon. (Perhaps it is more realistic to say that students may not utilize the same means for travel to and from school; the family vehicle is more prominent in the morning and walking is more prominent in the evening.) Bicycling and transit were utilized by very few students on the days of the survey.





Student travel behavior appears to have only slight variation by grade. Among the notable differences, seventh grade students were less likely to walk either to or from school (nine percent) than their classmates in sixth grade (13 percent) or eighth grade (15 percent). Instead, seventh grade students were slightly more likely to use the school bus, family vehicle or carpool. In fact, a greater percentage of seventh grade students used the school bus in the afternoon than in the morning, which is the opposite behavior from sixth and eighth grade students. Eighth grade student travel from school in the afternoon represented the only meaningful transit use (four percent).

Appendix C – Committee and Public Involvement

Committee Meeting Summary - March 19, 2009

Attendees: Diana Mazzello, John Spennato, Joseph Vellucci, Roton Middle School; Elizabeth Haskell, Mindy Houck, Kristin Maloney, Kathy Seiden, Helen Skipper, Teri Vineyard, Roton School Parents; Johanna Garcia, Norwalk Public Schools; Mike Yeosock, Department of Public Works; Marcy Miller, Susan VanBenschoten, Fitzgerald & Halliday; Alex Karman, SWRPA.

Welcome and Introductions

Safe Routes to School Explained

- Safe Routes to School (SRTS) is a national movement to improve safety around schools and promote healthier lifestyles in children.
- SRTS is also a federal transportation program that includes infrastructure and non-infrastructure components.
- Roton was selected to participate among all schools in lower Fairfield County.
 - Ms. Garcia and Mr. Vellucci deserve credit for nominating Roton.

Project Scope of Work

- Fitzgerald and Halliday, Inc. (FHI) has been retained to produce the SRTS plan for Roton.
 - FHI has experience doing similar work in the Hartford area, notably in South Windsor.
- 1 – Presentation
 - Presentation will be an introduction to SRTS and overview of concept.
 - All Roton parents, students, teachers and staff will be invited.
 - Need to set a date for the presentation.
- 2 – Parent survey
 - Will be conducted by SWRPA.
 - Needs approval from Superintendent.
- 3 – Walkabout survey
 - Will be led by Ms. VanBenschoten.
 - Would like to conduct the survey in both the morning drop-off and afternoon pick-up periods.
- 4 – Recommended improvements
 - Engineering improvements developed by consultant.
 - Consultant will review engineering improvements with school, parents committee prior to finalizing.
- 5 – Education and encouragement program
 - Non-engineering improvements.
 - Low cost, faster to implement.
- 6 – Prepare master plan
 - Should also include an implementation plan.

Roles and responsibilities

- Consultant will meet with the committee at least twice during the study to keep them informed, review documents, and solicit input.

Products and outcomes

- Study will result in recommendations for engineering improvements and an education and encouragement program.
- SRTS plans from Greenwich and South Windsor were provided as an examples

Comments, Questions & Answers

Q: Will the school committee be able to choose between short- and long-term recommendations? Make priorities among the recommendations?

A: Yes, such input is welcome and encouraged.

Q: Is it possible to include in-road pedestrian signs in the study?

A: Yes, this will be explored. In road signs do not require warrants but need to be well designed to be functional.

C: School is used by a different universe of people on weekends for sports and other activities.

Q: Can the City provide a crossing guard at the school entrance on Highland Avenue? This would seem like a simple proposition but has been frustratingly difficult to achieve.

A: In Norwalk, crossing guards are typically for elementary schools. Norwalk Police Departments assists in traffic control at the high schools. It was the request for a crossing guard at Roton Middle School that started the ball rolling on this SRTS study.

Q: Should students be involved with the committee?

A: Yes, it would be great to include students, so long as they walk or bicycle to school.

Q: Can this effort go beyond the study and into homerooms?

A: Yes, education is an important component of this study.

C: Benefits of signage only go so far. There are signs at the Columbus School, which are often ignored by parents in a rush. Parents can be their own worst enemy when it comes to safety around schools. There's a need to educate parents.

C: Since students are at Roton for three years, there's a need to provide education at the lower and upper levels as well. There are four public schools on Highland Avenue.

C: School bus company used to provide a safety course but that has been eliminated over the years due to funding constraints.

Next Steps

- Need to schedule presentation and decide on topics to cover.
- SWRPA would like the presentation to be open to anyone in the Region with an interest in SRTS.
- School committee suggests that the presentation should focus on RMS and target school community.

- Tap into the sense of urgency, eagerness at the school about this issue.
- Roton auditorium can hold 600 people, 100 cars in parking lot.
- Can advertise the meeting using school's website, email chain/blaster.
- Parent surveys can be distributed in advance of the meeting to solicit comments.
 - Tact may help avoid presentation from becoming a parent gripe session.
- Tentative schedule: April 22 (earth day), 7.00p – 9.00p, Roton Middle School.

Committee Response to Draft Plan

FHI provided SWRPA and the RMS Committee with a Draft Master Plan in early June 2009. The Committee then met to discuss the Draft Plan and posed the following questions to FHI. FHI has responded to each of these questions in bold below.

HIGHLAND AVENUE

- Question: Although there was much discussion about the use of speed humps along Highland Avenue as a way of calming traffic, there is no mention of them being used in action plan strategies. Why is that?

Answer: FHI discussed the possibility of a variety of traffic calming options with the City DPW including speed humps. The City was very concerned about speed humps on an arterial roadway, particularly one that serves as a significant emergency response route. As such, FHI has focused its safety recommendations at the main driveway (including a recommendation for a traffic control officer at arrival and departure times) and has also proposed that a more in-depth traffic calming study be undertaken by the City to more thoroughly investigate the feasibility of a variety of traffic calming strategies with all stakeholder (property owners, school representatives, Norwalk planning and DPW departments, and emergency response representatives). The study area for this study includes Highland Avenue from Flax Hill Road to Witch Lane.

- Question: The committee is concerned about the lack of actual traffic calming devices proposed along Highland Avenue. We, as a group, feel that flashing lights along the side of the road will have little effect on the speed of traffic. If we place a crossing guard (which everyone is in favor of!) in front of the school, we feel that the crossing guards as well as the children are still in danger of being hit given the speed of traffic. In your comment section of Table 1, regarding the crossing guard you said "Signal or 4-way stop likely not warranted." Why? It seems that a light, hopefully one with a count down for walkers to cross, would be very helpful in that location. It would be especially helpful during the hours that the crossing guard is not present, i.e. students walking to and from school for extra curricular activities.

Answer: A traffic signal is likely not warranted because heavy demand to and from the driveway only occurs for very short periods each day. Traffic signal warrants include 8-hour, 4-hour, and 1-hour traffic volume criteria with 1-hour warrants rarely considered as a sole determinant to installing a signal. The school crossing warrant, the one warrant that this location is closest to meeting, strongly suggests that other remedial measures, such as warning signs, flashers, school speed zones, and crossing guards be considered first – as is recommended here.

- Question: Another suggestion to slow traffic would be more stop signs along Highland Avenue. Is this something you considered? What do you think about a stop sign in

front of Crooked Trail? We felt that this would help slow the traffic as it approached the school.

Answer: Stop signs are inappropriate tools for use in speed control as indicated in the Manual on Uniform Traffic Control (MUTCD) section 2B. In addition, unwarranted stop signs pose new hazards by being placed where they are not abided by or expected, resulting in frequent stop sign violations.

- Question: The intersection of Highland Avenue and Englewood is very dangerous. There is no way for cars or pedestrians coming out of Englewood onto Highland to see cars traveling south along Highland Avenue. There is also no way for cars to see pedestrians trying to cross Highland from Englewood. (There have been several accidents there recently). There is no mention of this in the draft. Can you mention of this somewhere in your report?

Answer: The safety concerns related to Englewood at Highland Avenue have been added to the report.

Witch Lane

- Question: Witch Lane is a major artery for cars and for children walking to school. The sidewalks are narrow, overgrown with vegetation, and inconsistent. We consider this to be a major area of safety concern for pedestrians. Can we request the cleaning of sidewalks area to make them safer?

Answer: Better maintenance of the existing sidewalks on Witch Lane has been added to the plan.

- Question: We would also like to see a proposal to extend the sidewalk down Witch Lane to Rowayton Avenue and Hunt Street to Rowayton Avenue. We understand that these would be long-term projects and very expensive, but we would like to see its importance reflected in your report.

Answer: Investigation of the feasibility of extending sidewalks on Witch Lane to Rowayton Avenue and Hunt Street to Rowayton Avenue has been added to the plan. This will require more in depth review of right-of-way availability, cost, and impacts. However, it will be added to reflect the importance of these roads to pedestrian travel.

Enforcement

- Question: In the draft, under the section of strategy, you mention RMS administration and Norwalk Public Schools as the responsible party for the enforcement of safety violations in the parking lot. We would like to see police officers mentioned as the responsible party in the enforcement process. The school has reported that it is difficult for teachers when they are put in the position of telling the parents when they are doing

something wrong. It is awkward for them therefore in most cases they say nothing and the problems persist. We feel there are also issues that arise from parents and students being put in this position. Parents and students have no authority over traffic laws therefore; we feel that they would not be effective enforcers. It is our opinion that without police presence this type of program will not work.

Answer: This recommendation has been added to the plan.

Strategy

- Question: One strategy that was discussed, but not mentioned in the draft was the possibility of extending the times of drop off and pick up. Was this something that you considered? Why was it, or why was it not, included as a possibility?

Answer: This strategy is recommended and it was inadvertently left out of the plan. It has been included in the Final Plan.

SRTS Public Information Session and Workshop Summary - April 22, 2009

Attendees:

Elizabeth Haskell, Roton Parent
Kristin Maloney, Roton Parent
Mindy Houck, Roton Parent
Teri Vineyard, Roton Parent
Diana Mazzello, Roton Middle School, Mazzellod@norwalkps.org
Joseph M. Vellucci, Roton Middle School, Velluccij@norwalkps.org
Mary Channing, Wilton Public Schools, channingm@wilton.k12.ct.us
Johanna Garcia, Norwalk Public Schools, garciaj@norwalkps.org
Suzy Aubrey, Roton Parent
Sarah Klein, Roton Parent
Mike Yeosock, Norwalk DPW, myeosock@norwalkct.org
Alex Karman, South Western Regional Planning Agency (SWRPA)
Susan VanBenschoten, Fitzgerald & Halliday, Inc. (FHI)
Marcy Miller, FHI

Information Session:

Alex Karman, of SWRPA, welcomed everyone and presented a brief overview of the agenda for the evening. Susan VanBenschoten then explained that the presentation would cover more general information related to the Safe Routes to School (SRTS) program and that the workshop would be specific to issues and improvements for Roton Middle School.

Marcy Miller presented general information related to the federal SRTS program and developing a master plan for a school. She explained improvements related to education, encouragement, and enforcement. Susan spent additional time discussing engineering improvements and the evaluation of the master plan.

There were a number of questions after the presentation. Many of these questions were related to Roton's chances of obtaining funding for the improvements that will be recommended in the master plan that is under development.

Workshop Comments:

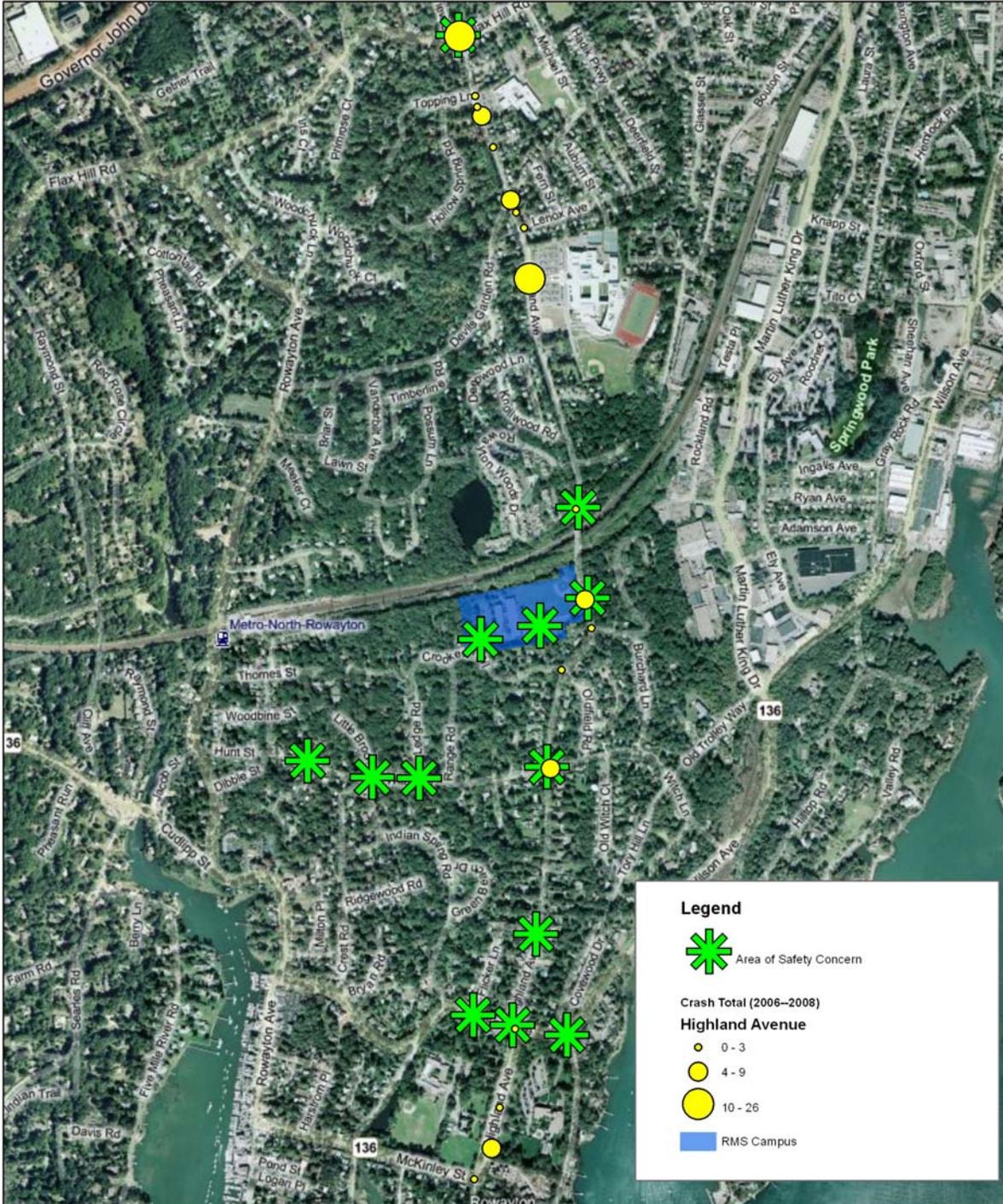
The group next moved into the cafeteria where they found large aerial maps placed on tables. Marcy asked that each person place an "x" over her house. Then, each group identified a list of issues. In some cases, potential solutions were identified to address these issues.

The following table and map include the areas of safety concern identified during the workshop. They are not prioritized.

Location	Issues	Potential Strategies
Roton parking lot	Bus "stop" signs back up vehicular traffic, kids getting out of cars double and triple parked, poor bike parking, problems leaving lot	Separated bus drop off, better bike racks (in front and back of school)
Roton property back path	Not defined, no lighting, wet, muddy, icy	Create a defined walkway
Highland Ave from McMahon HS to Wilson Ave	Inadequate sidewalks and crosswalks	Build and maintain sidewalks on both sides of street, reconfigure crosswalks
Highland Ave at Rowayton Woods / RR bridge	Inadequate sidewalks, poor visibility because of bend in road	
Highland Ave at Roton driveway	Poor signage, many close calls, kids often can't get across the street before cars are approaching, motorists don't let pedestrians cross, inadequate sidewalks, kids have to cross Highland and then Roton driveway	Signage, traffic signal, raised crosswalk, in-street sign, crossing guard, sidewalk improvements
Highland Ave at Wilson Ave	Poor visibility, streets not aligned, unclear who has right-of-way, motorists don't let pedestrians cross, inadequate crosswalks	Painted crosswalks
Highland Ave at Englewood Rd	Poor visibility, inadequate crosswalks	
Highland Ave At Flax Hill Rd	Awkward intersection, new stop sign, inadequate crosswalk	
Highland Ave at Witch Ave	Unclear who has right-of-way, inadequate sidewalks and crosswalks, significant through traffic, poor visibility	Painted crosswalks
Witch Ln at Ledge Rd	No crosswalks, high traffic speeds and volumes, inadequate sidewalks (common cut through to back of school)	Painted crosswalks
Witch Ln at Bittersweet Terr	Inadequate sidewalks, high traffic speeds including those traveling to the train station	
Witch La / Hunt St	Poor visibility b/c of turns and hills, overgrown vegetation (poison ivy), inadequate crosswalks, narrow ROW, high traffic speeds	
Witch La from Rowayton Ave to Crest Rd <u>and</u> Crest Rd from Witch La to Witch La/Hunt St	Poor visibility, hilly, inadequate sidewalks, high traffic speeds	
Wilson Ave at Flicker Ln	Public ROW to Rowayton Elementary with inadequate crosswalks, high traffic speeds, poor visibility b/c of curve, (Shortcut to Rowayton School)	Painted crosswalks
Wilson Ave at Bluff Ave	High traffic speeds, dangerous crossing Wilson	Slow the traffic coming up the hill
Hunt St at Steeple Top Rd	High traffic speeds, inadequate sidewalks, poor visibility in AM b/c of sun glare	

Areas of Safety Concern

Roton Middle School, Norwalk, CT



Legend

- Area of Safety Concern

Crash Total (2006–2008)

Highland Avenue

- 0 - 3
- 4 - 9
- 10 - 26

RMS Campus

Data Source: ESRI, Norwalk Crash Data, Public Meeting
 Created by: Fitzgerald & Halliday, Inc.
 June 2009 Original in color

Public Information Session Flyer

Safe Routes to School

Information Session and Workshop

Interested in encouraging children to walk and bicycle to school?

Concerned about traffic safety around school?

Want to know more about the federal Safe Routes to School program and funding?

Join school officials, teachers, parents, students and transportation professionals from across the region to learn about Safe Routes to School.

The first half of meeting will introduce the concept and benefits of Safe Routes to School, which are applicable to any school in the region. The second half of the meeting will focus on applying those concepts towards a Safe Routes to School master plan at Roton Middle School.



Meeting Agenda

7.00 pm - 8.00 pm

Overview of Safe Routes to School

Developing a Safe Routes to School program

8.00 pm - 9.00 pm

Safe Routes to School at Roton Middle School

Wednesday, April 22, 2009, 7.00p - 9.00p

Roton Middle School - Auditorium
201 Highland Avenue, Norwalk, CT

For more information, please contact:
Alex Karman, Senior Transportation Planner
South Western Regional Planning Agency
phone: 203.316.5190 email: karman@swrpa.org

SWRPA
South Western Regional Planning Agency

SafeRoutes
Partnership for Safe Routes to School



Appendix D - Traffic Data

M/V Accidents For Highland

		1/1/2006 to 12/31/2008			
Date/Time	Call Type		Totals		Case#
00030	HIGHLAND AV		1		
04/25/08 07:28	MVA NO INJURY		00030 HIGHLAND AV		0800021441
		1			
00033	HIGHLAND AV		2		
08/29/08 12:14	MVA NO INJURY		00033 HIGHLAND AV		0800047849
12/19/08 02:56	MVA NO INJURY		00033 HIGHLAND AV		0800068755
		2			
00043	HIGHLAND AV		1		
12/12/06 09:36	MVA NO INJURY		00043 HIGHLAND AV		0600062777
		1			
00075	HIGHLAND AV		2		
06/04/06 00:46	MVA EVADING		00075 HIGHLAND AV		0600026806
04/18/08 08:47	MVA NO INJURY		00075 HIGHLAND AV		0800019946
		2			
00201	HIGHLAND AV		5		
01/16/06 07:15	MVA NO INJURY		00201 HIGHLAND AV		0600002577
10/29/07 15:04	MVA NO INJURY		00201 HIGHLAND AV		0700056682
12/13/07 12:47	MVA NO INJURY		00201 HIGHLAND AV		0700065489
05/15/08 16:45	MVA NO INJURY		00201 HIGHLAND AV		0800025652
12/15/08 16:27	MVA EVADING		00201 HIGHLAND AV		0800068120
		5			
00300	HIGHLAND AV		26		
02/16/06 14:31	MVA NO INJURY		00300 HIGHLAND AV		0600007822
03/13/06 20:53	MVA EVADING		00300 HIGHLAND AV		0600011936
03/24/06 07:33	MVA EVADING		00300 HIGHLAND AV		0600014041
06/11/06 15:10	MVA NO INJURY		00300 HIGHLAND AV		0600028202
08/31/06 07:24	MVA NO INJURY		00300 HIGHLAND AV		0600043612
09/01/06 17:28	MVA NO INJURY		00300 HIGHLAND AV		0600043914
09/12/06 18:47	MVA NO INJURY		00300 HIGHLAND AV		0600046341
09/16/06 15:21	MVA NO INJURY		00300 HIGHLAND AV		0600047025
09/16/06 21:13	MVA NO INJURY		00300 HIGHLAND AV		0600047079
09/18/06 14:25	MVA NO INJURY		00300 HIGHLAND AV		0600047360
10/13/06 20:01	MVA NO INJURY		00300 HIGHLAND AV		0600051860
10/17/06 14:34	MVA NO INJURY		00300 HIGHLAND AV		0600052475
11/03/06 14:35	MVA NO INJURY		00300 HIGHLAND AV		0600055699
11/20/06 07:30	MVA NO INJURY		00300 HIGHLAND AV		0600058763
12/20/06 14:36	MVA NO INJURY		00300 HIGHLAND AV		0600064244
01/16/07 07:26	MVA NO INJURY		00300 HIGHLAND AV		0700002728
03/01/07 07:10	MVA NO INJURY		00300 HIGHLAND AV		0700010404
06/18/07 18:31	MVA EVADING		00300 HIGHLAND AV		0700030771
08/03/07 11:38	MVA NO INJURY		00300 HIGHLAND AV		0700039624
08/06/07 12:01	MVA NO INJURY		00300 HIGHLAND AV		0700040157
09/10/07 14:24	MVA NO INJURY		00300 HIGHLAND AV		0700047060
02/25/08 15:33	MVA NO INJURY		00300 HIGHLAND AV		0800010472
06/09/08 14:45	MVA NO INJURY		00300 HIGHLAND AV		0800031067
06/30/08 13:48	MVA EVADING		00300 HIGHLAND AV		0800035740
09/12/08 19:52	MVA NO INJURY		00300 HIGHLAND AV		0800050830
11/14/08 14:22	MVA NO INJURY		00300 HIGHLAND AV		0800062891
		26			
00352	HIGHLAND AV		1		
05/05/06 17:03	MVA NO INJURY		00352 HIGHLAND AV		0600021228
		1			
00368	HIGHLAND AV		1		
03/22/08 10:07	MVA NO INJURY		00368 HIGHLAND AV		0800015143
		1			
00382	HIGHLAND AV		9		
06/02/06 15:23	MVA NO INJURY		00382 HIGHLAND AV		0600026527

07/31/06 12:06	MVA NO INJURY	00382 HIGHLAND AV	0600038117
09/11/06 14:43	MVA EVADING	00382 HIGHLAND AV	0600046120
01/03/07 09:21	MVA NO INJURY	00382 HIGHLAND AV	0700000355
01/25/07 10:03	MVA EVADING	00382 HIGHLAND AV	0700004373
01/30/07 12:57	MVA NO INJURY	00382 HIGHLAND AV	0700005345
02/03/07 12:06	MVA NO INJURY	00382 HIGHLAND AV	0700006045
10/24/07 10:02	MVA NO INJURY	00382 HIGHLAND AV	0700055748
07/01/08 08:36	MVA NO INJURY	00382 HIGHLAND AV	0800035903
		9	
00397 HIGHLAND AV		1	
07/07/08 09:15	MVA NO INJURY	00397 HIGHLAND AV	0800037204
		1	
ENGLEWOOD RD/ HIGHLAND AV		2	
07/17/07 09:43	MVA NO INJURY	ENGLEWOOD RD/ HIGHLAND AV	0700036454
06/14/08 12:41	MVA NO INJURY	ENGLEWOOD RD/ HIGHLAND AV	0800032318
		2	
HIGHLAND AV/ DEVILS GARDEN RD		2	
10/27/07 15:31	MVA NO INJURY	HIGHLAND AV/ DEVILS GARDEN RD	0700056336
03/13/08 14:23	MVA NO INJURY	HIGHLAND AV/ DEVILS GARDEN RD	0800013550
		2	
HIGHLAND AV/ FLAX HILL RD		11	
02/25/06 15:07	MVA NO INJURY	HIGHLAND AV/ FLAX HILL RD	0600009351
05/19/06 08:02	MVA NO INJURY	HIGHLAND AV/ FLAX HILL RD	0600023594
11/10/06 08:37	MVA NO INJURY	HIGHLAND AV/ FLAX HILL RD	0600056983
11/27/06 14:27	MVA NO INJURY	HIGHLAND AV/ FLAX HILL RD	0600060026
05/18/07 08:24	MVA NO INJURY	HIGHLAND AV/ FLAX HILL RD	0700024680
05/29/07 17:34	MVA NO INJURY	HIGHLAND AV/ FLAX HILL RD	0700026829
06/21/07 16:36	MVA NO INJURY	HIGHLAND AV/ FLAX HILL RD	0700031279
04/14/08 15:36	MVA NO INJURY	HIGHLAND AV/ FLAX HILL RD	0800019265
04/25/08 18:50	MVA NO INJURY	HIGHLAND AV/ FLAX HILL RD	0800021594
04/25/08 18:52	MVA NO INJURY	HIGHLAND AV/ FLAX HILL RD	0800021596
11/08/08 00:59	MVA NO INJURY	HIGHLAND AV/ FLAX HILL RD	0800061890
		11	
HIGHLAND AV/ LENOX AV		2	
10/23/07 08:01	MVA NO INJURY	HIGHLAND AV/ LENOX AV	0700055546
12/28/07 07:46	MVA NO INJURY	HIGHLAND AV/ LENOX AV	0700068273
		2	
HIGHLAND AV/ OLD FIELD RD		1	
11/21/06 17:00	MVA NO INJURY	HIGHLAND AV/ OLD FIELD RD	0600059001
		1	
HIGHLAND AV/ SOUNDVIEW AV		6	
01/06/06 10:26	MVA NO INJURY	HIGHLAND AV/ SOUNDVIEW AV	0600000847
01/14/06 22:15	MVA NO INJURY	HIGHLAND AV/ SOUNDVIEW AV	0600002281
03/26/08 17:47	MVA NO INJURY	HIGHLAND AV/ SOUNDVIEW AV	0800015835
04/09/08 19:02	MVA NO INJURY	HIGHLAND AV/ SOUNDVIEW AV	0800018284
10/21/08 19:39	MVA NO INJURY	HIGHLAND AV/ SOUNDVIEW AV	0800058578
11/03/08 08:00	MVA NO INJURY	HIGHLAND AV/ SOUNDVIEW AV	0800061057
		6	
HIGHLAND AV/ UPLAND CT		1	
02/13/08 07:23	MVA NO INJURY	HIGHLAND AV/ UPLAND CT	0800008076
		1	
MCKINLEY ST/ HIGHLAND AV		3	
07/02/06 22:14	MVA NO INJURY	MCKINLEY ST/ HIGHLAND AV	0600032622
07/28/06 00:28	MVA NO INJURY	MCKINLEY ST/ HIGHLAND AV	0600037496
07/03/07 12:18	MVA NO INJURY	MCKINLEY ST/ HIGHLAND AV	0700033914
		3	
MEMORY LA/ HIGHLAND AV		1	
12/31/08 12:31	MVA NO INJURY	MEMORY LA/ HIGHLAND AV	0800070874
		1	
ROWAYTON WOODS DR/ HIGHLAND AV		3	
08/28/06 04:09	MVA EVADING	ROWAYTON WOODS DR/ HIGHLAND AV	0600043059
11/22/06 08:40	MVA NO INJURY	ROWAYTON WOODS DR/ HIGHLAND AV	0600059097
12/01/08 07:21	MVA NO INJURY	ROWAYTON WOODS DR/ HIGHLAND AV	0800065751

	3		
TOPPING LA/ HIGHLAND AV		1	
09/14/07 17:50 MVA NO INJURY		TOPPING LA/ HIGHLAND AV	0700047867
	1		
WILSON AV/ HIGHLAND AV		3	
05/05/06 05:38 MVA NO INJURY		WILSON AV/ HIGHLAND AV	0600021123
05/28/08 17:45 MVA NO INJURY		WILSON AV/ HIGHLAND AV	0800028455
12/09/08 17:20 MVA NO INJURY		WILSON AV/ HIGHLAND AV	0800067093
	3		
WITCH LA/ HIGHLAND AV		8	
05/06/06 22:30 MVA NO INJURY		WITCH LA/ HIGHLAND AV	0600021513
06/19/06 13:12 MVA NO INJURY		WITCH LA/ HIGHLAND AV	0600029768
06/19/06 13:22 MVA NO INJURY		WITCH LA/ HIGHLAND AV	0600029770
02/19/07 07:36 MVA NO INJURY		WITCH LA/ HIGHLAND AV	0700008713
12/20/07 06:56 MVA NO INJURY		WITCH LA/ HIGHLAND AV	0700066765
03/11/08 10:03 MVA NO INJURY		WITCH LA/ HIGHLAND AV	0800013127
08/20/08 17:14 MVA NO INJURY		WITCH LA/ HIGHLAND AV	0800046059
10/10/08 09:44 MVA NO INJURY		WITCH LA/ HIGHLAND AV	0800056207
	8		

City of Norwalk
 Department of Public Works
 125 East Avenue
 Norwalk, CT USA 06851
 203-854-7791

Station ID:

South Highland Ave 1 Latitude: 0° 0' 0.000 South

Start Time	15	16	20	21	25	30	31	36	40	41	45	50	51	55	60	61	65	70	71	75	76	Total	Pace	Number	
03:28:09	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	111	31-40	64
01:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
02:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
03:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
04:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
05:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
06:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
07:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
08:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
09:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
10:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
11:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
12:PM	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
13:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
14:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
15:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
16:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
17:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
18:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
19:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
20:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
21:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
22:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
23:00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	133	31-40	80
Total	8	8	42	242	574	589	292	63	15	2	1	1	1	1	1	1	1	1	1	1	1	1836	37-46	10	
Percent	0.4%	0.4%	2.3%	13.2%	31.3%	32.1%	15.9%	3.4%	0.8%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	11.00			
AM Peak	11:00	09:00	09:00	11:00	11:00	10:00	11:00	11:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	215			
PM Peak	14:00	12:00	18:00	12:00	18:00	14:00	12:00	18:00	14:00	12:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	199			
Vol.	4	1	6	23	58	77	35	8	2	1	1	1	1	1	1	1	1	1	1	1	1	1600			

Station ID:

South Highland Ave
 Latitude: 0° 0' 0.000 South

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
End Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85		Speed	In/Trap
03:27:09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	33-47	3
01:00	0	0	1	2	2	2	2	1	0	0	0	0	0	0	9	12-21	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	27-36	2
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	6	28-37	7
04:00	0	0	2	1	1	2	0	0	0	0	0	0	0	0	33	31-40	20
05:00	0	0	1	4	4	15	4	2	1	0	0	0	0	0	86	31-40	67
06:00	0	0	3	2	24	43	18	4	1	0	0	0	0	0	107	31-40	89
07:00	0	0	4	11	27	42	16	6	1	0	0	0	0	0	109	31-40	70
08:00	0	0	4	12	23	47	19	4	0	0	0	0	0	0			
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	373		
Total	0	0	16	33	86	155	61	17	4	0	1	0	0	0	2209		
Percent	0.0%	0.0%	4.3%	8.6%	23.1%	41.6%	16.0%	4.6%	1.1%	0.0%	0.3%	0.0%	0.0%	0.0%	08:00		
AM Peak			07:00	08:00	07:00	08:00	08:00	07:00	08:00	07:00	08:00	07:00	08:00	07:00	109		
PM Peak			4	12	27	47	19	6	1	0	1	0	0	0			
Val.	8	8	58	275	660	744	353	80	19	2	2	0	0	0			
Total	0.4%	0.4%	2.6%	12.4%	29.9%	33.7%	16.0%	3.6%	0.9%	0.1%	0.1%	0.0%	0.0%	0.0%			
Percent																	

Stats

10 MPH Pace Speed : 31-40 MPH
 Number In Pace : 1404
 Percent In Pace : 63.6%

Number of Vehicles > 55 MPH : 4
 Percent of Vehicles > 55 MPH : 0.2%

Mean Speed(Average) : 36 MPH

50th Percentile : 38 MPH
 85th Percentile : 42 MPH
 95th Percentile : 45 MPH

City of Norwalk
 Department of Public Works
 125 East Avenue
 Norwalk, CT USA 06851
 203-854-7791

Station ID:

Latitude: 0° 0' 0.000 South

Start Time	1	16	20	21	25	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	Total	Pace	Number	
03/26/09	15	20	21	25	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	999	11,000	31-40	98	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143	31-40	98
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182	31-40	98
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	226	31-40	169	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	271	31-40	188	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	218	31-40	143	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240	31-40	158	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	184	36-45	121	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208	31-40	143	
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	183	31-40	114	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	31-40	90	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	31-40	48	
12 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	31-40	31	
13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	31-40	28	
14:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	31-40	16	
15:00	5	10	0	0	0	0	6	10	1	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	11	26-35	7
Total	5	10	50	184	607	827	383	383	87	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2175			
Percent	0.2%	0.5%	2.3%	8.5%	27.9%	38.0%	17.6%	17.6%	4.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11,000			
AM Peak Vol.	14:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	10:00	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,000			
PM Peak Vol.	14:00	15:00	13:00	12:00	12:00	12:00	14:00	14:00	13:00	14:00	13:00	19	14:00	3	21:00	1	0	0	0	0	0	0	0	0	0	12,000		
	3	5	10	50	184	607	827	383	87	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	271		

Station ID:

north Highland ave Latitude: 0° 0' 0.000 South

Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	50	51	55	56	60	61	65	66	70	71	75	76	Total	Speed	Number		
03:27:09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	32-43	1	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	31-40	6	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22-31	1	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	40-49	6	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	28-37	21	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	34-43	62	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179	31-40	119	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159	31-40	91	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	2	14	50	128	173	116	26	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	515			
Percent	0.2%	0.4%	2.7%	9.1%	24.5%	33.5%	22.3%	5.0%	0.8%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	
AM Peak	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00												
PM Peak	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00																					

Stats

10 MPH Pace Speed: 31-40 MPH
 Number in Pace: 1735
 Percent in Pace: 64.5%

50th Percentile: 37 MPH
 85th Percentile: 43 MPH
 95th Percentile: 48 MPH

Number of Vehicles > 55 MPH: 4
 Percent of Vehicles > 55 MPH: 0.1%
 Mean Speed(Average): 37 MPH

Appendix E – SRTS Plan Letter of Support



Councilwoman Anna K. Duleep
Norwalk Common Council
125 East Avenue, P.O. Box 5125
Norwalk, CT 06856-5125

June 29, 2009

Principal Joe Vellucci
Roton Middle School
201 Highland Avenue
Norwalk, CT 06853

Dear Mr. Vellucci:

It has been a pleasure working with you and the rest of the Roton Middle School Safe Routes to Schools Committee over the past few months. As a board member of the South Western Regional Planning Agency as well as a Norwalk Common Council Member At-Large, I have seen firsthand the dedication and expertise with which SWRPA has pursued projects to benefit our region. As a middle-school math teacher, I am also quite familiar with the urgent need to address traffic safety; I have experienced the impact that an orderly traffic flow, well-designed infrastructure, and consistent enforcement can have on a busy morning drop-off!

The parents at your school have shown dedication and a proactive attitude in pursuing safety measures for their neighborhood. SRTS Committee Chair Mindy Houck and I recently addressed the Police Commission concerning the flow of traffic during school drop-off and pick-up times. Chief Rilling has expressed interest in reviewing the recommendations put forth by SWRPA's consultants, Fitzgerald & Halliday, Inc.

I have spoken with Ms. Sharon Okoye, SRTS State Coordinator for the Connecticut Department of Transportation, about how beneficial the Safe Routes to Schools Program could be to the Roton Middle School community. I am particularly intrigued by the prospect of a pilot program encouraging greater education about neighborhood safety. I have urged Ms. Okoye and Ms. Marcy Miller of Fitzgerald & Halliday to alert us to any opportunities for Norwalk to participate in this safety program. Even if a particular event (such as the bike rodeo) is geared toward a younger age group than that of Roton students, Ms. Johanna Garcia, Transportation Assistant for Norwalk Public Schools, and I would like the opportunity to find an appropriate venue in Norwalk for any available SRTS safety education initiatives.

While the proposed infrastructure improvements will be subject to at least one public hearing should Roton's application be chosen for the short list of top projects, Senior Transportation Planner Alex Karman's efforts to solicit and incorporate recommendations made by Roton parents suggests a strong application that will garner support if eventually presented to the full Common Council for approval. Please let me know if I may be of further assistance to the Roton Middle School community: (203) 434-4835 or annaduleep@gmail.com.

Kind regards,


Councilwoman Anna K. Duleep
Norwalk Common Council