

**SELECTMEN'S PEDESTRIAN SAFETY
COMMITTEE**

INVENTORY

of

Pedestrian Safety Needs

**Town of Greenwich
Greenwich, CT**

Members:

**Arline Lomazzo, Chairman
Francis J. Burgweger, Jr.
Robert K. Brady
Donna Curtis
Dean Goss
Andrea Kirkman
Robert J. McKnight, Jr.
J. Robert Tuthill
Joseph L. Williams III**

ACKNOWLEDGEMENTS

The Selectmen's Sidewalk Committee was an advisory committee originally formed by John Margenot, First Selectmen and the Board of Selectmen in February 1986. Subsequently, the committee's name was changed to the Selectmen's Pedestrian Safety Committee as its role expanded to include other needs such as crosswalks, signage and traffic calming, as well as new sidewalks, to make pedestrian access safer.

Since the committee's inception dozens of citizens, most of who are or were RTM members, have served on the committee. All of these volunteers have devoted themselves to the Town by their years of public service and three of the current members have served on it since 1986.

In 1985, the RTM passed a Sense of the Meeting resolution supporting the need to build new sidewalks to fill in nineteen identified gaps existing at that time on East & West Putnam Ave. (U.S. 1). It took ten years for that work to be completed, one gap at a time, and today Greenwich provides safe pedestrian access on this major arterial roadway. That was just the beginning.

Since then there were many other worthy projects throughout town that have been recommended and advocated for by the committee. Most have been completed. On behalf of the citizens of Greenwich who have thanked us and the town for the projects we have championed, I want to thank every member who gave so selflessly and generously to make Greenwich a better and a safer town.

Arline Lomazzo, Chairman

**FINAL REPORT
SELECTMAN'S PEDESTRIAN SAFETY COMMITTEE**

TABLE OF CONTENTS

I.	BACKGROUND AND MANDATE	Pg. 6 – 7
II.	INVENTORY PROCESS	Pg. 9 – 11
III.	POLICY RECOMMENDATIONS	Pg. 13 – 21
IV.	IMPLEMENTATION STRATEGY	Pg. 23 – 25
V.	PRIORITY RECOMMENDATION	
	• TABLE	Pg. 28 – 29
	• MAPS	Pg. 31 – 44
VI.	CHARTS OF RECOMMENDATIONS	Pg. 46 – 93
	<u>EAST</u>	
	• Riverside – Eastern Middle School	Pg. 46 – 49
	• Dundee School	Pg. 50 – 52
	• North Mianus School	Pg. 53 – 55
	• Old Greenwich School (to Binney Park)	Pg. 56 – 64
	<u>CENTER</u>	
	• Greenwich High School	Pg. 65 – 66
	• Central Middle School	Pg. 67
	• Cos Cob School	Pg. 68 – 76
	• Julian Curtiss and Central Greenwich Business District	Pg. 77 – 80
	<u>WEST</u>	
	• Hamilton Avenue/Chickahominy	Pg. 81 – 83
	• New Lebanon School – Byram	Pg. 84 – 88
	• Glenville/Pemberwick	Pg. 89 - 92
	• Western Middle School	Pg. 93
VII.	APPENDIX	Pg. 95

SECTION I. BACKGROUND AND MANDATE

INVENTORY

BACKGROUND and MANDATE

The Selectmen's Pedestrian Safety Committee (SPSC) was charged with the task of improving pedestrian safety by identifying areas within the Town where either the absence of sidewalks or the condition of existing sidewalks raised safety issues for pedestrians. In carrying out this task, the Committee has prepared a Town Wide Inventory of potential sidewalk projects for the Town. This Part of the Inventory describes the mandate given to the Selectmen's Pedestrian Safety Committee and the background of the Committee's work.

In January 2004, two critical issues emerged as the Selectmen's Pedestrian Safety Committee began its new two year term: the unnecessarily long time required to accomplish new sidewalk projects (on average 10 years from initial notice to completion of new construction) and the process by which new sidewalk projects were identified which was based on individual complaints rather than a town wide plan.



Greenwich Avenue Without Bulbout

In the past, the Committee would react to public citizen appeals referred to it by DPW and after field study would advise the Commissioner of Public Works and the First Selectman. More often than not, when a project reached the preliminary budget phase, it was denied by the BET Budget Committee. The SPSC would appeal for reinstatement at the BET Budget - Public Hearings in March, and the project would usually be reinstated. In the past, the goal was to obtain approval for one new sidewalk project per year. This pattern prolonged the entire process of improving pedestrian safety. Additionally, in recent years, large projects were divided into two parts over a two-year period which



Greenwich Avenue With Bulbout

became both less efficient and less cost effective. Currently, this problem has been addressed by treating large projects as a single project even if costly.

Since no town wide inventory of potential projects had ever been prepared by the Department of Public Works, First Selectman Jim Lash gave the Committee a mandate to conduct this Inventory. The Inventory will be the basis of a long range capital and maintenance plan to include: new sidewalk construction, crosswalks, striping, lights,

handicap access, issues of visual obstructions, traffic calming, intersection redesigns, etc. The Inventory will also be a basis for developing sidewalk policies.

Because pedestrian safety is of greatest concern where the number of pedestrians is greatest, the Committee centered its work around pedestrian generators, such as: schools, train stations, parks and playgrounds, libraries, houses of worship, commercial hubs, etc. In preparing the Inventory, the Committee studied important magnets, the volume of pedestrian traffic that these magnets generated and the walking



Old Greenwich Elementary School Crossing

conditions to and from the magnets. This work took two years to complete and involved many hours of actual field work. Still, the Inventory may not be exhaustive. If problem areas were not known by members of the committee (who represented all parts of town) or brought to our attention by residents or the public at large, those problem areas are not included in the Inventory. It is expected that DPW periodically will update the inventory.

This SPSC Town Wide Inventory is designed to provide the basis for a more efficient, more aggressive program of improving pedestrian safety. It also contains policy recommendations, which have not, until now, been formally established.

It remains for future administrations, the BET and RTM to implement a long-range plan. Hopefully, this program will emerge to provide each section of town -- Western, Central and Eastern -- with projects that promote public safety and that can be undertaken on an annual basis. Such improvements would encourage people to walk, provide more safety for doing so, and reduce dependence on vehicular travel. These Inventory goals should also be reflected in the new POCD.



Temporary Speed Hump



Permanent Speed Hump

SECTION II. INVENTORY PROCESS

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

INVENTORY PROCESS

The focus of each neighborhood's pedestrian safety needs was the elementary school which, by its very nature, also encompassed a middle school as well as other "magnets" such as parks, playgrounds, train stations, libraries, etc.

- Contacted school principals and PTA leadership, neighborhood associations and known citizen advocates. These formed the nucleus of advisory contacts of each school's database.
- Formal SPSC planning meetings were held and contacts invited to provide information to advise the committee about hazards to look for during actual field study. Also, e-mail and phone comments were received and added to our field study.
- Hazards were identified and notes taken ("Inventory – Field Notes- Comments"). GIS maps were used that showed existing sidewalks as well as places without sidewalks.
- Local contacts were invited and encouraged to bring others to join us on the field walks. Each field walk took two hours often over two or three separate days for each school.
- Observations gleaned from our field study were added to the Field Notes. These were additional first-hand details we noticed on the walks.
- When field work was completed, a formal SPSC meeting was held and advisor contacts in our database were invited to attend when we voted on actual SPSC recommendations. These were also e-mailed to each person who participated in any way.
- Each location we studied, for a given school, was listed on a "Chart." The chart was designed to note our recommendations for: new sidewalk, crosswalk, signage, striping, lights, handicap access, and other needed improvements not covered in these specific categories. Sidewalks needing reconstruction, when very obvious, were sometimes noted, as were line-of sight issues, intersection redesign needs or traffic calming.



- It was made clear at each meeting that these recommendations were to be part of a long range plan requiring financing approval by BET before they could become realities. We made sure, at each meeting, that false hopes were not raised.



- Each school had its own "Chart of Recommendations" and care was taken to avoid any duplication of sites. Schools such as IS Dundee & North Mianus or Riverside & EMS, have overlapping boundaries so many projects have been cross-referenced to avoid duplication.
- Safe Routes recommendations were also cross-referenced in the "Charts" and in the "Notes" to avoid duplication.
- The Inventory was divided into three sections: Western, Central and Eastern, and for each school within each section, the committee unanimously recommended the top two or three projects it considered most urgent for each school. This list was titled "First Cuts."

- Each project in "First Cuts" was identified in an Excel Workbook format by title, with rationale and preliminary unverified estimated costs. These costs will need verification.
- DPW Commissioner Mr. Lloyd Hubbs, members of SPSC and Town Administrator Mr. Ed. Gomeau devised a ranking system to be applied to each new, major sidewalk project.



- All the proposed new sidewalk projects to be part of the Capital Improvement Program (CIP) were ranked by DPW and Comm. Hubbs. These were divided into three tiers. In Tier #1 the highest scoring projects throughout town were given highest priority; Tier #2 was next/2nd in priority, and tier #3 was lowest. Safe Routes recommended new sidewalk projects were a separately ranked group to be integrated into the entire CIP program.
- Once the priorities were established, Comm. Hubbs prepared a color coded townwide map.
- The SPSC, after reviewing this material, disagreed with four of the rankings and suggested changes to more closely align our recommendations with the priority rankings. These were communicated in a letter dated Oct. 5, 2006, and again on the ranking list.

- Other work such as minor sidewalk construction, re-construction, crosswalks, striping, etc. will also have to be planned and budgeted for as part of DPW's operating budget.

- The final Inventory of the Selectmen's Pedestrian Safety Committee will be presented at a public meeting held jointly by DPW and the SPSC. All the citizens who served in an advisory role during this intensive, two year study will be invited to this meeting, as will members of the BET, RTM, Neighborhood Associations and citizens at large.



SECTION III. POLICY RECOMMENDATIONS

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

SIDEWALK – SAFE PEDESTRIAN ACCESS - POLICY

The underlying principle of pedestrian safety should be a design philosophy which strives to separate pedestrian and vehicular traffic and, where separation is not feasible, to ensure sufficiently long sight lines and reaction time to enable both pedestrians and drivers to take evasive action.

IMPROVE SAFE PEDESTRIAN ACCESS:

Goal: To improve safety by providing pedestrian and vehicular separation, encourage walking to specific destinations and for recreation.

1. New sidewalks should be constructed when ANY of the following criteria are satisfied:
 - A. Generators/magnets are present. (Ex: School, RR station, playground/park, commercial hub, library, medical facilities, etc.) The larger the number of generators, the more essential is the requirement to build. Pedestrian and vehicle traffic volume during coincident peak hours, population density, speed of traffic, accident incidents, etc. shall be factors taken into account. (Ex: Glenville School vic. Glenville Rd. – Indian Spring development) Zoning should not be a factor.
 - B. Areas near public facilities such as civic centers, parks and playgrounds should have sidewalks & safe crossings adjacent to/close to those facilities. Sidewalks & crosswalks should be provided so the community can safely access fields/playgrounds/civic centers, from several directions. (Ex: Glenville Rd. intersection vic. Western Civic Center)
 - C. New sidewalk construction should create networks that link to existing sidewalks, if possible, to form corridors. (Ex: Hearthstone Rd. between Lockwood Rd. & Hendrie Ave.)
 - D. Any road, including any residential street, used as a vehicular cut-through should be considered for new sidewalk construction to protect pedestrians. (Ex: Lockwood Rd./Mallard Dr./ Split Timber Pl.)
 - E. Major connectors and/or minor arterials with existing segments of sidewalk on both sides of the road should have continuous sidewalks constructed on both sides of the road to eliminate gaps.
 - F. Existing sidewalks with gaps should have new sidewalks constructed in the gaps so that the existing sidewalks become continuous. (Ex: Valley Rd.)

- G. If a sidewalk is to be built on one side of a street, it should be continuous on at least that one side.
 - H. Arterials and major collectors should have sidewalks on both sides of the roadway if the road is very wide or if it becomes hazardous to cross safely because of mid-block crossings or criss-crossings. Streets such as Mason Street and Milbank Avenue should not have gaps, and sidewalks should be constructed on both sides of these streets. (Ex: Sound Beach Ave., West End Ave. and Orchard St.)
 - I. Residential streets that are minor collectors, but serve large numbers of pedestrians, especially school children living close to school, should be sidewalked. (Ex: Split Timber Pl.)
 - J. Sidewalk construction should be undertaken in neighborhoods where walking to the RR station or to bus stops is possible to facilitate use of mass transit. (Ex: Old Greenwich and Riverside neighborhoods) This should result in reducing traffic and parking at train stations and throughout the Town. Bike racks should also be provided to encourage bikers to stations and to schools.
 - K. Any senior housing, i.e., condominiums, rental complexes or assisted living facilities, and other senior facilities should have adequate sidewalks to allow residents to walk safely around their neighborhoods. (Ex: Agnes Morley on Mason St. to The Mews on Arch St.)
- 2. Crosswalks and safe crossings should be constructed when any of the following criteria are satisfied:
 - A. All intersections on a major arterial should have safe crossings on all four corners or wherever feasible (Ex: E. Putnam Ave. at Milbank Ave./Maple St. intersection). Pedestrians should not have to be uncertain about how to get across.
 - B. Areas near public facilities such as civic centers, parks and playgrounds should have crosswalks & safe crossings adjacent to/close to those facilities. Crosswalks should be provided so the community can safely access fields/playgrounds/Civic Centers, from several directions. (Ex: Glenville Rd. intersection vic. Western Civic Center)
- 3. The Town will undertake a Long Range 10-15 year Plan in its CIP program with annual capital budget expenditures in the \$2-3 MM range.
 - 4. Line of sight issues due to hilly or curving topography may require the construction of a protected walkway or discontinuous sidewalk to protect pedestrians who must walk there. (Ex: Indian Head Rd.) P&Z may also require such sidewalks.

5. If barriers or constraints (e.g., telephone poles) exist in/on a sidewalk or crosswalk, the Town should work to eliminate such barriers. (Ex: Holly Hill La., Palmer Hill Rd. vic. Old Orchard Rd.)
6. Traffic control systems on major arterial roads should accommodate the needs of pedestrians and vehicles at intersections and consider the needs of the most needy pedestrians. (Ex: 11 year old sixth graders with heavy backpacks having to cross E. Putnam Ave. to get to EMS).
7. Pre-K, day care and nursery schools should have the same crosswalk and signage protection as do public and private elementary schools. These children walk, with parental assistance, very slowly across the walks and therefore need more protection than do older children.
8. Install ADA-compliant ramps on existing and new sidewalks to provide ease of use by handicapped persons, especially those using electric wheelchairs, motorized scooters, walkers or other handicap accessories. DPW should develop a maintenance program to make all existing sidewalks ADA-compliant.

STANDARDS:

Goal: To create and foster a safe pedestrian-friendly, accessible environment through physical improvements and amenities.

1. Using the Selectmen's Pedestrian Safety Committee's Town Wide Inventory (SPSC 2004-2006) and updating it periodically, the Town should establish an annual sidewalk expansion and improvement program. This program shall be incorporated into the Plan of Conservation and Development (the "POCD"), CIP process and 10-year Long Range Capital Plan using General Funds from the tax levy and other sources.
2. Revise and enhance the Town's design standards by considering alternative designs for recreational uses of new walkways (Ex: along Glenville Rd. vic. Indian Spring). Plan for regular sidewalk, crosswalk and traffic calming installations as part of a planned approach to improving safety throughout the Town. Standards should include consideration of: sidewalk widths, pathways vs. sidewalks, lighting, tree/plant installations and use of benches/furniture for pedestrian use.
3. To add to the aesthetic ambiance of Greenwich, the Town should provide street furniture (e.g., benches, streets lights, shade trees, etc.) that would allow pedestrians to rest and enjoy the surroundings. Such amenities should be provided near parks, ponds, rivers, downtown green spaces, etc. This would enhance the surroundings and allow enjoyment of natural resources and some social interactions for recreational walkers.
4. The Town should periodically analyze walking routes throughout the Town to assure more continuity and improved safety. P&Z and DPW should take principal responsibility to do this.

5. Lines of sight that impair visibility for either pedestrians or motorists should be identified by the Town, corrected and regularly monitored to preserve visibility. Primary issues are: maintenance of vegetation/trees; encroachment onto pedestrian or vehicular rights-of-way and/or lines of sight; clearing sidewalks/roadways of debris or snow.
6. Use traffic calming measures where necessary to reduce traffic speeds in order to improve pedestrian safety.
7. The Town should have a plan to make existing sidewalks ADA-compliant. (Ex: Sound Beach Ave. south of Old Greenwich school & Greenwich RR station vic. Arch St.)
8. The Town should pursue the use of shared pedestrian and bicycle pathways wherever feasible to encourage recreational uses where sidewalks may not be desirable.
9. The Town should use materials, other than asphalt and concrete, to create walkways that are permeable or may be more in keeping with rural aesthetics. These installations may be more costly than traditional materials, but will enhance the quality of life in Greenwich where appropriate. (Ex: pathway to Tod's Point or Glenville Rd. vic. Indian Spring)
10. In the case of crosswalks which connect an existing sidewalk to an unsidewalked spot, the crosswalks should be installed and include construction of a safe landing where no sidewalk exists. The crosswalk should be designed to improve pedestrian safety at a crossing regardless of whether a full and complete sidewalk exists to receive the pedestrian. (Ex: Lockwood Rd. at Hearthstone Dr.)
11. Revise and update construction standards to include: (also in P&Z section)
 - a. use of grassy shoulders wherever space allows;
 - b. planting of shade trees in grassy shoulders or on concrete sidewalks allowing sufficient room for root growth.
12. On building projects which may/will interfere with or close a sidewalk, require a construction bond executable by the Town in an amount sufficient to pay to restore the sidewalk if the project goes bust. (Ex: Holly Hill La. & W. Putnam Ave.)
13. In new sidewalk installations, engage community groups, users and property owners. However, a limited number of opponents should not preclude promoting pedestrian safety for the benefit of the larger public community.
16. Costs of sidewalk installations should be developed so that the public and RTM could rely on numbers per linear foot (e.g., \$100 asphalt; \$200 concrete) that would include normal allowance for planning, site preparation, crosswalks, signage and curbing. If additional work is to be done at the same time (i.e. replacing storm

drains), those costs should be separated and made known so that each part of the project is clearly understood.

17. Standards should be adopted for use of traffic calming “tools” or methods for given situations.
18. Permanent one-way streets should be considered on some streets where the roadway is too narrow or the topography makes two-way traffic dangerous (Ex: Owenoke Wy. in Binney Park could be one-way west from Sound Beach Ave. to Arch St.).
19. In school areas, one-way traffic for peak travel or limited periods of time should be considered to make it safer for both pedestrians and drivers.

(Ex: Richland Rd. near WMS)

20. Develop a plan for consistent speed limits throughout the Town in areas where there are schools, playgrounds, parks, houses of worship, commercial hubs, etc.
21. Use medians (plants or pedestrian islands) to reduce the crossing distance for pedestrians crossing wide roadways. (Ex: E. Putnam Ave. at Relay Pl.)
22. The Town should have consistent standards for striping, crosswalks, bike paths, etc.
23. On residential streets where sidewalks are not feasible, consider limiting on-street parking to only one side of the roadway. (Ex: New Lebanon Ave. vic. Delavan Ave.)

MAINTENANCE:

Goal: To properly maintain the infrastructure of sidewalks, curbs, crosswalks, striping and traffic calming installations in order to provide maximum utilization over time.

1. Develop a maintenance inventory of existing sidewalks, curbs, striping, crosswalks, handicap ramps and traffic calming devices and establish a planned program of maintenance to include designated funding for the program. Maintenance should be scheduled and made known to the public in a Long Term Maintenance Plan.
2. Maintenance should include repair of curbs, the preservation of adequate lines of sight, signage and striping. This work should be routinely surveyed, rather than to wait for complaints or ad hoc installations. Residents should be notified to remove bushes or plantings which encroach on Town property.

PLANNING & ZONING AND DPW:

Goal: To promote pedestrian safety by having Town Departments and Commissions with jurisdiction over planning and development establish policies and procedures that are consistent with these Goals and Policies.

1. Zoning shall not, in and of itself, be the basis of the regulation requiring a developer to build a sidewalk. (Ex: Glenville Rd. vic. Indian Spring) The goals and policies set forth herein, such as proximity to generators or magnets, should be the bases of the regulation. The Planning & Zoning Commission and Planning Department (collectively, "P&Z") should make this their fundamental regulation for both commercial and residential approvals.
2. P&Z should require pedestrian traffic to be considered in traffic flow studies performed in connection with filings for P&Z permits.
3. All developers of multiple unit housing over 3 units should be required by P&Z to install sidewalks for the use of the unit's tenants/owners.
4. All developers of condominiums, coops or rental projects should be required to build internal pedestrian pathways/sidewalks when that property fronts on public roadways, or abuts private roadways, to allow access to the roadways. Developments resulting in greater density and which generate coincident peaks of vehicular traffic and pedestrian travel (Ex. Riverview Condos, Caroline Place) should provide a separation between vehicles and pedestrians. An analysis should always be made of existing sidewalks in the area and consideration given for how the new project would connect or enhance that network.
5. Zoning regulations and building regulations should require new concrete sidewalks, or pedestrian rights-of-way be provided in commercial areas. Commercial zones should always have concrete sidewalks or, for aesthetic reasons, concrete pavers. Curbs should always be granite. New residential projects in downtown Greenwich should all be required to build concrete sidewalks in front of such residences.
6. The Town, either through P&Z or through DPW, should identify zones where new developments (e.g., residential, commercial, industrial, re-development of property or sub-divisions) are proposed and where sidewalks should be constructed and should reserve sufficient land, as rights-of-way, for that purpose. This would result in a Sidewalk Boundary Map, much like a Sewer District Map, which would be used for requiring builders doing work in those areas to build new sidewalks. Such a map would include existing segments of sidewalks that should be expanded or improved to promote more linkages or networks. Such zones could also require specific materials to be used in a given zone. Regulations could be derived from such a map.
7. If construction of a new sidewalk is required, but would result in excessive gaps or might create a safety hazard, sufficient funds should be extracted from the developer to be placed in a Fund for future sidewalk construction there when gaps

could be eliminated or in another location more suitable at the time. At the least, sufficient rights of way should be established and set aside when new homes, condominiums, apartments, commercial buildings and other developments are built or existing developments expanded to new uses. (Ex: Milbank Ave.). All residential projects of more than two units and all commercial and industrial developments in areas where adequate sidewalks exist shall contribute to a sidewalk fund, the proceeds of which shall be used to develop new sidewalks, or improve existing sidewalks, in a manner consistent with these Goals and Policies and the POCD.

8. The developer of any new housing application that would bridge a gap in an existing sidewalk, or would extend an existing sidewalk, should be required by P&Z to construct a new sidewalk to complete the bridge or extension.
9. P&Z should use existing GIS maps (if a Boundary Map is not available) to check for existing sidewalk networks whenever proposals are put forth for approval. New sidewalk construction requirements should evolve from what the maps show of proximity to nearby magnets/generators and other policies requiring sidewalks. The goal here is to fill in or extend existing sidewalks. In the event that no sidewalks exist nearby, but would prove beneficial, they should be required.
10. New sidewalk construction should create networks that link to existing sidewalks, if possible, to form linkages. (Ex: Hearthstone Rd. between Lockwood Rd. & Hendrie Ave.) P&Z should consider the neighboring streets to see if a new sidewalk addition by an applicant would promote or enhance such linkages.
11. P&Z codes and building codes should contain the same regulations to require rights-of-way, sidewalks and contributions to a sidewalk fund so that sidewalks may be built as needed.
12. Consider a P&Z regulation that any road, especially residential streets, used as a cut-through (Ex: Lockwood Rd./Mallard Dr./ Split Timber Pl.) should be considered for sidewalk construction to protect pedestrians. Applicants who want to expand or rebuild on such streets should be required to install new sidewalks if none are there now.
13. The regulations requiring new sidewalks, or other traffic safety measures, should be written into any POCD to allow P&Z to require either sidewalks or rights-of-way and other traffic safety measures to ensure pedestrian safety.
14. Parking facilities, both public and private, should be within reasonable walking distances of stores/commercial hubs/housing and the regulations should require that sidewalks be built to provide appropriate access to said parking and safe pedestrian access within them.
15. Parking facilities, whether public or private, should include sidewalks to and/or around them for safe pedestrian access/egress.

16. Mixed use facilities, such as tiered parking and retail or housing, if developed, should include safe pedestrian access to promote less use of autos by the residents of said housing.
17. As part of their planning function, P&Z should include pedestrian access and sidewalk needs in any plans that are developed.
18. P&Z and building regulations should be amended to require that adequate sight lines be incorporated into any fencing or vegetation on corner lots. Particularly, fence or vegetation height should permit a driver to see sufficiently far down the road to safely enter the intersection and cross or turn. Enforcement should be assigned to a specific department and the public educated on the requirement.
19. The Town should periodically analyze walking routes throughout the Town to assure more continuity and improved safety, both as a planning function (e.g., POCD) and as part of P&Z's approval process.
20. Revise and update construction standards to include:
 - a. use of grassy shoulders wherever space allows;
 - b. planting of shade trees in grassy shoulders or on concrete sidewalks allowing sufficient room for root growth.
21. P&Z should require adequate on site parking in multi-family developments to reduce on-street congestion.
22. All licensed public or private schools including nursery and day care centers should have appropriate school signage or lights.
23. DPW should develop a maintenance program to make all existing sidewalks ADA-compliant.

EDUCATION:

Goal: To promote the benefits of walking and educate the public, especially commuters and children, how to walk or bike safely.

1. The town should embark on a program to educate the public on ways to reduce dependence upon the automobile especially going from home to RR station. Promote the possible use of bikes, walking, etc. It should also provide more bike racks/stanchions and educate the public as to where the bike lanes are clearly marked. The Bicycle Master Plan should be made available and incorporated into the POCD. This could result in less need to expand station parking. (Van pool at GHS and CMS could be expanded to other corporate offices).
2. The Town should encourage schools and public safety departments to educate school aged children and all residents, including the elderly, on safe walking and crossing rules. (Ex: walk facing traffic)

3. The Town should work with the Board of Education and through PTA's to find ways to encourage parents to establish "walking school buses," or use of bikes, rather than having parents drive to school to pick-up or drop off children each day. Traffic congestion at schools is dangerous and efforts should be made to reduce vehicular congestion at the schools. (Sept. 2006 Glenville School accident is example of the danger)
4. The Town should embark on ways to encourage less dependence on autos and promote walking or use of bikes to get to train stations.
5. The Town should make all property owners aware of their responsibilities for removing snow on the sidewalks and maintaining vegetation so as not to encroach on lines of sight for either pedestrians or motorists. Consider putting inserts in semi-annual tax bill mailings to property owners.

ENFORCEMENT:

Goal: To achieve the Goals and Objectives of these Policies by enforcing applicable ordinances, rules and regulations.

1. Parking rules especially near schools should be vigorously enforced by the Greenwich Police Department. (Ex: cars that jump the curb to park on the sidewalk)
2. On cut-through streets, speed limits should be strictly enforced on a regular basis.
3. Zoning and building code regulations should be applied to ensure pedestrian safety.

SECTION IV. IMPLEMENTATION STRATEGY

IMPLEMENTATION STRATEGY

The Selectman's Pedestrian Safety Committee has completed a comprehensive analysis of Town wide pedestrian safety needs. The areas of concerns addressed included new construction, maintenance and reconstruction of sidewalks, crosswalk needs, striping, signing and lighting recommendations and missing handicap ramps. These recommendations are summarized in the Charts in Section VI. These Tables are supported by the more detailed inventory data contained in the Summary Tables and the Study Reports held in the Office of the Chief Engineer.

The Committee with the assistance of the Town Administrator and the Public Works Commissioner jointly developed evaluation criteria to prioritize sidewalk projects. The rating system considered eight factors:

- Traffic Speed
- Roadway Width
- Traffic Accidents
- Roadway Classification
- Traffic Volumes
- Connection With Pedestrian Generators
- Special Factors
- Constructability

The Committee with assistance from the Public Works Department rated selected projects. Ratings varied from 11 to 22 points. Projects were placed into three priority bands based on their evaluation scores. Scores of eighteen (18) and above were assigned a First Priority ranking, sixteen (16) to eighteen (18) Second priority. Below sixteen (16) were rated Third Priority. The banding of priorities was done at the recommendation of the Public Works Department. This approach allows flexibility in implementation depending on project complexity and coordination with other Department activities.

Following the initial rating all projects were evaluated and placed in the appropriate bands. Again based on the recommendation of the Public Works Department the category of Sidewalk Reconstructions and Maintenance Projects were developed. These projects were omitted from the priority ratings and will be incorporated into routine maintenance activities. Maintenance projects were small in scale involving gap closures or pure maintenance projects. These projects are scattered throughout the Town and can be scheduled to coordinate with other maintenance and construction activities. Reconstruction projects tended to be larger in scale involving the replacement of existing curb and sidewalk. Reconstruction projects will be budgeted and scheduled to coordinate with other maintenance activities with special consideration given to coordinating with the Pavement Management Program.

The priority-ranking program is intended to present a framework within which to allocate funds for future pedestrian safety projects. Project priorities should be reevaluated periodically to reflect changes in circumstances. The Committee encourages the Public Works Department to review more closely actual pedestrian volumes to refine the priority rankings and implementation schedules.

Traffic control suggestions presented will be evaluated by the Public Works Department for effectiveness and implementation programming.

Several Intersection studies have been suggested that should be given serious consideration for early implementation.

Sidewalk Committee Evaluation Criteria

Project:

Committee Member:

	Criteria	3 points	2 points	1 Point	0 Points	Score
1	Traffic speed (actual)	45 MPH or greater	40 MPH or less	25 MPH or less	Speed not a factor	
2	Roadway Width	24 Feet	26 feet	28 feet	Greater than 28 feet	
3	Traffic Accidents	5 or more accidents in a three year period	3 accidents in three year period	2 accidents in a three year period	1 or less accidents in a three year period	
4	Roadway Classification		Minor Arterial	Collector	Local Road	
5	Traffic Volume	3000 or more cars per day	1000 - 3000 cars per day	1000 cars per day or less		
6	Connecting with Pedestrian Generators - Proximity	5 or more generators - within 1/2 mile or less	4 to 5 generators - within 1/2 to 2/3 miles	1 - 3 generators - within 2/3 to 1 mile	no generators	
7	Rater assigned special factors-no more than 6points	2-Located along a bus route 2- No sidewalk on either side of street	2-Part of SRS program/ non safe school route 2- Cut through traffic	2-Public Benefit (demonstrated need) 2- High Truck Volume	2 -Connectivity to other sidewaks	
8	Constructability	Project relatively easy to construct. Few obstruction no right of way required.	Project has modest obstructions, some grading and rock issues. No right of way required.	Project contains a number of obstructions and yard issues. Requires minor right of way acquisiton.	Project has significant obstructions and property coordination issue. Requires extensive right of way acquisition.	

Overriding Considerations:

Score

0

SECTION V. PRIORITY RECOMMENDATION

SECTION V. TABLE

SIDEWALK MASTERPLAN

NEW SIDEWALK CONSTRUCTION - 1ST, 2ND, AND 3RD PRIORITY LOCATIONS

ID#	LOCATION	STUDY AREA	DESCRIPTION	LENGTHS	COST/FT.	TOTAL COST EST.
FIRST PRIORITY						
NL-17 TO 20	BYRAM ROAD	NORTHERN	Talbot La. to Sherman Ave.	2700	EST.	\$450,000.00
TBD	DEARFIELD DRIVE	CENTRAL GREENWICH	Along Dearfield Dr. to Lake Ave. Cir.	1450	EST.	\$375,500.00
NM-10	HAVEMEYER LANE	NORTH MIANUS	E. Putnam Ave. to Palmer Hill Rd.	4000	\$200.00	\$800,000.00
CC S9	INDIAN FIELD ROAD	COS COB	E. Putnam Ave. to Sound Shore Dr.	3100	\$200.00	\$620,000.00
DD-7	LADDINS ROCK ROAD	DUNDEE	Sound Beach Ave. to Ferris Dr.	2525	\$200.00	\$505,000.00
JC-1	MALLARD DRIVE	MILBROOK VICINITY	Overlook Dr. to Anderson Rd	2035	\$200.00	\$407,000.00
JC-8	MUSEUM DRIVE	JULIAN CURTISS	Indian Harbor Drive to Steamboat Rd.	2560	\$200.00	\$512,000.00
JC-3	OVERLOOK DRIVE	MILBROOK VICINITY	E. Putnam Ave. to Mallard Dr.	1046	\$200.00	\$209,200.00
NM-7	PALMER HILL ROAD	NORTH MIANUS	Old Orchard Rd. to Havemeyer La.	2525	\$200.00	\$505,000.00
HA-12	RAILROAD AVENUE	EASTERN	Field Point Rd. to Arch St.	1260	EST.	\$312,000.00
OG-11	SHORE ROAD	OLD GREENWICH	Sound Beach Ave. to Cove Rd.	3310	\$200.00	\$662,000.00
OG-4 TO 6	SOUND BEACH AVENUE	OLD GREENWICH	Shorelands Place to Shore Rd.	2560	EST.	\$560,000.00
OG-12	TODS DRIFT WAY	OLD GREENWICH	From Cove Rd. along Tods Drift Way south	1110	\$200.00	\$222,000.00
WMS-1	WEST PUTNAM AVENUE	NORTHERN	Byram Rd. to Western Jr. Hwy.	1080	\$200.00	\$216,000.00
SUBTOTAL						\$6,355,700.00
SECOND PRIORITY						
GL-12	GLENVILLE ROAD	CENTRAL/GLENVILLE HUB	Weaver St. to Stillman La.	3850	\$200.00	\$770,000.00
RV-1	HEARTHSTONE DRIVE	RIVERSIDE	Hendrie Ave. to Lockwood Rd.	1300	\$200.00	\$260,000.00
RV-1	HENDRIE AVE.	RIVERSIDE	Bramble La. To Druid La.	450	\$200.00	\$90,000.00
HA-10	JOSEPHINE EVARISTO AVE.	EASTERN	West Putnam Rd. to Charles st.	1015	\$200.00	\$203,000.00
GL-4	KING STREET	WESTSIDE-BYRAM RIVER	Willow Run Rd. to Bowman Dr.	715	\$200.00	\$143,000.00
RV-15	OVAL AVENUE	RIVERSIDE	Riverside Ave to Lake Dr	760	\$200.00	\$152,000.00
RV-10	OWENOK WAY	RIVERSIDE	Hendrie Ave. to Wesskum Wood Rd.	1500	\$200.00	\$300,000.00
GL-5	PEMBERWICK ROAD	EASTSIDE-BYRAM RIVER	Hallock Dr. to Comly Rd.	1920	\$200.00	\$384,000.00
GL-18	RIVERSVILLE ROAD	CENTRAL/GLENVILLE HUB	Glenville Rd. to Peckland Rd.	2500	\$200.00	\$500,000.00
RV-18-28	SPRING STREET	RIVERSIDE	Riverside Ave to Summit Rd.	675	\$200.00	\$135,000.00
CMS-2	STANWICH ROAD	CENTRAL/SOUTH	Old Post Rd. to Indian Rock La.	3800	\$200.00	\$760,000.00
CC	STRICKLAND RD.	COS COB	Loughlin Ave. to River Rd.	975	\$200.00	\$195,000.00
RV-12	SUMMIT ROAD	RIVERSIDE	Spring St. to Oval Ave	1600	\$200.00	\$320,000.00
GL-2	UPLAND STREET	WESTSIDE-BYRAM RIVER	Connector to Haylock Dr	200	\$200.00	\$40,000.00
RV-1	WESSKUM WOOD ROAD	RIVERSIDE	Owenoke Way to Sound Beach Ave.	650	\$200.00	\$130,000.00
SUBTOTAL						\$4,382,000.00
THIRD PRIORITY						
JC-2	ANDERSON ROAD	MILBROOK VICINITY	Mallard Drive to Overlook Drive	400	\$200.00	\$80,000.00
OG-21	ARCADIA ROAD	OLD GREENWICH	From Park Ave. to Highview Ave.	430	\$200.00	\$86,000.00
RV-3	BRAMBLE LANE	RIVERSIDE	Hendrie Ave to Druid La.	1450	\$200.00	\$290,000.00
GL-3	CAROLINE PLACE	WESTSIDE-BYRAM RIVER	Davis Ave. to Upland St.	2710	\$200.00	\$542,000.00
NL-6	CHESTNUT STREET	CENTRAL/SOUTH	Delavan Ave. to Dead End	580	\$200.00	\$116,000.00
NL-2	CHURCH STREET	CENTRAL/SOUTH	Segment between Mead and S. Water	380	\$200.00	\$76,000.00
	COGNEWAUGH ROAD	NORTH MIANUS	Valley Rd. to De Luca Dr.	1200	\$200.00	\$240,000.00
CC S3 & S5	CROSS LANE	COS COB	E. Putnam Ave. to Indian Field Rd.	2100	\$200.00	\$420,000.00
JC	DAVIS AVE.	JULIAN CURTISS	Bruce Park Ave. along Davis Ave North	200	\$200.00	\$40,000.00
RV-5	DRUID LANE	RIVERSIDE	Hendrie Ave to Lockwood Rd.	1370	\$200.00	\$274,000.00
OG-1	EDGEWATER DRIVE	OLD GREENWICH	Lockwood Dr. to Sound Beach Ave.	550	\$200.00	\$110,000.00
GL-3	FLETCHER AVENUE	WESTSIDE-BYRAM RIVER	Upland St. to Comely Ave.	1450	\$200.00	\$290,000.00
NM-6	FLORENCE ROAD	NORTH MIANUS	Split Timber Pl. to Palmer Hill Rd.	1230	\$200.00	\$246,000.00
GL-20	GREENWAY DRIVE	CENTRAL/GLENVILLE HUB	Off of Grey Rock Drive	1200	\$200.00	\$240,000.00
DD-4	HALSEY DRIVE	DUNDEE	Mac Authur Dr. to Havemeyer La.	1480	\$200.00	\$296,000.00
OG-20	HIGHVIEW AVENUE	OLD GREENWICH	Lockwood Ave. to Arcadia Rd.	1650	\$200.00	\$330,000.00
DD-6	HOOVER ROAD	DUNDEE	Wescott Ct. to Sound Beach Ave.	850	\$200.00	\$170,000.00
CMS	KENT PLACE	CENTRAL	Orchard St. to Grove St.	635	\$200.00	\$127,000.00
NM-9	MACARTHUR ROAD	NORTH MIANUS	Halsey Dr. to Havemeyer La.	1420	\$200.00	\$284,000.00
CC-N10	NASSAU PLACE	COS COB	E. Putnam Ave to Existing S/W	150	\$200.00	\$30,000.00
NM-16	NEIL LANE	NORTH MIANUS	E. Putnam Ave to Wescott Court	390	\$200.00	\$78,000.00
CMS-1	ORCHARD STREET	CENTRAL	Indian Rock La. To Stanwich Rd.	1900	\$200.00	\$380,000.00
CC S10	OSCEOLA DRIVE	COS COB	Indian Field Rd. to Sachem Rd.	600	\$200.00	\$120,000.00
OG-20	PARK AVENUE	OLD GREENWICH	Lockwood Ave. to Arcadia Rd.	1730	\$200.00	\$346,000.00
NM-13	RIVER ROAD	NORTH MIANUS	Palmer Hill Rd. to Sweet Briar La.	1000	\$200.00	\$200,000.00
GL-1	RIVERDALE AVENUE	WESTSIDE-BYRAM RIVER	To Davis Ave.	1200	\$200.00	\$240,000.00
RV-17 **	RIVERSIDE AVENUE	RIVERSIDE	Oval Ave to West End Ave.	6650	\$200.00	\$1,330,000.00
OG-13	SHORE ROAD	OLD GREENWICH	Ledge Rd. to North of Tomac La.	3610	\$200.00	\$722,000.00
	SOUTH WATER ST.	WESTSIDE	Hervey St along S. Water St. South	400	\$200.00	\$80,000.00
NM-5	SPLIT TIMBER ROAD	NORTH MIANUS	Old Orchard Rd. to Florence Rd.	1100	\$200.00	\$220,000.00
RV-12	SUMMIT ROAD	RIVERSIDE	Arch St. to Spring St.	1250	\$200.00	\$250,000.00
GL-13 - 15	WEAVER PLACE	CENTRAL/GLENVILLE HUB	Byram Ter. Dr. to Chapel St.	250	\$200.00	\$50,000.00
GL-13 - 15	WEAVER STREET	CENTRAL/GLENVILLE HUB	Chapel St. to E. Weaver St.	900	\$200.00	\$180,000.00
DD-6	WESCOTT COURT	DUNDEE	Neil Lane to Wescott St.	360	\$200.00	\$72,000.00
DD-6	WESCOTT STREET	DUNDEE	Wescott Ct. to Perna La.	720	\$200.00	\$144,000.00
	WESTERN JR. HWY.	WESTSIDE	Henry St to Richland Rd.	425	\$200.00	\$85,000.00
SUBTOTAL						\$8,784,000.00

SIDEWALK RECONSTRUCTION

ID#	LOCATION	STUDY AREA	DESCRIPTION	LENGTHS	COST/FT.	TOTAL COST EST.
HA-20	HAMILTON AVENUE	HAM. AVE	opp. Armstrong Ct. to Stone Avenue	1,930	\$125.00	\$241,250.00
HA-19	HAMILTON AVENUE	HAM. AVE	Armstrong Ct. exit to St. Roch's Avenue	3,000	125.00	375,000.00
S.C.	RITCH AVENUE		Byram Shore Road to Arnold's Entrance	3,225	125.00	403,125.00
HA-4	EDGEWOOD AVENUE	HAM. AVE	West Putnam Avenue to Old Field Point Rd	860	125.00	107,500.00
HA-15	HAROLD AVENUE	HAM. AVE	West Putnam Avenue to St. Roch's Ave.	940	125.00	117,500.00
GI-9	PEMBERWICK ROAD	GLENVILLE	West Putnam Avenue to Halock Drive	3,420	125.00	427,500.00
HA-14	SAINT ROCH'S AVENUE	HAM. AVE	Hamilton Avenue School to Harold Avenue	350	125.00	43,750.00
Hwy	EAST PUTNAM AVENUE		at Milbank Avenue Traffic Islands	130	125.00	16,250.00
Hwy	MASON STREET		Havemeyer Place TO #192 Mason Street	162	125.00	20,250.00
Hwy	EAST PUTNAM AVENUE		at Christ Church	570	125.00	71,250.00
Hwy	BOLLING PLACE			300	125.00	37,500.00
Hwy	MILBANK AVENUE		@ US1 traffic island			
GHS-2	FAIRFIELD ROAD	GR. HIGH SCHOOL	Hillside Road to Stanwich Road	1,660	125.00	207,500.00
CMS-2	STANWICH ROAD	CENTRAL MIDDLE SCHOOL	Fairfield Road to Indian Rock lane			
NM-12	VALLEY ROAD	NORTH MAINUS	Palmer Hill Road	4,485	125.00	560,625.00
Hwy	SOUND BEACH AVENUE		Webb Avenue	700	125.00	87,500.00
Hwy	SOUND BEACH AVENUE		Old Greenwich Fire Station	500	125.00	62,500.00
OG-27	SOUND BEACH AVENUE	OLD GREENWICH	Railroad Overpass	300	125.00	37,500.00
OG-27	SOUND BEACH AVENUE	OLD GREENWICH	Arcadia Road	350	125.00	43,750.00
Hwy	LOCKWOOD ROAD		Bradbury Lane	1,130	125.00	141,250.00
S.C.	OLD ORCHARD ROAD		Sheephill Road		125.00	-
Hwy	SOUND BEACH AVENUE		@ #108		125.00	-
	SUBTOTAL					\$3,001,500.00

SIDEWALK MAINTENANCE

ID#	LOCATION	STUDY AREA	DESCRIPTION	LENGTHS	COST/FT.	TOTAL COST EST.
HA-17	HOLLY HILL LANE	HAM. AVE	Transfer Station Entr. to W. Putnam Ave.	1,125	125.00	\$ 140,625.00
NL-1	WILLIAM STREET	NEW LEB.	South Water Street to Mead Avenue	750	125.00	93,750.00
NL-2	CHURCH STREET WEST	NEW LEB.	South Water Street to Mead Avenue	1,450	125.00	181,250.00
NL-5	WILLIAM STREET	NEW LEB.	Wessels Place to Byram Schubert Library	300	125.00	37,500.00
GL-21	HAWTHORNE STREET N.	CENTRAL/GLENVILLE HUB	Grey Rock Rd. to Weaver St.	650	\$125.00	\$81,250.00
S.C.	HIGH STREET		Byram Road to View Street	460	125.00	57,500.00
S.C.	WEST PUTNAM AVENUE		@ Weaver Street	400	125.00	50,000.00
S.C.	HOLLY HILL LANE		Ann Street to West Putnam Avenue	250	125.00	31,250.00
S.C.	NORTH STREET		Park Avenue to North Maple Avenue	750	125.00	93,750.00
S.C.	ORCHARD STREET		East Putnam Avenue to Kent Place	2,210	125.00	276,250.00
CC-N7	SINAWOY ROAD	COS COB	Taylor Drive East Putnam Avenue	500	125.00	62,500.00
RV-6	HENDRIE AVENUE	RIVERSIDE	Eastern Middle School to Bramble Lane	600	125.00	75,000.00
	WEAVER STREET	WESTSIDE	Alden Rd. to Moshier St.	355	125.00	44,375.00
	ST. ROCH'S AVE.	WESTSIDE	Harold Ave. to Holly Hill La.	510	125.00	63,750.00
	SUBTOTAL					\$ 1,180,625.00
	GRAND TOTAL					\$23,703,825.00

**

PEDESTRIAN SAFETY COMMITTEE RECOMMENDS RIVESIDE AVENUE BE ELEVATED TO FIRST PRIORITY.

SECTION V. MAPS

TOWN OF GREENWICH

Sidewalk Priorities

LEGEND

 FIRST PRIORITY

 SECOND PRIORITY

 THIRD PRIORITY

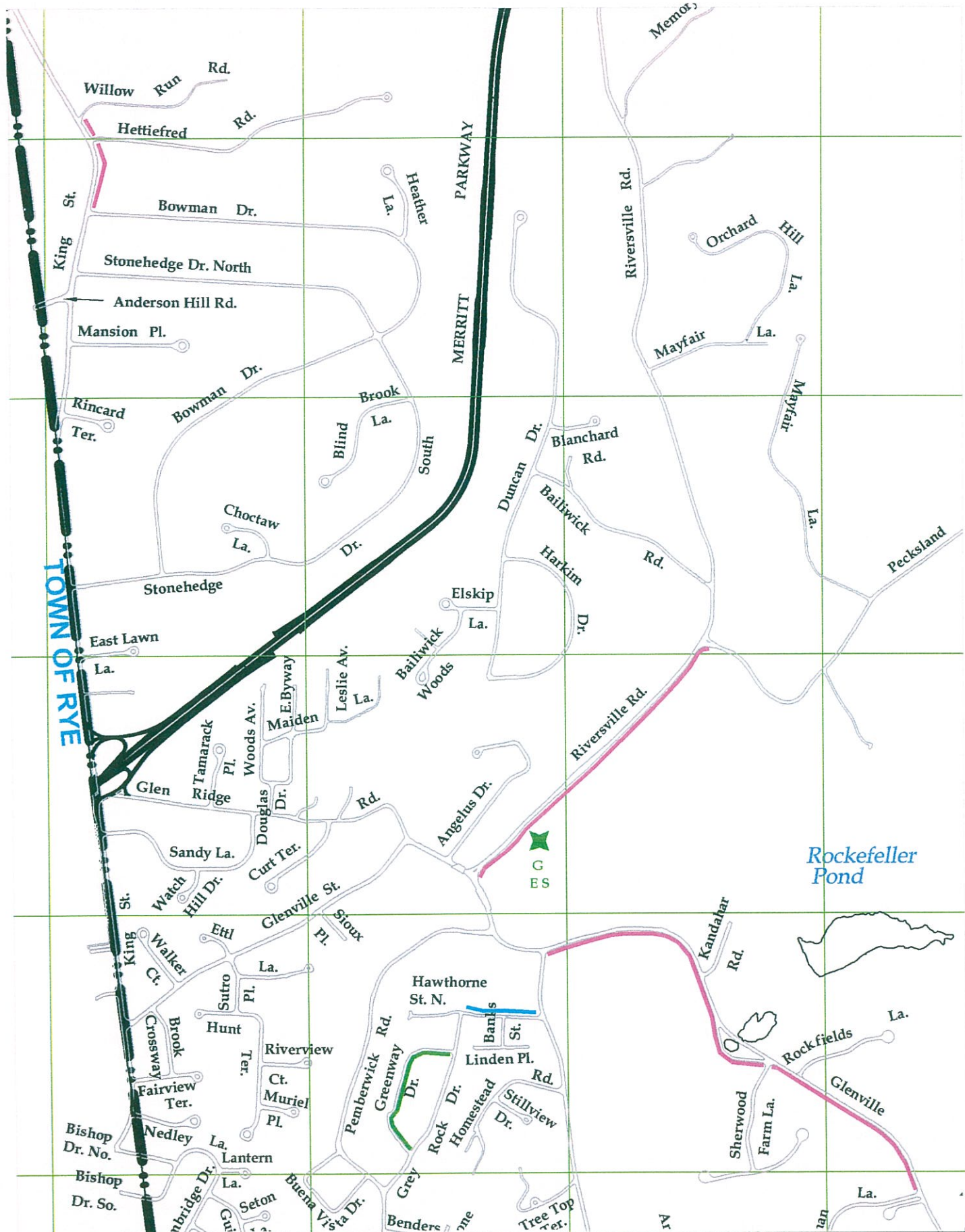
 RECONSTRUCTION

 MAINTENANCE/HIGHWAY

 HIGH SCHOOL

 MIDDLE SCHOOL

 ELEMENTARY SCHOOL



N.T.S.



Page 1 West

12/6/2006

Page 32

VILLAGE OF PORT CHESTER

- LEGEND
- | | | | |
|---|-----------------|---|---------------------|
|  | FIRST PRIORITY |  | RECONSTRUCTION |
|  | SECOND PRIORITY |  | MAINTENANCE/HIGHWAY |
|  | THIRD PRIORITY | | |

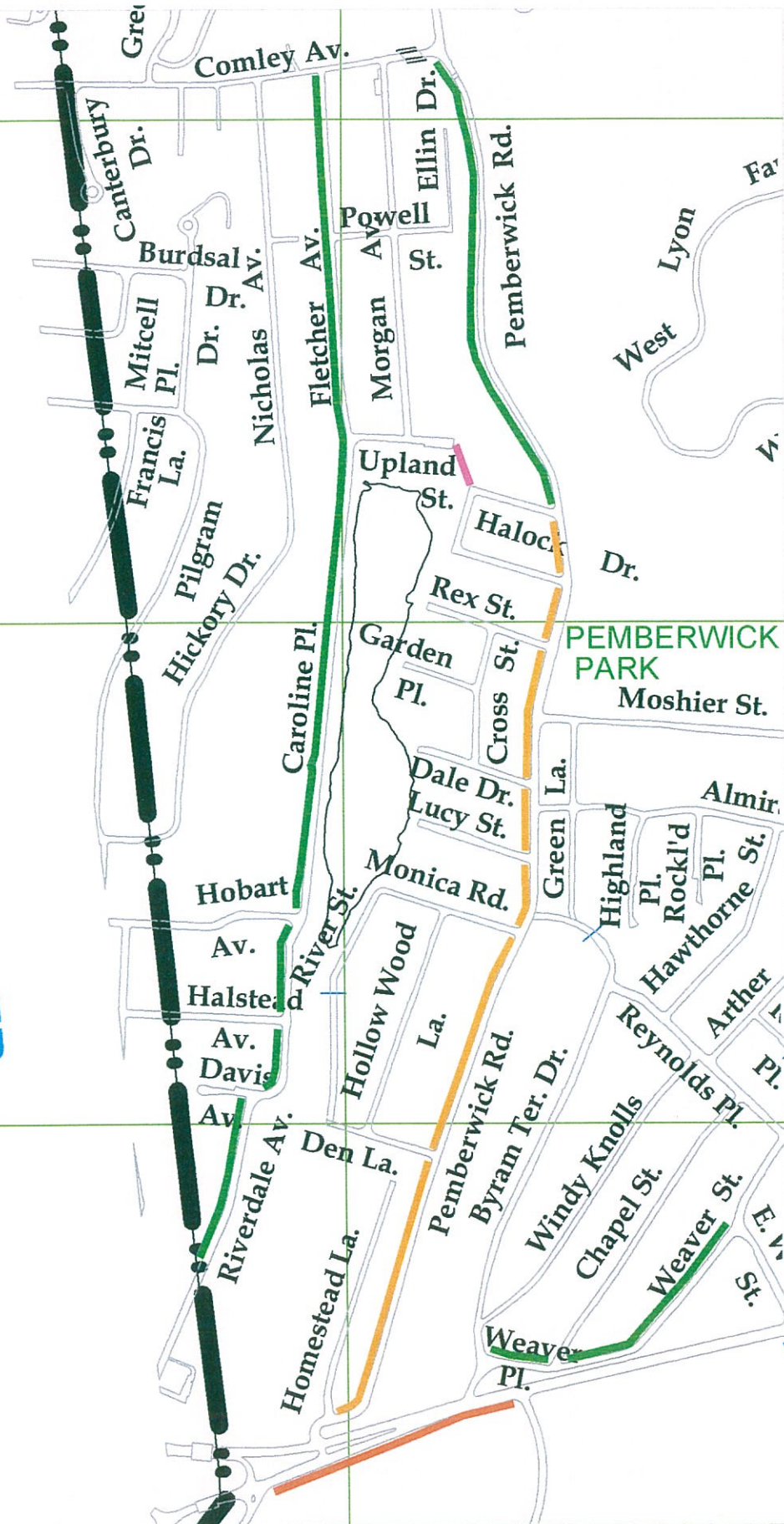
N.T.S.



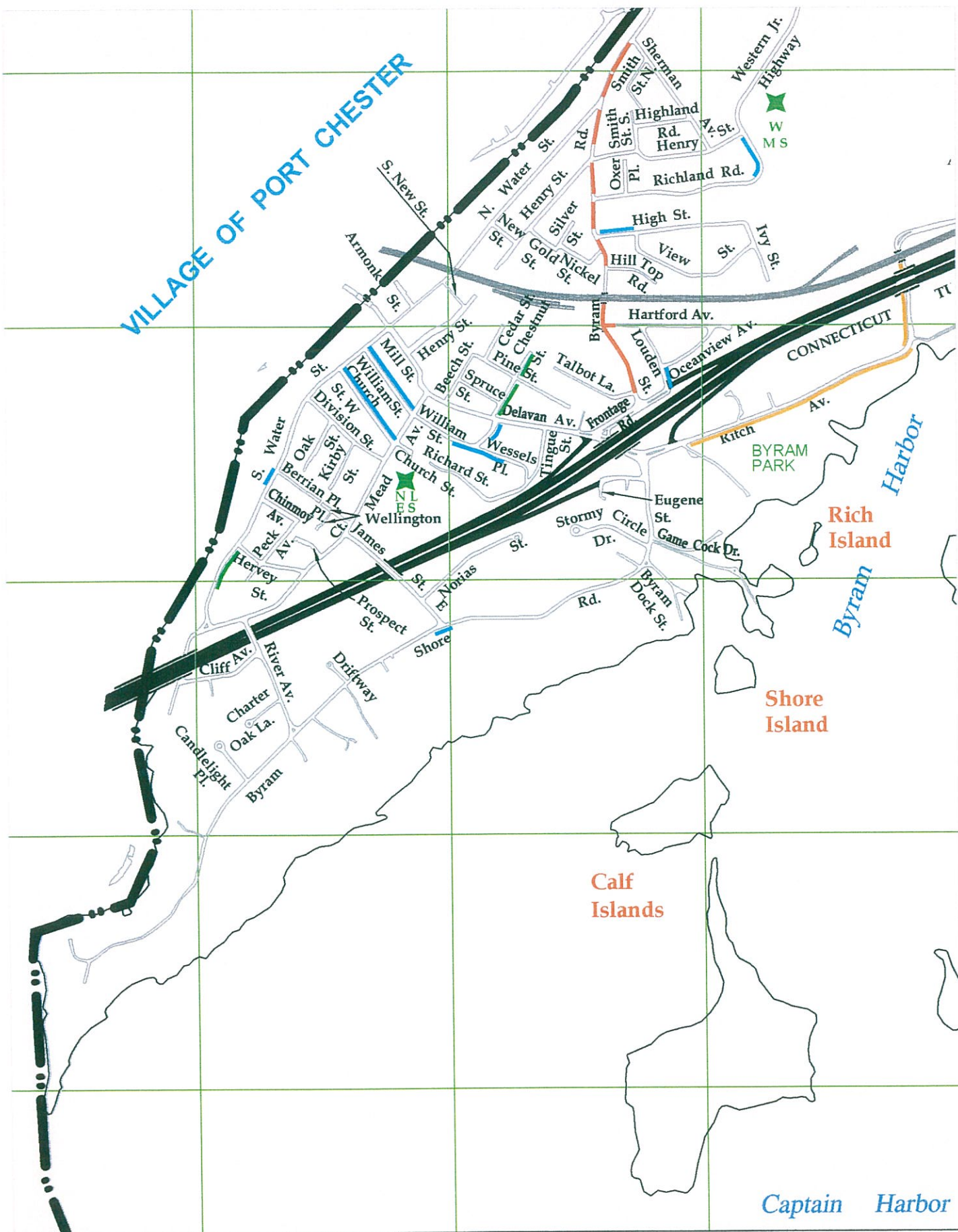
Page 2 West

12/6/2006

Page 33



VILLAGE OF PORT CHESTER

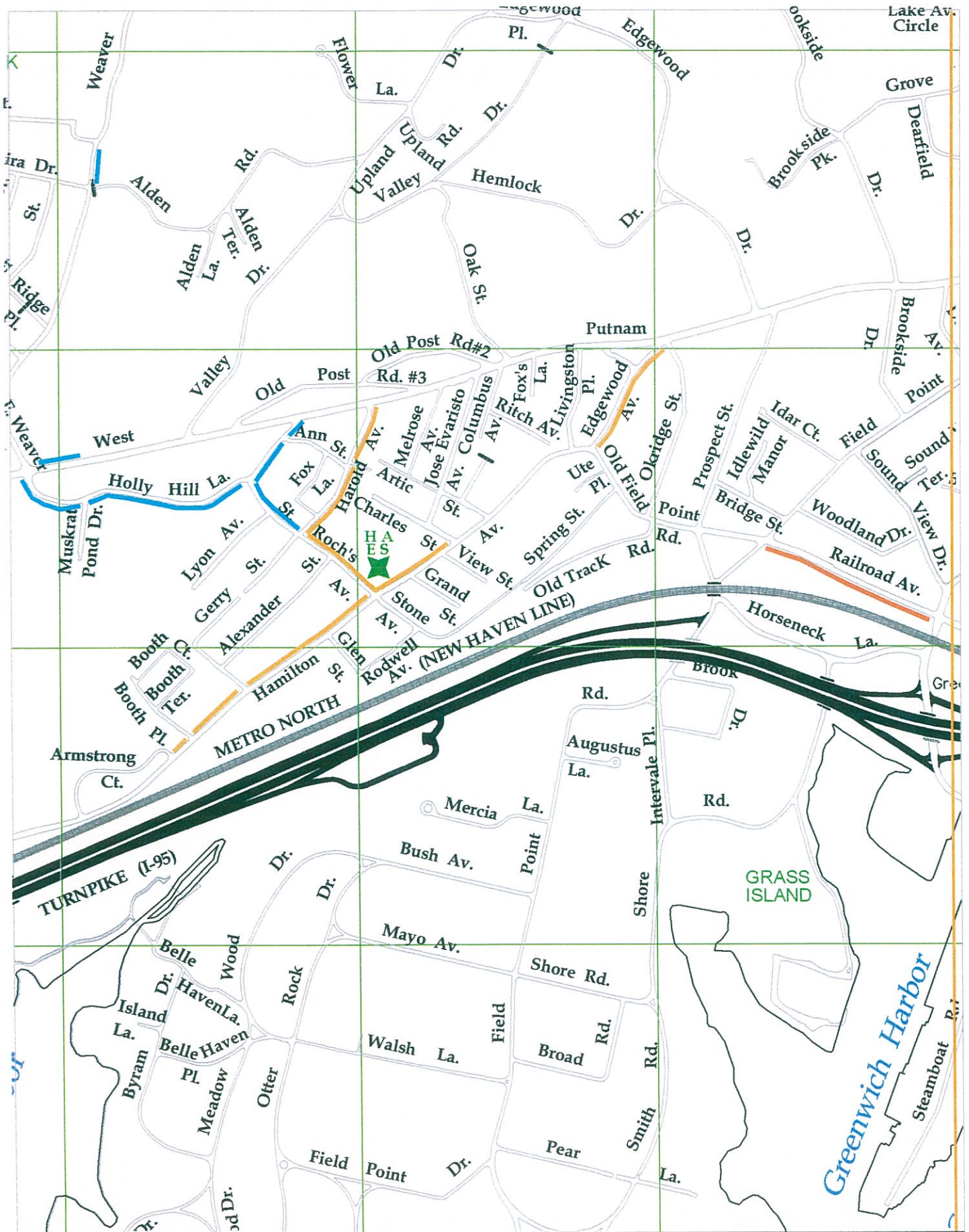


- LEGEND
- FIRST PRIORITY
 - SECOND PRIORITY
 - THIRD PRIORITY
 - RECONSTRUCTION
 - MAINTENANCE/HIGHWAY

N.T.S.



Page 3 West



- LEGEND
- | | |
|--|---|
| — FIRST PRIORITY | — RECONSTRUCTION |
| — SECOND PRIORITY | — MAINTENANCE/HIGHWAY |
| — THIRD PRIORITY | |

N.T.S.



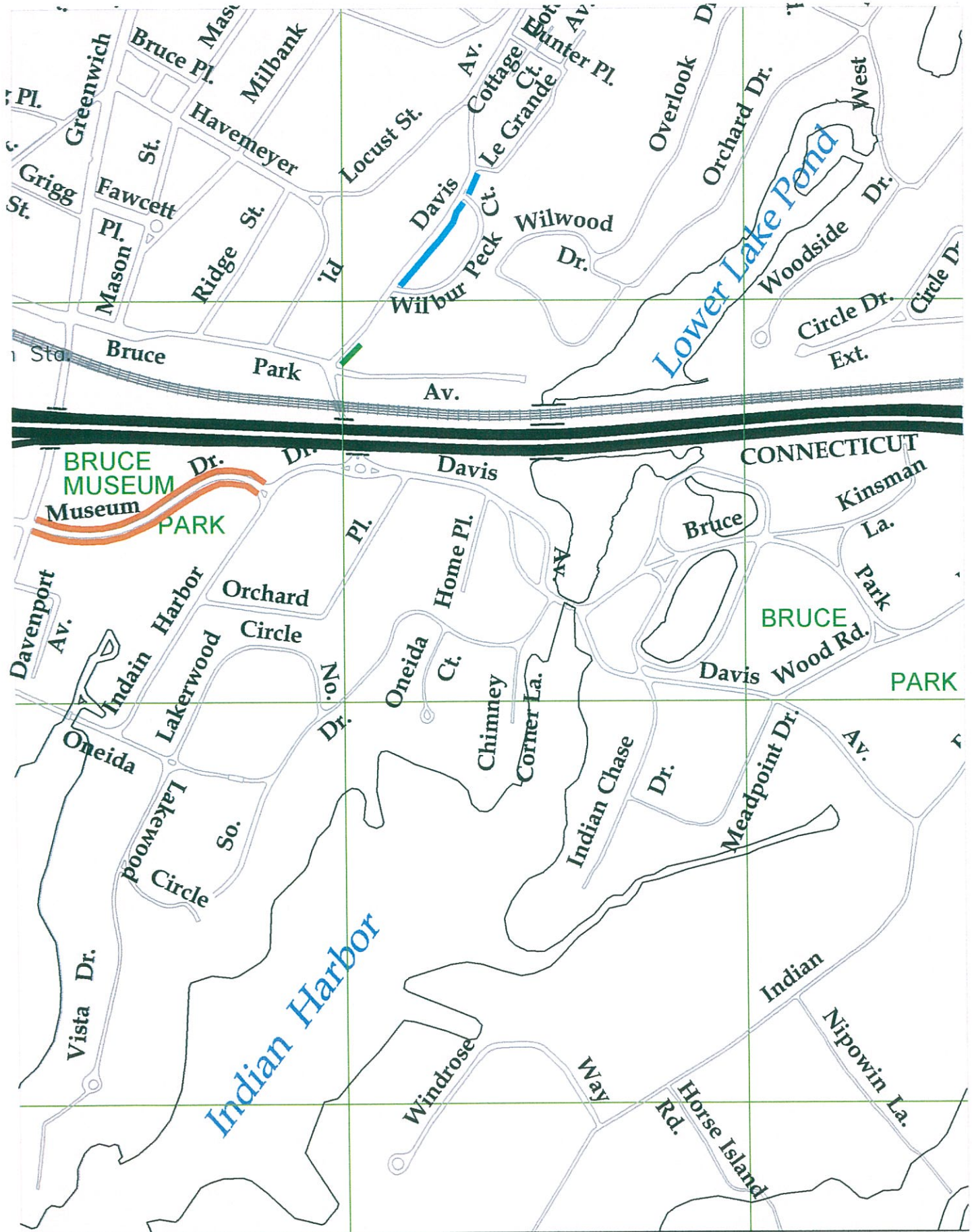
Page 4 West

12/6/2006

Page 35



Page 36

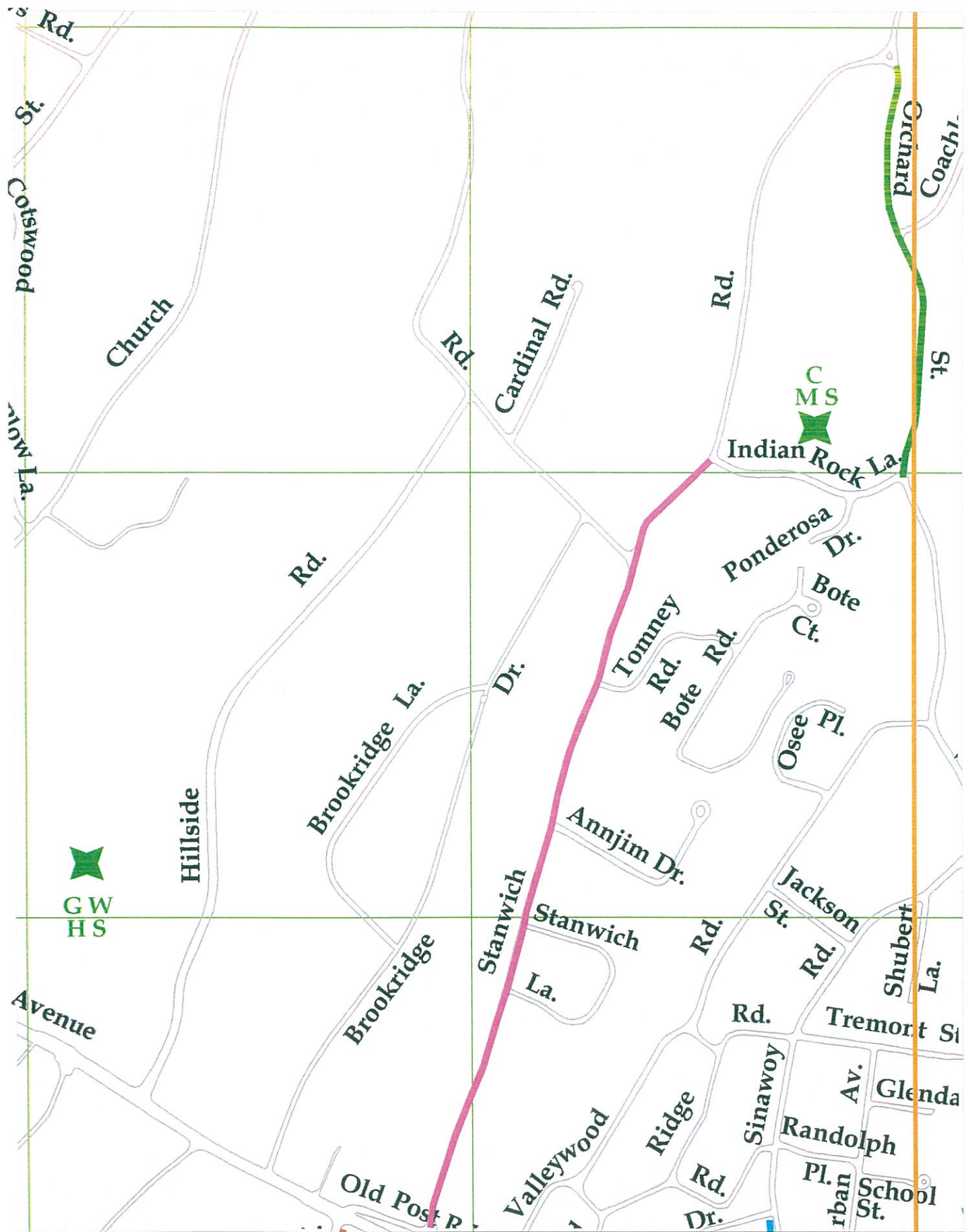


- LEGEND
- FIRST PRIORITY
 - SECOND PRIORITY
 - THIRD PRIORITY
 - RECONSTRUCTION
 - MAINTENANCE/HIGHWAY

N.T.S.



Page 2 Center



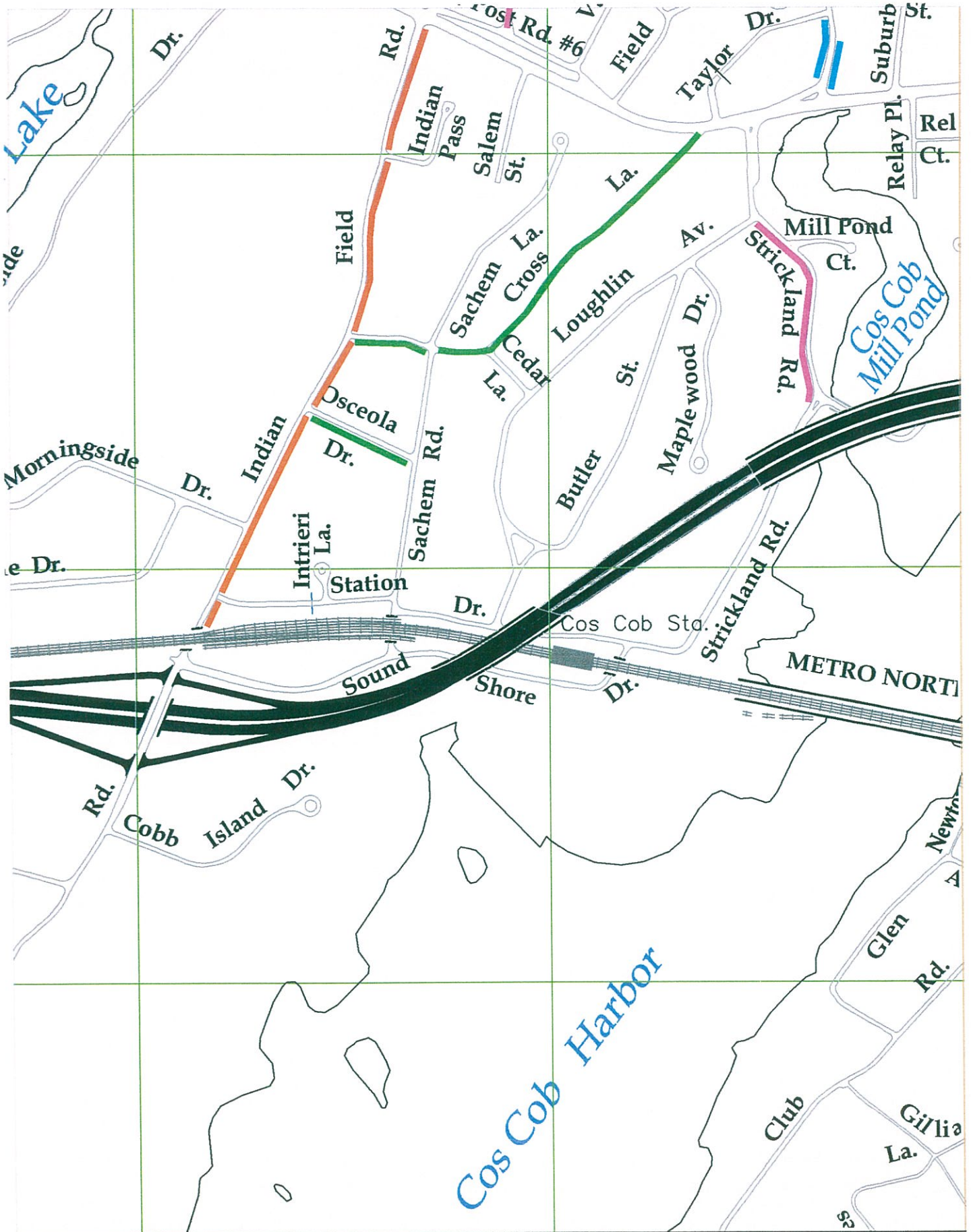
LEGEND

— FIRST PRIORITY	— RECONSTRUCTION
— SECOND PRIORITY	— MAINTENANCE/HIGHWAY
— THIRD PRIORITY	

N.T.S.



Page 3 Center



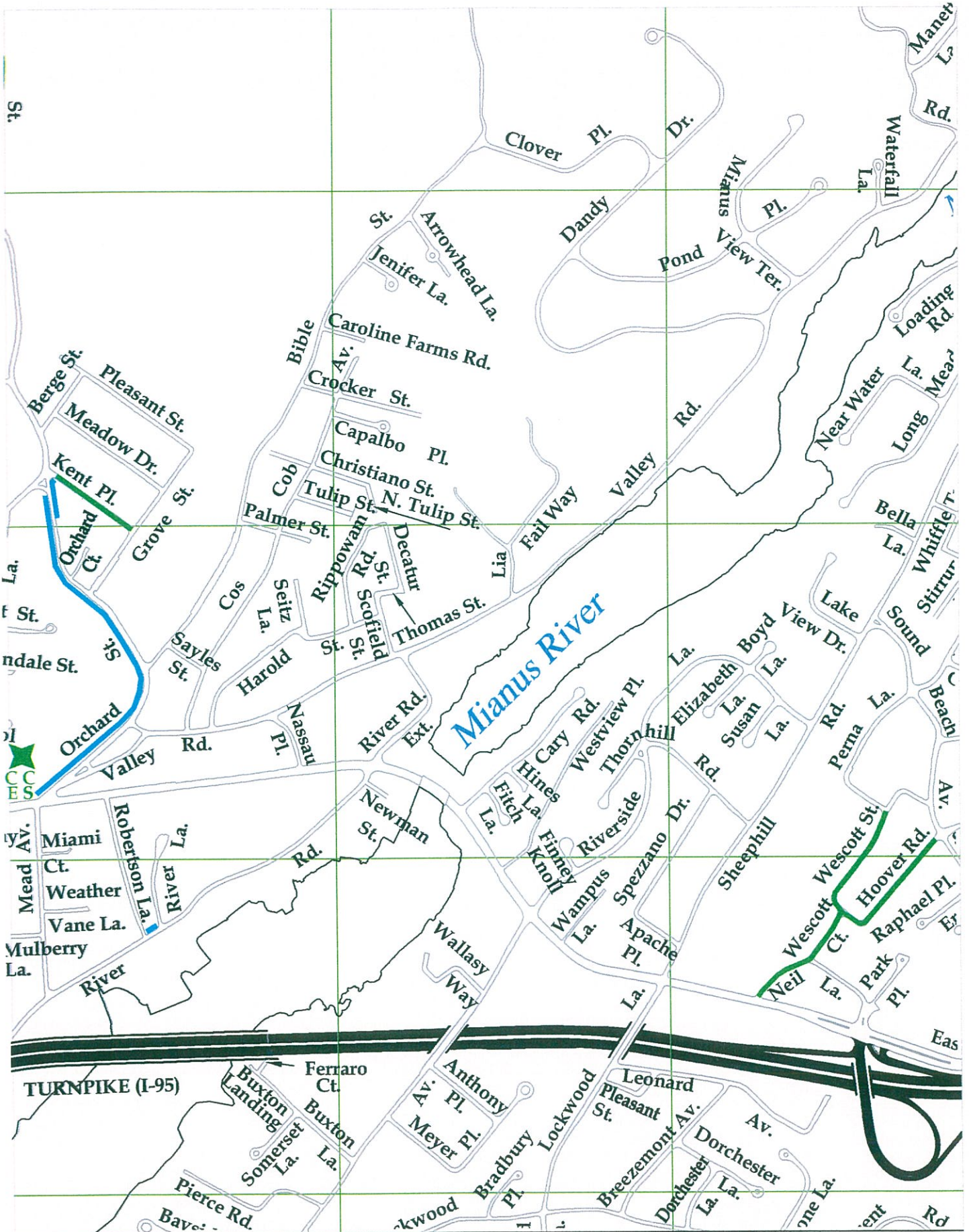
LEGEND

— FIRST PRIORITY	— RECONSTRUCTION
— SECOND PRIORITY	— MAINTENANCE/HIGHWAY
— THIRD PRIORITY	

N.T.S.



Page 4 Center



- LEGEND
- | | |
|---|---|
| — FIRST PRIORITY | — RECONSTRUCTION |
| — SECOND PRIORITY | — MAINTENANCE/HIGHWAY |
| — THIRD PRIORITY | |

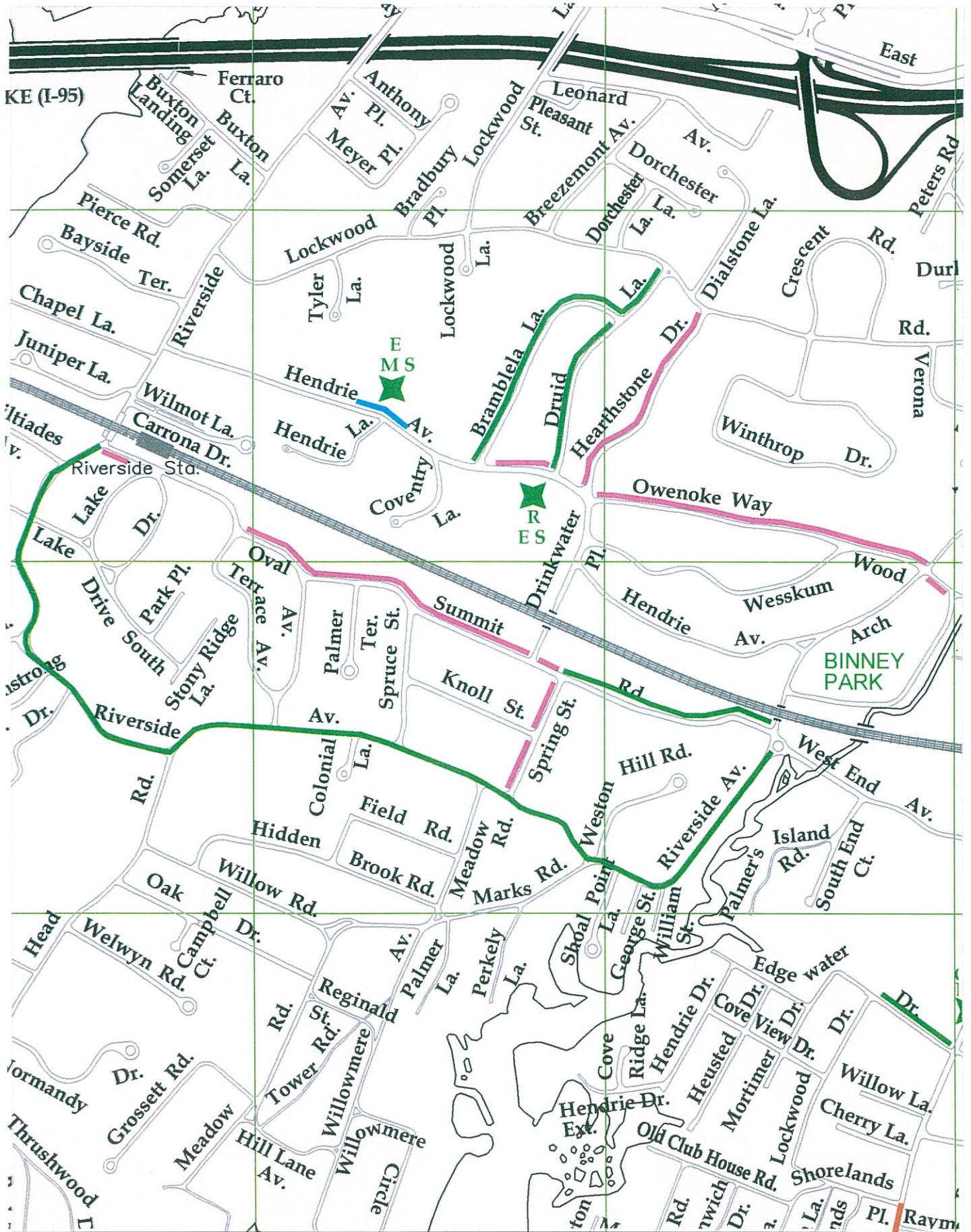
N.T.S.



Page 1 East

12/6/2006

Page 40



- LEGEND
- | | |
|---|---|
| — FIRST PRIORITY | — RECONSTRUCTION |
| — SECOND PRIORITY | — MAINTENANCE/HIGHWAY |
| — THIRD PRIORITY | |

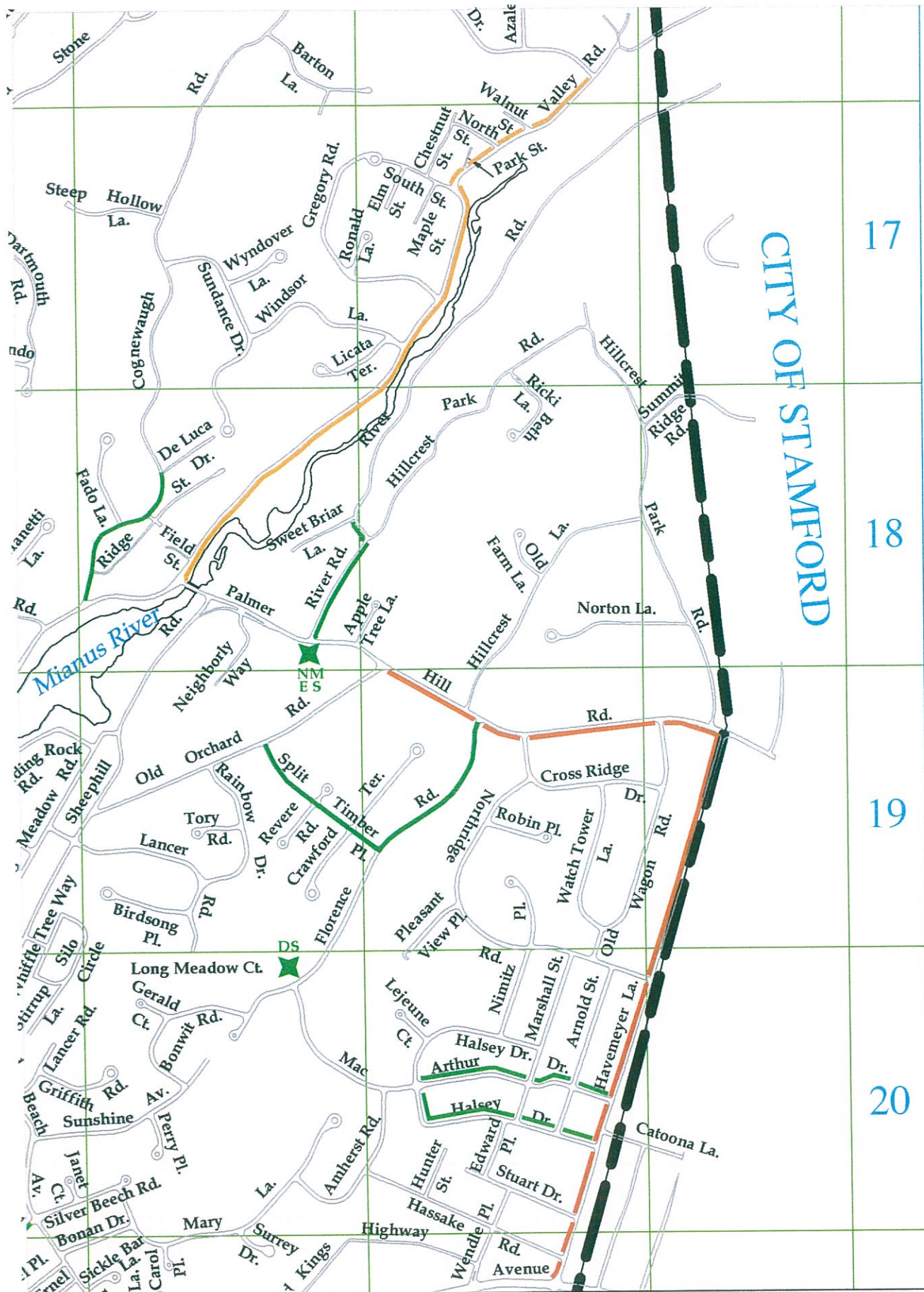
N.T.S.



Page 2 East

12/6/2006

Page 41



CITY OF STAMFORD

17

18

19

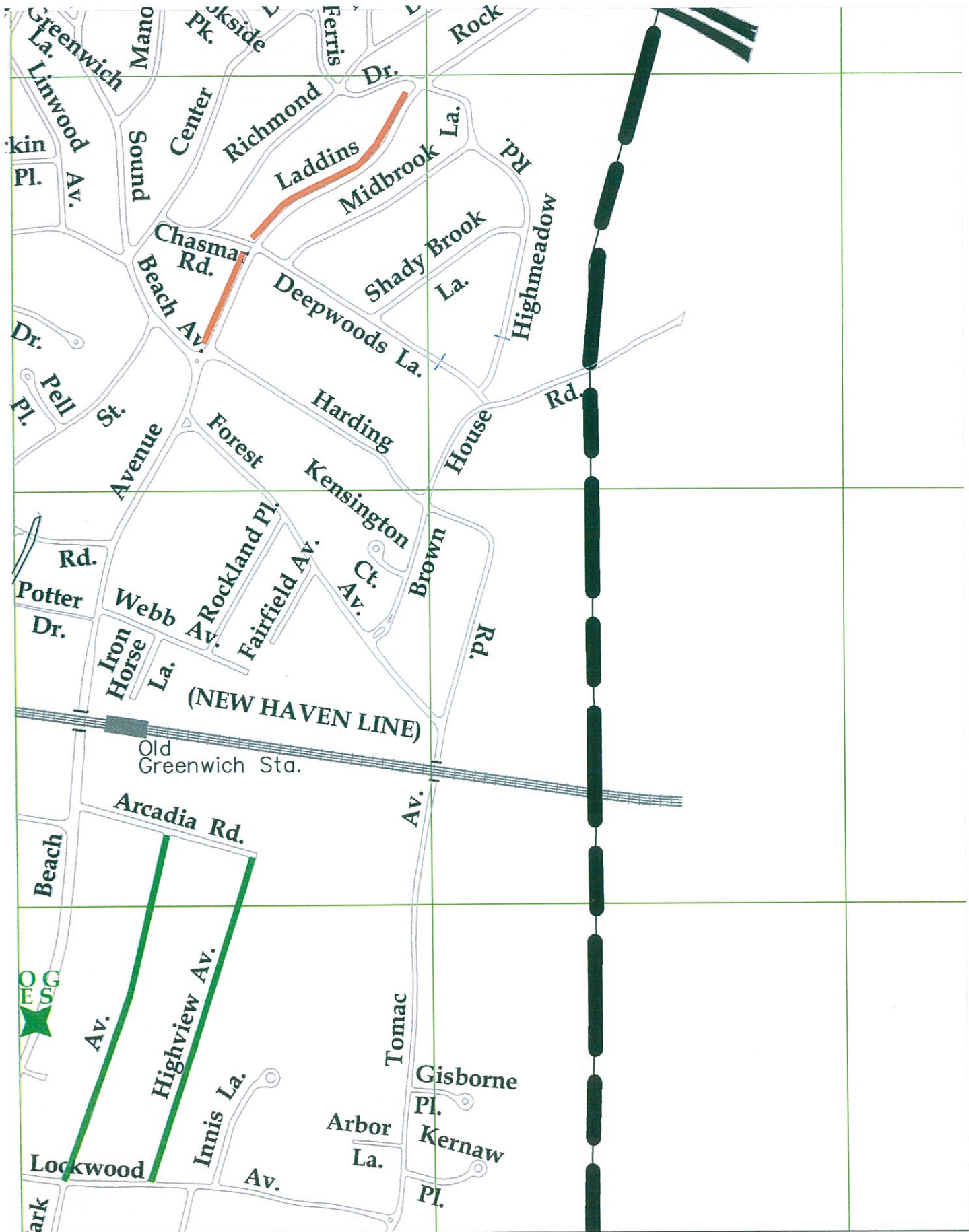
20

- LEGEND
- FIRST PRIORITY
 - SECOND PRIORITY
 - THIRD PRIORITY
 - RECONSTRUCTION
 - MAINTENANCE/HIGHWAY

N.T.S.



Page 3 East



- LEGEND
- | | |
|--|---|
| — FIRST PRIORITY | — RECONSTRUCTION |
| — SECOND PRIORITY | — MAINTENANCE/HIGHWAY |
| — THIRD PRIORITY | |

N.T.S.



Page 4 East

12/6/2006

Page 43

SECTION VI. CHARTS OF RECOMMENDATIONS

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE
RIVERSIDE SCHOOL – EASTERN MIDDLE SCHOOL INVENTORY

<u>ID #</u>	<u>Location</u>	<u>Comments</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
RV-1	Hendrie Ave. - from Hearthstone to Lockwood Rd. WB #35	Heavy vehicular cut through traffic. Walking route to Riverside School & EMS. School children must cross Hendrie to get to Riv. School/playground. First priority for new sidewalk. (SR I-Cent. 9:3a)	XXX asph	XXX		edge bikes		XXX	SPSC- no speed bumps
RV-2	Hendrie Ave. at Hearthstone intersection WB #35	Entire intersection needs to be studied; island with mailboxes needs to be reconsidered. Five lanes of traffic converge at this location. Crosswalk needed. Dangerous (island w/mailboxes) for peds & autos. SR I-Cent. 9:4a & 6a; SR II-Cent. 9:6 b,c)		XXX	XXX peds.			XXX	redesign remove island
RV-3	Hendrie Ave.- from Bramble Lane (branch) from Hendrie to Druid WB #35	Busses use Bramble to get to EMS. Speeding noted. Students walk on Bramble & Druid.			XXX 25 mph			XXX	traffic calming
RV-4	Hendrie Ave. betw Druid & Bramble WB #35	Sidewalk has discontinuous gap – north side	XXX asph						
RV-5	Hendrie Ave.-Druid Lane from Lockwood Rd. to Hendrie Ave. WB #35	Cut through for cars going to EMS. Lower priority for new sidewalk construction than Hearthstone.	XXX asph	XXX				XXX	
RV -6	Hendrie Ave. vic. EMS (east/west)	Sidewalk existing is in very poor condition. Must be reconstructed on both north & south sides.	XXX recons						
RV-7	Lockwood Rd. at Druid intersection	No crosswalks now, but will be necessary when Lockwood sidewalk is constructed (2005). SR-I Cent. 9:3a.		XXX					rotary
RV-8	Lockwood Rd. opposite Dialstone Lane	Cars speeding; peds to connect to existing walkway that leads to back entrance of EMS at Breezement		XXX					XXX
RV-9	Lockwood Rd. at Hearthstone	New Lockwood sidewalk will need improved crosswalk & line of sight issue addressed. SR-I Cent. 9:8a		XXX					

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE
RIVERSIDE SCHOOL – EASTERN MIDDLE SCHOOL INVENTORY

<u>ID #</u>	<u>Location</u>	<u>Comments</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
RV-10	Wesskum Wood Rd. to Owenoke Way to Hendrie Ave.	Crosswalk exists at Wesskum Wood & Hendrie. Busy vehicular traffic on Wesskum at eastern end & Owenoke from Wesskum to Hendrie. SR I-Cent. 9:7a; SR III-Cent. 9:7b	XXX			XXX			
RV-11	Hendrie Ave. at front entrance (walkway) to Riverside School	Curbing exists only on the eastern side of Hendrie with no sidewalk landing, only dirt path.						XXX	
RV-12	Summit Rd. at Arch St. circle west to Oval Ave. ending at RR bridge overpass (Note: this is one road that changes its name) WB #37	Commuters, school children, joggers and walkers use this road. Heavy vehicular traffic. Poor sight lines especially at eastern end of Summit. SR I-SW 10:3a; SR III-SW 10 3b)	XXX	XXX		edge /bikes		XXX	
RV-13	Lake Drive (off Oval Ave.) to Stoney Ridge Rd.	Footpath used by pedestrians going to Riverside train station. Stoney Ridge is a cul-de-sac.							
RV-14	Oval Ave. at RR parking area WB #37	Commuters cross Oval to get to Lake Drive without crosswalks anywhere (N-S). SR I-SW 10:1a		XXX N-S					
RV-15	Oval Ave. to Riverside WB #37 Ave.	South side sidewalk is not continuous. Commuter connection to Riverside Ave.	XXX					XXX	
RV-16	Oval Ave. at Terrace Ave. WB #37	Three road intersection at corner. Needs crosswalks. Poor lines of sight. SR I-SW 10:2a	XXX (south)	XXX				XXX	
RV-17	Riverside Ave. – from Arch St. circle to Marks Rd. to Spring St.	Riverside Avenue sidewalk from E. Putnam ends on the south side of RR bridge overpass. Students to EMS, commuters, joggers and walkers use Riverside Ave. as a main access route. Road is winding, has poor sight lines and is dangerous. Speeding is a problem esp. with sharp curves. SR II-SW 10:5a; SR I- SE 11:2a	XXX	XXX		edge & bikes if possible		XXX	

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE
RIVERSIDE SCHOOL – EASTERN MIDDLE SCHOOL INVENTORY

<u>ID #</u>	<u>Location</u>	<u>Comments</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
RV-18	Spring Street (between Riverside Ave. & Summit Rd.)	Walking route between Summit Rd. and Riverside Ave. Direct route to schools from Willowmere, Meadow, & Marks Rd. area. Spring is a cut through street with busy traffic at times. SR II SW 10:5b	XXX	XXX				XXX	
RV-19	Riverside Ave. from Spring St. west to Meadow & Indian Head Rd.	Commuters walk to station / students walk to Riverside/EMS schools. Traffic calming needs due to hilly terrain, stone walls, line of sight issues & sharp curves. Very, very dangerous! SR II – SW 10:5b	XXX	XXX		edge & bikes if possible		XXX	traffic calming
RV-20	Riverside Ave. from Indian Head Rd. (St. Paul's Church) to RR bridge at Oval Ave.	Riverside Ave. sidewalk from E. Putnam ends on south side of RR bridge overpass. 90 degree curve in road in front of church at Pinecrest. Speeding. SR II – SW 10:5c	XXX	XXX		edge & bikes		XXX	speed humps
RV-21	Riverside Ave. from Hendrie Ave. to Chapel Lane and also to Wilmot Lane (has E-W crosswalk)	Crossing guard at crosswalk at Hendrie Ave. (E-W). Fast traffic; very dense road conditions. School busses stop at corner of Chapel Lane. Parking at Ada's often causes cars to cross center line. Cars turning onto Riverside Ave. don't see pedestrians in crosswalk while turning northbound. Much congestion with pedestrians sharing road space.			ped flaps				redesign to separate cars from peds
RV-22	Riverside Ave. beyond Miltiades on the west side of Riv. Ave.	Road forks here at a small flower triangular rotary. Road curves to the east rather sharply. SR II- SW 10:5c	XXX			XXX		XXX	check for encroachments
RV-23	Riverside Ave. near Club Road (east side)	Sharp curve just beyond Club Rd. Grassy shoulder used by pedestrians often obstructed by bushes/walls forces them onto roadway. Zero visibility at this location. SR II – SW 10:5c	XXX			XXX		XXX	check for encroachments (GIS)
RV-24	Riverside Ave. at Jones Park Dr.	Sidewalk needed; traffic calming also needed. SR II – SW 10:5c	XXX			XXX		XXX	check for encroachments

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE
RIVERSIDE SCHOOL – EASTERN MIDDLE SCHOOL INVENTORY

<u>ID #</u>	<u>Location</u>	<u>Comments</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
RV-25	Riverside Ave. at #155 going south	Sharp S-curve in roadway. Very poor line of sight; no grassy shoulder for pedestrian refuge. SR II – SW 10:5c	XXX			XXX		XXX	check for encroachments
RV-26	Riverside Ave. at Gilliam Lane (W)	Flower island in the S-curve . SR II – SW 10:5c	XXX			XXX		XXX	check for encroachments
RV-27	Riverside Ave. – Armstrong Lane (south)	Edge striping would help on this curve for both pedestrians and bikers. SR II – SW 10:5c	XXX			XXX		XXX	check for encroachments
RV-28	Riverside Ave. – at #185 (big white house)	Last curve ends here before St. Paul's Church corner and driveway. Visibility is better here. SR II – SW 10:5c	XXX			XXX		XXX	check for encroachments
RV-29	Indian Head Rd. at Riverside Ave. – St. Paul intersection	Bus stops here for many schools. Improve sight lines from east. SR II – SW 10:5c		XXX					check for encroachments
RV-30	Indian Head Rd. from St. Paul's Church intersection southward on Indian Head Rd.	Heavy pedestrian use; church & playground behind church are magnets. Students use path behind church to walk diagonally from Riv. Ave. to Indian Head Rd. avoiding the 3 road intersection.	Pathway on shoulder (west)						check for encroachments
RV-31	Indian Head Rd. at Leeward Lane (west side)	See picture in notebook	Pathway should (west)						check for encroachments
RV-32	Indian Head Rd. at Red Coat Lane (private road on L in pix)	Very dangerous curve needs to extend shoulder eastward to create a walking path as pedestrian near this place with zero visibility for drivers/pedestrians.	Pathway should (east)						

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE
DUNDEE SCHOOL INVENTORY

<u>ID #</u>	<u>Location</u>	<u>Comments</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
DD-1	MacArthur Dr. -- at Florence (front of Dundee School)	Drivers make U-turns on both streets in both directions. Very hazardous							Roundabout
DD-2	Florence Road -- East-West	Drivers tend to speed on wide roadway							traffic calming
NM-9	Mac Arthur Drive from Halsey Rd. to Havemeyer Lane	<u>SEE NORTH MIANUS INVENTORY</u>							
DD-3	Amherst Rd. at MacArthur Dr.	Speeding cars traverse this section.		cross w. exists	ped. sign				traffic calming
NM-10	Havemeyer Lane from Palmer Hill Rd. to East Putnam Ave.	Stamford development (Starwood Buckingham) to build roundabout here. Major Stamford route; high auto volume. NEEDS FURTHER STUDY. <u>SEE NORTH MIANUS INVENTORY</u>							
DD-4	Halsey Rd. from MacArthur to Havemeyer Lane	Primary access road into Havemeyer Park			4-way stops				stops or traffic calming
NM-8	Lancer Rd. -- three branches at Rainbow Drive, etc.	<u>SEE NORTH MIANUS INVENTORY</u>							traffic calmg/rotary
DD-5	<u>Riverside Bus route #1:</u> • Linwood-Lockwood Rd.	May need crosswalks when Havemeyer Lane has new sidewalks constructed.		XXX					

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE
DUNDEE SCHOOL INVENTORY

<u>ID #</u>	<u>Location</u>	<u>Comments</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
DD-6	<u>Riverside Bus route #3:</u> • Sound Beach Ext.	Sidewalk ends at Valbella's rear lot in mid-block. Should be continued to Bertolf corner. Very short distance.	XXX asphlt	XXX				XXX	
	• Bertolf Rd.	Need for crosswalk East-West at Bertolf on S. Beach extension		XXX					
	• Westcott Court	Sidewalk from Post Rd. terminates; should be continued to Westcott Rd. -Hoover intersec.	XXX asphlt	XXX				XXX	stop thru traffic at Westcott Court & Neil Lane/one way??
	• Westcott Rd.	Cut through for I-95 and Post Rd. Second priority after Hoover Lane.	XXX asphlt	XXX				XXX	
	• Hoover Lane	Direct route to S. Beach Extension							
	• Neil Lane	Sidewalk rear of McDonalds terminate; should be continued to western end.	XXX asphlt	XXX				XXX	
DD-7	Laddins Rock Rd. - from I-95 overpass pass to Perrot Library at Sound Beach traffic circle	Hyatt hotel built existing sidewalk. High volume traffic on Laddins Rock. Sidewalk should continue to Perrot Library.	XXX asphlt	XXX at Midbrook La. E-W				XXX	
DD-8	<u>Old Greenwich bus route #2:</u> • Sound Beach Ave. at Quintard	Students dropped off at Quintard had to cross Sound Beach Ave. without crosswalk		XXX	XXX			XXX	
	• Sound Beach at Manor	(same as above)		XXX	XXX			XXX	

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE
DUNDEE SCHOOL INVENTORY

<u>ID #</u>	<u>Location</u>	<u>Comments</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
DD-9	Old Greenwich bus route #4 - Hassake Rd. - Laddins Rock Road - Laddins Rock Rd. at Midbrook Lane - Shady Brook Lane at Midbrook La. & Deepwoods	Existing sidewalk on Hassake Rd. ends short of Amherst Rd. creating a gap. (see page one for details & recommend.) Need for a crosswalk East-West. Hazardous for students crossing L.Rock Rd. Speeding cars and high volume; poor sight lines. Very congested at times; cars waiting to pick up students at bus stop at two corners creates hazardous conditions for pedestrians/students	XXX asphlt	XXX XXX	XXX XXX			XXX XXX	change bus stops to High meadow La.

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

NORTH MIANUS - INVENTORY

<u>ID #</u>	<u>Location</u>	<u>Comments</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
NM 1	OLD ORCHARD RD- Palmer Hill Rd. to Sheephill Road	No curbing; asphalt sidewalk; grassy shoulder. Cars park ON the sidewalk - very hazardous. Old Orchard from N. Mianus School back parking lot to Sheephill Road. (SR I- SW b; SR II-SW 1c) Old Orchard from Split Timber to N. Mianus School back driveway (SR I -Cent 3 a-b)	XXX	XXX raised				XXX	Line of sight at Palmer Hill corner
NM 2	OLD ORCHARD RD. at Split Timber Rd.	Split Timber corner to north side/Old Orchard. (SR I-SW 1e)		XXX	XXX	XXX			raised inter-section
NM3	OLD ORCHARD RD. at Rainbow Dr.	Signage at new crosswalk on side of roadway. (SR I- SW 1f) Needs a STOP/Ped. flap on the centerline.		XXX	ped. stop w/flap				raised inter-section
NM-4	SPLIT TIMBER RD. at Revere Rd. & Crawford Terrace	Cul de Sac housing many students. (SR I - SW 2a & b) Need to calm speeding traffic; cut through street			need 2 STOP signs				traffic circle
NM-5	SPLIT TIMBER RD. from Florence Rd. to Old Orchard Rd.	Discontinuous sidewalk from Florence Rd. to school's back entrance. (SR III- SW 2c)	XXX	XXX (E-W)				XXX	
NM-6	FLORENCE RD. from Split Timber to Palmer Hill	Existing sidewalk west of Split Timber ; Needs to extend to form network to connect to Palmer Hill Rd.	XXX	XXX				XXX	

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

NORTH MIANUS - INVENTORY

<u>ID #</u>	<u>Location</u>	<u>Comments</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
NM-7	PALMER HILL RD from Old Orchard (to Cross Ridge Rd.) to Havemayer Lane	Existing sidewalk has pole impediment and other debris encroachments that restrict passage. This part is reconstruction. (SR I Cent 4a; SR II Cent 4b) Wide grassy shoulder with curbing/berm exists. Grassy strip from Cross Ridge to Havemayer La. is used by pedestrians currently. Would complete a network with Havemayer La. sidewalk to be built. (SR III -Cent. 5a)	XXX recons -frctn	XXX		edge striping		XXX	move pole & clear sidewalk of debris traffic island
NM-8	RAINBOW DR. corner LANCER RD.	3-way intersection forms a Y configuration. (SR I - SW 4a)							traffic circle
NM-9	MAC ARTHUR DR. from Halsey Dr.. to Havemayer Lane	Sidewalk exists from Dundee School on MacArthur and extends to Halsey St. Should be continued to Havemayer Lane to form a complete system/ network with new sidewalk on Havemayer La. (SR III-SE 3a & I-3d)	XXX	XXX	4-way STOP (?)			XXX	traffic circles
NM-10	HAVEMEYER LANE from Palmer Hill Rd. to E. Putnam Ave.	Very high volume; speeding very common. Forms the outer perimeter for all of Havemayer Park. (SR III-SE 1a)	XXX	XXX				XXX	traffic calming
NM-11	VALLEY RD.- Palmer Hill to Dandy Drive (south) (WB-29)	Existing sidewalk and curbing. . Need for reconstruction. Existing sidewalk and curbing have been overlaid too often; dangerous for pedestrians; guard rail has been displaced. (SR II- Cent. 7a; SR I - Cent. 3a)	XXX recons t &	XXX at Gregory				XXX XXX	
NM-12	VALLEY RD.- Palmer Hill to Mimosa, etc. (north)	Extend existing sidewalk north 100 ft. (SR I- No. 1a, 4a; SR II- No. 2a & 3a)	XXX new	XXX					
NM-13	RIVER RD. from Palmer Hill Rd. to just beyond Sweet Briar Lane	New sidewalk at 500 River Rd. ends abruptly. SPSC recommends new sidewalk not bumps. Narrow roadway; short distance. (SR I No. 6a - speed bumps)	XXX					XXX	SPSC NOT SPEED BUMPS

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

NORTH MIANUS - INVENTORY

<u>ID #</u>	<u>Location</u>	<u>Comments</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
NM-14	HILLCREST PARK RD. (private) at River Rd.	Crosswalk needed for Hillcrest Park residents to enter Hillcrest Park Rd. on east side of River Rd.		XXX E-W	XXX				
NM-15	<u>BUS ROUTE:</u> • Cognewaugh Rd., Mimosa, etc.	Students dropped off in front of/close to homes. Narrow roadway. Crossings not always at corners. Bus waits for children to cross in front of it to get to shoulder.							
NM-16	NEIL LANE, WESTCOTT CT, WESTCOTT ST. and HOOVER RD.	Sidewalks requested on Neil, Wescott and Hoover in prior years' budgets. Cut through to E. Putnam Ave. and Thruway entrance. Very heavy car traffic. Shopping Center attracts pedestrians to Neil Lane.	XXX XXX XXX	XXX XXX XXX				XXX XXX XXX	
NM-17	NORTH MIANUS SCHOOL – land off Orchard St. on school property	BOE land to be developed as new parking for 24 spaces. Need for additional parking for on-street vehicles displaced by new sidewalk. (SR II – SW 1a)							new parking lot constrect
	Sheephill Rd. from Palmer Hill Rd. to Old Orchard Rd.	No recommendations at this time.							

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE INVENTORY
OLD GREENWICH SCHOOL DISTRICT - TO BINNEY PARK

<u>ID #</u>	<u>Location</u> <u>CENTRAL (SROG)</u>	<u>Comments:</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
OG-1	Edgewater – W. of Sound Beach Avenue to Lockwood Drive	Several collector streets feed into Edgewater. Cars park for pickup/delivery school children. Line of sight issue at corner. New curb ramps and reduce curb height on southern curb (SROG-6A-I) Need stop sign at Cove View and Mortimer. Unsafe walking conditions.	XXX with reconstruction. of cubing		XXX			XXX	hedge removal at Sound Beach Ave.
OG-2	Sound Beach Ave at Lockwood Ave. intersection (east side) to Shore Rd.	Hazardous exit for cars coming from Lockwood Ave. onto Sound Beach Ave. Drivers have difficulty seeing cars on Sound Beach – have to extend into roadway. Cars often ignore pedestrians in crosswalk being preoccupied with trying to see oncoming traffic.		XXX	XXX with ped. flap			XXX	realign change curb line to be 90°
OG-3	Sound Beach Ave. – south of Lockwood Ave. to St. Claire east side	Sidewalk terminates. New Sidewalk should extend from Lockwood Ave. to Shore Road. Discontinuous portion of sidewalk vic. St. Claire Ave. in front of St. Saviour Episcopal Church. Some small segments scattered.	XXX					XXX	
OG-4	Sound Beach Ave. – from St. Claire to Shore Road (east side)	(see above) Dense housing on side streets warrants having a sidewalk on this side of Sound Beach Ave.	XXX					XXX	

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE INVENTORY
OLD GREENWICH SCHOOL DISTRICT - TO BINNEY PARK

<u>ID #</u>	<u>Location</u> <u>CENTRAL (SROG)</u>	<u>Comments:</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
OG-5	Sound Beach Ave. at Clark & Shore Acre Dr. (west side)	Needs for crosswalks (SROG-4A-I) Newly installed crosswalk (E/W) at Vista.		XXX					
OG-6	Sound Beach Ave. south of Shorelands	GHS bus stops at this corner. Install (4) curb ramps (SROG-5A-II)						XXX	
OG-7	Sound Beach Ave. at Keofferram Rd.	Need for curb ramps at corner.						XXX	
OG-8	Sound Beach Ave. - Shore Road intersection	Restructure entire intersection to provide safe landings on corners and on island (SROG-3A - with modification recommended by SPSC- See Traffic Engr's Long Range Capital Budget. SPSC has been recommending changes here since 1998. Crosswalks on all corners (SROG-3B-II). Install new sidewalks on both sides of Sound Beach Ave. extending west to Meadowbank and east to Ledge Rd. w/curb ramps.	See page 3	XXX E/W; N/S				XXX (ends)	Restructure entire intersection; Sight line (bushes) E. side

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE INVENTORY
OLD GREENWICH SCHOOL DISTRICT - TO BINNEY PARK

<u>ID #</u>	<u>Location</u> <u>SOUTHERN (SROG)</u>	<u>Comments:</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
OG-9	Tomac Avenue at Shore Road	Install crosswalks & curb ramps (SROG-1A-II). Stripe edgelines 10' from center of roadway (SROG-4B-I)		XXX				XXX	remove bushes East side
OG-10	Shore Road at Sound Beach Ave.	See comments in Central location listing							
OG-11	Shore Road – (west of Sound Beach Avenue) Meadowbank to <u>Tod's Point Gatehouse</u>	Sound Beach Ave. sidewalk ends here. Need new sidewalk to extend along Shore Road west to North Crossway. SPSC recommends asphalt sidewalk with granite curbing from Sound Beach to beyond Nawthorne (curve) and after that use a less traditional path design that is permeable without curbing. (SROG-4A2-III). Striping 10' fr. center of roadway (SROG-4BII). Should combine with next item.	XXX or alter-nate design			XXX		XXX	nar- rower mini- mum lane widths
OG-12	Lucas Point – from North Crossway to <u>Tod's Point</u> PRIVATE ASSN.	Negotiate with Lucas Point Assn. to continue recommend pathway to be extended to Tod's Point	XXX or alter-nate constr. design			XXX			will need solution near narrow cross-way

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE INVENTORY
OLD GREENWICH SCHOOL DISTRICT - TO BINNEY PARK

<u>ID #</u>	<u>Location</u> SOUTHERN (SROG)	<u>Comments:</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
OG-13	Shore Road -East of Sound Beach Ave. to Fairfield Rd.	Construct new sidewalk from Sound Beach Ave. to Fairfield Rd. (SROG-4AI-II). Heavy vehicular traffic going to Stamford Office Park at Cummings Point. Needs crosswalk at Sylvan Lane. Many recreational walkers to Tod's, commuters to OG train station and school children. High community interest.	XXX (alt. design)			XXX		XXX	Improve sight lines – bush removal

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE INVENTORY
OLD GREENWICH SCHOOL DISTRICT - TO BINNEY PARK

<u>ID #</u>	<u>Location</u> <u>WESTERN (SROG)</u>	<u>Comments:</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
OG-14	West End Ave. – at Sound Beach Ave.	Light signal changes needed (SROG-1A). Restudy possible prohibit right-turn-on-red (SROG-1B)					change timing		prohibit right on red
OG-15	West End Avenue at Palmer Island (vic. OG Presbyterian Church)	In-street signage needed in crosswalk (SROG-3A1))		XXX	XXX				
OG-16	West End Ave. – West of South End Court	Needs bicycle/ped. striping along edge of roadway. New curbing and walk needed as reconstruction project. Needs improved crosswalk with ped. signage. Open, wide straight road invites speeding.	Reconstruct existg. (No. side)	XXX	XXX ped. crossg.	XXX side			
OG-17	West End Ave. at Riverside Ave.	Add lighting in tunnel under RR tunnel. Stripe 16 ft queuing lane down center of tunnel. (SROG-1A & 1B-I). Needs crosswalks (4). Existing sidewalk on north side of West End ends 50 ft before tunnel. At circle install crosswalk markings, curb ramps & sidewalk to connect crosswalk (SROG-2A-II).	XXX	XXX	XXX	XXX	in tunnel	XXX	

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE INVENTORY
OLD GREENWICH SCHOOL DISTRICT - TO BINNEY PARK

<u>ID #</u>	<u>Location</u> <u>WESTERN (SROG)</u>	<u>Comments:</u>	<u>Side</u> <u>Walk</u>	<u>Cross</u> <u>Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap</u> <u>Ramp</u>	<u>Other</u>
OG-18	Riverside Ave. Traffic Circle	Needs further study to provide safe pedestrian access through circle area. (see pg. 18 of SROG)	ped walk thru in circle	XXX (4)					

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE INVENTORY
OLD GREENWICH SCHOOL DISTRICT - TO BINNEY PARK

<u>ID #</u>	<u>Location</u> <u>EASTERN (SROG)</u>	<u>Comments:</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
OG-19	Tomac Ave. at Center Rd.	SPSC does not recommend median island on Center Rd. (see SROG-6A-II). Crosswalk should be done in 2004 with new construction of Tomac Ave.		XXX					
OG-20	Park Ave. & Highview Ave. (two streets) from Arcadia Rd. to Lockwood Ave.	Install chicanes 150 ft. apart (SROG-9A-II). SPSC does not recommend these. SPSC RECOMMENDS NEW SIDEWALKS - ONE ON Park Ave. and ONE on Highview Ave.	XXX (2)						
OG-21	Arcadia Rd. - from Park to Highview	Needs new sidewalk construction on south side. (SROG-1B-I possibly moved to phase II)	XXX						
OG-22	Arcadia Rd. at Park Ave.	Install crosswalk with curb ramp to Food Mart (SROG-1A-1). Need safe pedestrian landing at gas station on corner where cars are turning. High traffic volume, often speeding coupled with high pedestrian volume. Needs 25-mph signage. SPSC recommends complete study and redesign of this intersection - 9 TRAVEL LANES ALL MERGE AT THIS LOCATION.		XXX (4)	XXX			XXX	redesign of entire inter-section

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE INVENTORY
OLD GREENWICH SCHOOL DISTRICT - TO BINNEY PARK

<u>ID #</u>	<u>Location</u> <u>EASTERN (SROG)</u>	<u>Comments:</u>	<u>Side</u> <u>Walk</u>	<u>Cross</u> <u>Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap</u> <u>Ramp</u>	<u>Other</u>
OG-23	Lockwood Ave.	Stripe 10 ft from centerline (SROG-8A-I). Install crosswalks between sidewalks & intersecting streets (SROG-7A-I). Crosswalks at Tomac Ave. (done). Install in-street crosswalk signage at all mid block crossings. (SROG 2A-I)		XXX	XXX	XXX			
OG-24	Benjamin & Tait	Stripe edge line 10' from centerline (SROG-10A-I)				XXX			
OG-25	Clark and Grant Aves.	Stripe intersection of roadway with centerline & edge stripes 11' from centerline (SROG-5A-I)				XXX			

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE INVENTORY
OLD GREENWICH SCHOOL DISTRICT - TO BINNEY PARK

<u>ID #</u>	<u>Location</u>	<u>Comments:</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
	<u>NORTHERN (SROG)</u>								
OG-26	Binney Park at Wesskum Wood	Install sidewalks through park from Sound Beach Avenue over bridge in Binney Park to Arch St. and stripe edgeline 10' from centerline of roadway with 16' queuing lane (SROG-4-4A-B-III). Dangerous on foot due to driver's inability to see traffic when merging from Wesskum Wood onto Sound Beach (steep slope). Bike path needed.	XXX asphalt			XXX			Consider one way W-bound only S.B. to Arch St.
OG-27	Sound Beach Ave. - RR Overpass (E & W sides)	Existing sidewalk is too narrow - not ADA compliant. Change location of barriers to outside of curbing (SROG-6A-I). May need to realign roadway under RR overpass.	widen existing						change barrier locations

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE INVENTORY

GREENWICH HIGH SCHOOL

<u>ID #</u>	<u>Location:</u>	<u>Comments:</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
CMS-2	STANWICH RD. east side from Old Post Rd. #6 to Indian Rock Lane (inclusive – north)	<u>SEE CENTRAL MIDDLE SCHOOL INVENTORY CHART</u>							Island at Stanwich & Fairfield needs large rock to protect walkers in island
CC S-9	INDIAN FIELD RD from E. Putnam to Sound Shore Dr. southbound	<u>SEE COS COB INVENTORY CHART</u>							
GHS-1	FAIRFIELD RD Cardinal Rd. to Hillside Rd.	Existing sidewalk appears to be discontinuous on map. Actual sidewalk is continuous between Cardinal & Hillside.						XXX	
GHS-2	FAIRFIELD RD north from Hillside to North St.	GHS PTA President and GHS Headmaster Mr. Capasso identified this as a primary pedestrian route for a few. Greenwich Country Day Headmaster did not. Their students use the bridge to cross Fairfield Rd.							
JC 2-3	MALLARD RD from E. Putnam to Anderson Rd.	<u>SEE JULIAN CURTISS - INVENTORY CHART</u>							

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE INVENTORY

GREENWICH HIGH SCHOOL

<u>Location</u>	<u>Comments</u>	<u>Side</u> <u>Walk</u>	<u>Cross</u> <u>Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap</u> <u>Ramp</u>	<u>Other</u>
OLD CHURCH Rd north of E. Putnam Ave. to Fairfield Rd	Students to GHS use private property with a steep hill extending from Old Church Rd. to access the playing fields on school grounds. Old Church is very, very long between E. Putnam and Fairfield Rd. Large property plots.							
BROOKRIDGE RD north of E. Putnam to Fairfield Rd.	Cut through traffic that avoids congestion on Hillside. Not clear how extensive nor how many walkers affected.							

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

CENTRAL MIDDLE SCHOOL - INVENTORY

<u>ID#</u>	<u>Location</u>	<u>Comments</u>	<u>Side</u> <u>Walk</u>	<u>Cross</u> <u>Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap</u> <u>Ramp</u>	<u>Other</u>
CMS-1	Orchard Street -north from Indian Rock Lane to Stanwich Rd.	Line of sight issues for both pedestrians and motorists due to sharp curves in roadway. CMS SCHOOL SURVEY showed need for safe pedestrian access from Coachlamp Lane. 2 nd highest priority	XXX (?)	XXX to pathway	XXX			XXX	traffic calming "pillows" north of Coach-lamp La.
CMS-2	STANWICH RD. fr. Old Post Rd. #6 (vic. E. Putnam) to Indian Rock Lane (east side)	Would form unified corridor with Indian Field Rd. Highest priority. Collector street for Tomney, Bote and Annjim. Dense housing on east side of Stanwich. Students use all kinds of cut throughs on private property to avoid Stanwich/unsafe.	XXX	XXX	3-way Stop signs at Fairfld Rd.				
CMS -3	INDIAN ROCK LANE to Fairfield Rd. via Stanwich Rd.	Existing sidewalk has poor curbing. May need total reconstruction. Services both CMS and GHS.							poor curbing
CC N-5	KENT PLACE from Grove St. to Orchard including segment on Grove St. (short)	<u>See recommendations -Cos Cob Inventory</u>							
CC S-9	INDIAN FIELD RD. from E. Putnam to Sound Shore Drive.	<u>See recommendations -Cos Cob Inventory</u>							
CC N-8	VALLEY RD - Causeway to Dandy Dr.	<u>See recommendations Cos Cob Inventory</u>							

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

COS COB SCHOOL INVENTORY

	<u>Location</u>	<u>Comments</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
	<u>NORTH OF EAST PUTNAM AVENUE:</u>								
CC N1	Orchard St. - East Putnam Ave to Indian Rock Lane	Island at Valley Rd. & Orchard ;SR recommends closing south portion of island on Orchard St. (SR III-13:4a) Valley Road to Bible Street (east side) (SR II-13:7a) From back of Cos Cobschool exit north to Sinaway-- west side of Orchard. discontinuous existing sidewalk including island at Sinaway corner. (SR I-13:6a)	XXX XXX	XXX XXX	XXX ped. cross at Sinaway				Close island
CC N2	Orchard St. at E. . Putnam Ave. intersection	Orchard St. at E. Putnam Ave. (SR III-Rt1 9:9a)					Extnd timing		Study inter-sectn design

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

COS COB SCHOOL INVENTORY

	<u>Location</u>	<u>Comments</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
	<u>NORTH OF EAST PUTNAM AVENUE:</u>								
CC N3	Bible Street	Bible Street at Orchard corner (north-south) if no sidewalk is constructed. (SR II-13:7a)		XXX	XXX				
CC N4	Bible Street from Old Orchard to Christiano Park (north)	Dense housing with side streets and commercial area. Children converge on park playing fields and path to schools via Kent Place. (Addition 5/23/06) (SR I-14:3a-b; 5a- b)	XXX	XXX				XXX	
CC N5	Kent Place (including a segment of Grove St.)	Entire length of this street from Orchard to Grove St. and south to park path. Forms continuous network from BibleSt. playground to CC & CMS schools.	XXX	XXX				XXX	

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

COS COB SCHOOL INVENTORY

	<u>Location</u>	<u>Comments</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
	<u>NORTH OF EAST PUTNAM AVENUE:</u>								
CC N6	Sinawoy	At Tremont - east to west At Ridge Road - east to west At Orchard – raised crosswalk (SR III-13:4a)		XXX XXX XXX	XXX XXX				
CC N7	Sinawoy –south of Taylor Drive	In front of cemetery – replace existing asphalt sidewalk that has no curbing and is very close to roadway. Will need regular curbing. (SR I - completed) East side from E. Putnam corner to firehouse driveway SPSC did not recommend constructing new sidewalk yet. (SR II-II:10b).	XXX XXX						Realign sidewalk
CC N8	Valley Road – Causeway section	Gap exists between two existing sidewalk networks. Wetland issues on the east side of Valley Rd. which is the preferable build section for pedestrians.	Path-way						Erosion control next to Mianus River (E.ast bank)

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

COS COB SCHOOL INVENTORY

	<u>Location</u>	<u>Comments</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
	<u>NORTH OF EAST PUTNAM AVENUE:</u>								
CC N9	* River Rd. Extension (north of E. Putnam)	Short street; 90 degree curve. Access to Valley Rd. 250 ft. existing sidewalk ends north of E. Putnam Ave. Cars park on shoulder of road on west side of River Rd. Restaurant with no sidewalk; one restaurant has a sidewalk cited above.	XXX East side					XXX	
CC N 10	* E. Putnam Ave. at Nassau Place (west side) from Nassau to connect to existing sidewalk beyond stone wall.	Gap in existing sidewalk keeps pedestrians from accessing traffic signal at crosswalk. At a minimum provide access to crosswalk; to extend in front of high stone wall. to form continuous network. Require DOT approval to realign the roadway. DPW initial budget request in prior years recomm. by SPSC. Crosswalk needed (E-W). church and nursery school here. South side sidewalk in need of reconstruction – very poor condition . River Rd. to old Clam Box site (Condos- south side).	XXX XXX & realign north side	XXX				XXX	

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

COS COB SCHOOL INVENTORY

	<u>Location</u>	<u>Comments</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
CC N 11	* Cos Cob Avenue (north of Valley Rd)	Curves in roadway with poor lines of sight. Not in Safe Routes Cos Cob program. Dead end at north end with several side streets.							Traffic calming or one way

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

COS COB SCHOOL INVENTORY

	<u>Location</u>	<u>Comments</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
	<u>SOUTH OF EAST PUTNAM AVENUE:</u>								
CC S1	Strickland Road	Two corners of E. Putnam Avenue (south side) Redesign entire intersection. (SR I 9:4) COMPLETED IN 2006							<u>SR:</u> <u>restruct</u> <u>-ure</u> <u>corners</u>
CC S2	Strickland Road	On Strickland Rd, from E. Putnam to River Road with a constraint: Historic house extends to roadway (west). Sharp curve (90') near Pond Court – line of sight issue. (SR II 16:2b) At Loughlin Rd. (SR speed humps – temp installed 2006) Strickland is a cut-through street – high traffic volume. At River Rd. bridge – south side. Constraint: Bridge narrows Q. re: room for sidewalk on bridge (S.W.)	XXX XXX XXX	XXX XXX XXX					traffic calming

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

COS COB SCHOOL INVENTORY

	<u>Location</u>	<u>Comments</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
	<u>SOUTH OF EAST PUTNAM AVENUE:</u>								
CC S3	Cross Lane	From E. Putnam Ave. to Cedar Lane to connect S. W. to Indian field with new sidewalk . (SR – crosswalk I-9:8) (SR humps II -16:6a) Constraint: large tree on west side of Cross Lane Loughlin (town) Park on east side of Cross Lane	XXX	XXX	childrn at play				<u>Speed humps at Park</u>
CC S4	Relay Place at E. Putnam Ave.	SR recommends building islands on E. Putnam. Crossing on E. Putnam involves too many lanes. Dangerous crossing. (SR III-9:9a)							<u>Islands (management plan)</u>
CC S5	Cross Lane	From Cedar & Cross Lane to Indian Field Road West of Sachem Lane (sharp curve on Cross Lane)	XXX	XXX	Children at play				<u>Foliage needs cutting</u>
CC S6	Butler Street	Eliminate existing gap in sidewalk. Commuters use this sidewalk to get to the CC Train station. Cars speeding. (CCSR II 15:8a)	XXX						

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

COS COB SCHOOL INVENTORY

	<u>Location</u>	<u>Comments</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
	<u>SOUTH OF EAST PUTNAM AVENUE:</u>								
CC S7	Sachem Rd.	South from Cross Lane. SR recommend & petition signed by residents							Traffic calming
CC S8	Cedar Lane corner of Cross Lane	Connecting street between Cross La. & Loughlin Ave. Petition submitted by residents -On Loughlin at Cedar (south side).		XXX XXX	XXX XXX				
CC S9	Indian Field Rd.	No sidewalk from E. Putnam to Sound Shore Drive	XXX	XXX 4-way				XXX	
CC S10	Oseola Drive	Forms connector between Sachem Rd. to/from Cross Lane. Stop sign exists on Indian Field at Oseola.	XXX						
CCS11	Loughlin Ave. at Butler Street	Sidewalk exists on Loughlin Ave. on south side. SR recommended. Petition submitted from residents - on Loughlin at Cedar - south side from East side to West side	XXX	XXX XXX	XXX XXX	XXX		XXX	Bump outs

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

COS COB SCHOOL INVENTORY

	<u>Location</u>	<u>Comments</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
	<u>SOUTH OF EAST PUTNAM AVENUE:</u>								
CC S12	*Mead Avenue – from E. Putnam to River Rd.	NEEDS TRAFFIC CALMING!! discontinuous sidewalk partial on west side. At Mulberry add crosswalk (E-W) Crosswalk on River Rd. must be moved northward. Pedestrians cannot be seen from roadway at corner. 40 school aged children walk daily. Hit & Run accident in '04-'05. Cut through traffic from back country to I-95. Constant fast moving traffic. NOT IN SAFE ROUTES		XXX at Mulberry XXX move existing north		Side of road striping needed			Traffic Calming
CC S13	*Sound Shore Drive from Waterford, east to Stolt Nielsen and to RR underpass	Request for additional crosswalk by Waterford Assn. /residents walk to RR station .Stolt Nielsen property is vacant.Potential new owner may be required to build. CR at Stolt has no landing on north side; At driveway exit of Waterford needs crosswalk to parking lot directly opposite to existing sidewalk. Better line of sight in front of Stolt Niehlssen. Traffic Engineer to decide.		XXX (N/S)					

**SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE –
INVENTORY**

JULIAN CURTISS AND CENTRAL GREENWICH BUSINESS DIST.

<u>ID#</u>	<u>Location</u>	<u>Comments:</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
	<u>MILBROOK VIC:</u>								
JC-1	Mallard Drive from Overlook to Anderson Rd.	Mallard Drive – Overlook to Anderson Rd. (West side) <u>IN '07 CIP BUDGET</u> Bus stops at Widgeon, Pintail and Swan Rds.	XXX	XXX	XXX			XXX	
JC2	Anderson Road from Mallard to Overlook	Overlook Dr. to existing sidewalk (so.) and beyond to connect from existing walkway to Mallard Dr. Anderson Rd. . E-W corner (north side)	XXX (private property)	XXX (1)	XXX				
JC3	Overlook Dr. from E. Putnam to Mallard	from E. Putnam lights to either Mallard & Overlook Drive (east & /or west side of Overlook)	BOTH SIDES	XXX (2)			Eliminate R-on-Red	XXX	

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE –
INVENTORY
JULIAN CURTISS AND CENTRAL GREENWICH BUSINESS DIST.

<u>ID#</u>	<u>Location</u>	<u>Comments:</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
	<u>JULIAN CURTISS:</u>								
JC-4	East Elm & Connecticut Ave. to Anderson Rd.	East Elm Street at Connecticut Ave. south to Anderson Rd. at Davis Ave. at Hunter		XXX (4)				XXX E- NW; S.E. Elm Too high (4)	New design cross- walk
JC-5	Davis Avenue at Wilbur Peck Court	East side of Davis; front of W. Peck Ct.	XXX	XXX	XXX			XXX	
JC-6	Bruce Park Ave. & Davis Ave. corner	Davis Ave – new housing (off corner) w/new sidewalk and Belgian block curbing. Gap from there to corner	XXX						Remove wall which impedes sidewalk
JC-7	Bruce Park Ave. south under RR bridge	Under/south of RR bridge							Line of sight issue

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE –

INVENTORY

JULIAN CURTISS AND CENTRAL GREENWICH BUSINESS DIST.

<u>ID#</u>	<u>Location</u>	<u>Comments:</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
	<u>JULIAN CURTISS</u> <u>(continued):</u>								
JC-8	*Museum Drive from Indian Harbor Dr. to Steamboat Rd.	Discontinuous sidewalks on both north and south sides of Museum Drive. Playground, train station and museum attract pedestrians. Driveways from museum are where crosswalks are located. Should eliminate gaps in sidewalk on both sides of street.	XXX on both sides (N/S) to fill gaps					XXX	

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE –
INVENTORY
JULIAN CURTISS AND CENTRAL GREENWICH BUSINESS DIST.

<u>ID#</u>	<u>Location</u>	<u>Comments:</u>	<u>Side Walk</u>	<u>Cross Walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap Ramp</u>	<u>Other</u>
	<u>GREENWICH LIBRARY – SECOND CONGREGATION CHURCH (vic)</u>	<u>NORTH STREET SCHOOL DISTRICT</u>							
CBD-1	Dearfield Drive	W. Putnam Avenue to Lake Ave. circle at Circle	XXX from #68 to #4	XXX E-W mid-block at #71	Change speed limit			XXX east to west	Line of sight/ & check grade at Grove Lane corner
CBD-2	Maple Avenue at E.Putnam & Milbank Ave.	North west side North to south; east to west sides (See Central Greenwich Business District section of Inventory)	Re-design entire inter-section	XXX					Conn. DOT jurisd.
CBD-3	North Street – between Maple & Park Ave.	Sidewalk on east side terminates before existing intersection – dangerous. No crosswalk to NW sidewalk on North Street	XXX	XXX				XXX	

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE
HAMILTON AVENUE/CHICKAHOMINY - INVENTORY CHART

<u>ID#</u>	<u>LOCATION</u>	<u>COMMENTS</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Sign</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
	<u>EASTERN:</u>								
HA-1	Old Field Point/ Horseneck Rd/ at RR underpass	reconstruction/maintenance. issues	needs curb	XXX				XXX	
HA-2	Hamilton Ave. at Livingston St.	need for crosswalk		E-W					
HA-3	W. Putnam Ave – Horseneck cut-thru merger w/Edgewood Ave.	Cars enter from Horseneck diagonal roadway w/no protection for pedestrians		E-W					
HA-4	Edgewood Ave. – W. Putnam Ave. (south side) to Hamilton Ave.	Need crosswalk on W. Putnam; also one on Hamilton Ave.		E-W E-W					
HA-5	Edgewood Ave. at Hamilton Ave. (southwest reconstruction)	Unsafe crossing at Hamilton Ave. Reconstruct existing sidewalk on south side of Edgewood Ave. Restrict parking w/signage	XXX		XXX				
HA-6	Hamilton Ave. from Artic St. to Livingston								bushes enech
HA-7	Livingston St. from W. Putnam to Hamilton Avenue	Narrow roadway; trailer truck traffic should be re-routed; ripple effect on four parallel streets. Restriction need.			XXX				
HA-8	Spring St. (south of Hamilton Avenue)	New commercial building should build new sidewalk (P&Z requirement)		E-W					
HA-9	*View St. – off Hamilton Avenue (vic. school) on South side of Hamilton Avenue DEAD END.	Narrow roadway with parking on both sides. Condos at the southern end / View St. Multiple fam. homes w/ street parking.							

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE
HAMILTON AVENUE/CHICKAHOMINY - INVENTORY CHART

<u>ID#</u>	<u>LOCATION</u>	<u>COMMENTS</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Sign</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
	<u>EASTERN:</u> (continued)								
HA-10	Josephine Evaristo Avenue from W. Putnam to Charles St.	Needs new sidewalk. Old sidewalk 150-300' discontinues. On street parking.	XXX					XXX	
HA-11	Artic St. from Jos. Evaristo Ave. to Hamilton Avenue (north-south)	Funeral home parking impedes safe pedestrian access. Cut through traffic.	XXX					XXX	
HA-12	Railroad Ave. - west of Arch St. (north side)	New construction will construct new sidewalk. Gap exists further west.	XXX					XXX	
HA-13	Railroad Ave. - west side of Arch St. (south side - west of auto dealership now Saab-Cadillac)	Lack of curbing due to driveways	curbg						
	<u>CENTRAL/WESTERN:</u>								
HA-14	St. Roch's Ave from Hamilton Ave to Holly Hill Lane (East side/St. Roch's Ave.)	New Hamilton Ave. School will reconstruct new sidewalk with curbing to fit new plans							
HA-15	Harold Ave. from St. Roch's to W. Putnam Ave.	sidewalk exists; needs new curbing (reconstruction)	curbg						
HA-16	St. Roch's at Holly Hill Rd.	Holly Hill intersection very busy - truck/car traffic. Hard to cross		E-W	Stop ped.				
HA-17	Holly Hill (west) to W. Putnam	Discontinuous sidewalk sections	XXX					XXX	move tel. poles

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE
HAMILTON AVENUE/CHICKAHOMINY - INVENTORY CHART

<u>ID#</u>	<u>LOCATION</u>	<u>COMMENTS</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Sign</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
	<u>CENTRAL/WESTERN: cont'd</u>								
HA-18	Hamilton Ave. - Grand St. to Booth Place (north side)	Existing sidewalk in poor repair. Needs reconstruction incl. granite curbing.	curbg					XXX	
HA-19	Hamilton Ave. w/Booth Place to Armstrong Court (west) driveway	Entrances to Armstrong Ct. in poor repair (curbing, driveway entrances, corners)	recon str					XXX	
HA-20	Hamilton Ave. via north/south walkway adjacent to Armstrong Court (vic. Transfer Station exit)	Asphalt uneven; needs repaving	re-constr						
	<u>NORTHERN:</u>								
GL-9	Pemberwick Rd. - from W. Putnam Ave. to Comly Ave.	<u>SEE GLENVILLE/PEMBERWICK INVENTORY CHART/NOTES</u>							
GL-11	W. Putnam Ave. (between Weaver St. East & Byram Terrace Rd.) north side	Well worn path indicates heavy pedestrian use by employees at car wash/station to deli, etc. Redesign. <u>SEE GLENVILLE/PEMBERWICK INVENTORY - Chart/Field Notes</u>							
HA-21	W. Putnam Ave. at Holly Hill Rd. (at # 644) Fareri property	Developer will restore existing sidewalk							
HA-22	W. Putnam Ave. at Harold St.	Need for crosswalk		E-W					

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE
NEW LEBANON SCHOOL – BYRAM AREA

<u>ID #</u>	<u>Location:</u>	<u>Comments:</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
	<u>CENTRAL/SOUTH</u>								
NL-1	WILLIAM STREET between Mead Ave. and South Water St.	Old sidewalks (N & S) in poor condition; potential reconstruction Missing segment - existing sidewalk (north) - Worn footpath.	XXX seg- ment (north)						
NL-2	CHURCH STREET WEST off Mead Ave. – between Mead and S. Water St.	Partial sidewalk exists on south side; north side sidewalk segments are not continuous. Corner often blocked by trucks/cars impedes line of sight by children crossing there.	XXX north asph	XXX	No park to corner				
NL-3	ESTHER WAY – Mead Ave to driveway leading to the front of New Lebanon School (vic. Byram Schubert Library)	New sidewalk (100+ ft) with granite curb needed as front access to N. Leb. School. In 10-yr CIP Plan for '08. Current crosswalk on Esther Way (N-S) needs painting. Driveway to school often blocked by parked cars.	XXX asph	XXX N-S; E-W at drive- way	No parking to corner			XXX	
NL-4	NEW LEBANON AVE. Williams St. (east) north to Delavan Ave.	New crosswalk E-W needed to allow crossing on New Leb. Ave. Cars park on asphalt sidewalk (no curbing). Heavy student use.	XXX asph	XXX E-W	No parking one side			XXX	
NL-5	WILLIAM ST. east of Mead (Library sidewalk to New Lebanon Ave. - adjacent to playing field)	Sidewalk extension needed for safe pedestrian access; cars park on curbing (sunken). This street connects to Delavan Ave. Students from east use this as school access street.	XXX	XXX				XXX	

**SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE
NEW LEBANON SCHOOL – BYRAM AREA**

<u>ID #</u>	<u>Location:</u>	<u>Comments:</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
	<u>CENTRAL/SOUTH (continued)</u>								
NL-6	CHESTNUT ST. North of Delavan Avenue to the dead end at commercial factory (see page 3 re: Byram Rd. at driveway from here).	Very hilly terrain; students use this as cut-thru to get to Byram Rd. sidewalk. Check existing crosswalk east of New Lebanon Ave. to consider moving it further east; improve visibility with ped. crossing flap/signage.	XXX asph	move N-S to East side of street	Stop for pedestrian			XXX	bushes obscure signs (for drivers)
NL-7	MEAD AVE. & JAMES STREET EAST to River Avenue	Sidewalk ends at James St. East. Neighbors: do not continue. Little traffic; good visibility; grassy shoulders (2 sides) See curb cuts.		XXX E-W & N-S	Stop for pedestr.				
NL-8	MEAD AVENUE & HERVEY STREET	Sidewalk ends at rock outcrop (So. of Hervey); resumes on west side to traffic circle (Mead /River Aves.) 100 ft gap. No photos.	re de-sign		No park to corner				bushes obstruct line/sig.
NL-9	SOUTH WATER ST - Hervey St. to Mead Ave.	Vic. Interstate Lumber Co.; tractor-trailer trucks constantly making deliveries cause congestion. Sidewalk on east side of S. Water St. is not continuous for about 100 ft; picks up gain on west side.	XXX 100 ft gap (E)						
NL-10	SOUTH WATER ST. & MEAD AVE. TRAFFIC CIRCLE	No crosswalks; will need crosswalk markings. In '06 CIP budget		XXX					
NL-11	SOUTH WATER STREET & DIVISION STREET	Signs obscured; crosswalk markings faded. No photos.		N-S faded	STOP sign hidden				

**SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE
NEW LEBANON SCHOOL – BYRAM AREA**

<u>ID #</u>	<u>Location:</u>	<u>Comments:</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
	<u>CENTRAL/SOUTH</u> (continued)								
NL-12	DIVISION STREET	Should consider reconstruction of existing sidewalk in the future; Cars park on corners making visibility a problem.			No park to corner E-W				
NL-13	WILLIAM STREET west at South Water St.	Signage obscured; trucks park illegally causing congestion and poor sight lines.							signs hidden
	<u>NORTHERN</u>								
NL-14	BYRAM ROAD & FRONTAGE	Existing intersection including Frontage island needs to be redesigned. Currently in Traffic/Engng. 10-year CIP plan. I-95 exit traffic lanes converge at this corner and at Delavan Ave.	re-design inter-sectn	XXX					Post & cable repair (Loudn)
NL-15	BYRAM RD. (at driveway of commercial/industrial factory near RR bridge)	Metal guard rail/barrier (students climb over it to access sidewalk). Short-cut from commercial property. VERY DANGEROUS!							NEEDS STUDY solution
NL-16	BYRAM ROAD – uphill on the east side to Hartford Ave. via dirt/stone-ridden pathway	Students use this short-cut through woods to get to Hartford Ave. Erosion due to water run off creates path (steep/uneven).							NEEDS STUDY improve
NL-17	BYRAM RD. (west side)vic. NICKLE ST. (west side) to HENRY ST.	Existing sidewalk on west side of Byram Rd. ends abruptly. Needs to be continued to Henry St. Eliminates mid-block crossings on Byram Rd. – heavily traveled; very dangerous.	XXX Byram XXX Henry	XXX at Rich- land				XXX	

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE
NEW LEBANON SCHOOL – BYRAM AREA

<u>ID #</u>	<u>Location:</u>	<u>Comments:</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
	<u>NORTHERN</u> <u>(continued)</u>								
NL-18	BYRAM RD. (west side) south of NORTH WATER ST. vic. HENRY ST. (corner where two roads merge)	On Byram, north of Henry St. – 3 curb cuts. new granite curbing needed (approx 100 ft.)						XXX	Needs curbing 100 ft.
NL-19	BYRAM RD. (east side) Frontage Rd. to Richland Rd.	Serious safety problem; very narrow roadway; many school students walk along this corridor. SEE WESTERN M.S. PHOTOS	XXX recon- struct						STUDY solution needed
NL-20	BYRAM RD. (near rotary at W. Putnam Ave.) at SHERMAN AVE.	Needs crosswalk and/or signage ped. crossing		XXX	Stop for Ped.				
NL-21	Western Jr. Hwy (between Richland & Henry)	Grassy shoulder on southwest side shows heavy pedestrian use - see worn path.	XXX asphalt	XXX (E-W)				XXX	rumble strips
NL-22	LOUDEN ST. from Frontage Rd. to Ocean View	Hilly terrain; dense housing incl. side streets; students walk to New Leb/WMS. Thruway exit; Heavy traffic. Approx. 150 ft.	XXX asphalt	XXX	4-way STOP				
WMS- 1	W. PUTNAM AVE. from Byram Rd. to Western Jr Hwy	SEE WESTERN M.S. INVENTORY							
WMS- 2	Western Jr. Hwy from W. Putnam to Richland	SEE WESTERN M.S. INVENTORY							

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE
NEW LEBANON SCHOOL – BYRAM AREA

<u>ID #</u>	<u>Location:</u>	<u>Comments:</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
	<u>NORTHERN</u> <u>(continued)</u>								
NL-23	RICHLAND RD.	Large groups of students from WMS use this street as access to school. Excessive vehicular traffic; parked cars make passing impossible			Parking one side only				
NL-24	HIGH ST. from Byram Rd. to View St.	Students/adults walk from Byram Rd. to View using High St. on north east side.	XXX	XXX				XXX	
	<u>EASTERN</u>								
NL-25	RITCH AVE. vic. Condominiums #104 & #124 opp. Byram Park	Crosswalk does not align with sidewalk terminus. NEEDS RECONSTRUCTION (south side)		Re-align					
NL-26	BYRAM SHORE RD. at JAMES ST. EAST	James St. E. (bridge area) Hill with poor sight lines – hill & curve in road esp. at northwest corner. Oncoming cars hidden from view of pedestrian trying to cross here.		XXX	STOP – Peds. N-S (2)				Line of sight issues

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

INVENTORY – GLENVILLE/PEMBERWICK

<u>ID #</u>	<u>Location</u>	<u>Comments</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
	<u>WEST SIDE – BYRAM RIVER:</u>								
GL-1	Riverdale Ave./Caroline Pl. north to Upland St. (W of the Byram River)	Cut through street; cars often speeding. Some Sidewalk exists but terminates abruptly. Large stone boulders on east side of Caroline Place can provide barrier; pathway needed.	XXX path-way	XXX				XXX	traffic calming
GL-2	Upland Street	Most logical connector to Pemberwick Rd. would be a bridge from here to Hallock							ped-estrian bridge
GL-3	Caroline Place north onto Fletcher Ave. and east to Upland & Morgan Ave. (W of the Byram River)	Corner needs extension of existing sidewalk around the corner onto Fletcher to improve safety for pedestrians.	XXX w/ curb						
GL-4	*King Street (King Merritt Acres) from Bowman Drive to north of Hettfried to Willow Run	Existing sidewalk terminates at N. Bowman Drive. Residents living in this development want to be able to access it via a continuous sidewalk. Originally proposed to SPSC by King Merritt Assn. year 19____. See original documents in DPW files re: Conn DOT project.	XXX	XXX (N/S)				XXX	Replace metal guard rails CT DOT

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

INVENTORY – GLENVILLE/PEMBERWICK

<u>ID #</u>	<u>Location</u>	<u>Comments</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
<u>ID #</u>	<u>EAST SIDE – BYRAM RIVER; PEMBERWICK AREA</u>	<u>Comments</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
GL-5	Pemberwick Rd. from Hallock Dr. north to Comly Rd.	Residents want to access Western Civic Center. Steep ravine on western side adjacent to Byram River with large rock outcropping on eastern side. May have to cantilever a walkway adjacent to the ravine side.	XXX						bridge-type installation
GL-6	W. Putnam Ave. – vic. Byram Terrace	Commercial area with Deli, etc. having large asphalt driveways. Utility pole obstructs walking area; unsafe for pedestrians esp. children walking to WMS.	corner w/grass strip as gate-way to Grw.			XXX to form walkway			Planting gateway move poles; cement drive-ways
GL-7	W. Putnam Ave. – Weaver Place (vic. Chapel St.)	Small section (north-South) forms a connector for students walking to crosswalk (8-10 ft)	XXX					XXX	
GL-8	Pemberwick Rd. – vic. north of Concord St	Pedestrians cross here to get to sidewalk on Grey Rock Rd.		XXX					
GL-9	Pemberwick Rd. from W. Putnam Ave. east to Hallock Dr. (south exit)	Existing sidewalk needs reconstruction with new curbing. Crossing to park is dangerous.	XXX	XXX					bump outs
GL-10	Grey Rock Rd. & Benders Drive	Speeding cars endanger students getting bus at this corner.		XXX	XXX				
GL-11	W. Putnam Ave. (N) Splash to Weaver Place (vic W. Jr. Hwy)	Gap in existing sidewalk; well worn path used by employees going to deli.	XXX					XXX	

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

INVENTORY – GLENVILLE/PEMBERWICK

<u>ID #</u>	<u>Location</u>	<u>Comments</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
	<u>CENTRAL – GLENVILLE HUB:</u>								
GL-12	Glenville Rd. – from Weaver St. east to Stillman Lane (and/or further east to Midwood Dr./Brookside Lane)	Indian Spring Corp. (Rockefeller land) is 1-acre zoning. P&Z could not require developer pay for needed improvements.	XXX	XXX					wetland may need bridge
GL-13	Weaver St. – west of Weaver St. East to Byram Terrace	Residential street w/no sidewalks. Children walk to get to Weaver Place & W. Putnam.		XXX (E-W)	Stop for Ped.	edge on entire block			
GL-14	Weaver St. at Reynolds Place	Pedestrians needs to access existing sidewalk.		XXX (E-W)				XXX	
GL-15	Weaver St. – from W. Putnam Ave. north to Moshier St.	Sidewalk ends – should be continued to Moshier – access to Pemberwick Park.	XXX	XXX				XXX	
GL-16	Moshier St. at Pemberwick Park - west of #58 Moshier St.	Stone steps lead pedestrians into park. Need for safe handrail to avoid falling.							Stair railings
GL-17	Glenville Rd. at Pemberwick Rd. (north side) vic. Glenville Pizza	Poor lines of sight; road curves sharply; children cross Glenville Rd. from Park. Cars often speeding without adequate visibility.							Study; solution inter-section
GL-18	Riversville Rd. – north of Glenville Rd. at driveway of store parking (east side – facing north)	Small segment missing creates gap in existing commercial area sidewalk and asphalt one leading uphill to Glenville School property. (approx. 5 – 6 feet)	XXX						pole to be moved ?

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE

INVENTORY – GLENVILLE/PEMBERWICK

<u>ID #</u>	<u>Location</u>	<u>Comments</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
GL-19	Riversville Rd. – from School driveway north to Baillwick Rd. (past Pecksland Rd)	Heavy traffic on main arterial roadway; cars speeding downhill from north to south. Wide shoulder of grass. Close to Glenville School	XXX path shouldr						traffic calm
GL-20	*Greenway Drive (off Grey Rock Rd.)	Hilly and VERY STEEP roadway with poor lines of sight for pedestrians in the roadway. Road also curves sharply. Residents need protection as they walk from area to Western Community Center, park - playground and to Glenville School. No school bus service.	XXX	XXX				XXX	
GL-21	*Hawthorne St. North (Between Weaver & Grey Rock)	Cut thru traffic. Access for pedestrians to playground, Civic Center and Glenville School. Potential public housing location.	XXX	XXX				XXX	

SELECTMEN'S PEDESTRIAN SAFETY COMMITTEE **INVENTORY - WESTERN MIDDLE SCHOOL**

<u>ID #</u>	<u>Location</u>	<u>Comments</u>	<u>Side-Walk</u>	<u>Cross-walk</u>	<u>Signage</u>	<u>Stripe</u>	<u>Light</u>	<u>H-Cap ramp</u>	<u>Other</u>
WMS-1	W. Putnam Ave. (south side) from Western Jr. Hwy to Byram Rd. (vic. Port Chester circle)	North side – existing sidewalk. Rock ledge on south side close to road is constraint. New sidewalk construction needed on south side.	XXX	XXX				XXX	
GL-11	West Putnam Ave. (north side) from Splash Car wash to Weaver Pl.	Well-worn footpath used by employees going to deli, etc. <u>SEE GLENNVILLE/PEMBER-WICK INVENTORY</u>	See photos						
NL-21	Western Jr. Highway –betw. Richland Rd. & Henry St. opposite WMS.	<u>SEE NEW LEBANON INVENTORY</u>							
WMS-2	Western Jr. Highway from W. Putnam Ave. to Richland Rd. incl. Henry St.	Need for stop sign on northwest corner of Henry St. Heavy vehicular traffic on curve going south with insufficient line of sight. Letter sent to Selectman Jan. 7, 2006.		XXX	"STOP or "Light ahead"		XXX		Traffic calming
NL-17 & NL-18	Byram Rd. – from RR overpass bridge & Nickle St. to Henry St. (west side)	<u>SEE NEW LEBANON INVENTORY</u>							
NL-19	Byram Rd. – from Frontage to Richland Rd.	<u>SEE NEW LEBANON INVENTORY</u>							
WMS-3	Weaver St. - from East Weaver via Weaver Place to Byram Terrace Rd. (northwest side)	Students use this to get to WMS; vic. Gateway Day Care Center. Needs sidewalk on the north side of Weaver St. Cut through from Weaver St.	XXX	E-W (2)				XXX	
WMS-4	Byram Terrace Rd.	Street is used as a cut through							traffic calming

(Draft 1/3/06; Revised 1/4/05; July 6, 2006)

SECTION VII. APPENDIX

SUMMARY – PROJECTS 1985 – 2007