



Town of Greenwich
Office of the First Selectman

**Final Recommendations for
Sidewalk Review Criteria**

**First Selectman's Pedestrian Safety
Advisory Committee**



January 12, 2010

Committee Members:

Frances Avery
Ronald Lenihan
Norma Kerlin
Michael Pollard
Jeffrey Young
Francis Burgweger, Chairman



Table of Contents

Final Recommendations First Selectman's Pedestrian Safety Advisory Committee

1	Mission of the Committee	1
2	Process	2
3	Methodology	5
3.1	Planning.....	5
3.2	Balanced Approach	6
4	Priority Need Criteria	9
4.1	Criteria Selection	9
4.2	Criteria Values	10
4.2.1	Pedestrian Generating Land Uses	10
4.2.2	Distance from Pedestrian Generating Land Uses.....	11
4.2.3	Traffic Volume.....	13
4.2.4	Roadway Width.....	13
4.2.5	Priority Need Determination	14
5	Project Selection	16
5.1	Projects of Need	16
5.2	Projects of Opportunity	17
5.3	Projects of Local Interest.....	17
6	Summary of Recommendations	18

Appendices

End of Report

- A. List of 2006 Inventory Streets and Their Scores
- B. Organizations Notified Of Public Workshops
- C. Sidewalk Need Questionnaire and Tabulation of the Results.
- D. Summary of Written Comments Received by Members of the Committee
- E. Persons Submitting Written Comments
- F. Minutes of the June 29, 2009 Public Workshop
- G. Statement of Questions and Objections Raised by Public Comment and the Committee's Responses
- H. Pedestrian Generator Radius Maps
 - 1 Mile
 - 2/3 Mile
 - 1/2 Mile
 - 1/4 Mile

Vol. 2 – Sidewalk Need Questionnaires and Written Public Comments





1 Mission of the Committee

In 2006, the Selectman's Pedestrian Safety Committee (SPSC) published a report titled *Inventory of Pedestrian Safety Needs*. Over a period of more than two years, SPSC members walked many of our Town's neighborhoods, spoke to residents, PTA's, and neighborhood and business groups alike, and produced a comprehensive inventory of potential projects addressing measures for improving pedestrian safety. The Inventory covered not only new sidewalk construction, but many other pedestrian safety measures, including traffic calming, crosswalk installations, pavement markings, lighting, accessibility, sight line obstructions and other related concerns.

Efforts to implement some of the recommendations from the 2006 Inventory were met with opposition claiming among other things a lack of input into the development of the 2006 Inventory, despite an extensive public involvement effort on the part of the SPSC.

In August 2008, First Selectman Peter Tesei established the current committee, named the First Selectman's Pedestrian Safety Advisory Committee (PSAC), for the primary function of advising the Office of the First Selectman on the criteria that should be used to determine the need for new sidewalk construction as recommended in the 2006 *Inventory of Pedestrian Safety Needs*. The mission of this new committee is to gather input from the community, including the residents of all neighborhoods that may be affected by a decision to build, or not to build, a sidewalk, for the purpose of determining an appropriate level of sidewalk access and criteria to identify new construction projects in the best interests of the general public. Specifically, the mission states:

First Selectman's Pedestrian Safety Advisory Committee Mission Statement

The mission of the Committee will be to review the Selectmen's Pedestrian Safety Committee Report (SPSR) to affirm the criteria for the installation of sidewalks and the priority system for ranking projects. The Committee should review their preliminary work with the community by holding area meetings and notifying the neighborhood impacted by the proposed projects. After obtaining the input, complete a report making recommendations on what sidewalks should be pursued and in what priority. This Committee will need to review the Safe Routes to School Program and current Town Traffic Calming initiatives.

The topics of sidewalk construction and other pedestrian safety recommendations were the subject of several planning reports using the common title of "Safe Routes to School." These reports were developed for areas adjacent to various schools in Riverside, North Mianus, Cos Cob, and Old Greenwich. The issues raised in these reports spanned a wide range of disciplines from maintenance, highway engineering, traffic engineering, planning, traffic calming, and pedestrian safety. The Department of Public Works compiled a master list of recommendations from the various reports. Each recommendation was reviewed by Department staff. Recommendations that were determined to be appropriate were approved





for implementation. In order to address these recommendations and future requests from areas not served by the Safe Routes to School reports or groups not associated with the schools, the Department of Public Works sought to formalize its policies for evaluating similar types of requests. The recommendations of the Safe Routes reports can be separated into three basic types, sidewalk construction, traffic calming, and general operations. General operations include the installation, repair, and maintenance of features such as sidewalk ramps, crosswalks, pavement markings, and signs. These activities are part of the daily operations of the Department of Public Works and are addressed on an individual basis.

Requests for traffic calming have been increasing and in an effort to provide a responsible, effective, and equitable manner of managing these requests, the Department has developed the Neighborhood Traffic Calming Program to address these requests. This policy was adopted in 2007 after an extensive public outreach effort and all requests for traffic calming are evaluated according to procedures outlined in the NTCP policy document.

After an initial review of existing information, the Committee determined that the issue of new sidewalk construction constituted a significant effort and found it appropriate to leave the evaluation and execution of recommendations from the 2006 Inventory and various Safe Routes to School reports relating to maintenance or minor upgrades to existing facilities to the Department of Public Works (DPW) as part its normal operations. Also, upon the recommendation of DPW and in deference to the results of its extended public outreach efforts, the Committee has determined that recommendations relating to traffic calming should remain subject to the procedures outlined in the Neighborhood Traffic Calming Program, adopted in April 2007. These issues may be revisited in future, but the focus of these recommendations is on issues related to new sidewalk construction.

2 Process

As mentioned in the discussion of the Committee's mission, the Committee made an extensive and far reaching effort to solicit public input on the subjects of pedestrian safety, sidewalk construction, and the Town's execution of these infrastructure projects. As with any exercise in long term planning, it was paramount for its review that the Committee be able to gain an understanding of the community's views on sidewalk construction. Several means, described below, were utilized to discern the community's views. These included holding four public workshops at different locations within the Town and advertising these workshops by posting public notices in Town Hall and on the Town website and by mailing and emailing written notices to individuals known to be interested and to organizations throughout the Town and by letters to the editors of the Greenwich Time and by other means. The organizations which received public notice of one or more of these public workshops are listed in Appendix B. In order to obtain a comprehensive understanding of the residents' views on important sidewalk issues as well as to accommodate residents who could not attend the public workshops, the Committee distributed a Sidewalk Need Questionnaire at November workshops and published it on the Town website. A copy of the Sidewalk Need Questionnaire and a tabulation of the results of the questionnaire appear in Appendix C. In summary, with the assistance of the Office of the First Selectman, the Department of Public Works and outside traffic consultant, the members of the Committee undertook a process that included:



First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

- A review of the 2006 *Inventory of Pedestrian Safety Needs*.
- A review of the summary recommendations prepared by the Department of Public Works for Safe Routes to School evaluations for Riverside, Dundee, Old Greenwich, Cos Cob, and North Mianus schools.
- A review of the policy document and selected data from the Neighborhood Traffic Calming Program (NTCP).
- A review of related excerpts from several publications from the Federal Highway Administration (FHWA), Connecticut General Assembly Office of Legal Research and the Town of Greenwich
- Public testimony at a project kick-off meeting held on October 2, 2008 in the Town Hall Meeting Room outlining the project purpose, basic information on sidewalk related issues, the process by which the Committee would seek public views, and potential outcomes of the Committee's efforts.
- Public comments submitted by mail, fax, email or in person to the Committee or DPW.
- Public comments submitted through Town website via a special email address dedicated to sidewalks.
- Public testimony at two public meetings held on November 13, 2008 at the Western Greenwich Civic Center and November 18, 2008 at the Eastern Greenwich Civic Center. Each meeting outlined the evaluation criteria under consideration, discussed at length the instructions for the Sidewalk Need Questionnaire, and allowed for public comment on the evaluation criteria and the Committee's deliberation process.
- Results of the "Sidewalk Need Questionnaire" distributed at the November 2008 public meetings and made available to the general public through a variety of outlets including:
 - Town website
 - in person at the DPW office
 - neighborhood associations
 - RTM members
 - Parent Teacher Associations
- Input from Town staff including representatives of the DPW Engineering, DPW Highways, DPW Traffic, Greenwich Public Schools, Greenwich Police Department as well as the Town Administration.
- Public testimony at a public hearing held on June 29, 2009 presenting the Committee's draft recommendations and public comments received prior to the publication of the Committee's final recommendations.





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

The Committee, seeking the broadest possible public representation, broadcast the solicitation of public input through numerous outlets including:

- Notice of public workshops and Committee meetings
- Publications and news reports in the Greenwich Time, Greenwich Post, and Greenwich Citizen
- Broadcast of public outreach meetings on GCTV Channel 79
- Announcements at regular RTM and Board of Selectman Meetings
- Notices to neighborhood associations, the PTA Council, Friends of Greenwich Point, Chamber of Commerce
- Posted notices at Metro North stations
- Notices to members of the BET and Planning & Zoning commissions
- Notices to department heads of Planning & Zoning and DPW
- Notices to chairs of the RTM Education, Land Use, Parks & Recreation, Public Works and Transportation Committees and RTM District chairs
- Posting of information on the Town website

Throughout the process the Committee has held workshop meetings to request and receive and review information and frequent committee meetings open to the public to consider input and comments from residents, to deliberate on various methods of evaluation and to draft recommendations. A summary of all written comments received by members of the Committee appears in Appendix D and a list of all persons submitting written comments appear in Appendix E. Minutes of the June 29, 2009 public workshop reflecting the public's comments appears in Appendix F. We the members of the Committee believe that through these activities we have conducted an objective and open review of the matters charged by our mission and provided reasonable opportunity for a wide cross section of the community to provide thoughts, concerns, and comments as they relate to new sidewalk construction. We have taken into account public input both supporting the Committee's recommendations and questioning the recommendations. A statement of questions and objections raised by public comment and the Committee's responses appears in Appendix G. Although there can be strong disagreement among residents on the need for a sidewalk on a specific street, it is the belief of this Committee that the recommendations presented concerning the criteria for identifying the conditions that require a sidewalk represent the general consensus of the people of Greenwich.





3 Methodology

The list of new sidewalk construction projects identified in the 2006 Inventory was the result of a long and active process by which SPSC members solicited potential projects from a wide range of sources and included walking field reviews on all recommended sites conducted during periods of high pedestrian usage, such as dismissal times at public schools. The PSAC did not duplicate these considerable efforts. Instead, the Committee sought public opinion on the desired scope of the Town's sidewalk network and determined a set of criteria to evaluate the need for new sidewalks that will allow for long-term planning and a continuous program of network improvements.

3.1 Planning

The Committee believes that the development of a Town-wide plan for sidewalks that should be constructed is a two-tier analysis. The first tier is the development of a list of those sidewalk projects that should have priority over all other sidewalk projects. The first tier is achieved by applying objective criteria to proposed sidewalk projects. The Committee recommends adopting and applying the criteria described in this Report. The criteria will identify which projects should have priority. The second tier is to establish priorities among the sidewalks on the list. The second tier necessarily includes subjective judgments such as whether a sidewalk is constructible. The second tier should be performed by the Administration and the DPW which will examine all sidewalks identified as priority projects and determine which of them are fundable and constructible. The first step is to review the potential sidewalk projects.

The Committee agreed that potential sidewalk projects fall into one of three classifications that can be described as follows:

- ***Projects of Need*** – A project of need satisfies a predetermined deficiency or achieves a previously identified goal. These types of projects are generally considered to be of the highest priority and serve the public at large rather than the interests of individuals or small groups.
- ***Projects of Opportunity*** – A project of opportunity leverages activities outside the adopted program to expand or enhance the existing infrastructure or advance need based projects stalled by irresolvable design/construction issues or for reasons of cost and schedule. An example of a project of opportunity would be the development of an apartment complex on a street at a point where a gap exists in the sidewalks on that street.
- ***Projects of Local Interest*** – These projects, also known as petition projects, result from grass roots requests but do not meet the criteria of a project of need. These projects are often of great value to the immediate area and enjoy significant public support.

With these classifications in mind, the Committee with the help of the public and other stakeholders set out to establish a functional method of determining which sidewalk projects



qualify as projects of need and should be pursued in a deliberate manner by the Town through the Department of Public Works as projects in the greater public interest.

The Committee's long-range objective is to develop criteria that can be applied to all situations in Town and would determine whether a proposed sidewalk is a project of need. However, the Committee's immediate mission is to develop such criteria and apply them to the sidewalks identified in the 2006 Inventory. The criteria are based on public safety concerns. The criteria will allow the Town to identify a deficiency or a goal that constitutes a need. From this application, the Committee developed a list of sidewalks that qualify as projects of need. Sidewalks that are included on the list are deemed to be priority need projects.

From the list of priority need projects, the DPW will determine which sidewalks are fundable and constructible projects. Comments by the public and advice by the DPW professional staff and the traffic consultant identified a number of factors that could be considered in determining whether or not to assign a high priority to a project of need. These are discussed in more detail in Section 5.1 below. Some projects that are identified as projects of need but which present funding or construction problems will still be considered projects of need and in the public interest but may be given a lower priority or shelved until an opportunity to proceed presents itself. The Committee recommends that the responsibility for management of the project list remain with the Administration and the Department of Public Works. Several residents asked how they might have input in the process of prioritizing projects of need. They recommended that the DPW consider the views of residents when prioritizing projects. The Committee recommends that the DPW include in its prioritizing apparatus a means of notifying residents in the neighborhood of an affected street that the prioritizing process is underway and providing a means to comment on the process.

Projects not meeting the criteria to be considered a project of need with sufficient public support could be addressed as projects of local interest and pursued by petition through the current Capital Improvement Program and budgeting processes. Other sidewalk construction may be possible through private development activity or State funded construction projects.

3.2 Balanced Approach

The Committee's public outreach efforts have confirmed that while sidewalks provide the best platform for pedestrian mobility and safety, there is little support for universal sidewalk construction on every street in Town. Many residents feel that such extensive construction would unacceptably alter the landscape and character of the Town. It was equally clear to the Committee that, as a matter of public safety and in the community interest to reduce automobile trips and promote healthier living, the current sidewalk infrastructure network is inadequate. Therefore, in developing its method of evaluation, the Committee sought to identify the conditions under which a sidewalk should be provided in a manner that is in line with community expectations and sensibilities.

The 2006 Inventory employed a system that evaluated potential sidewalk projects by a number of criteria. Each category was assigned a score based on the severity of the condition. Projects with the highest point totals were designated as the highest priority. Projects with lesser scores



First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

were designated as second or third priority. The criteria considered and evaluated by the 2006 Inventory included:

- Vehicle Speed
- Roadway Width
- Accidents (all types)
- Roadway Classification
- 24 hour Traffic Volume (ADT)
- Number of nearby Pedestrian Generating Land Uses
- Special Circumstances (Misc.)
- Opinion on ease of construction

In reviewing the 2006 Inventory, the Committee noted that most locations will experience conditions that are undesirable to some degree and that it is important to identify those criteria that are of the highest concern. Those projects where each of these priority criteria is satisfied are designated as projects of need. This is known as the Overlapping Priority Method.

In addition to the criteria used for the 2006 Inventory, the Committee also considered the following as potential criteria for evaluating sidewalk projects:

- Distance from a Pedestrian Generator
- Zoning Density
- Peak Hour Traffic Volume
- Connecting Pedestrian Generators
- Pedestrian Accident Corridors

The Committee agreed that locations with a known history of pedestrian accidents should be considered as projects of need without additional scrutiny. It is the Committee's recommendation that such locations shall be added to any list of sidewalk construction projects once any such location has been identified. The Commissioner of Public Works shall add that location to the list of projects of need without having to obtain any other approval, subject to the adopted prioritization procedures.

The Committee also agreed that locations with gaps in existing sidewalks or gaps in the sidewalk system should be considered as projects of need without additional scrutiny. It is the Committee's recommendation that the Commissioner of Public Works, who is responsible for managing the sidewalk program, be given the discretion to add small segments of sidewalk to any list of sidewalk construction projects as necessary to close gaps in existing sidewalks.





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

The remaining criteria were combined and condensed to the following list for public consideration and comment. These criteria were the focus of the November public meetings as well as the Sidewalk Need Questionnaire.

- Proximity to Pedestrian Generators
- Connection of Two Pedestrian Generators
- Roadway (Functional) Classification
- Zoning Density
- 24 hour Traffic Volume (ADT)
- Peak Hour Traffic Volume
- Vehicle Speed
- Roadway Width
- Other Criteria as Suggested by Residents and any other Stakeholders

Guided by public input, the Committee deliberated which of the above criteria and how many of the above criteria should be used in evaluating potential sidewalk projects. The Committee also deliberated on whether to use selected criteria as a rigid cutoff threshold or whether a sliding scale was more appropriate. The Committee also deliberated on whether or not the selected criteria should be weighted equally or should a higher value be placed on certain conditions.

These questions arose over the course of several Committee meetings. Initially it was thought that a project would need to meet threshold value of each of the selected criteria to qualify as a project of need and that each of the selected criteria would be weighted equally. However, it became clear that, under this methodology, the potential existed for a single variable to be the deciding factor. It also became clear to the Committee that using a rigid threshold value caused locations with similar conditions to yield differing outcomes based on small differences in a single condition. These technical differences, in the opinion of the Committee, would not be apparent to the walking public in practical application. Based on this exercise, the Committee determined that it would weight selected criteria according to importance and use a sliding scale of threshold values. This approach allowed a location where one criterion was severely impacted but the other criteria were less severely impacted to receive due consideration.

The following section discusses the selected priority criteria, the threshold values for each, and the method for determining need based projects.



4 Priority Need Criteria

The Committee selected the priority need criteria based on a compilation of the public comments received, input from professional staff, input from other stakeholders and the results of the Sidewalk Need Questionnaire.

4.1 Criteria Selection

The Committee through its presentations at public workshops and the Sidewalk Need Questionnaire offered eight criteria for consideration. The public comments received through the Town website and at public meetings for the most part reflected concerns related to five of these criteria. These five criteria also received the most priority points from respondents to the Sidewalk Need Questionnaire with responses dropping off after that. The five criteria that raised the greatest concerns were:

- Proximity to Pedestrian Generators
- Roadway Width
- Connecting Pedestrian Generators
- Traffic Volume
- 85th Percentile Speed¹

Focusing sidewalk construction in areas of expected pedestrian activity is self-evident, and the criteria of roadway width, traffic volume, and 85th percentile speed are consistent with those used by engineers and planners in evaluating existing roadway networks. As will become clearer in the following discussion, connecting pedestrian generators, while positive as a goal, did not provide additional benefits when applied in practice due to the relative proximity of pedestrian generators in Greenwich.

In addition, upon consultation with DPW staff and the traffic consultant, the Committee decided not to use vehicular speed as a priority criterion. Based on historic speed data provided by DPW, the Committee found that the relatively narrow range of operating speeds observed on streets under consideration rendered the use of vehicle speed less useful than the other selected criteria in evaluating sidewalk projects. The Committee recognized that vehicle speed does influence pedestrian behavior by causing pedestrians to increase the distance between themselves and flowing traffic. However, the Committee's research efforts found that there was little to suggest that, within the range of speeds typically encountered, pedestrians can accurately determine the speed of passing vehicles in a precise enough manner to warrant inclusion of vehicle speed.

Based on the input received, the Committee recommends that, in addition to a known history of pedestrian accidents and gaps in existing sidewalk systems, these criteria be used to evaluate potential sidewalk projects: Proximity to Pedestrian Generators, Traffic Volume, and Road Width.

¹ The 85th percentile speed is the speed at which 85% of vehicles are traveling at or below.



4.2 Criteria Values

This section discusses the threshold values used by the Committee in determining how potential sidewalk projects would be evaluated with respect to each of the three selected criteria. For ease of discussion, references will be made to the results of the Sidewalk Need Questionnaire. The results of the questionnaire align with the sentiments expressed to the Committee through both the written comments received and the public testimony heard at the public meetings. It is important to note that the recommendations were developed based on all input received and not solely on the results of the questionnaire.

4.2.1 Pedestrian Generating Land Uses

If sidewalk construction is to be focused near land uses that generate pedestrian activity, the Committee must first identify the land uses that generate the most pedestrian activity and then determine the effective walking radius from these pedestrian generators. The Committee studied Town maps overlaid with pedestrian generators and effective walking areas varying in size. Each generator was plotted surrounded by a circle of a certain radius to represent the effective walking area. Streets within the circle would represent the first cut need-based sidewalk projects. That is, if a street were not located within the circle, a sidewalk on that street would not qualify as a need-based project. However, streets within the circle would also have to satisfy other criteria.

The Committee considered various combinations of generator types and distance measurements. By viewing the maps, it became clear that if too many land uses were designated as pedestrian generators, the southern third of the entire Town became completely covered, thereby nullifying this criterion's value as a project screening tool.

A similar effect was observed when the larger radii were used. Even with small numbers of generator types, the use of the larger walking areas covered the entire town outside of the back country. Using larger radii would make selection of priority projects impossible. For example, see the map utilizing a radius of 1 mile which appears in Appendix H.

After careful consideration, the Committee settled on a small number of generating land uses that would have the highest potential for pedestrian activity. The Committee was assisted by public input. The Sidewalk Need Questionnaire asked respondents to identify these generators. Over 95% of respondents identified schools as a priority for new sidewalks, 81% of respondents identified the train stations, and 70% identified town parks and playgrounds. The only other location to be identified by more than two-thirds of the respondents were the village center areas such as Old Greenwich, Cos Cob, Glenville, and Byram. The Committee plotted these uses on the map and discovered that

**Top Pedestrian
Generators
As Identified by
Sidewalk Need
Questionnaire
In Percentage of
Responses**

Schools	96%
Train Stations	81%
Parks	70%
Village centers	68%
Libraries	57%
Bus routes	51%





most of the village centers already had a significant number of sidewalks and that those areas that did not have them were in close proximity to schools, train stations, or parks. The Committee determined that the proximity criterion would be more useful if village centers were removed as one of the preferred land uses. Therefore, the Committee limited land uses to the remaining three.

As a further refinement, the Committee identified each of the individual generators. Along with each train station, the Committee obtained the list of parks from the Parks Department and plotted each one on the Town map. When the discussion turned to schools, there was a question whether to include the private and parochial schools along with the public schools. The DPW consulted with the Greenwich Board of Education and found that private schools that have a certain percentage of residents as students qualify for town transportation services. In order to give similar treatment to similarly situated generators, the Committee decided to include the private and parochial schools serviced by Town transportation. For the purposes of the Committee's recommendations, Greenwich Academy, Greenwich Country Day School, Greenwich Catholic and Brunswick Upper, Lower and Middle Schools are included as pedestrian generators along with the public elementary schools, middle schools and the high school.

4.2.2 Distance from Pedestrian Generating Land Uses

While deliberating the size and scope of the priority sidewalk network, the Committee considered several factors. Returning to the definition of a project of need, a project is needed if it corrects an existing deficiency or achieves a desired goal. The Committee settled on the following guiding principles when determining how far to extend sidewalks from a pedestrian generating land use.

- Sidewalks should extend for the reasonable distance that a person would consider walking.
- Sidewalks that are part of a connected network are more likely to be used, allow for longer trips and are preferable to isolated sidewalks.
- Sidewalk construction should be focused in areas where they are more likely to be used.
- Sidewalk construction planning should consider the school busing policies.

While initially these conditions seem contradictory, the Committee felt that if each could be addressed at a given level of satisfaction, the result would be a balanced but focused list of projects that would truly meet the definition of a project of need.

At the November 2008 public meetings, the Committee heard expert testimony based on Federal studies that three-quarters of all trips to and from transit facilities of less than 1/4 mile, two-thirds of trips less than a 1/2 mile, and half of all trips less than 2/3 mile are made by walking. These findings are complicated by the Board of Education's policy that no children living within one mile of a school (or further depending on the school) will receive bus service.



First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

To evaluate the connectivity of different sizes of walking radii around the generators, the Committee placed these circles on the town map and evaluated how pedestrian zones from different generators overlapped. As discussed earlier, the larger zones of 2 miles, 1 mile and 2/3 mile covered entire sections of Town which did not meet the Committee's desire to develop criteria that could distinguish projects of need from other projects.

By contrast, the 1/4 mile circles tended to result in too many isolated networks that left gaps in the system and would limit the number of potential users. See the map utilizing a radius of 1/4 mile which appears in Appendix H.

The 1/2 mile circle satisfied a number of conditions. With a few exceptions, each zone overlapped slightly with an adjacent one, creating the opportunity for longer trips and providing access to a larger group of pedestrians. Also, in reviewing the existing sidewalk network, the Committee noted that a very high percentage of the existing sidewalks in Town fell within 1/2 mile of a park, a school, or a train station. The Committee felt that this was an important observation that by prioritizing those projects within the 1/2 mile radius, the Town would be keeping with past traditions for sidewalk access. See the map utilizing a radius of 1/2 mile which appears in Appendix H.

The only condition not satisfied by the 1/2 mile distance, is that it is incompatible with the school system's policy on busing. Currently, students living within 1 mile of their elementary school are not provided transportation by the Town except in cases of hardship. These students are expected to walk to school. For the middle schools, the distance is 1-1/2 miles and for the high school it is 2 miles.

Matters related to school transportation policies are outside the purview of this Committee, and the Committee has limited its focus to whether or not sidewalks should be extended for larger distances around schools. In reviewing the map, the Committee noted that most schools overlap with other generators, opening the possibility for extending sidewalks in these corridors. Around some schools, depending on the direction, these extended distances were not covered on the 1/2 mile map and presumably would be excluded from a priority sidewalk list. This was more the case for the middle schools and the high school. The Committee determined that it was important to make an accommodation for this condition by allowing a sliding scale for distance as part of the Committee's balanced approach. Sidewalk projects outside the 1/2 mile zone but within one mile where volume is especially heavy and/or the roadway is extra narrow would be considered projects of need under the proposed system as detailed in the following sections.

Distance from Pedestrian Generators Sidewalk Need Questionnaire Percentage of Responses

1/4 mile	23%
1/2 mile	16%
2/3 mile	4%
3/4 mile	5%
1 mile	19%
>1 mile	31%





4.2.3 Traffic Volume

Throughout the public input process, the Committee heard many people state that the presence of too many cars made walking undesirable, primarily because a perceived lack of safety. The question of the timing of this heavy traffic and the percentage of the day this occurs was also brought up at several public meetings. In trying to determine how much traffic is so much that it discourages walking or what constitutes a busy street, the Committee consulted several sources of information. In addition to the Sidewalk Need Questionnaire which asked this question directly, the Committee reviewed traffic data from various areas of Town provided by DPW.

The Committee also reviewed results from the Neighborhood Traffic Calming Program which addresses related issues of traffic volume. The Committee also relied on its own understandings. If the Committee were to establish too low a threshold, then the ability to prioritize the most critical sidewalk projects would be lost. If the threshold were too high, volume would become the de facto variable when determining a project of need.

The Sidewalk Need Questionnaire showed no clear consensus on the critical level of traffic, but the residents did show a strong preference of 2 to 1 for considering peak traffic conditions along with average daily volume.

**Traffic Volume
Sidewalk Need
Questionnaire
Percentage of
Responses
(Daily/Peak Hour)**

500/50	21%
1000/100	17%
2000/200	16%
3000/300	11%
4000/400	24%
6000/600	9%

The Committee also took into account the threshold volume requirements used for the Neighborhood Traffic Calming Program. The NTCP uses a minimum volume of 1,000 vehicles per day or 100 vehicles in the peak hour.

Ultimately, the Committee recommended that projects located on streets with more than 2,000 vehicles per day or 200 vehicles hour be considered the most severe condition and be given the highest priority with respect to need determination. Locations with less traffic may also qualify on the sliding scale provided they are located close to pedestrian generators and/or are located on narrower streets.

4.2.4 Roadway Width

The last of the selected evaluation criteria, roadway width, was also a frequent complaint expressed during the public input process. These concerns were described in different ways, such as there not being enough room to walk, traffic is too close, a refusal to walk in the road, or as an inability to see oncoming traffic. The Committee noted that roadway width is affected by "shy distance." The Town's traffic consultant explained the concept of shy distance — this is the area surrounding an individual within which vehicles, obstacles and pedestrians are perceived to be hazards; beyond the shy distance, vehicles, obstacles and pedestrians cease to be perceived as hazards. This key factor in both the practice and perception of safety ultimately led the Committee to include it as one of the selected criteria, though it was not considered as critical as proximity and traffic volume. The Committee evaluated the existing sidewalk map





and data provided for various Town roadways and found not only that roadway widths varied greatly from street to street but also varied at different points along a single street. It was also noted that busier streets were not necessarily wider than lower volume roadways.

The Committee was concerned that high volume roadways near schools, parks, and train stations may not be identified as projects of need when in the opinion of the Committee they clearly would be but for an extra foot or two in their widths. Conversely, a sidewalk proposed for a narrow roadway might be deemed a project of need even if it were located in a remote part of town with a relatively low volume of traffic. The sliding scale used for the previous two criteria proved inadequate in tempering the influence of this one criterion over the other two. This dispersal of varying widths throughout the community led the Committee to evaluate roadway width on a sliding scale but weight this criterion at one-half the values of the other two. By this method, the Committee believes that priority sidewalk projects will be focused in the areas of higher pedestrian traffic along narrower streets with high traffic volumes or on wider streets with greater traffic volumes.

**Roadway Width
Sidewalk Need
Questionnaire
Percentage of
Responses
(Willing to walk on
streets)**

<24 feet	8%
24 feet	28%
26 feet	11%
28 feet	12%
>30 feet	33%

In determining at what roadway width a sidewalk should be considered, the Committee again reviewed information from a variety of sources including the public, Town and professional staff, and research information provided to the Committee. The respondents to the Sidewalk Need Questionnaire showed a severe reluctance to walk on streets less than 24 feet in width; only 8% of respondents indicated they were willing to do so. Also, a third of respondents indicated that they would not walk along streets less than 30 feet in width without the presence of a sidewalk. This was consistent with the opinions of DPW staff and outside traffic consultant. The Committee considered certain factors to evaluate the residents' views on street width. In Greenwich, the typical vehicular travel lane is ten feet wide. To understand how this relates to pedestrian travel, the vehicular travel lane is combined with a three foot walking area and a two foot buffer zone on each side of the street, resulting in a roadway width of thirty feet. If the walking area is reduced to two feet wide with the other areas remaining the same, the result is a roadway width of 28 feet. Both the 30-foot wide roadway and the 28-foot roadway would be unacceptable to 45% of the residents responding to the questionnaire. As a result of this analysis, the Committee concluded that roadways 24 feet or less should be deemed to be the most severe condition and be given the highest priority with respect to need determination. Wider roadways up to 30 feet in width should also be considered on the sliding scale provided they are located close to pedestrian generators and experience higher traffic volumes.

4.2.5 Priority Need Determination

Throughout the course of the Committee's review of the 2006 Inventory, the Committee was briefed on recent efforts by the Town to execute the recommendations of that document as well as other capital projects and routine maintenance. The Committee gained an appreciation of the planning necessary to execute these complex projects as well as the long lead times needed for the funding process and design activities. The Department of Public Works





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

expends significant resources in evaluating potential construction problems and fulfilling design requirements. Projects that are stalled or abandoned waste precious time and money and are a disservice not only to their professionalism but to the public at large that funds these efforts. While not all outcomes are foreseeable, the least that can be done is to determine whether a project is in the Town's best interest prior to the initiation of design. It is with that in mind that the Committee recommends that following method for establishing potential sidewalk projects as projects of need.

The proposed scoring system is based on a 100 point scale, with a score of 80 or above indicating a proposed sidewalk is a project of need. Each of the three selected criteria are scored individually and totaled to obtain the project need score.

First Selectman's Pedestrian Safety Advisory Committee Sidewalk Project of Need Determination		
Priority Criteria	Value	Score
Proximity to School, Park or Train Station (Street located within)	1/2 mile	40
	2/3 mile	30
	1 mile	20
Traffic Volume (Exceeds vehicles per (day/peak hour))	2000/200	40
	1000/100	30
	500/50	20
Average Roadway Width (Does not exceed)	24 feet	20
	28 feet	15
	30 feet	10
Score of 80 or above indicates a Project of Need		

The scoring values were weighted. The most severe thresholds for each criterion were given the greatest weight. This was done so that a project that meets the most severe threshold in proximity or traffic volume is identified as a project of need. Projects which satisfy the most severe condition of roadway width are also identified as projects of need provided they also meet the moderately severe conditions of proximity and traffic volume. Projects that meet moderately severe conditions of proximity and traffic volume can also qualify as projects of need.

By overlapping the criteria in this manner, the Committee strongly believes that those areas where sidewalk construction is in the public interest will be identified for further evaluation.



5 Project Selection

Once a proposed sidewalk is identified as a project of need, several steps still need to be undertaken. Individual projects must be screened, prioritized, funded, designed, and bid before they can be constructed. In the past this has taken a great deal of time and effort particularly on the part of the Town's engineering staff. The following sections outline the Committee's recommendations based on the type of project.

5.1 Projects of Need

It is the opinion of the Committee that any sidewalk project that meets the criteria described herein is a project of need and therefore a priority in the interest of the public safety. The Committee makes no recommendation of which projects should be constructed first. Choosing individual projects for funding and construction should be based on other factors such as cost, availability of funding, ease of construction and schedule. The Committee recommends the following process for prioritizing projects of need. From the list of priority need projects, the DPW will determine which sidewalks are fundable and constructible projects. Comments by the public identified a number of factors that could be considered in determining whether or not to assign a high priority to a project of need. Factors indicating a lower high priority include, among other things: (1) a project of need may be unreasonably costly or impractical because it requires easements from large numbers of private land owners; (2) engineering studies may establish that a project of need is not constructible due to any number of factors, such as excessive rock formations or proximity to a cliff; (3) construction of a project of need may entail removal of stone walls, mature hedges and old, large trees that is deemed unacceptable; (4) construction of a sidewalk may prevent residents without garages from parking on the street in front of their homes; (5) impacts of runoff and drainage must be considered; and (6) there may be other means to improve pedestrian safety that are more cost-effective and environmentally friendly, such as converting a bidirectional roadway to unidirectional 24/7 or before and after school hours, limiting parking to one side of a two-way street or prohibiting parking during specified hours. Factors supporting giving a project of need a higher priority include, among other things: (a) a project may be located on a street with a history of accidents; (b) a project may have multiple generators, (c) a project may form a link with an existing sidewalk; or (d) a project may be located on a cut-through street that is also a major collector. By analyzing each project of need, the DPW can identify those projects that should be given a higher priority and those projects that may be given a lower priority.

Additionally, some residents commented on the location of specific proposed sidewalks, such as the sidewalks on Caroline Place and Hearthstone Drive. The Department of Public Works will note the location of new sidewalks in its evaluation.

The Committee recommends that the responsibility for management of the project list and responsibility for the timeline for executing these improvements remain with the Administration and the Department of Public Works. The Committee does recommend that a condensed list of projects be developed from the Needs list for the purpose of establishing a





sidewalk construction program. A programmatic approach will allow more flexibility in design, budgeting, and construction activities. The Committee recommends a revolving three year list of constructible projects. This list would be managed by DPW and submitted to the Administration on an annual basis. The projects listed in the first year would be submitted for funding under the Capital Improvement Program. The annual list would be approved with the understanding that the Administration could substitute projects from the following two years in the event of project delays, provided the work can be accomplished within the available budget. For example, if there was one sidewalk project costing \$500,000 scheduled for a particular year, but DPW found that right-of-ways had to be acquired and these could not be completed within that year, DPW could substitute another project costing \$500,000 or two projects each costing \$250,000 in lieu of the original project. This approach would allow the program to proceed. This flexibility in project management will get more projects in the ground and accelerate improvements necessary for public safety.

Future Public Input Opportunities

The Committee has conducted an extensive public outreach effort to arrive at what it believes to be the public's consensus on the criteria that should determine if a sidewalk is needed under a specific set of conditions. While not all may agree with the Committee's recommendations for individual cases, the collective voices of the community that participated in this process should be respected. Further opportunities will be available for the public to comment on the prioritization of sidewalk projects during the CIP development process.

Public comments related to individual property issues will be accepted during the engineering and design phase of each individual project. DPW will do their best to resolve all reasonable concerns during this period.

5.2 Projects of Opportunity

Through the course of private development activity, Town roadway rehabilitation, or infrastructure projects by the State of Connecticut, opportunities to enhance or extend the sidewalk network will occur. When these external activities occur near extended gaps in the network, along planned sidewalk routes, or at the terminus of an existing sidewalk, the Committee recommends that the Town position itself to capitalize on these events by working to include sidewalk construction as part of Town roadway projects, requesting the inclusion of sidewalks in State projects, and promoting sidewalk construction for private developments through the Planning and Zoning review process.

5.3 Projects of Local Interest

Sidewalk requests that do not meet the selection criteria but are of special local interest may be pursued individually under the Capital Improvement Program (CIP). The Committee recognizes that not all worthwhile projects will necessarily be identified by the recommended selection process. The Committee also recognizes that petitions for sidewalk construction will occur for areas not meeting the recommended criteria for Projects of Need. These projects





which achieve considerable public support in the area of the request should be considered by the appropriate boards and commissions during the annual development of the CIP and funded on an individual basis separate from the projects determined to be in the interests of the general public.

6 Summary of Recommendations

The SPSC spent countless hours on the ground witnessing and photographing traffic and pedestrian conditions when preparing the 2006 *Inventory of Pedestrian Safety Needs*. The Inventory addresses many issues affecting pedestrian safety and is not limited to sidewalk construction. The Committee recommends that the Town continue to rely on the findings of the SPSC and implement the recommendations published in the Inventory and that streets identified for new sidewalk construction by the 2006 *Inventory of Pedestrian Safety Needs* that meet the recommended criteria comprise the initial list of projects of need.

Based on the information gathered from the work of the SPSC, technical references, and input from the public, Town officials and staff, the First Selectman's Pedestrian Safety Advisory Committee offers the following recommendations for consideration with respect to new sidewalk construction in the Town of Greenwich, in no particular order:

- The Town direct new sidewalk construction efforts where it can be determined that a new sidewalk is needed for the general public interest
- The Town identify areas with an adverse history of pedestrian related vehicular accidents as projects of need with respect to new sidewalk construction.
- The Town identify those projects that improve connectivity by closing gaps along existing sidewalks thereby improving the utility and accessibility of the overall network as projects of need.
- Other instances of need should be determined by an objective set of criteria derived in the interests of public safety and promoting non-motorized transportation alternatives.
- Specifically, that roadway width, traffic volume, and proximity to pedestrian generating land-uses be used to evaluate need as described in these recommendations.
- A need for new sidewalk construction exists in those areas where conditions are undesirable in each of the selected criteria as described in the preceding discussion of criteria values.
- The Department of Public Works is assigned the task of evaluating sidewalk requests and maintaining a master list of sidewalks designated as projects of need.
- The areas identified for new sidewalk construction by the 2006 *Inventory of Pedestrian Safety Needs* that meet the recommended criteria comprise the initial needs list.
- The Department of Public Works is assigned the task of determining which projects are feasible for construction over a 3-year period for inclusion in the Capital Improvement Plan.
- The 3-year list of projects is updated at least once per year recognizing that information developed during design activities may affect the feasibility of individual projects.



First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

- Projects not included in or removed from the 3-year list retain their designation as projects of need for future consideration as conditions change or as other opportunities for implementation may allow.
- The Town examine its Zoning Regulations and revise as necessary to promote sidewalk construction in the need areas as part of redevelopment activities.
- New sidewalk construction projects, with sufficient public support, not meeting the criteria as a project of need be evaluated independently from the projects of need.
- The Town utilize projects of opportunity to develop sidewalks that will close extended gaps in the sidewalk network, are along planned sidewalk routes, or are at the terminus of existing sidewalks.
- The Town update periodically its traffic counts on streets being considered for construction of a sidewalk to assure that a sidewalk identified as a project of need and proposed for construction remains a need.

The Town has compiled available roadway width and traffic data for the streets proposed for sidewalks in the 2006 Inventory. In some cases, new traffic counts were performed in those areas where historic data was unavailable. Utilizing these measurements and applying the recommended criteria to the list of streets proposed for sidewalks in the 2006 Inventory produces scores for each of these streets. The streets that qualify as projects of need and their respective scores appear in Appendix A to this Report. The Town is aware that some streets on this list will require updated traffic information prior to any final determination of need.





Appendix A

List of 2006 Inventory Streets and Their Scores



**Available Data and Priority Need Determination for Roadways Identified for New Sidewalk Construction in the
2006 Inventory of Pedestrian Safety Needs**

Date: 10/26/2009

2006 Inventory of Pedestrian Safety Needs New Sidewalk Construction Recommendations	24 hr ADT	Peak Hour	Formula Roadway Width (ft.)	Proximity To Ped. Generators (1/2mi, 2/3mi, 1mi)	Functional Class	Priority Score	Meets Need Criteria
Anderson Avenue	2122	408	18	1/2	Urban Collector	100	Yes
Bramble Lane	454	101	26	1/2	local	85	Yes
Byram Road	1909*	640*	22	1/2	Urban Collector	100	Yes
Caroline Place	1450	131	26	1/2	local	85	Yes
Chestnut Street	896	208	27	1/2	local	95	Yes
Cognewaugh Road	1050	152	18	1/2	Urban Collector	90	Yes
Cross Lane	355	47	21	1/2	local	60	No
Druid Lane	860	96	23	1/2	local	80	Yes
Edgewater Drive	1400	130	23	1/2	local	90	Yes
Fletcher Ave	1000	182	22	1/2	local	90	Yes
Florence Road	1343	151	27	1/2	local	85	Yes
Glenville Road	-	261	26	1/2	Minor Arterial	95	Yes
Greenway Drive	75	8	18	1/2	local	60	No
Halsey Drive	761	101	27	1/2	local	85	Yes
Havermeyer Lane	10852	850	21	1/2	Urban Collector	100	Yes
Hearthstone Drive	1110	104	24	1/2	local	90	Yes
Hendrie Street	1782	217	35	1/2	Urban Collector	80	Yes
Highview Avenue	758	206	27	1/2	local (cul)	95	Yes
Hoover Road	1064	92	26	1/2	local	85	Yes
Indian Field Road	12700	1043	21	1/2	Urban Collector	100	Yes
Josephine Evaristo Avenue	1006	232	23	1/2	local	100	Yes
Kent Place	323	112	28	1/2	local	85	Yes
King Street	10000+	-	30+	2/3	Principal Arterial	70	No
Laddins Rock Road	5682	471	30	1/2	Urban Collector	90	Yes
MacArthur Drive	397	113	26	1/2	local	85	Yes
Museum Drive	2313	194	29	1/2	Urban Collector	90	Yes
Nassau Place	332	50	18	1/2	local	80	Yes
Neil Lane	2478	220	15	2/3	local	90	Yes
Orchard Street	7412	796	21	1/2	Urban Collector	100	Yes
Osceola Drive	802	86	23	1/2	local	80	Yes
Oval Avenue	201	52	22	1/2	Urban Collector	80	Yes
Owenoke Way	876	135	22	1/2	Urban Collector	90	Yes
Palmer Hill Rd	8709	842	23	1/2	Minor Arterial	100	Yes
Park Avenue (OG)	350	111	24	1/2	local	90	Yes
Pemberwick Rd.	3100	320	24	1/2	Urban Collector	100	Yes
Railroad Avenue	7337	960	34	1/2	Minor Arterial	80	Yes
River Road	1217	127	16	1/2	local	90	Yes
Riverdale Avenue (By)	1950	182	30	1/2	Urban Collector	80	Yes
Riverside Avenue	4900	494	21	1/2	Urban Collector	100	Yes
Riversville Road	3900	919	27	1/2	Minor Arterial	95	Yes
Shore Road	3810	448	24	1/2	Urban Collector	100	Yes
Sound Beach Avenue	9300	899	28	1/2	Urban Collector	95	Yes
South Water Street	4926	427	24	1/2	Urban Collector	100	Yes
Split Timber Place	799	132	28	1/2	local	85	Yes
Spring Street (OG)	498	216	26	1/2	local	95	Yes
Stanwich Road	4400	445	24	1/2	Rural Major Collector	100	Yes
Strickland Road	1782	161	21	1/2	Urban Collector	90	Yes
Summit Road	2739	263	30	1/2	Urban Collector	90	Yes
Tod's Drift Way**	829	101	22	1/2	Urban Collector	90	Yes
Upland Street/Hallock Dr.	0	0	0	1/2	N/A	60	No
Weaver Place	2370	272	25	1/2	local	95	Yes
Weaver Street	6746	573	24	1/2	Urban Collector	100	Yes
Wescott Court	2267	195	25	2/3	local	85	Yes
Wescott Street	1235	122	25	1/2	local	85	Yes
Wesskum Wood Road	1190	50	20	1/2	Urban Collector	90	Yes
West Putnam Ave	18800	-	40	1/2	Major Arterial	80	Yes
Western Junior Highway	3501	470	28	1/2	local	95	Yes

Average roadway widths for the priority streets identified for new sidewalk construction were obtained using the Town GIS mapping. Several measurements were taken of each roadway. In the case of roads of varying width, measurements were taken for segments where the width variance was a foot or less for at least 100 feet. These measurements were averaged to return a single width for each segment. A single entry in the above chart represents a fairly consistent width for the entire street. Multiple entries indicate the widths of varying roadway segments.

xx = Street width varies in an irregular manner, value shown is the average of all measurements.

Traffic volume data was compiled from available historic records and may not reflect current traffic volumes. Streets without pre-existing data were counted using automatic traffic recorders. It is the intention of the PSAC that traffic volumes older than 3 years be recounted prior to a formal need determination.

* Data for one direction only

** Data collected during park off-season



Appendix B

Organizations Notified Of Public Workshops





Appendix B

Organizations Given Notice of Public Workshops

Organizations Receiving Notice by Email for October, November 2008 and/or June 2009 Meetings

BYRAM NEIGHBORHOOD ASSOCIATION,
CENTRAL COS COB NEIGHBORHOOD ASSOCIATION, INC.,
FRIENDS OF GREENWICH POINT,
GARDEN EDUCATION CENTER OF GREENWICH,
GREEN FINGERS GARDEN CLUB,
GREENWICH GREEN & CLEAN INC.,
GREENWICH POINT CONSERVANCY,
GREENWICH RIDING AND TRAILS ASSOCIATION,
GREENWICH TREE CONSERVANCY INC.,
HAWTHORNE BEACH MAINTENANCE ASSOCIATION,
HIKING GROUP FOR SINGLES AND FRIENDS,
LADDINS ROCK NEIGHBORHOOD ASSOCIATION,
MAHER-PATTERSON AVENUE ASSOCIATION,
NORTHEAST GREENWICH ASSOCIATION,
NORTHWEST GREENWICH ASSOCIATION,
OLD GREENWICH ASSOCIATION,
PEMBERWICK/GLENVILLE COMMUNITY ASSOCIATION,
RIVERSIDE ACRES ASSOCIATION,
RIVERSIDE ASSOCIATION,
RIVERSIDE PARK ASSOCIATION,
ROUND HILL ASSOCIATION,
RTM DISTRICT CHAIRS,
RTM CHAIRS OF EDUCATION, LAND USE, PARKS & RECREATION, PUBLIC
WORKS & TRANSPORTATION COMMITTEES
NEWS 12 CONNECTICUT

Letter to the Editors

Letter to the Editors of Greenwich Time, Greenwich Citizen and Greenwich Post, each dated December 10, 2008 advising the public about the questionnaire and the web site where it could be downloaded and advising the public that comments on the criteria could be submitted to the DPW by letter and email and giving the addresses.



First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

Organizations Receiving Notice by Ordinary Mail for October, November 2008 and/or June 2009 Meetings

Neighborhood Organizations Receiving Mailed Notice:

BELLE HAVEN LANDOWNERS ASSOCIATION
BROOKRIDGE DISTRICT ASSOCIATION
BYRAM NEIGHBORHOOD ASSOCIATION (BNA)
CALHOUN DRIVE ASSOCIATION
CENTRAL COS COB NEIGHBORHOOD ASSOCIATION, INC.
CENTRAL GREENWICH ASSOCIATION
CHAMBER OF COMMERCE
CHICKAHOMINY NEIGHBORHOOD ASSOCIATION
CHIMNEY COVE TAX DISTRICT
COBB ISLAND ASSOCIATION
DEER PARK ASSOCIATION, INC.
EAST LYON FARM CONDO ASSOCIATION
FIELD POINT PARK ASSOCIATION
FRIENDS OF GREENWICH POINT
FRIENDS OF THE AUDUBON CENTER IN GREENWICH INC
GARDEN CLUB OF OLD GREENWICH
GARDEN EDUCATION CENTER OF GREENWICH
GATEFIELD HEDGEROW ASSOCIATION
GEORGETOWNE NORTH
GLENVILLE CIVIC ASSOCIATION
GLENVILLE SENIOR CITIZENS
GLENVILLE SENIOR CITIZENS
GREEN FINGERS GARDEN CLUB
GREENWICH GREEN & CLEAN INC.
GREENWICH HARBOR NEIGHBORHOOD ASSOCIATION
GREENWICH HILLS ASSOCIATION
GREENWICH LAND TRUST
GREENWICH POINT CONSERVANCY
GREENWICH RIDING AND TRAILS ASSOCIATION
GREENWICH SAFE CYCLING
GREENWICH TREE CONSERVANCY INC.
HARBOR POINT ASSOCIATION
HAVEMEYER PARK OWNERS' ASSOCIATION
HAWTHORNE BEACH MAINTENANCE ASSOCIATION
INDIAN HARBOR ASSOCIATION
KING-MERRITT COMMUNITY, INC.
KING STREET AREA HOMEOWNERS ASSOCIATION
LANSING MEADOWS CONDOMINIUM ASSOCIATION
LUCAS POINT ASSOCIATION
LYON FARM RESIDENTS ASSOCIATION
WEST LYON FARM CONDO ASSOCIATION, INC.





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

MAHER-PATTERSON AVENUE ASSOCIATION
MIANUS VALLEY ASSOCIATION
MILBROOK OWNERS ASSOCIATION
NORTHEAST GREENWICH ASSOCIATION
NORTHWEST GREENWICH ASSOCIATION
OLD CHURCH ROAD ASSOCIATION
OLD GREENWICH ASSOCIATION (OGA): OGA@OldGreenwich.org
OLD STONE BRIDGE ASSOCIATION
PARK AVENUE/PARK PLACE ASSOCIATION
PEMBERWICK/GLENVILLE COMMUNITY ASSOCIATION
PERKINS ROAD ASSOCIATION
PERRYRIDGE ROAD ASSOCIATION (203) 769 2710
PTA CONNECTICUT CONGRESS
PUTNAM HILL COOPERATIVE APARTMENTS
PUTNAM PARK ASSOCIATION
QUARRY FARM ASSOCIATION
RESIDENTS FOR APPROPRIATE DEVELOPMENT INC
RICHMOND HILL ASSOCIATION
RIVERSIDE ACRES ASSOCIATION
RIVERSIDE ASSOCIATION
RIVERSIDE PARK ASSOCIATION
ROCK RIDGE ASSOCIATION INC
ROUND HILL ASSOCIATION INC
STALLION TRAILS ASSOCIATION
STERLING ROAD ASSOCIATION
WEST LYON FARM CONDO ASSOCIATION, INC.
LYON FARM RESIDENTS ASSOCIATION
WILLOWMERE ASSOCIATION





Appendix C

Sidewalk Need Questionnaire and Tabulation of the Results



**First Selectman's
Pedestrian Safety Advisory Committee (PSAC)
Sidewalk Need Questionnaire – 2008**

First Selectman Peter Tesei has announced the formation of the First Selectman's Pedestrian Safety Advisory Committee. The formation of this committee grew out of the work of the Selectmen's Pedestrian Safety Committee (SPSC). The SPSC began its work in 1986. It was charged with the task of improving pedestrian safety within the Town by identifying areas where either the absence of sidewalks or the condition of existing sidewalks or other factors, such as absence of crosswalks, raised safety issues for pedestrians. In carrying out this task, the SPSC prepared a Town Wide Inventory of Pedestrian Safety Needs (the Inventory).

The mission of the current Pedestrian Safety Advisory Committee (Committee) is to review the criteria which will be used to establish a sidewalk master plan, based on public need. The Committee is seeking public input as it selects and reviews sidewalk selection criteria.

The committee is seeking public input on conditions that should be present for the Town to consider the construction of new sidewalks. In order to better determine public sentiment with respect to this issue, the committee has developed this questionnaire. The committee will review this information in the development of a sidewalk master plan. Please take a moment to fill out the attached form. This survey may be returned to the DPW office in Town Hall at 101 Field Point Road Greenwich, CT, 06830 or to sidewalks@greenwichct.org

Instructions: Items 1-8 define criteria typically used when evaluating locations for pedestrian improvements. The value of any individual condition will expand or contract the proposed sidewalk network. Item 9 asks you to identify which criteria are most important to you by distributing up to 10 total priority points among the various categories. Not every criterion will necessarily be used in the development of the master plan so it is important to select those criteria you consider to be the most critical to pedestrian safety. Item 10 asks several questions relating to the constructability of new sidewalks and will be considered when evaluating these projects for funding priority. *Questions regarding this survey should be directed to the Engineering Department at (203) 622-7767.*

Accident Experience: Locations with a pattern of pedestrian related accidents are automatically considered for potential sidewalk installation. There are many factors which may contribute to pedestrian accidents only some of which are related to the physical environment. The Town intends to review available records for roadway corridors with a history of pedestrian accidents. Areas found to have an adverse history may be added to the needs list at the discretion of the Commissioner of Public Works.

Network Gaps: Connectivity is an important aspect of pedestrian facilities. An integrated network is more beneficial to the needs of pedestrians than an isolated sidewalk and serves more uses. The Committee and DPW view the town sidewalk network as a single entity and may add strategic sidewalks to the needs list that would link together isolated sidewalk networks.

First Selectman's Pedestrian Safety Advisory Committee (PSAC)
Sidewalk Need Questionnaire – 2008

Name _____

Address _____

Name of the closest Elementary School to this address is _____

1. **(a) Proximity to Pedestrian Generators:** Certain land uses can attract or generate pedestrian traffic. Place check in the boxes next to those land uses listed below that you believe should be considered when planning for new sidewalks.

- | | | |
|---|--|-------------------------------------|
| <input type="checkbox"/> Schools | <input type="checkbox"/> Train Stations | <input type="checkbox"/> Bus Routes |
| <input type="checkbox"/> Commercial Zones | <input type="checkbox"/> Village Centers | <input type="checkbox"/> Hospitals |
| <input type="checkbox"/> Elderly Housing | <input type="checkbox"/> Community Centers | <input type="checkbox"/> Libraries |
| <input type="checkbox"/> Parks <input type="checkbox"/> Other Public Spaces or Local Landmarks (list) _____ | | |

- (b) Proximity to Pedestrian Generators:** Please check the **ONE BOX ONLY** of the **MAXIMUM** distance from one of the above generators you would consider constructing new sidewalks.

☐ 1/4 mile ☐ 1/2 mile ☐ 2/3 mile ☐ 3/4 mile ☐ 1 mile ☐ >1 mile

2. **Connecting Pedestrian Generators:** Please check the **ONE BOX ONLY** of the **MAXIMUM** distance you would consider constructing new sidewalks to connect two of the above generators.

☐ 1/2 mile ☐ 3/4 mile ☒ 1 mile ☐ 1-1/2 miles ☐ 2+ miles

3. **Functional Classification:** All roadways are classified in a hierarchal manner. These classifications characterize streets in general terms. Higher order roadways (expressways, arterials) are the main links in a community and generally have higher traffic volumes and speeds. Lower order roadways (collectors, local roads) connect developments to these main links and provide access to individual parcels. Select the roadway types you believe should be considered when planning new sidewalks.

- ☐ Arterial Roadways (higher volumes/speeds, lower degree of access)
Examples (Lake Ave., North Street, Palmer Hill Road)
- ☐ Collector Roadways (balance between mobility and access)
Examples (Sound Beach Ave., Byrum Road, Sinawoy Road)
- ☐ Local Roadways (provides highest degree of access)
All roadways and cul-de-sacs not otherwise classified
- ☐ I think sidewalks are necessary on all through streets (i.e. all non-cul-de-sacs)

First Selectman's Pedestrian Safety Advisory Committee (PSAC)
Sidewalk Need Questionnaire – 2008

4. **Zoning Density:** The potential for pedestrian activity rises with population density and is typically measured in number of dwelling units per acre (du/acre) or by individual zone designations. Please check the **ONE BOX ONLY** of the levels of residential development you would like the committee to consider appropriate for new sidewalks. Sidewalks are currently required in all business zones.

☐ <1 du/acre (RA/4, RA/2) ☐ 1 du/acre (RA/1) ☐ 2 du/acre (R/20) ☐ 4 du/acre (R/12) ☐ 4+ du/acre (R/7, R/6, R/MF)

5. **Traffic Volume:** The potential for pedestrian/vehicle conflict increases with the volume of traffic. "Busy" streets can have limited gaps available for crossing and may discourage walking along the side of the road. Volume is typically measured as either a 24-hour (ADT) volume or a Peak Hour Volume (PHV). Please check the **ONE BOX ONLY** of the one condition you would equate with a "busy" street that would necessitate a sidewalk.

- ☐ A single car passing every minute (<100 vehicles/hr, 500-1000 vehicles/day)
☐ Two cars passing every minute (100 vehicles/hr, 1000-1500 vehicles/day)
☐ Three cars passing every minute (200 vehicles/hr, 1500-2000 vehicles/day)
☐ Four cars passing every minute (300 vehicles/hr, 2000-3000 vehicles/day)
☐ Six cars passing every minute (400 vehicles/hr, 3000-4000 vehicles/day)
☐ Ten cars passing every minute (>400 vehicles/hr, >4000 vehicles/day)

Traffic volumes vary throughout the typical day. Should the committee consider only streets with consistently high volume or include streets with high peak volumes even if traffic is light the rest of the day? (Select **ONE BOX ONLY**)

- ☐ Consider only streets with high traffic volume throughout the day.
☐ Include streets with high peak volume, even if traffic is light the rest of the day.

6. **85th Percentile Speed:** Engineers and Planners use this term to represent the prevailing speed of traffic. As a statistical value it is defined as the speed of the 85th vehicle in a grouping of 100 vehicles arranged from the slowest to the fastest. The severity of injuries to pedestrians increases with vehicle speed. Speed is also used to evaluate required crossing times. When combined with other environmental conditions, speed can be used to evaluate risk of collision. In practice, speed measurements may not vary greatly from one street to another within the same classification. Speed is measured either as an absolute value or in comparison with the posted speed limit. Please select **ONE** condition from **EACH COLUMN** that you would consider detrimental enough to pedestrian mobility that a sidewalk should be provided.

- | | |
|----------------------------------|---|
| <input type="checkbox"/> <25 mph | <input type="checkbox"/> < 5 mph above the posted speed limit |
| <input type="checkbox"/> 25 mph | <input type="checkbox"/> 5 mph above the posted speed limit |
| <input type="checkbox"/> 30 mph | <input type="checkbox"/> 6-10 mph above the posted speed limit |
| <input type="checkbox"/> 35 mph | <input type="checkbox"/> 10-15 mph above the posted speed limit |
| <input type="checkbox"/> >35 mph | <input type="checkbox"/> 15+ mph above the posted speed limit |

First Selectman's Pedestrian Safety Advisory Committee (PSAC)
Sidewalk Need Questionnaire – 2008

7. **Roadway Width:** The potential for pedestrian/vehicle conflict increases with proximity. In areas without sidewalks, pedestrians must share the road with cars. This can be difficult on narrow roadways. The Greenwich Roadway Design Manual requires a minimum width of 26 feet for new roadways in developed areas. This equates to two 10-11 foot lanes with 2-3 foot shoulders depending on the configuration. ConnDOT's Highway Design Manual recommends widths of 24-30 feet for similar roadways. Please place a check in **ONE BOX ONLY** next to the **MINIMUM** roadway width which you feel is safe for walking without a sidewalk.

☐ <24 feet
☐ 28 feet

☐ 24 feet
☐ 30 feet or greater

☐ 26 feet

8. **Other Criteria:** Other factors may discourage walking that can not be easily quantified. These may include insufficient lighting, sightline obstructions, road curvature, or other concerns. Please use the space provided to list any criteria not previously addressed that you would like the committee to consider.

9. **Priority Needs Criteria:** Now that we have defined the various criteria, please identify those conditions you believe are most critical and under which you would consider the existence of a sidewalk to be in the public interest. You may distribute up to ten (10) points total. Points may be placed on a single line or spread out over several lines. Write-in lines are available for conditions not listed.

_____ Proximity to Pedestrian Generators
_____ Connecting Pedestrian Generators
_____ Functional Classification (Roadway Type)
_____ Zoning Density
_____ Traffic Volume (24-hour Volume)
_____ Traffic Volume (Peak Volume)
_____ 85th Percentile Speed (Absolute Speed)
_____ 85th Percentile Speed (In excess of Speed Limit)
_____ Roadway Width
_____ Other _____
_____ Other _____

10

10. Other Information:

- Do you think the Town should acquire private land if necessary to construct new sidewalks? ☐ Yes ☐ No
- Do you think the Town should remove mature trees if necessary to construct new sidewalks? ☐ Yes ☐ No
- Should the Town construct new sidewalks in areas with bedrock or other impediments that may significantly increase costs? ☐ Yes ☐ No

First Selectman's Pedestrian Safety Advisory Committee (PSAC)

Sidewalk Need Questionnaire - 2008

Survey Results Overall Summary

Date: 1/21/2009
 School Name: Cos Cob, North Street, Glenville, Dundee, North Mianus, Old Greenwich, Riverside, Julian Curtis
 Number of Surveys: 159

	Choice	Total	% Response
1. Proximity to Pedestrian Generators (a)	Schools	152	95.6
	Commercial Zones	80	50.3
	Elderly Housing	77	48.4
	Parks	109	68.6
	Train Stations	130	81.8
	Village Centers	111	69.8
	Community Centers	78	49.1
	Bus Routes	81	50.9
	Hospitals	62	39.0
	Libraries	92	57.9
1. Proximity to Pedestrian Generators (b)	Other	14	8.8
	1/4 mile	37	23.3
	1/2 mile	26	16.4
	2/3 mile	7	4.4
	3/4 mile	9	5.7
	1 mile	30	18.9
	>1 mile	50	31.4
2. Connecting Pedestrian Generators	1/2 mile	42	26.4
	3/4 mile	18	11.3
	1 mile	34	21.4
	1-1/2 miles	10	6.3
	2+ miles	45	28.3
3. Functional Classification	Arterial	66	41.5
	Collector	96	60.4
	Local	32	20.1
	All Through	45	28.3
4. Zoning Density	<1 du/acre	28	17.6
	1 du/acre	15	9.4
	2 du/acre	25	15.7
	4 du/acre	35	22.0
	4+ du/acre	47	29.6
5. Traffic Volume (a)	Single Car/minute	33	20.8
	Two Cars/minute	27	17.0
	Three Cars/minute	25	15.7
	Four Cars/minute	17	10.7
	Six Cars/minute	38	23.9
	Ten Cars/minute	15	9.4
5. Traffic Volume (b)	Only streets w/ high volume throughout day	52	32.7
	Include streets w/ high peak	105	66.0

	Choice	Total	% Response
6. 85 th Percentile Speed (a)	<25 mph	27	17.0
	25 mph	45	28.3
	30 mph	34	21.4
	35 mph	41	25.8
	>35 mph	6	3.8
6. 85th Percentile Speed (b)	< 5 mph	26	16.4
	5 mph	45	28.3
	6-10 mph	61	38.4
	10-15 mph	10	6.3
	15+ mph	4	2.5
7. Roadway Width	<24 feet	13	8.2
	24 feet	45	28.3
	26 feet	17	10.7
	28 feet	19	11.9
	30 feet or greater	53	33.3
9. Priority Needs Criteria*	Proximity to Ped. Gens.	411	25.8
	Connecting Ped. Gens.	178	11.2
	Functional Classification	75	4.7
	Zoning Density	86	5.4
	Traffic Volume (24-hour)	149	9.4
	Traffic Volume (Peak)	116	7.3
	85th Percentile (Absolute)	141	8.9
	85th Percentile (Excess)	57	3.6
	Roadway Width	167	10.5
	Other	74	4.7

	Yes	No
Town should acquire land?	94	59
Town should remove mature trees?	84	66
Town should build new sidewalks in areas with bedrock that may increase costs?	89	59

* The % Response is based off the total number of available points



Appendix D

Summary of Written Comments Received by Members of the Committee





Appendix D

Summary Of Written Public Comments (Letters and Emails) Received From January 22, 2008 Through August 31, 2009

(The public comments are summarized and paraphrased. The complete and unabridged comments can be found in an appendix to the Report of the First Selectman's Pedestrian Safety Advisory Committee.)

#	Commenter's Name, Address & Elementary School District	Date of Comments ¹	Summary of Comments
1	Steve Werber 3 Owenoke Way Riverside	10.07.08	Supports proposed sidewalk on Hearthstone because Hearthstone is a curvy road with poor sight lines and blind curves. Children must walk to High School bus stop at end of Hearthstone in the dark at 6:30 a.m. in the winter. Additionally, a sidewalk on Hearthstone will provide a link with the Lockwood Road sidewalk.
2	Katharine Ashworth 87 Winthrop Drive Riverside	10.07.08	Support sidewalk on Hearthstone because fourth grade daughter walks home from Riverside School every day along Hearthstone which is a very busy street and the crossing at the top end (close to Lockwood Road) is quite tricky due to the sight lines for drivers turning right off Lockwood Road onto Hearthstone. A sidewalk and corresponding crosswalk would make the trip significantly safer for children from Crescent, Verona, Winthrop and Dialstone streets that use Hearthstone Road every school day.
3	Scott Barefoot 33 Revere Road Riverside North Mianus	10.07.08	Come to your senses. This has been going on far too long without resolution. The Town government looks hopelessly lost on this issue. Convene a meeting of residents in the immediate area of the Split Timber (Split Timber, Revere, Crawford Terrace) and take a vote on it. Spending more than \$200K on some unneeded asphalt that only a few residents want, in this economic environment, is wasteful. How many accidents /injuries were reported on Split Timber in the last 5 years as a result of not having sidewalks? Did the town hire consultants say that we qualified for a sidewalk? These and other logical questions should be answered truthfully before considering this project. The Town should do their own survey (of adults) in the area to get a feel for how many "nays and yeas" there really are on this issue.
4	Dana Gaccione 23 Split Timber Place	10.07.08	She has lived on Split Timber Place for 10+ years and has one child attending North Mianus and one at Eastern Middle School. Although residents on Split Timber have

¹ The dates shown are in some cases the dates on which comments that had been compiled by the consultant were forwarded to the Committee. In other cases, the dates are the dates on which the comments were sent.





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

	Riverside North Mianus		complained about the speed and volume of cars on the street, the town denies the problem exists. If there's no speed and/or volume problem, why do we need the sidewalk? A sidewalk will only make matters worse on the street. If a sidewalk goes in, the town must do something to address traffic calming and do whatever will take to slow cars down on this residential road that becomes a highway for nearby residents racing to and from the school and work.
5	Susan Warner Split Timber Riverside North Mianus	10.07.08	100 percent of Split Timber residents and more than 70 percent of Revere and Crawford residents do not want a sidewalk on Split Timber. She expressed concerns regarding how this issue has divided people in the neighborhood. A sidewalk is not needed because there is little traffic on Split Timber, Split Timber is a very wide street and along Old Orchard the cars park completely on the sidewalk on Old Orchard (the portion that does not have a granite curb) so a person walking would have to step away from the sidewalk in order to scoot around the cars and the same thing will happen if a sidewalk is built on Split Timber. Adding a sidewalk with 3 feet of grass in effect widens an already too wide street, and cars that already speed during the rush hour commute and weekend mornings will now increase their speeds. The residents of Split Timber object to the school and the town using Split Timber to solve their parking problem and their 3:15 evacuation route during pickup time. The schools of Greenwich need to fix their parking and traffic flow issues and stop pushing their problem out into the surrounding communities. Split Timber needs traffic calming. The sidewalk worsens the problem and adds new danger for our children. The Town is relying on a flawed traffic study, which took place in the North Mianus area during "Walk Your Child to School week" and ended at 4 p.m. because the consultant "did not have the budget to go later in the day" even though the fastest speed on the street was clocked between 5:00 and 6:00 p.m. It is unacceptable to use a flawed study as proof to build a case.
6	Dr. Elizabeth Lynch 19 Parsonage Rd. Greenwich	10.07.08	She has three children who attend Greenwich Country Day School and live 0.2 mile away from the school. They live too close to take the bus, but it is too dangerous for them to walk to school. A sidewalk is really needed to walk on the South side of Fairfield Ave. between Parsonage Rd. and Old Church Rd. and a safe way to cross North St.
7	Gregory W. Schulte Sidewalks NOW! 28 Revere Road Riverside North Mianus	01.22.08	Sidewalks NOW! is an organization of parents supporting a sidewalk on Split Timber that is circulating a petition on the route that the Split Timber sidewalk will benefit (Split Timber Road with Revere Road and Crawford Terrace crossroads up to Florence Road and through MacArthur Drive into Havemeyer Park). The group appreciates the Capital Budget issue that the Town is facing in current and future years. The Split Timber sidewalk proposal, however, is part of the solution, not the problem. There is a very high ROI in





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			terms of safety and the general well being of your constituents for a very modest investment (especially when you consider the sunk costs of past studies).
8	Gregory W. Schulte Sidewalks NOW! 28 Revere Road Riverside North Mianus	01.28.08	Sidewalks NOW! submits a petition in support of the Split Timber sidewalk with 178 signatures from residents of the North Mianus School area. Of these 178 signatures, 165 are from the Split Timber "Critical Route": Split Timber Road (7), Revere Road (15), Crawford Terrace (20), Florence Road (35), Macarthur Drive (13) and its Havemeyer Park tributaries (75) and the North Mianus School Crossing Guard. The group has unanimous support where it canvassed (other than the lower Split Timber Road area), showing the inaccuracy of the opposition group's claim that they have the support of "all of Split Timber and most Revere". There is no scientific study or any other factual basis to recommend that a parking lot or other traffic calming measure can solve this problem. All the studies that have been commissioned to date point to a sidewalk.
9	Sidewalks NOW! North Mianus	01.28.08	Petition with 178 signatures supporting a sidewalk on the southern side of Split Timber.
10	Emilia Garofalo Chestnut Street or Spruce Street Byram	06.22.09	Residents on Chestnut Street and Spruce Street in Byram oppose sidewalks on those streets. Building such sidewalks will break underlying water pipes and contribute to drainage and flooding problems. The sidewalks will pollute Long Island Sound. People are not using the sidewalks recently installed between #3 and #7 Chestnut Street. Sidewalks will destroy the green in Greenwich.
11	Nancy Barton BET member	12.14.08	The questionnaire asked loaded questions by assuming that if a certain condition exists, a sidewalk is needed. Also, there is inadequate consideration of alternatives. Sidewalks can enhance pedestrian safety, but ONLY if they are (a) actually needed and better than other alternatives, (b) actually used, and (c) maintained in a way that preserves pedestrian safety. In determining whether to build a sidewalk, in addition to pedestrian safety, the Town must also consider cost of construction, cost of maintenance, the burden on the landowners who are required to keep sidewalks clear of snow and ice, drainage issues (the "paving over" of Greenwich), and so forth. A proposal for a capital budget item should include DATA -- how many pedestrians, vehicles, and property owners are affected; whether and how bicycle traffic would be affected; cost of sidewalk construction, sidewalk maintenance, and reasonable alternatives; impact on run-off and drainage; and so forth.
12	Erynn Arnold 41 Winthrop Drive Riverside	11.24.08- 11.26.08	She describes a timeline for interest in or opposition to constructing the potential Hearthstone Drive sidewalk. There is overwhelming community support for this project on all of the neighboring streets, and at least 50% of Hearthstone Drive residents are still in favor of a sidewalk. There are only 2-3 vocal dissenters on Hearthstone.
13	Emma Ward	11.24.08- 11.26.08	A sidewalk between Weston Hill Road and Spring Street should be added to the committee's recommendations.





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			<p>That curve is so dangerous. One side is totally pedestrian unfriendly, blind and no shoulder. The other is not wide enough for a walker and a car without jumping up off the curve. She has nearly been struck not once but twice.</p>
14	McKenzie van Meel Old Greenwich	11.24.08- 11.26.08	<p>A sidewalk is needed on Edgewater Drive in Old Greenwich. Her children go to Old Greenwich School. When traffic gets backed up on Sound Beach Avenue and the kids need to be picked up, people park on Edgewater Drive, which is the side street closest to the school. This is a dangerous walking street as the cars park on the side of the street and the pedestrians need to walk in the middle of the street to walk around the cars. There is a noted speeding situation, with a few residents who drive too fast for the street and the pedestrians have no place to walk when there are cars going in both directions. Extensions of the sidewalks on Tomac to OGRCC and the road to Greenwich Point are needed. Safe routes to all community areas help build the community. Sidewalks are needed in Riverside on Riverside Avenue and Summit Road.</p>
15	Betsy Waine Chapel Lane Riverside	11.24.08- 11.26.08	<p>Sidewalks are needed in Riverside on Riverside Avenue and Summit Road.</p>
16	Gina Laufenberg Old Greenwich	11.24.08- 11.26.08	<p>She walks almost every day with her three young boys to and from both Old Greenwich School and to First Church Pre-School. Without the sidewalks on Tomac Avenue, Lockwood, and Sound Beach Avenue, this would not be possible. She has the good fortune to enjoy and easily access our town, exercise, and spend time together on a daily basis because of these sidewalks. This is a luxury many of her friends in other parts of town do not have. Her family is very fortunate to live in Old Greenwich and one of its major benefits is having a small town feel. This is due in large part to the ability to access most of the village within walking distance, safely.</p>
17	Diana Cable 38 Birch Lane Greenwich	11.24.08- 11.26.08	<p>I do not agree with having sidewalks in Greenwich. We need to keep Greenwich as rural and unspoilt as possible. Greenwich is getting more and more like a big town as is. Sidewalks would only make it worse.</p>
18	Henry Woo 19 Hearthstone Dr. Riverside	10.31.08 and 11.24.08- 11.26.08	<p>He is a resident of Hearthstone Drive and supports a sidewalk on Hearthstone Drive. He is concerned about the safety of his two young girls and other children walking on Hearthstone to Riverside School every day. Traffic can get dicey, of which there is a fair bit during school commuting hours. Cars seem to feel free to speed down the street. Drivers seem to be encouraged to go faster given that Hearthstone is a bit wider than other neighboring streets. He frequently sees drivers on their cell phones without a hands-free device. This is especially hazardous around curves and around the blind spot caused by the poorly located mail box hut at the foot of the street. Regarding criteria against which the Hearthstone sidewalk project and other proposals will be judged, he was disturbed by a few ideas that were mentioned specifically regarding the Hearthstone sidewalk. First - Sidewalks should only be installed after</p>





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			<p>pedestrian accidents have been documented. The committee should not de-value the health and welfare of this town's children such that the only way the town would agree to fund a sidewalk is on the back of avoidable injuries. 50 years ago, Hearthstone was a private street and not a through-fare, of course there were no accidents (or even traffic) then. Second - A professional evaluation of Safe Routes to Riverside School should be dismissed. The committee should welcome fact-based input, particularly one that embodies broad-based input from the school community. Please give the study due consideration on its merits. The criteria should give priority to keeping our children safe.</p>
19	Arline Lomazzo	11.23.08	<p>Regarding the criteria: Zoning should not preclude a need (i.e. Indian Spring Land Co. within walking distance to Glenville School, playgrounds, etc. is in an R-1 acre plus.) The location is key, not the zone. Likewise, a road with plenty of width, but very high volume (Sound Beach) may still be dangerous without sufficient sidewalks on both sides of the street. So width, in and of itself, should not be a determining factor. As for studying accident data, that puts the cart before the horse. We should be preventing accidents, not counting them after they happen.</p>
20	Diana Klingner	11.24.08- 11.26.08	<p>She disagrees with the Town's policy on criteria for speed humps. It's something like, if 85% of the speed of cars on the street go 35MPH or less or 5MPH above the speed limit then it does not warrant speed humps. Sharing a road with a car going higher than 25MPH is uncomfortable. On streets with speed humps, she can't drive above 25MPH. We should have some data on Park Avenue in OG of speed before the humps and should take data now afterwards. If cars are indeed going just 25MPH, that would be a lovely example and solution to neighborhoods that are begging for a safer solution. Perhaps we could re-visit that option for places like Edgewater in OG too.</p>
21	Sol Rose 84 Riverside Avenue Riverside	11.19.08	<p>Sidewalks encourage people to walk vs. drive. Sidewalks should be installed in areas where they promote walking and facilitate the connection of pedestrian or community related areas, schools, parks, etc. while promoting safety. A big issue that this Town has is that drivers are extremely inconsiderate and don't consider the rights of pedestrians. People routinely drive at least 10 miles in excess of the speed limit; cars don't stop or yield to pedestrians crossing the street going to the trains and lastly, they blow through or coast through the stop sign directly in front of the house. A conscientious effort has to be made by the Town not only install sidewalks, where appropriate, but to improve enforcement of traffic regulations.</p>
22	Shari Greenleaf 34 Hearthstone Drive Riverside	10.31.08	<p>She is a resident on Hearthstone and is very excited about the prospect of having sidewalks for her and her two small children to walk on. Hearthstone is a through street for many speeders that aren't looking out for</p>





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			pedestrians. She lives on the side of the street that will receive the sidewalk and has no problem maintaining or giving up some property for it to be built.
23	Kathy Barefoot 33 Revere Rd Riverside North Mianus	10.31.08	<p>The concern over Split Timber has only surfaced over the past few years. She outlined the problem and her recommendation on the next steps. (1) <u>The Problem</u> - Ø Cars are now parking on Split Timber because there is no parking at the school (cars used to park on Old Orchard but can no longer do so because of the new sidewalks). Ø Cars are illegally parking on the wrong side of Split Timber during pick up/drop off hours because there is not adequate parking. Ø Cars are using Split Timber as a cut through street because the pickup process at North Mianus makes it impossible for them to get to Palmer Hill Road. (2) <u>The Result</u> - Ø Split Timber has become a crowded and unsafe road during pickup hours from school (this rarely occurs in the morning). (3) <u>The Solution</u> - Ø Put the decision of implementing a sidewalk on Split Timber on hold until the parking lot at North Mianus School is expanded.</p> <p>Ø Ensure that the money allocated to expand the parking lot at North Mianus is spent promptly. Ø Then, give some reasonable time frame (6 months) after it is built, to reevaluate whether a sidewalk is necessary. Once the parking lot is built, the concerns people have about Split Timber will go away. Besides the 30 minutes in the morning and the afternoon, Split Timber is a calm, neighborhood street where children are always playing outside. Once parents can park at the school (and the pickup process is optimized), the congestion you now see on Split Timber will disappear.</p>
24	Ian Manson & Ruth Kukat Manson 40 Hearthstone Drive Riverside	10.31.08	<p>They believe that safety reasons favor putting the sidewalk on Hearthstone Drive on the west side of the street. A major safety concern is the speed at which cars whip around the blind corner coming up Hearthstone from Hendrie. They live right at this corner and have witnessed several close calls. This corner is also dangerous for children walking on their side of the street to the school because they naturally cross right at this blind corner. At this point, Hearthstone Drive curves away from the school, so anyone walking on their side - including parents - naturally crosses the street somewhere along here. They then join the sidewalk on Hendrie and cross at that crosswalk to the school. A sidewalk on their side of the street would not stop this innate tendency to short cut. As a result of the natural flow of car and pedestrian traffic on Hearthstone Drive and the street curving away from Riverside School, it would be far safer and more effective to locate the sidewalk on the west side of the street which also logically connects with the existing sidewalk and the crosswalk on Hendrie.</p>
25	Laura Yerkovich Riverside	10.31.08	<p>Adding sidewalks should be part of a multi-faceted solution. We need to emphasize through the schools, newspapers and other means that it is NOT okay to exceed 25 miles per hour and it is NOT okay to be on a hand-held device while you are driving. Some</p>





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			strategically placed speed bumps are warranted on Riverside Avenue between the Episcopal Church and Old Greenwich. The stretch of road from Spruce to Old Greenwich is a speedway, and you feel you are taking your life in your hands. These behaviors are creating an inhospitable environment for pedestrians. The pedestrian atmosphere is a MAJOR selling point of this town. Some "Take Back the Streets" events might be effective at raising awareness. We need to make it shameful to speed through our town - we need to make it the equivalent of throwing a bag of garbage out the window.
26	Betsy Perry Jones Park Drive Riverside	10.31.08	She lives on Jones Park Drive and finds it close to impossible to send her children on their bikes to either Riverside School or Eastern Middle School due to the lack of sidewalks on Riverside Avenue (from Miltides all the way down to Old Greenwich).
27	Pam Liflander North Mianus	10.29.08	She supports a sidewalk on Split Timber Road. School children of all ages and school grades (K-12) walk on this busy, narrow street early morning and during elementary school pickup to get to the North Mianus School or to the neighborhood bus stop for EMS and the high school. Without a sidewalk, this street is literally creating the scenario for "an accident waiting to happen."
28	Jeanne Hanover 191 Riverside Avenue Riverside	10.31.08	Sidewalks are needed on Riverside Avenue, especially from Indian Head Road, going past St. Paul's, toward Jones Park Drive, and around the curve toward Club Road. This stretch is a disaster waiting to happen. It is a well-traveled, narrow road. Because of the curves, visibility is limited, and almost every car that passes this stretch is exceeding the speed limit.
29	Maarit Bystedt 26 Weston Hill Road Riverside	10.01.08	She lives on Weston Hill in Riverside and has two children - one at Riverside Elementary School and one at Eastern Middle School - who walk to school, weather permitting. The 100-yard blind curve between Weston Hill and Spring Street on Riverside Avenue is very dangerous. The other side of the road is stone wall and the other (only passable) side is narrow and full of grass and bushes. When a car approaches, pedestrians have to go to hide deep in the bushes. It is a difficult spot when having motorist and pedestrians at the same time. A sidewalk should be built here. Since the stretch is relatively short, it would be economically easier to make happen. When turning left from Spring Street to Riverside Avenue is also very dangerous - drivers cannot see if cars are coming from the left. Building a sidewalk would help that because the visible area would be wider when cutting off the bushes.
30	Elizabeth Scanlan Riverside	10.01.08	She supports a sidewalk on Hearthstone. A sidewalk on Hearthstone would truly make the walk to and from Riverside Elementary, Eastern Middle School and the high school bus stop much, much safer. Most students in Riverside walk or are driven to school by their parents because they live too close for a bus route. More students would walk or ride bicycles, and less would be driven, if it were a safer route. The morning commuters and the construction and other work vehicles make Hearthstone a



First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			<p>dangerous street for students on bicycles or on foot. There has been an increase in pedestrian traffic now that the Lockwood Road sidewalk is in place. However, once you cross Lockwood and head down Hearthstone – it becomes an exercise in dodging traffic. This sidewalk would not be solely for the school start and dismissal. The Riverside playground is a “neighborhood” playground. Many individuals whose children are younger than elementary age walk, and push strollers, to the school after hours and on weekends. There are also many sporting activities, like soccer, on the weekends at Riverside school.</p>
31	Warren Bernstein 26 Split Timber Place Riverside North Mianus	10.01.08	<p>He and James Warner (No. 32 below) submit these comments. They represent the vast majority of the households living on Split Timber, Revere and Crawford Terrace in the North Mianus Elementary School District. 100% of the homes on Split Timber and over 70% of the neighborhood oppose a sidewalk on Split Timber. There are inadequate parking facilities at North Mianus School. Therefore, parents park on Split Timber, thus narrowing the road and making it more difficult for children to navigate on foot. The School needs to address its parking problem before the town creates a larger problem for the neighborhood that the neighborhood does not support.</p>
32	James Warner 22 Split Timber Place Riverside North Mianus	10.01.08	<p>He joins in the comments of Warren Bernstein (No. 31 above).</p>
33	Michele Smith 26 Winthrop Drive Riverside	10.01.08	<p>She supports installing sidewalks on Hearthstone. During peak times on weekdays that road becomes a windy maze of children and parked cars. Sidewalks would make it a much safer route for a good percentage of Riverside residents traveling to and from the two schools, Binney Park, the other side of Riverside and even Ada's Candy Shop. Many families use that street on going to and from sports activities at RES and Binney Park.</p>
34	Valerie van Ogtrop Riverside	10.01.08	<p>She uses Hearthstone on a daily basis to walk her children to school, jog, go to play dates etc. and supports a sidewalk for the following reasons: 1. Cars drive far too quickly as Hearthstone acts as a pass-through from the east side of Riverside to I-95. 2. Students at both Eastern and Riverside schools who live on one of the MANY streets off of Lockwood Avenue use Hearthstone as a direct walking route to the schools. 3. There are ALWAYS cars parked along Hearthstone which necessitate walkers to walk into the street in order to get around. 4. Parents of Riverside School park along Hearthstone when the parking lot is full which also forces students into the road. 5. The high school bus riders are forced to stand along the side of the road or opt for the driveway of the house at the corner of Hendrie and Hearthstone while waiting for the bus.</p>
35	Cynthia De Riemer	10.01.08	<p>She endorses putting a sidewalk on Hearthstone in Riverside.</p>
36	Kelly and Frank	10.01.08	<p>They support providing sidewalks on Hearthstone in</p>





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

	Ennis 8 Dialstone Lane Riverside		Riverside. They walk to and from Riverside Elementary school on Hearthstone at least two times each day for both school events and weekend activities. Hearthstone is a busy road with both cars and pedestrians during the mornings and afternoons as schools are starting and getting out. They are concerned for the safety of their three children because of the heavy car traffic and lack of sidewalks. The installation of sidewalks on Lockwood Road has improved their quality of life.
37	Marcia & Bruce Pflug 5 Verona Drive Riverside	10.01.08	They support sidewalks on Hearthstone. Few buses are provided to the children attending Riverside Elementary and Eastern Middle School so they must either walk or receive a ride home. Even as they attend Greenwich High School, buses are provided but the drop off location is in front of Riverside Elementary School. Few, if any, receive a ride to or from the bus stop. It is extremely dangerous to walk (or bike) down Hearthstone due to the high volume of cars and the visual line of site difficulties especially when cars are parked in front of homes. It is a recipe for disaster. Lockwood also presented a dangerous, highly traveled route without sidewalks. Then the Town installed sidewalks. On Lockwood there are young children, mothers with strollers, pet owners and elder couples enjoying the ability to walk around the community. There was resistance to install the Lockwood sidewalks but the good, safety, and benefit of the neighborhood has been served by the installation of the sidewalks.
38	Chris Pey Verona Drive Riverside	10.01.08	They have three children, two attending Riverside and one attending Eastern Middle School. They never walked to school before the Lockwood sidewalk was put in. Since the laying of the sidewalk on Lockwood Road, all of the children have walked down Hearthstone Drive to get to or from school. Walking down Hearthstone is a bit tricky because there are always cars and trucks parked on the side of the road and heavy traffic going to the school. A sidewalk would be a great aid in increasing student safety and would (like the Lockwood Road sidewalk) increase the number of walkers to school, thus, decreasing the number of cars making the trip and encouraging us to walk more often than we do already.
39	Karen Mair 30 Verona Drive Riverside	10.01.08	She supports installation of the sidewalk on Hearthstone Drive in Riverside. She has experienced the high volume of traffic while walking her children to both the Riverside and Eastern Middle schools. Hearthstone is a winding street with several blind spots. It is too dangerous a street for pedestrian traffic without a sidewalk. During school rush hour, there are lots of speeding cars. It is a very dangerous situation. She and her children have had to leap onto lawns on their way to school on Hearthstone to avoid being hit by cars, and they have all experienced the scary sensation of being 'brushed' by too close cars. Hearthstone is a 'tragedy waiting to happen' without a sidewalk.
40	Alex Dixon 67 Summit Road	10.02.08	He favors building a sidewalk on the south side of the railroad tracks that would connect the Riverside train





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

	Riverside		station to Drinkwater Place, going along Oval Ave and then Summit Road. Two groups of people need this sidewalk. The first group is commuters who walk to and from the train station often at times when it is dark. He has had to jump on to lawns in order to get out of the way of cars rushing to catch the train. This is also a group that traditionally wears dark suits/clothing that is hard to see when driving. The second group is students. High school students need to walk along this corridor in the pre-dawn hours to catch buses. Later in the morning, you have parents and students walking to/from Riverside Elementary and/or Eastern Middle School. Both of these schools can only be accessed by crossing over at the railroad station or Drinkwater Place (which has a short sidewalk), but there are no sidewalks to get to these locations. He recently counted over 100 parents and students walking along the route to Drinkwater Place in the morning.
41	Lisa and Andy Oram 36 Hearthstone Drive Riverside	09.29.08	They reside on Hearthstone Drive and support a sidewalk on Hearthstone Drive. There are blind curves on Hearthstone, and many cars come down the street at a fast speed, especially in the morning. They have walked their children to school every day for the past 5 years and have witnessed firsthand the danger to their children from drivers racing to get to school.
42	Donna Bunte 9 Grace Street Old Greenwich	09.29.08	She writes to recommend a cross walk across Sound Beach Ave from Clark Street to Shore Acre Drive.
43	Annette Fiore Riverside	09.29.08	She supports building a sidewalk on Druid Lane. She and many of her neighbors walk their children down Druid Lane to school. Every day, because of cars parked on both sides of Druid Lane, they must walk down the center of the street. With nowhere else to walk, they are harassed by speeding, honking cars. It is only a matter of time before one of the telephone talking/texting drivers hits one of them or their children.
44	Jen Harford Riverside	09.29.08	She supports building a sidewalk on Druid Lane in Riverside. Druid Lane is a direct access road to Riverside School and Eastern Middle School from Lockwood Road, and many children walk to and from school. Cars go extremely fast on the street as it is a cut through, and her children and many others have been put at risk just by walking down the street.
45	Laurie Curtis Riverside	09.29.08	She supports the construction of sidewalks on Riverside Avenue in Riverside and many other streets in the Riverside area of town. Riverside Avenue and Summit Road are main feeders in the Riverside area.
46	Monique Christensen Riverside	09.29.08	She and her four children walk or ride bikes on Hearthstone Road every day to school. There are several blind spots on this road and impossible to get by due to the many cars. Anywhere from 8:00 - 8:45 there can be at least 30 or more families walking their children to school. Since there are no sidewalks, they are all walking in the road. It is like being in a maze trying to get thru.
47	Tammi Montier	09.29.08	She recommends installing a sidewalk on Florence Road.



First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

	98 Florence Road Riverside North Mianus		There is a serious speeding problem on Florence. In the middle of Florence, cars routinely exceed the speed limit. Her son must walk to the Palmers Hill End of Florence to catch the Eastern bus, and the traffic issues are more serious given that there are neither Stop Signs, Speed Bumps or Sidewalks to slow the traffic down heading north on Florence Road. Florence Road feeds into two elementary schools and needs a sidewalk.
48	Megan Logue 15 Miltiades Avenue Riverside	09.29.08	She recommends that the Town consider a crosswalk or other mechanism to permit residents on Miltiades Avenue and also Glen Avon / Club Road who use Miltiades Avenue as a short cut to cross Riverside Avenue to the small sidewalk up to the train station.
49	Suzanne Ellison Riverside	09.29.08	She recommends that the roads leading to Riverside Elementary School should have sidewalks, especially Owenoke Way. Owenoke Way is a very busy road. Cars and buses speed along this road and there are small hills that make it nearly impossible to see a child walking on the side of the road.
50	John Sias 9 Sunshine Ave Riverside	09.29.08	He recommends that the handrail on Sunshine Avenue in Riverside be reconstructed to prevent people from sliding through the spaces.
51	Alison Soler 4 Kent Place Cos Cob	06.28.09	She opposes putting in a sidewalk on Kent Place. Sidewalks will make the neighborhood unsafe by giving the cars the appearance that they can drive faster through these small streets. The street is currently wide enough that cars can park and kids can walk with great visibility. Sidewalks would change this slow down mentality when entering this quiet neighborhood from the major through streets of Orchard and Sinawoy.
52	Jean Marie Field & Clifford A. Scott 8 Grove Street Cos Cob	06.28.09	They support the recommendation to install a sidewalk on Grove Street which would well serve the safety of the residents of their densely populated neighborhood, as well as serve the scores of pedestrians who walk on Grove Street regularly either en route to their homes on other connected or close streets, or en route to one of many extremely close destinations (Bible Street Park, Cos Cob School, Cos Cob Library, shops in town, etc.).
53	Mary Patricia & Oliver F. Wilson 20 Meadow Drive Cos Cob	06.29.09	They are opposed to sidewalks being constructed on Meadow Drive, Cos Cob. Their children walked to both Cos Cob School and Greenwich High School. There is no need for sidewalks in any part of this subdivision, which includes Grove Street, Kent Place, Berge Street and Pleasant Street. Vehicles do not need to use the streets in this subdivision unless they live here or have business to do here. Sidewalks would be a detriment to all traffic, including emergency vehicles.
54	Debbie Wolf	06.29.09	The most important criterion is to place sidewalks where the town offers no bussing to public schools and children are expected to walk to their school. Safe routes should be available. One of the busiest streets, Stanwich Road, houses many families, between the Post Road and Fairfield, who cannot safely walk right or left out of their own driveways. The roads of Stanwich Lane, Annjim Road, Tomney Road, Bote Road and Bote Court have





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			their only exit to Stanwich Road as well. Your documentation states that a walk on the east side is proposed. Please consider the west side where mostly the backyard of private homes face Stanwich, and it appears that there is more room. Her daughter has walked to CMS cutting through no less than the private yards of three individuals so as to not walk on Stanwich Road. When she walks to the H.S. with no cut-throughs available, she will have to walk on Stanwich Road which is a busy road with blind curves.
55	Ryan Haid Kent Place Cos Cob	06.26.09	He opposes a sidewalk on Kent Place, as are the rest of the residents on Kent Place. There is no need. There are just not enough people constantly walking down Kent Place for there to be a need for sidewalks. Central Middle School produces quite a rush of students after school during the week days, but only a handful of these students actually end up walking down Kent Place. Furthermore, there has never been a reported incident in which one of these youngsters, safety was compromised.
56	Joe & Louise Williamson	06.24.09	They oppose sidewalks on Kent Place in Cos Cob. They would lose lots of big, old and beautiful trees that line the street and shade the homes on Kent Place taking away some of its charm.
57	David Liebhenguth Kent Place Cos Cob	06.25.09	He opposes a sidewalk on Kent Place. In over 50 years, there has never been an accident, never a pedestrian hit. The pedestrian "generators" have fallen in enrollment over the years (less pedestrians), so why now? And the Town's "master plan" is to try to limit the growth to keep a small town atmosphere....sidewalks take away from that on small side streets, so your plan is against the 10 year town development plan.....and a few years too late (enrollments are DOWN!). The need does not justify spending money for sidewalks on such a light traffic side road and four street enclaves like this. Basically you could save the taxpayers big money by just putting in speed bumps.
58	Richard Hein 22 Kent Place Cos Cob	06.25.09	They oppose sidewalks on Kent Place in Cos Cob. Kent Place is very safe, and any further paving would diminish the existing pervious surface, harm vegetation and street trees, and contribute to more storm water runoff.
59	Louise Williamson 2 Kent Place Cos Cob	06.25.09	They and their neighbors on Kent Place oppose sidewalks on Kent Place in Cos Cob. They oppose cutting down the beautiful trees. Kent Place is not a terribly busy street. The speed humps and bricks were done, and they haven't seen how they have done anything except cost money and be a nuisance to the fire and police departments. Sidewalks on Kent Place are not a sound decision.
60	C. Don & Jara N. Burnett 299 Riverside Avenue Riverside	06.25.09	The criteria should include pedestrian counts at various times of the day and week, traffic counts and an evaluation of the potential costs of building a sidewalk in a specific area. It is not enough to deem the area unsafe for pedestrians; there has to be a demonstrated need for the infrastructure improvement and a favorable cost/benefit ratio in order to consider a project worthy of funding. The criteria should also look at other possible



First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			ways to improve pedestrian safety that might be more cost-effective and environmental friendly. Do not put concrete on every street in town and waste valuable dollars needed for infrastructure maintenance.
61	Laurel Scarlata Kent Place Cos Cob	06.23.09	She opposes a sidewalk on Kent Place. The committee should consider speed bumps and/or speed limit signs but not sidewalks please! They would really pose more of a danger on the street as ironic as that may sound.
62	B. Emerson 19 Pleasant Street Cos Cob	06.23.09	The addition of sidewalks would be a positive thing for this neighborhood.
63	est63@optonline.net Cos Cob	06.24.09	This person opposes sidewalks in the town of Cos Cob. They are not needed to get to Cos Cob School and Central Middle School and the High School.
64	Marie Capalbo 1 Grove Street Cos Cob	06.23.09	She opposes a sidewalk on Grove Street. Most of the residents park on the side of the road. It is not a busy street and does not warrant sidewalks.
65	Dion Lowery 31 Grove Street Cos Cob	06.21.09	He opposes a sidewalk on Grove Street.
66	Louise MCAKane2@aol.com Meadow Drive Cos Cob	06.22.09	She opposes a sidewalk on Meadow Drive.
67	Jacquelyn Barnum 40 Pleasant Street Cos Cob	06.22.09	She opposes a sidewalk on Pleasant Street. Pleasant Street is a small family orientated street that leads nowhere and serves no one else in the community except for the residents of the street. It is not a street that people walk on to reach anything else in the community. The street and sidewalks would have to be reconfigured into people's gardens, lawns, driveways, parking areas and walls and other masonry that people here have worked on for decades. A sidewalk destroys the nature and beauty of the street that so many owners have worked at for generations with great pride to enhance the beauty of their homes and the neighborhood.
68	Irene Mann 9 Meadow Drive Cos Cob	06.22.09	She opposes a sidewalk on Meadow Drive.
69	The Sudells Pleasant Street Cos Cob	06.22.09	They oppose a sidewalk on Pleasant Street.
70	Thomas Mackey Cos Cob	06.22.09	When he graduated GHS in 1975, the graduating class was over 900, this year's class of 2009 was 680. We didn't need a sidewalk in 1975 and we don't need one now.
71	Rocco & Christine Kohut 33 Grove Street Cos Cob	06.22.09	They are opposed to sidewalks throughout their neighborhood. Sidewalks are not only unnecessary for pedestrian safety in the community, they would create havoc for residents who park on the street and be a tremendous waste of taxpayer money. The children constantly play games, ride bikes, and hang out on the roads. Sidewalks would not make them safer and could actually cause more harm than good. The neighborhood



First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			needs an occasional police presence with radar, speed limit/children at play signs and possibly speed humps to slow down vehicles in the community. The streets in the neighborhood are not used as access to any major roads and therefore do not have a high volume of traffic. Walking in the road will actually slow speeding vehicles. This problem is not a pervasive one due to the limited amount of traffic in the neighborhood.
72	Christine Barnum 40 Pleasant Street Cos Cob	6.23.2009	She opposes a sidewalk on Pleasant Street. Pleasant Street does not lead directly to any main streets, shops, or anything else besides residential homes. Only residents bike, run, or walk down the street. The foot traffic is too low to merit the building of a sidewalk. All of the streets in the neighborhood, including Grove, Kent, Berge, and Meadow, are to the side of Orchard Street, making it a neighborhood that very few people need to pass through. The nature of the neighborhood as a family residential area results in slow and alert driving by anyone traveling by car. Most people park their cars on the side of the street or have gardens that line the road. Building a sidewalk would leave people with no place to park their cars, and a lot of the residents' walls and gardens would be ruined. Most seriously, there is a steep hill on Pleasant Street. When one is driving up either side, it is impossible to know if someone is coming up the opposite side until you've reached the top. The road is already so narrow; there is not space for two cars to safely pass each other. Drivers have to drive very slowly up that hill to avoid accidents. Building a sidewalk would make the road even narrower, further increasing the danger of car accidents.
73	Laurie & Paul Backus Cos Cob	06.23.09	They oppose sidewalks on their street.
74	J29 Meadow Drive LLC (<i>sic</i>) Cos Cob	06.23.09	This company opposes sidewalks on Meadow Drive and on Grove Street.
75	Lisa Gray Pleasant Street Cos Cob	06.23.09	She opposes a sidewalk on Pleasant Street due to the minimal car traffic.
76	Leslie Van Orsdel 9 Kent Place Cos Cob	06.21.09	She opposes a sidewalk on Kent Place. Traffic calming methods would have a similar impact on the safety of pedestrians, without destroying the nature of the street by removing the beautiful pear, dogwood and especially mature maple trees, plus hedges and gardens that give the street its character. Too many neighborhoods are being paved over. Please consider adding other measures that improve safety, and measure their impact, prior to ripping and paving.
77	Sarah & Michael Christie 15 Meadow Drive Cos Cob	06.21.09	They oppose a sidewalk on Meadow Drive in Cos Cob. The street is not dangerously busy.
78	W. Tad Larrabee 57 Harding Road Old Greenwich	06.30.09	<u>Traffic Calming and Sidewalks</u> : When a residential area is designated as an appropriate candidate for Traffic Calming, it should automatically qualify for a sidewalk





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			<p>study. If sidewalk enhancements or safety are recommended, BOTH the traffic calming AND sidewalk projects should be coordinated by the Town as a SINGLE project. Sidewalks are considered to be a significant traffic calming tool and should be considered automatically as a part of all traffic calming projects. Current practices treat them as separate and independent. The first Traffic Calming project to come within the new legal guidelines in 2008 was for Harding Road, Brown House Road, Kensington Court and Forest Avenue in Old Greenwich.</p> <p><u>Logical Project Segments:</u> Due to the expense incurred by the Town to educate the neighborhood about this traffic calming initiative, it would have saved future expense by following through with the demonstration and vote in spite of the budget freeze. The Town should create logical stopping points for any Town capital projects so that any future budget freezes or project stoppages will not arbitrarily and indiscriminately discard work in process and will support citizen involvement, ultimately saving money.</p> <p><u>Sidewalk Petition:</u> During the early phases of the traffic calming initiative, the Harding Road neighborhood from # 55 through #75 submitted a written petition, signed by 100% of the neighbors, requesting that a Town study consider a new sidewalk from the intersection of Harding and Brown House Roads to the intersection of Harding Road, Forest and Tomac Avenues. This sidewalk project would encompass the pedestrian traffic to the Eastern Greenwich Civic Center.</p> <p><u>2006 Study Omission:</u> Unfortunately, this project was mistakenly overlooked in the 2006 study. Therefore, do not defer to the 2006 sidewalk recommendation as being all inclusive.</p> <p><u>Communication:</u> Even though the Town had the names, addresses, email addresses and phone numbers of all sidewalk petitioners on Harding Road, not one of us received any notices of any of the sidewalk committee meetings or proceedings. The Town was not coordinating the existing sidewalk petitions so that the persons identified in those petitions would be clearly advised of the Sidewalk Committee's proceedings and could be involved in the process. This effectively denied your committee of input from this easily identified, active and interested segment of the town's population. An email address to which these comments could be submitted should have been available on the Town's website.</p> <p><u>Town Response Needed:</u> It is the Town's responsibility to communicate with the petitioners in writing so that they can be kept abreast of developments. It would be beneficial if there was a schedule of mandated notices from the Town from the date of submission of a petition until that petitioned project is denied or completed.</p>
79	Kay & John Terzis 15 Revere Road	07.02.09	The majority of homeowners in the neighborhood of Split Timber Place are vehemently opposed to any sidewalk





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

	North Mianus		being constructed on Split Timber Place for the following reasons: In the 1970s and 1980s, dozens and dozens of children walked Split Timber Place for the GHS and Eastern Middle School or the North Mianus School. EVERYONE walked and there was never a problem. But in the last few years, there have been isolated incidents in various parts of town, of unknown persons trying to lure children into their cars. Parents are naturally frightened by these reports and therefore have been driving their children to North Mianus School, parking their cars on the street and escorting them to the door of the school or, in the afternoon, parking their cars in the street, walking to the school to find their children and bringing them to the car. Very few children, if any, walk to school now, and those that do are walking with their parents. If a sidewalk was not necessary in the 1970s and 1980s, there is certainly no reason to construct one now since it will not solve the parking problem, nor will it be used since old habits and routines will continue. Construction of the parking lot and even enlarging the current one will solve the parking problem on the streets.
80	Alice Neal 3 Caroline Place Pemberwick	07.04.09	She opposes sidewalks on Caroline Place. Sidewalks along such a stretch of the Byram River would impact the wetland environment by adding more impervious surface in an area that is in a flood plain zone. The plan would change the character of the neighborhood. Traffic calming is needed in this area rather than sidewalks. This area is quite a distance from a generator and does not seem to meet the criteria of "need". Her family now parks in front of their homes. The driveway is narrow and extremely steep. In icy/snowy weather it cannot be used. With sidewalks in front of the house, she'd be forced to pave her little front yard. This would add even more impervious surface and lower the value of her home and neighbors.
81	Sue Asselin 14 Crawford Terrace North Mianus	07.11.09	She supports a sidewalk on Split Timber. She has attached pictures that depict a walk to school on a quiet morning, showing the obstacles her 3rd grade daughter and her 4th grade friend encounter when there is light parking only on one side of the street. The bushes, stones, mailboxes, and leaf piles make it impossible to have a safe route separate from the cars. Leaf piles and snow banks will force the kids further out into the street.
82	Laura Shier 9 Caroline Place Pemberwick	07.09.09	She expressed her comments regarding the planned sidewalk on Caroline Place. 1. Wetland area - this is a water shed area and any construction/tree removal will impact on the wetlands and Byram River. 2. Safety - slowing down traffic is a more effective means of safety than sidewalk construction. Speed bumps would make the area safer without compromising the aesthetics of the neighborhood. 3. Questionnaire - the questionnaires were not sent out on a random basis to the town residents. Providing questionnaires to associations is not representative of the population of the entire town. Therefore the results are not valid. 4. Aesthetics - the character of the neighborhood would be negatively



First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			impacted on by the addition of sidewalks - changing a rural environment to one that is more appropriate for a city. 5. Parking for residents would become problem. Residents cannot always use their driveways because of the steep incline and would not be able to park near their homes. 6. The area does not have any schools, parks, train stations, etc. that would support the need for sidewalks. There is very little pedestrian traffic and there is no public destination nearby.
83	Louise Brodman 15 Edgewater Drive Old Greenwich	7.9.2009	<p>She has maintained an architectural practice from her home on Edgewater Drive for 23 years. In those 23 years has come an aesthetic change to the streetscape. Without exception all of the homeowners have improved their homes with sensitivity to the scale of the neighborhood as well as to the landscaping of their street frontage. Many people mention how beautiful Edgewater Drive looks. The houses are relatively small, close to town, houses and the affection for the neighborhood is strong. A sidewalk on the North side of Edgewater Drive would negatively impact the aesthetic appeal and would also, since most homes are not set far off the street, put the sidewalk for all intents and purposes, at the front doors and also destroy landscaping that took a great deal of time, money and effort to develop. That said, the more important issue is safety. During the 30 to 60 minutes that children and their parents go to and come from school, many cars park on Edgewater Drive. Since Edgewater Drive is just around the corner from the school, the street is flooded with people – in a wonderful, small town way. A sidewalk could not handle the volume. It would instead give drivers a false sense of security and children walking between parked cars and popping out into the street would be in more danger of being hit. The larger problem on Edgewater Drive is the speed of vehicles. Cars are coming and going on Edgewater Drive, often driving too fast for the neighborhood. Speeding is pervasive. Edgewater Drive and the people who use the street would best be served by the installation of speed bumps, not a sidewalk. A sidewalk would not only cost more taxpayer money to install and maintain than speed bumps, it would also give pedestrians and drivers a false sense of security - still not addressing the danger of speeding.</p>
84	Diana Klingner Riverside	07.08.09	<p>She supports a sidewalk on the section of Riverside Avenue from Weston Hill to Spring. Her friends and neighbors use this stretch to walk to the town of Old Greenwich, to Binney Park, Old Greenwich School Playground, to the Perrot Library or up the hill to Eastern Middle School, the train station, Riverside School or to St. Paul's preschool and playground. This area will never be a safe place to walk. With more congestion it will be increasingly more dangerous. She spent an hour this day from 8:15 AM to 9:15 AM counting cars and people. A summer morning is not at all indicative of a busy school morning but she wanted to get some statistics to see how we measure up to the criteria. First of all, the part of the street that she dared measure was 21 1/2 feet wide. A far</p>





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			<p>cry from the 24-28 feet that would possibly qualify for a sidewalk. Secondly, the hill, the blind curves, the wall that goes right to the road with no shoulder on one side and the steep embankment on the other makes for a dangerous pedestrian situation that would pass the criteria test with flying colors. She counted the cars and got 110 cars in an hour. If she had counted all of the cars using Riverside Avenue but turning to avoid this stretch she would have more than doubled her numbers in that time period. Riverside Avenue is indeed a busy road. There were 35 cars in the last 15 minutes. In addition, many of these "cars" were business related trucks and vans, all of which seemed to race by without a concern for blind curves or pedestrians. There was one near accident while she was there from a car not heeding a stop sign and the other racing around a blind curve. There were 10 walkers with 2 strollers and 10 bikers. Being that this summer morning was not the typical pulse of cars and pedestrians of a busy school day and there would be typically more cars and pedestrians, the statistics still point to the indisputable fact that this area clearly qualifies for a sidewalk. She submitted photographs showing some of these conditions.</p>
85	Shawn Asselin Crawford Terrace North Mianus	07.10.09	<p>He supports a sidewalk on Split Timber Place. There is a misconception that enlarging the North Mianus school parking lot will diminish the need for a sidewalk at Split Timber. That is a false assumption as there are a large number of pedestrians who will still walk to and from school and the adjoining park on a regular basis. Currently there is no parking on the South side of Split Timber during school days mornings and afternoons and the pedestrian and traffic problem is still very severe. Now that we are aware of the criteria that will be used to determine where sidewalks will be constructed, it is clear the Split Timber project scores very high and is needed.</p>
86	Mary Wissmann 5 Crawford Terrace North Mianus	07.12.09	<p>She supports a sidewalk on Split Timber Place. The sidewalk will connect the large surrounding neighborhood to North Mianus School. It will provide a safe route for the many pedestrians (children and adults) who walk on Split Timber. There is a huge amount of public support for the sidewalk, public safety is one of the top concerns for Greenwich residents and the data show this sidewalk is needed.</p>
87	Sheila Carstensen 60 Laddins Rock Road Old Greenwich	07.13.09	<p>She opposes the push for sidewalks. She asks whether any member of the committee has actually visited the sites under consideration to see what would be the total effect on the area - the landscaping/the environment/the homeowners/the effect on traffic, etc. On Laddins Rock Road, the properties are very small and people use the area in front of their homes to park their cars. She asks how to rate the need for a sidewalk that will be used very occasionally by a pedestrian versus a homeowner who uses that same area every day, and if implemented, would be forced by law to keep that unwanted sidewalk in front of their home clean and free from debris, ice and snow. Northbound on Laddins Rock, there is a sharp bend just</p>





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			<p>before Ferris Drive which has been the scene of several accidents by speeding cars that fail to make the turn. Narrowing the road with a sidewalk will make that turn even more dangerous and more difficult for on-coming car to get out of the way. Last night [July 12, 2009], a car driving southbound was side-swiped by a speeding car when it lost control. If there had been a sidewalk on that side of the southbound car, the road would have been narrower, the car would have been forced further out into the street nearer oncoming traffic, and it would have been a head-on collision rather than a side-swipe. The road has bicycle lanes which are heavily used by regular cyclists as well as serious racers; these would be lost if a sidewalk was installed. She asks how do you rate the needs of an occasional pedestrian against the needs of a great many cyclists. The Inventory lists Laddins Rock under Dundee School Inventory. Dundee School is 1.6 miles from Laddins Rock Road on the other side of the very busy Post Road. No child is walking to Dundee School from Laddins Rock Road.</p>
88	Kenneth Olsson 116 Shore Road Old Greenwich	07.02.09	<p>He opposes a sidewalk on Shore Road in Old Greenwich on the portion east of the Sound Beach Avenue/ Shore Road intersection. A large number of bicyclists and joggers use Shore Road. Sidewalks would not benefit bike riders and joggers because bicycles are prohibited from using sidewalks, and joggers often prefer the relative smoothness of the roadway to the up and down at every driveway and intersection that running on a sidewalk entails. Also, if the sidewalk narrows the roadway in any place, it would make conditions more hazardous for bike riders and joggers. Additionally, a sidewalk would detract from the beauty of Shore Road. In places on Shore Road there are stone walls, mature hedges and old, large trees that would have to be removed to make way for the sidewalk. Doing so would clearly take away from the beauty of the street. He has walked one, two or three times a day on Shore Road almost every day for the past twelve years. He has never felt in danger of being hit by a car. There have been rare occasions when he thought cars were going too fast, but a sidewalk would not alleviate that.</p>
89	Sheila Carstensen 60 Laddins Rock Road Old Greenwich	07.01.09	<p>She believes the committee's guidelines, street width, number of cars, etc., do not mean too much of anything – if people want to walk, they will walk, whether there is a sidewalk or not. Safety is an issue, but the main problem in this town is that cars are driven too fast. Constructing sidewalks will not change that fact. If necessary, there are less expensive solutions, speed bumps for example. Also, the committee should interview every resident on every street where sidewalks are being considered before proceeding any further. Further, in winter, the roads are well-cleared by the town, but as sidewalk clearing is the responsibility of the homeowners, sidewalks are not cleaned well at all. This makes walking more dangerous, not less.</p>
90	Alice Neal	07.05.09	<p>She opposes sidewalks on Caroline Place. She is appalled</p>





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

	3 Caroline Place Pemberwick		at the amount of sidewalks suggested. It brings to mind lyrics "They paved paradise and put up a parking lot." from a Joni Mitchell classic. In efforts to provide safety, the committee is forgetting individual responsibility for one to walk, drive, bicycle, etc., safely, the need for traffic calming, flooding in this town, and the need to save natural resources for future generations. Sidewalks along a stretch of the Byram River would impact the wetland environment by adding more impervious surface in an area that is in a floodplain zone. Caroline Place needs speed bumps as a deterrent to excessive speeding. Tax dollars would be wisely spent with traffic calming. The committee should seek safety alternatives such as these, rather than sidewalks in the area. Residents on Caroline Place park in front of their homes. Sidewalks in front of her house would force her to pave her front yard which would add even more impervious surface and lower the value of the homes in the neighborhood.
91	Robert Goodchild 195 Palmer Hill Road Old Greenwich	07.01.09	He questions why the committee is considering a new sidewalk on Palmer Hill Road from Havemeyer Lane to Old Orchard Road One. No one walks on the upper part of Palmer Hill Road except an occasional jogger and people walking their dogs. What body count did the committee make on that part of the road that concluded that it was sufficient to justify a pedestrian sidewalk? Even if there is sufficient pedestrian traffic, what is wrong with simply walking on the wide expanse of grass on either side of the street? Another proposed area is Havemeyer Lane. It is a very heavy vehicle traffic area, but there are no pedestrian terminuses at either end. Also, the cost of that project, both in terms of dollar cost and destruction of trees, would seem to be inordinately high.
92	Anthony Martello 29 Split Timber Place North Mianus	06.30.09	He opposes a sidewalk on Split Timber Place. The problem is not lack of a sidewalk on Split Timber Place, but a lack of parking at the school. There is a dangerous vehicle log jam when school lets out at 3:00; passage on Old Orchard Road is blocked in both directions. This can only be resolved by increasing parking at the school, not by a sidewalk on Split Timber Place.
93	Marion Neal 3 Caroline Place Pemberwick	07.05.09	She opposes sidewalks for this area. For the past 36 years, she has been walking almost daily in this area. She has never had any trouble walking without sidewalks. There are three houses in this that would be affected by a sidewalk on Caroline Place. There are small areas in front of the houses where cars are parked. The driveways are very steep and the residents cannot get cars up them in snow or icy weather. If sidewalks were put in, there would be no place for residents or workmen to park their cars and vans. Sidewalks would be a hardship for the residents. In this original section of Caroline Place, the street is narrow enough without sidewalks.
94	Richard Brodman 13 Edgewater Drive Old Greenwich	06.30.09	His comments have to do with the materials used for and consideration of alternatives to sidewalks. Some alternatives may be as good or better than sidewalks. <u>Pervious Paving</u> : Pervious paving is a sustainable





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			<p>strategy and use of impermeable materials is not. There are a variety of pervious paving materials even out of concrete and asphalt. The addition of additional impervious surfaces will increase runoff into bodies of water, including Greenwich Cove and Long Island Sound. Excessive runoff is already a problem. The Town should be employing strategies that reduce runoff and improve safety simultaneously.</p> <p><u>Maintenance:</u> The addition of sidewalks increases capital cost and ongoing expense to the Town for maintenance. The maintenance of existing sidewalks in Greenwich is spotty.</p> <p><u>Alternatives:</u> There are newer and innovative solutions for pedestrian right of ways that are alternatives to sidewalks. Convert a bidirectional roadway to unidirectional 24/7 or before and after school hours. If parking is allowed on one or both sides of a two way street, passage by vehicles becomes either one way or the other as drivers must be courteous to the vehicle already exiting or entering the roadway. This substantially slows traffic during drop-off and pickup times.</p> <p><u>Speed Limits:</u> Post speed limits in some locations as part of the strategy. This could be 24/7 or during specific hours.</p> <p><u>Speed Bumps:</u> Add speed bumps in some locations as the strategy.</p> <p><u>Widen The Roadway:</u> Widen the roadway using a continuous pervious dependent swale that drains roadway runoff into the ground but is constructed so it may be used by pedestrians and bikers and is continuous rather than cuts across driveways as sidewalks do. The right of way is dedicated to pedestrians and bikers. This strategy also reduces current roadway runoff. Look at what has been done in Manhattan at Columbus Circle and Avenue of the Americas.</p> <p><u>Add Bike Lane:</u> Add designated bike lanes on the roadway.</p> <p><u>Post No Parking:</u> Post "No Parking" in some locations to discourage use of potentially risky behavior. No parking could be 24/7 or during drop-off and pickup times near schools. Add additional parking spaces at certain school locations. There is a good deal of experience with pervious parking areas in the Northeast.</p> <p><u>Meet With The Homeowners:</u> Meet with the homeowners before choosing a strategy. The homeowners who live on the streets where the Town plans to put sidewalks have often many years of observation of what occurs on their street. Meet with the owners to get their input street by street. You may learn a great deal about what works best for each street. By including the homeowners in the process, decisions are made based on consensus</p>
95	Dorothy & William Wright 96 Havemeyer Lane Old Greenwich	06.24.09	They oppose a sidewalk on Havemeyer Lane. Havemeyer Lane is not used by pedestrians to any extent for several reasons including, but not confined to, the high amount of fast-moving vehicular traffic. School children along the road go to and from school by bus at their driveways. A





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			regulation-width sidewalk would involve removal of trees and the stone wall. The road is too narrow to allow for any other means. The money would be much better spent improving the water runoff situation in the area between Old Wagon Road and the northern part of Havemeyer Lane. They also submitted a letter requesting Town assistance in correcting the runoff and flooding problems affecting their property.
96	Richard Brodman on behalf of residents of Edgewater Drive, Old Greenwich	07.05.09	The residents submitted a petition signed by 16 people requesting a meeting with designated members of the First Selectman's Pedestrian Safety Advisory Committee to provide their observations about car and pedestrian activity on Edgewater Drive, and provide additional information that may be helpful to the Committee with regard to alternatives to the construction of a sidewalk on the north side of the street.
97	Greenwich Tree Conservancy Joanne Messina, Executive Director	06.29.09	The Greenwich Tree Conservancy asks the Town to preserve trees as it installs sidewalks. Sidewalk installation need not kill trees or require their removal. Most if not all trees can be saved through the use of non-standard construction techniques. These construction techniques include: sidewalk cutouts; sidewalk meandering and sidewalk ramping. New flexible paving materials and pavers may be more in keeping with the neighborhood and may reduce the cost of installation. Techniques such as tree and root pruning should also be attempted before a tree is removed.
98	Jo Ann O'Hara 25 Verona Drive Riverside	10.01.08	She supports a sidewalk on Hearthstone. Her children walk and ride their bikes on Hearthstone. The problem is the parked cars. Parked cars present an obstacle course to children, requiring the children to weave in and out of them while dodging traffic. Cars are too tall for her children to see over.
99	Shawn Asselin- RTM Member District 12 14 Crawford Terrace North Mianus	10.02.08	He supports the Split Timber sidewalk project. He has three children who walk the route daily both ways each day to North Mianus Elementary School and to the bus stops for Eastern Middle School and GHS which are located at the end of Split Timber at North Mianus. He lives in fear for their safety until this sidewalk project is completed. They have collected close to 200 pro-sidewalk support signatures from residents in the immediate area and strongly believe they have overwhelming public support for the project.
100	Jim Vaughn corner of Riverside Avenue and Indian Head Road Riverside	10.02.08	In the criteria, be sure to include major school bus stops. At the corner of Riverside Avenue and Indian Head Road, there is a safety issue, particularly on dark winter evenings. There is a great deal of foot traffic at this intersection - commuters, day workers, joggers, baby carriages, dog walkers.
101	Joan Thakor Riverside	10.02.08	She supports a sidewalk along the stretch of Riverside Avenue from Weston to Spring. Cars race around those curves at speeds much too fast for the narrow, winding road. It is virtually a death trap for pedestrians.
102	Cynthia Russell Park Avenue	10.02.08	She has children who attend Brunswick and Greenwich Academy. Crosswalks are needed for these students to





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

	Greenwich		cross North Street and Putnam Avenue.
103	Bill Lewis 6 Chapel Lane Riverside	10.02.08	<p>He urges the committee to give priority to crosswalks and to traffic slowing devices, as opposed to sidewalks. According to data on the U.S. Department of Transportation's Federal Highway Administration's website http://www.fhrc.gov/safety/pedbike/pubs/03042/part2.htm#how and, in particular to the section entitled "How Do Pedestrian Collisions Occur? Part B CRASH TYPES AND CAUSAL BEHAVIOR", virtually no pedestrian is hit while traveling along the side of the road. They are hit while darting out, while crossing the road, while interacting with parked vehicles (vendors, buses, etc.) or while vehicles are turning. Sidewalks will not help in the "dart out" situations and will not help at intersections, which together account for the great majority of collisions. Crosswalks, and in particular ones that require a full stop by vehicles, will help in both cases. Not only are stop signs far less expensive than sidewalks and far faster to put up, they are also vastly superior at protecting pedestrians. A stop sign should be installed on Riverside Avenue at Hendrie Avenue. There is a crossing guard there for only a couple of hours a day and only on school days, yet the crossing is used heavily by children at other times, especially those many children going to and from Ada's candy store. Northbound cars come down off the bridge over the train tracks and through the intersection with Hendrie Avenue especially fast. Also, many southbound cars are heading to the train station, and they rush a bit recklessly out of fear of missing the train.</p>
104	Sue Asselin 14 Crawford Terrace North Mianus	10.02.08	<p>She supports a sidewalk on Split Timber Place. She walks to North Mianus School with her 8 year old and sends her older children down to the bus stop. She and many of her neighbors walk each day, not just to school, but for recreation and exercise. Walking should be encouraged for the health of the kids and for the betterment of the environment and for the improvement of the traffic & parking problems. The Town does not provide a bus for anyone living less than 1 mile from school, and the Town should provide reasonably safe walking routes for these children and their parents. Parents who choose to escort their child to school should be able to do so on a sidewalk. If the route is unsafe, as is the corner of Split Timber and Old Orchard, then parents will likely take the SUV down to either add to the line of traffic or add to the parking problem, and further risk walkers' safety. She provided photos taken on September school mornings on Split Timber Place. When pedestrian try to walk around the cars and onto the grass, they are met with many physical obstacles including shrubs and a brook, forcing them back into the street. People with strollers cannot compete with this traffic.</p>
105	Linda Huston Greenwich	10.02.08	<p>She supports putting in sidewalks around town, particularly on North Street. In some areas, the grade of the grassy areas is too steep or sloped to walk on, and children are forced to walk in the street with cars</p>





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			zooming by at 40+ miles per hour. Her husband was clipped by a car as he went for a run on North Street and was thrown down on the grass. Although some residents want the Town to maintain a "rustic" look, the Town's population has grown and requires that changes are made to accommodate the changes: more people run, jog, walk and need safe places with which to do so. She even sees mothers pushing strollers in the street.
106	Anne Tabacco 146 Valley Road Cos Cob	10.02.08	Last year the town installed new, and refurbished old, sidewalks and curbs on much of Valley Road in Cos Cob. She was thrilled to think that her neighbors and she would be able to walk to town, to the school, library, post office, banks, parks, grocery stores, etc, without risking their lives dodging the high volume of speeding cars and trucks that travel this main artery between Greenwich and Stamford every day. She was disappointed when the sidewalk only came down as far as Dandy Drive and abruptly stopped. By not continuing the sidewalk a mere 2/10ths of a mile more, the residents of Valley Road and all the surrounding streets are still unable to walk safely to the Cos Cob hub. It's a little bit like the "sidewalk to nowhere".
107	Erynn Arnold 41 Winthrop Drive Riverside	10.02.08	Here are the criteria the Town should use when deciding where to build sidewalks. 1. School routes should take priority and the streets that feed directly into schools should have the highest priority. 2. Streets with bus stops should be given priority. 3. Streets carrying a high count of vehicular traffic should be considered. 4. Prior safe routes studies should be considered. 5. Priority should be given to streets that are in the Selectmen's Pedestrian Safety Committee master plan. Hearthstone Drive meets all of these criteria. Many children walk to Riverside Elementary and Eastern Middle School on this road. The road is windy with many blind curves. The road has a high school bus stop, and many youths have to walk there in the dark. Hearthstone is also a cut through street to I-95 and the Post Road. Over 100 vehicles per hour travel this street. Safe Routes recommended a sidewalk be built on Hearthstone as soon as possible. The SPSC included Hearthstone in its inventory of streets needing a sidewalk. Many children use the sidewalk on Lockwood to go to school but then have to walk on a street. Many people, including eight families living on Hearthstone, support a sidewalk on Hearthstone.
108	Allison Kural Breezemont Avenue Riverside	10.02.08	Her children use the new Lockwood sidewalk to get to school every day. The committee should make decisions that are good for the whole community. The committee when deciding where a sidewalk should be built must consider all the people who will utilize the sidewalk and not just the people who live on that street. Kids who walk on the Lockwood sidewalk come from Breezemont, Verona, Winthrop, Crescent, Dorchester, Dialstone feeder streets. Hearthstone needs a sidewalk. Over 100 children live on streets that feed into Hearthstone. The DPW test that a sidewalk would be built if 2/3rds of the





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			residents on a street request a sidewalk does not work with streets that other streets feed into. If Hearthstone has 22 houses, then only 7 people living on the street could prevent all those children and other adults from safely walking to school on a sidewalk.
109	Julie Faryniarz Riverside	10.03.08	She supports a sidewalk on Hearthstone Drive. She has three children that have attended Riverside School and are now at EMS and GHS. The sidewalk on Lockwood Road provided a much safer walking route to school for her children. When the children cross to Hearthstone, though, they no longer have a safe path. Cars in the morning and at pick up time drive very quickly on this road and often park on both sides of the street blocking safe vision lines. A sidewalk on this street would provide for a much safer path for the children to get to school.
110	Cheryl & Curtis Probst 44 Hearthstone Drive Riverside	10.03.08	They favor a sidewalk being constructed along the length of Hearthstone Drive. Moreover, they are supportive of additional sidewalks throughout Riverside, particularly in areas of high pedestrian traffic. A careful analysis should be undertaken to determine on which side of Hearthstone Drive the sidewalk should be built. The sidewalk that currently exists on Hendrie Avenue between Druid and Hearthstone Drives should be repaired. The Hendrie sidewalk should be extended to Hearthstone along the west side of Hearthstone Drive. This is the side of Hearthstone that is closest to Riverside School, and therefore the side that most pedestrians walk on when traveling to school. A sidewalk constructed on the east side of Hearthstone would encourage pedestrians to cross the street in the middle of the block without a crosswalk, and then continue on to school walking on a bare road which, by the way, is what happens now.
111	Gary Traynor 7 Field Road Riverside	10.03.08	Sidewalks are not the only solution. In the area of Riverside Avenue and Meadow, sidewalks may not be practical. Other solutions should include stop signs and very strict police enforcement of the speed limit. He walks his children to Riverside Elementary 3-4 times a week and is honestly terrified of the intersection on Riverside Avenue. Cars approaching from the east come around a blind corner and up a hill so there is very little time to react to kids on the street. This is exacerbated by the number of people who greatly exceed the speed limit. This needs to be addressed through some combination of stop signs and police enforcement of the speed limit. A quick solution that may have errors to be fixed in the future is much better than one that is deliberated for years.
112	Diane Jenkins Riverside	10.03.08	She supports a sidewalk on Hearthstone Drive. Her children were once enrolled at Riverside School, and she never let them walk by themselves down this dangerous road.
113	Caroline Werber Hearthstone Drive Riverside	10.03.08	She has property on Hearthstone Drive and favors sidewalks as we have so many children walking and riding bicycles to/from both the Middle and Elementary schools. Hearthstone has a blind curve and poses a threat to pedestrians. Also, an even greater threat to pedestrians





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			which is the Hearthstone mailbox hut. This has become an extremely busy intersection so the fact that cars stop in the road and get their mail poses the first danger. The second risk is that it creates a blind spot for pedestrians. She has personally witnessed 3 different children almost get hit where the car had to slam on brakes.
114	Joan Halloran 65 Florence Road North Mianus	10.03.08	She opposes putting in sidewalks. Sidewalks are an eyesore the way they are installed here in Riverside. They ruin the character and ambiance of the neighborhood, are ugly and sloppily done by the Town, decrease property value because of the obligation to shovel, and are not a deterrent for the out-of-control drivers, who both speed and talk on the phone. She lives on a street with a so called "sidewalk" (Florence Road). It is a mess: a glob of black tar dumped down carelessly with no curb and absolutely no upkeep from the town. It is impossible to keep shoveled. The newer sidewalks are not much better - although the Town now puts in some curbs. If the Town has the money for sidewalks, first fix those on Florence, Sunshine and the vicinity. What is needed is, first, a STOP SIGN on the corner of Florence and Split Timber - the cars come down Florence from Palmer Hill Road at an INSANE speed. Second, have more police around to deter those talking on the phone and driving, or those who speed, especially around schools. And finally, these drivers need to GROW UP and practice safe driving, and teach their children how to walk in, and cross, the street.
115	Riverside Association Jennifer Boone , President	10.02.08	In April 2008 the Riverside Association surveyed all of the residents of Riverside. They had a 23% return rate. 71% of the respondents "strongly agreed" or "agreed" that the Association should advocate for pedestrian safety improvements in Riverside. Out of 11 issues that the Association could focus on, speeding was ranked as the first concern and sidewalks/pedestrian safety as the third concern. When asked whether the Town should build more sidewalks in Riverside, 79% of respondents "strongly agreed", "agreed" or were neutral; 21% "disagreed" or "strongly disagreed". Among families with children living at home, 68% "agreed" or "strongly agreed" that the Town should build more sidewalks in Riverside, 16% were neutral and 17% "disagreed" or "strongly disagreed." The committee should be deciding where the Town should build sidewalks in Riverside and not if the Town should build sidewalks in Riverside. Also, the Town needs to pursue traffic calming measures to address the speeding in Riverside. The survey results were submitted to the committee and are available on the Association's web site at www.riversideassociation.org .
116	Susan Hopper Riverside	09.30.08	She supports a sidewalk on Hearthstone Drive. A sidewalk would make it safer for her children to walk to and from school. There are many cars that travel through that street and at times they do speed. When cars are parked on both sides of the street, it becomes unsafe for pedestrians.
117	Donna Bass	09.30.08	She and her husband were unable to attend the meeting





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

	3 Tod's Driftway Old Greenwich		scheduled for October 2, 2008 because the meeting conflicted with the Vice Presidential debate. She requested that the meeting be rescheduled.
118	Horst Tebbe, former President, Lucas Point Association Old Greenwich	09.30.08	We have in our possession a Master Plan, not more than two years old, for sidewalk buildout, with timetables, priorities, maps, etc. Why do we need another one? Was the first one bogus? Are we wastefully duplicating effort?
119	Magdalene & Randolph Cook 29 Hearthstone Drive Riverside	09.30.08	They are strong supporters of a sidewalk on Hearthstone Drive. They have two girls, age 4 weeks and 2 years. They hope that their girls will walk to school at Riverside Elementary. There are blind curves on Hearthstone and some cars come down the street at a fast speed. A sidewalk would be a tremendous safety advantage. Tons of school kids flow down the street in the morning and afternoon, the same time that parents are driving down the street, often on their cell phones and in a rush, a dangerous combination. Having the kids on a sidewalk would be much safer.
120	Anita Bausman Summit Road Riverside	09.30.08	She supports a sidewalk on Summit Road. She has a child that just started kindergarten and bikes to school with her while she pushes two little ones in a stroller every morning and afternoon. Every morning starting at 6:00 AM, people are walking along here. Alongside the pedestrians there are speeding cars making the train during rush hour. It is a major cut-through to Old Greenwich and has a lot of traffic. Then around 8:15 AM there are tons of little kids and Moms or Dads walking to Riverside School with babies in strollers, kids on bikes, etc.
121	Donna Praiss Pey Riverside	09.30.08	She supports construction of a sidewalk on Hearthstone. Her family has lived on streets off of Lockwood Road since 1993 and her children have been attending Riverside School since 1999. Until the construction of the sidewalk on Lockwood Road, she had been driving her children to Riverside School and Eastern Middle School daily. Since the construction of the Lockwood Road sidewalk, her children walk and bike to school frequently and the sidewalk on Lockwood Road gives them a sense of independence and responsibility for getting themselves to school. With sidewalks on both Lockwood Road and Hendrie Avenue creating an ordered passage to Riverside School and Eastern, it is important to also create order and safety on the Hearthstone connector as well. What currently exists is a false sense of safety among young students that they can walk and bike to and from school themselves the whole way. In fact, there is absolutely no order on Hearthstone nor any measure that controls how the significantly increased volume of pedestrian traffic on Hearthstone is to traverse that street. On Hearthstone, motorists face pedestrian distractions on both sides of that street while also having to navigate the curves in the road, oncoming traffic, parked vehicles (partly due to insufficient parking at Riverside School), landscapers, construction workers, plus garbage and recycling vehicles and workers.





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

122	Tom Ragland	10.02.08	<p>He is a former first selectman, a former selectman, a former 11 year member of the Planning & Zoning Commission and a 17 year member of the Selectmen's Committee on Parking and Traffic. The needs, wants and desires of a neighborhood for sidewalks must be justified by facts and figures, basically an objective analysis. The committee must show historical data showing significant increases. As to Riverside, the following questions should be addressed: What is the rate of increase in the population from 1980 – today? What was the rate of increase of Riverside school enrollment from 1980 – today? What was the rate of increase of traffic counts from 1980 – today? What is the level of service at peak hours for the road under consideration from 1980 – today? What was the rate of increase of pedestrian counts from 1980 – today? What is the history of vehicle fatalities within the area? What is the history of vehicle accidents within the area? What is the history of vehicle/pedestrian accidents and injuries? .. and more.</p>
123	Arline Lamazzo Old Greenwich	12.16.08	<p>She evaluated the ranking system described in the questionnaire and has these comments: 1. Most projects fall within a narrow numerical range between 16 & 22. These numbers do not reflect the physical situation on the ground. An evaluator should know what makes one project more worthy than another by taking into account ALL the factors that can be ascribed to that location. There may be 10 factors for one project and only 4 factors for another. The evaluator should understand exactly which factors are present in each case. She proposes creating a chart of each project and analyzing each project based on its own merits before ranking or determining priorities of one project versus another. The committee should take a more holistic approach than the one proposed.</p> <p>2. Most projects that have been completed in the past have had specific characteristics, some of which appear on the criteria ranking form, but some do not appear on the criteria form. Each project should be evaluated based on a whole array of characteristics. For example: a project may have multiple generators; may form a link with an existing sidewalk; is a cut-through street that is also a major collector; has high traffic volume; has strong possibility of potential use (estimated) and can be rated by its degree of constructability. Each of these characteristics should then be charted, in graph form, to create a visual picture of the project's scope. The committee's ranking system omits factors such as the amount of community support, the number of known opponents, and other factors that can be critical to implementation.</p> <p>3. Once the chart has been filled out, and after analyzing each chart, one could rank or prioritize those that show the highest number of relevant characteristics. The graph form would enable the public to better see the extent of the need.</p> <p>One criteria included in the current ranking form is the</p>





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			<p>accident rate at a given location. The goal of providing safe pedestrian access is to avoid accidents, not to count them after they occur. This factor should not be part of any existing criteria. In addition, each project needs a leader to rally support. Also, each local Neighborhood Association should be involved in reviewing potential projects before DPW gets into the budgeting process. The leadership aspect is a very important component when implementing new sidewalk construction projects. It is a major key to providing for the necessary advocacy so as to offset opponents.</p> <p>The committee should study the "Recommendation Section" of the SPSC Inventory report (p. 13-16) titled "POLICY GOALS and OBJECTIVES." The characteristics of most importance are listed in that section. Many cited there are not covered in the proposed criteria ranking system, though some are. The committee should examine the DPW Policy section of the Inventory to see whether there are some factors that should be incorporated in a criteria ranking document. She is well aware of the CIP ranking system used by BET and RTM to do its long range planning. However, when evaluating or ranking sidewalk safety projects, the Town is limiting itself by reducing the number of criteria to a few, though important, characteristics such as vehicular traffic speeds and excluding others of importance such as leadership. Numerical scores are meaningless when evaluating projects of safety importance because the nature of those projects is different one from the other. As for the specific nature of the multiple generators, it is important to know exactly what kind of generator is being factored into the ranking of a specific project. Is it a school, a playground, a train station or what? Each of those has the potential to serve a different number of users - some more and some less. So a total number, i.e. 6, by itself, tells us nothing.</p>
124	Steven & Nancy Boksenbaum 9 Edgewater Drive Old Greenwich	08.31.09	<p>Residents of Edgewater Drive had submitted a petition requesting a meeting with designated members of the First Selectman's Pedestrian Safety Advisory Committee to provide their observations about car and pedestrian activity on Edgewater Drive, and provide additional information that may be helpful to the Committee with regard to alternatives to the construction of a sidewalk on the north side of the street. See No. 96 above. The committee chair and the Commissioner of Public Works wrote a letter declining that meeting. Drs. Boksenbaum wrote a letter in reply. In that letter, they stated that the residents wanted to collectively express concerns with the criteria. For example, ignoring vehicle speed does not provide an accurate assessment of safety risk. They wanted to discuss a more useful and just set of criteria than those proposed by the committee. Many people at the public hearings have expressed their concerns with the inadequacy of the criteria. It appears that those concerns are going unheeded by the committee. The current criteria used to derive a list of proposed sidewalk</p>





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

			projects are not adequate. This has led to the inclusion of streets (and perhaps the exclusion of others) that erroneously appear on the list. Had the committee incorporated the residents' proposals (and the concerns of many of the townspeople at the public meeting), Edgewater Drive would not appear on the proposed list. The committee has not fully incorporated the public's concerns and has consequently derived an inherently flawed list of proposed sidewalks.
125	Erynn Arnold 41 Winthrop Drive Riverside	11.19.08	First, the turn-out at the public meeting on November 18, 2008 may have given the committee a skewed view of the importance of pedestrian safety to the Riverside community. Although there are many in the Riverside community who care about pedestrian safety, this same population does not have the time and energy to devote to this cause as do the opponents. Many folks in the community want sidewalks. Second, the Town is looking for a level of consensus that simply cannot be attained. Safe Routes performed surveys. Riverside Association did the same. The results of both surveys show a majority of Riverside residents are in favor of sidewalks. The feeling of the community should be respected. Third, the Town is responsible for the safety of its residents, and with that charge comes the responsibility to make decisions that are not agreeable to all. The time has come to take that stance on sidewalks.
126	Sue Asselin 14 Crawford Terrace North Mianus	01.29.08	She supports a sidewalk on Split Timber. Some of the comments in this letter appear in another letter she sent. See No. 104 above. Those comments will not be repeated here. The congestion and safety problem at North Mianus School is a multifaceted problem requiring multiple interventions to solve. Sidewalks should be a part of the solution. Factors that contribute to the unsafe intersection at Old Orchard and Split Timber include the crosswalk, crossing guard, sidewalks, parking, and parking enforcement. Progress has been made with the placement of a very conscientious crossing guard. Whether the Town ends up with a larger parking lot or not, or traffic calming measures or not, sidewalks are an integral part of the solution. The 2005 Safe Routes to School study recommended the Split Timber sidewalks (and much more). The Town of Greenwich 2006 Report of the Selectmen's Pedestrian Safety Committee also recommended the sidewalks. In 2007 the Town's consultant Fuss and O'Neil validated the sidewalk project. Stall no more. Please get the sidewalks in now
127	Nancy Caldwell 32 Highview Avenue Old Greenwich	07.09.09	She opposes sidewalks on Highview Avenue. She has no garage and has to park on the street. Speed bumps installed in front of her house against her wishes interfere with her parking. She asks that the committee take her concerns into account.
128	Kenneth Arrington 24 Sherwood Avenue Greenwich	07.14.09	He requests an update of the Town regulation requiring that no property should be sold which would result in a right-of-way width of less than 50 feet in these areas where excess width now exists.
129	Lewis deSeife	07.29.09	Before installing a sidewalk on Caroline Place, traffic





First Selectman's Pedestrian Safety Advisory Committee Nov. 2009

	42 Caroline Place Pemberwick		calming should be installed. Cars travel at speeds exceeding the 25 mph limit. A sidewalk is needed but the proposed location in front of the houses is wrong. There is already a path along the Byram River that would be the best place for a sidewalk. It would be less expensive and eliminate the need to relocate utility poles. It would enhance the neighborhood and property values by providing a scenic walk along the river. It would open the river to the public and augment the quality of life in Byram.
130	Thomas Spiro	07.28.09	He opposes a sidewalk on Riverside Avenue south of the train station. It would mar the neighborhood. A sidewalk may be needed near a school but not south of the train station.





Appendix E

Persons Submitting Written Comments



First Selectman's Pedestrian Safety Advisory Committee			
Appendix E			
Persons Submitting Written Comments			
Last Name	First Name	Street Name	Elementary School/Neighborhood
129 Meadow Drive LLC		Meadow Drive	Cos Cob
Arnold	Erynn	Winthrop Drive	Riverside
Arnold	Erynn		Riverside
Arrington	Kenneth	Sherwood Avenue	Greenwich
Ashworth	Katharine	Winthrop Drive	Riverside
Asselin	Sue	Crawford Terrace	North Mianus
Asselin	Shawn	Crawford Terrace	North Mianus
Backus	Laurie & Paul		Cos Cob
Barefoot	Scott	Revere Road	North Mianus
Barefoot	Kathy	Revere Rd	North Mianus
Barefoot	Kathy	Revere Road	North Mianus
Barnum	Jacquelyn	Pleasant Street	Cos Cob
Barnum	Christine	Pleasant Street	Cos Cob
Barton	Nancy		
Bass	Donna	Tod's Driftway	Old Greenwich
Bausman	Anita	Summit Road	Riverside
Bernstein	Warren	Split Timber Place	North Mianus
Boksenbaum	Steven & Nancy	Edgewater Drive	Old Greenwich
Brodman	Louise	Edgewater Drive	Old Greenwich
Brodman	Richard	Edgewater Drive	Old Greenwich
Brodman, for residents of Edgewater Drive, Old Greenwich	Richard		Old Greenwich
Bunte	Donna	Grace Street	Old Greenwich
Burnett	C. Don & Jara	Riverside Avenue	Riverside
Bystedt	Maarit	Weston Hill Road	Riverside
Cable	Diana	Birch Lane	Greenwich
Caldwell	Nancy	Highview Avenue	Old Greenwich
Capalbo	Marie	Grove Street	Cos Cob
Carstensen	Sheila	Laddins Rock Road	Old Greenwich
Christensen	Monique		Riverside
Christie	Sarah & Michael	Meadow Drive	Cos Cob
	Magdalene & Randolph		
Cook		Hearthstone Drive	Riverside
Curtis	Laurie		Riverside
De Riemer	Cynthia		Riverside
Dixon	Alex	Summit Road	Riverside
Ellison	Suzanne		Riverside
Emerson	B.	Pleasant Street	Cos Cob
Ennis	Kelly & Frank	Dialstone Lane	Riverside
Est63@optonline.net			Cos Cob

Faryniarz	Julie		Riverside
Fiore	Annette		Riverside
Gaccione	Dana	Split Timber Place	North Mianus
Garofalo	Emilia	Chestnut Street or Spruce Street	Byram
Goodchild	Robert	Palmer Hill Road	Old Greenwich
Gray	Lisa	Pleasant Street	Cos Cob
Greenleaf	Shari	Hearthstone Drive	Riverside
Greenwich Tree Conservancy, Joanne Messina, Executive Director			Greenwich
Haid	Ryan	Kent Place	Cos Cob
Halloran	Joan	Florence Road	North Mianus
Hanover	Jeanne	Riverside Avenue	Riverside
Harford	Jen		Riverside
Hein	Richard	Kent Place	Cos Cob
Hopper	Susan		Riverside
Huston	Linda		Greenwich
Jenkins	Diane		Riverside
Klingner	Diana		
Klingner	Diana		Riverside
Kohut	Rocco & Christine	Grove St.	Cos Cob
Kural	Allison	Breezemont Avenue	Riverside
Larrabee	W. Tad	Harding Road	Old Greenwich
Laufenberg	Gina		Old Greenwich
Lewis	Bill	Chapel Lane	Riverside
Liebenguth	David	Kent Place	Cos Cob
Liflander	Pam		North Mianus
Logue	Megan	Miltiades Avenue	Riverside
Lomazzo	Arline		Old Greenwich
Lomazzo	Arline		Old Greenwich
Lowery	Dion	Grove Street	Cos Cob
Lynch	Elizabeth	Parsonage Rd.	GCDS
Mackey	Thomas		Cos Cob
Mair	Karen	Verona Drive	Riverside
Mann	Irene	Meadow Drive	Cos Cob
Manson	Ian & Ruth	Hearthstone Drive	Riverside
Manson	Ian & Ruth	Hearthstone Drive	Riverside
Martello	Anthony	Split Timber Place	North Mianus
MCAKane2@aol.com	Louise	Meadow Drive	Cos Cob
Montier	Tammi	Florence Road	North Mianus
Neal	Alice	Caroline Place	Pemberwick
Neal	Marion	Caroline Place	Pemberwick
O'Hara	Jo Ann	Verona Drive	Riverside
Olsson	Kenneth	Shore Road	Old Greenwich
Oram	Lisa & Andy	Hearthstone Drive	Riverside
Perry	Betsy	Jones Park Drive	Riverside
Perry	Betsy	Jones Park Drive	Riverside
Pey	Chris	Verona Drive	Riverside
Pey	Donna Praiss		Riverside
Pflug	Marcia & Bruce	Verona Drive	Riverside

Probst	Cheryl & Curtis	Hearthstone Drive	Riverside
Riverside Association, Jennifer Boone, President			Riverside
Rose	Sol	Riverside Avenue	Riverside
Russell	Cynthia	Park Avenue	Greenwich
Scanlan	Elizabeth		Riverside
Scarlata	Laurel	Kent Place	Cos Cob
Schulte for Sidewalks NOW!	Gregory	Revere Road	North Mianus
Scott & Field	Clifford & Jean	Grove Street	Cos Cob
Shier	Laura	Caroline Place	Pemberwick
Sias	John	Sunshine Ave	Riverside
Sidewalks NOW!			North Mianus
Smith	Michele	Winthrop Drive	Riverside
Soler	Alison	Kent Place	Cos Cob
Sudell		Pleasant Street	Cos Cob
Tabacco	Anne	Valley Road	Cos Cob
Tebbe, former President, Lucas Point Association	Horst	Lucas Point	Old Greenwich
Terzis	Kay & John	Revere Road	North Mianus
Thakor	Joan		Riverside
Traynor	Gary	Field Road	Riverside
van Meel	McKenzie		Old Greenwich
van Ogtrop	Valerie		Riverside
Van Orsdel	Leslie	Kent Place	Cos Cob
		corner of Riverside Avenue & Indian Head Road	Riverside
Vaughn	Jim	Chapel Lane	Riverside
Waine	Betsy		
Ward	Emma		
Warner	Susan	Split Timber Place	North Mianus
Warner	James	Split Timber Place	North Mianus
Werber	Caroline	Hearthstone Drive	Riverside
Werber	Steve	Owenoke Way	Riverside
Williamson	Joe & Louise		Cos Cob
Williamson	Louise	Kent Place	Cos Cob
	Mary Patricia & Oliver F.	Meadow Drive	Cos Cob
Wilson	Mary	Crawford Terrace	North Mianus
Wissmann	Debbie		Cos Cob
Wolf	Henry	Hearthstone Drive	Riverside
Woo	Dorothy & William	Havemeyer Lane	Old Greenwich
Wright	Laura		Riverside
Yerkovich			



Appendix F

Minutes of the June 29, 2009 Public Workshop





MEETING NOTES
JUNE 29, 2009

PROJECT NUMBER: 2008571.A10

PROJECT NAME: First Selectman's Pedestrian Safety Advisory Committee

RE: PSAC Draft Recommendations – PUBLIC PRESENTATION
June 29, 2009 at Greenwich High School

PUBLIC COMMENTS

Speaker 1: How do we find the score of a road?

Kathryn Evans – Shore Rd: Sidewalk would impact aesthetic appeal of Old Greenwich.

Libby McKee – Shore Rd: Clarify – Why brick crosswalks instead of paint? Less reflective?

- Concern of crosswalk at Old Greenwich School – wear & tear?
- Changes in budget. How does that affect program?

Dave Thompson:

- *Brick brings higher driver attention.*
- *Budget is considered when programming sidewalk projects.*

Steve Boksenbaum – Edgewater Dr: - Not in favor of volume criteria.

- Should consider speed
- Consider 2nd tier for evaluating individual projects.
- Consideration of sidewalk alternatives
 - Speed humps (Edgewater not qualify)

Alice Neal – Caroline Pl: - Affected residents need more input. How are issues such as watershed for river considered?

- Increase impervious surface.
- Need vs. Desire – Economy
- Sliding rating scale by use for parks – some busier than others

Laura Shier – Caroline Pl: - Priority should be to take care of speed. Parking issues – sidewalks affect driveways?

Anthony Martello – Split Timber: - North Mianus – problem is lack of parking. Volume should be re-reviewed after improvements.





MEETING NOTES

JUNE 29, 2009

PAGE 2 OF 4

John Eddy – Kent Pl: - Were criteria determined strictly by surveys?

- What is the definition of sidewalk re: construction width, height, location?

Dave Thompson:

- *Defined in Design Manual.*

Chairman Francis Burgweger:

- *Committee decided criteria based on survey and engineering basis.*

Cynthia (Smith) – Riverside Ave:

JoAnn Messina – Church St: -Ask to preserve trees (Forestry Committee).

- Consider alternate construction methods, meandering, flexible pavers, etc.
- Street trees where possible?
- Need to encourage more student walking.
 - Get cars off the road.
- Consideration for cyclists?

Nancy Underwood – Anderson Rd: - Anderson Road – private? Off Mill Brook.

Diana Klingner – Field Rd: - In favor of sidewalks for schools.

- Favors sidewalk for Strickland Road.
- Opposition mostly due to property impacts.

Robert Curto – River Rd:

Joe Williamson – Kent Pl: - Most important criteria should be local input. Strong opposition should be factored.

Vince Dimarco – Arthur St: - POCD not specific enough.

- Agrees with criteria.
- Opposes Tom Raglund letter.

Warren Bernstein – Split Timber: - Will the specific criteria be posted?

- Will prioritization be left to DPW?
- Will public have input after this process?





MEETING NOTES

JUNE 29, 2009

PAGE 3 OF 4

David Roberson – Hassake Rd: - Observes the walking/driving at North Mianus School is very dangerous.

Peter Teser: - Funding in place for parking improvements.

Richard Brodman – Edgewater Dr: - Pedestrian safety about more than sidewalks.

- Pervious paving – Cost compared to concrete and bituminous?
- Consensus of residents important.
- Local condition impact quality of sidewalks – trees, driveways, roots, poor maintenance. Poor snow/ice clearing.
- Consider pedestrian R.O.W. in roadway instead?

Ken Olsen – Shore Rd., O.G.:

Steve May – Park Ave, O.G.: - School only in session 1/2 year.

- Lack of obedience for traffic laws.
- No enforcement for crosswalks.
- Poor time to spend this money.
- Address drainage issues.

Erford Porter – Park Ave, O.G.: - Need to distinguish want/need. Disagrees with Tom Ragland letter. Criteria/ratings should be periodically updated. Should not be competitive.

Michael Bass – Tod's Driftway: - Should be initiated by neighborhood desire comment period ~ July 4th not enough.

- Vehicle speed biggest problem.
- Believes that sidewalks will increase speeds. Speed humps.

Rich Bittenbender – Edgewater Dr: - Screen in Town Hall gave incorrect time & locations for meeting.

- 2006 study should be reconsidered.
- Statistical validity of questionnaire.
- Questionnaire should not be town-wide?
- Not sure traffic calming not included.

Alice Ruf – Stanwich Rd: Need to consider type of traffic and speed. Dangerous areas due to speed.





MEETING NOTES

JUNE 29, 2009

PAGE 4 OF 4

Elizabeth Campbell: - (Bramble Lane) – Need more 25 mph posted limits. Speed trailers help.

Ron Bowlard - (Tomic Ave.) – Consideration for bicycles. Consider demand for sidewalks.

Jeff Siegel - Riverside Ave.: – Why are these new problems? If sidewalks weren't needed 20 years ago, why now?

Gertrude Nosfeld: - Why sidewalks on both sides? Keofferam Road already has sidewalk parallel to Shore road.





Appendix G

Statement of Questions and Objections Raised by Public Comment and the Committee's Responses





Appendix G - Statement of Questions and Objections Raised by Public Comment and the Committee's Responses

During the public outreach process, several commentators made comments or asked questions that were similar in nature. The following sets forth a condensed summary of those frequently submitted comments and questions. The questions and comments are in bold.

1. Did members of the Committee personally view the streets proposed for sidewalks?

In 2006, the Selectman's Pedestrian Safety Committee (SPSC) published a report titled, "*Inventory of Pedestrian Safety Needs*." Over a period of more than two years, SPSC members walked many of our Town's neighborhoods and personally viewed every street proposed for a sidewalk as well as speaking to residents, PTA's, and neighborhood and business groups alike. The First Selectman's Pedestrian Safety Advisory Committee (PSAC) did not duplicate these considerable efforts. However, the chairman of the PSAC was a member of the SPSC for the last year or so of its existence and participated in some but not all of the actual viewing.

2. Some commentators questioned the need for sidewalks if there have not been any pedestrian/vehicle accidents reported within the past X years. Others commented that accident history should not be part of any existing criteria because the goal of providing safe pedestrian access is to avoid accidents.

See question No. 20 below for a different formulation of this issue. Many residents commented that it is inappropriate to wait for someone to be injured or killed before addressing a matter of pedestrian safety. One commentator stated, "We should be preventing accidents, not counting them after they happen." The Committee agrees with the conclusion that as a matter of practice, a history of accidents is evidence of a particularly unsafe condition that should be addressed. Accordingly, the Committee has recommended that the Commissioner of Public Works have the authority to include streets with a pattern of accidents on the list of projects of need without meeting any other criteria.

3. The Committee's recommendations do not address crosswalks, traffic calming measures, removal of trees, bicyclists, maintenance of existing sidewalks or use of pervious surfaces.

All of these topics are legitimate concerns of the community. The 2006 *Inventory of Pedestrian Safety Needs* comprehensively addressed many of these topics. The Town has existing policies and programs to address many of these issues. The mission of the PSAC was to focus on criteria to determine whether there is a need for a particular sidewalk to be constructed. These other topics are beyond the scope of these recommendations.



4. The pedestrian "generators" have fallen in enrollment over the years (fewer pedestrians), so why build a sidewalk now? Very few children, if any, walk to school now, and those that do are walking with their parents. If a sidewalk was not necessary in the 1970s and 1980s, there is certainly no reason to construct one now.

See the first part of the response to Question No. 9 regarding historical changes.

5. Some commentators questioned the validity of the Sidewalk Need Questionnaire. Some commented that the questionnaires were not sent out on a random basis to the town residents stating that providing questionnaires to associations is not representative of the population of the entire town, therefore the results are not valid. Others commented that the questionnaire's results are not reliable because people do not know how wide a street is or what the volume of traffic is. They asked whether the criteria were determined strictly by the surveys. Some commented that giving values to the criteria based on the questionnaire could be based on faulty data.

The Sidewalk Need Questionnaire was distributed as widely as the Committee was able. It was distributed at two public workshops. It was posted on the Town website. Its availability was made known by notices sent to many neighborhood and community organizations in Town, to the PTA council, to individuals known to be interested in the sidewalk projects and to RTM District chairs and the chairs of several RTM committees. Its availability was also published by letters to the editors of the three newspapers that serve the community. Although it is probably correct that individuals may not be able to determine whether a street is 26 feet wide or 28 feet wide, they are able to determine how comfortable they feel walking on a very narrow street, a narrow street and a wider street. Their level of comfort can influence whether or not they choose to walk to a pedestrian generator or to just go for a walk. The criteria take into account the willingness of the residents to walk under different conditions. The criteria were not determined strictly by the surveys. Other factors were considered as described in the Report.

6. The Committee should consider adding a second tier of criteria including aesthetics and accident history.

The Committee believes that the determination whether a sidewalk is a project of need should be based on objective standards and that the criteria constitute the appropriate standards for the first tier analysis. The existence of a history of accidents is one criterion, but the absence of accidents is not a proper determinant. The determination whether a project of need is fundable and constructible should occur at the second tier of the process, and aesthetics and other subjective factors can be taken into account.

7. One commentator opined that the Committee should take information regarding a particular area from the residents of that area and not the entire Town.

The Committee is recommending criteria that can be applied to sidewalk projects anywhere in Town. Additionally, the Town has a network of sidewalks that serve all residents. Accordingly, it is appropriate for the Town to consider comments on the criteria from all residents.





8. Several commentators opined that people drive faster on streets with sidewalks. One commentator wrote that "... sidewalks will make the neighborhood unsafe by giving the cars the appearance that they can drive faster through these small streets."

The Committee and the traffic consultant found no study or other research covering this specific topic that can be used as a citation, but the traffic consultant found a study of a single location that was presented at a national conference of the Transportation Research Board in 2003. It was not an extensive enough of a study to use as a citation but it found that:

"...raised medians, narrowed lanes, timed signals, curbs and sidewalks, and redesigned and signalized intersections have a slight (downward) effect on vehicle speed,...sizable (positive) effect on pedestrian exposure risk and driver predictability, ...and ...negligible effect on vehicle volumes..."

9. Several commentators asked what has changed, in a given neighborhood, to warrant the construction of a sidewalk.

Mr. Ragland stated, "The objective analysis to determine the need for a sidewalk includes responses to the following questions:

"What is the rate of change in the population of the neighborhood from 1980- today?

"What is the rate of change of school enrollment from 1980- today?

"What is the rate of change of traffic counts from 1980- today?

"What is the rate of change of pedestrian counts from 1980- today?

"What is the level of service at peak hours for the road under consideration in 1980 and today?

"What is the history of vehicle fatalities within the area from 1980- today?

"What is the history of vehicle accidents with in the area from 1980- today?

"What is the history of vehicle/pedestrian accidents and injuries from 1980- today?

The questions imply that a strict demand model should be used as the sole determining factor with a particular threshold of demonstrated use. This is not how infrastructure planning is done particularly when the lack of facilities precludes high levels of usage. It is helpful to think of the network as a single entity. Clusters of potential activity combined with the anticipated safety benefits form the basis for demand.

It is also important to consider the historical progression in public attitudes toward safety as well as the changing composition of the daily traffic patterns. What has changed is the number of cars on the road, the number of miles traveled, and the automobile activity around schools due to the modern schedule of the dual income family and the rise in the number of organized after school programs. Also changed is the demand for increased accessibility, the public's desire for streets centered less on the automobile, their expectations for a safe environment, the rise in walking as a form of recreation and a movement to reduce the need for automobile trips by using alternative forms of transportation (walking, biking and transit). The Committee has considered all of these thoughts in developing its recommendations.



As one speaker pointed out, there is a more heightened concern with safety today than in the 1980's. The Selectmen's Pedestrian Safety Committee did not even exist then at a time when compact cars were popular. As SUV's became popular in the 1990's, these larger vehicles posed more of a hazard. Further, many drivers are distracted by the use of cell phones and texting so the traffic hazards are greater today than in the past. In the 1980's, people did not wear helmets while skiing. Now, most people do. The wearing of helmets by operators of motorcycles under 18 years of age and passengers on motorcycles under 18 years of age became mandatory in Connecticut in 1990. See <http://usff.com/hldl/hlstatutes/connecticut.html>. The Traffic Calming program was implemented in 2007. The Safe Routes To School programs were undertaken in the mid-2000's at the demand of parents of school age children. All are an indication that attitudes have changed. The Committee has heard these concerns.

10. The Town should not increase impervious surfaces in areas subject to excessive runoff and flooding problems.

Unmitigated, the addition of impervious surfaces will result in increased runoff. Environmental regulations require that projects of a certain size prevent any increase in downstream runoff through the use of storm water detention methods. In many cases, ZIRO conditions (Zero Increase in Run-OFF) must be achieved as a requirement of local land use regulations. The Town endeavors to mitigate increases in impervious surfaces by installing grass buffer strips where possible as well as other alternative methods.

11. The final report should explain why traffic calming measures and safe routes for bicyclists and joggers are not a part of the report.

The Plan of Conservation and Development addresses bicycle planning and the Committee may be asked for its input on this subject in the future. Since sidewalks are not meant for bicycle use, the current effort is focused only on pedestrian travel.

12. Several commentators asked how a street that does not qualify for traffic calming measures qualifies for a sidewalk.

Sidewalks are simply the most effective means of increasing pedestrian safety. The purpose of traffic calming is to reduce the effects of adverse traffic conditions by attempting to influence driver behavior. Traffic calming devices are limited in both range and effectiveness based on the individual device and its application. When attempting to improve pedestrian safety, the primary objective is to reduce pedestrian exposure to vehicles. The best and most agreed upon method is to provide sidewalks. Research shows pedestrian/vehicle collisions are over two times more likely to occur at locations without sidewalks (FHWA-RD-87-038). No studies of traffic calming devices have been documented to match the performance of sidewalks in this respect.

13. Should there be a sliding scale for parks and playgrounds based on their use?

This appears to be a question of prioritization rather than need. DPW may consider the size and activity of a park in its development of the three year priority list.



14. Should the presence of trees be discussed as an issue? One commentator wrote that the need to cut down beautiful trees should weigh against the construction of a sidewalk. Should the report recommend methods for preserving trees when sidewalks are constructed?

The amount of tree cutting required goes to the constructability of a project and is governed by existing ordinance under the jurisdiction of the Department of Parks and Recreation. A small majority (56%) of the questionnaires indicated that mature trees should be cut if absolutely necessary. It is DPW practice to add compensatory trees on construction projects in consultation with the Town Tree Warden.

15. One commentator urged the Committee to look at the best practices in Connecticut.

The Committee, with the assistance of Town staff and the traffic consultant found no compilation of Connecticut municipal practices, but most cities and towns require sidewalks for new development. Some grant waivers for individual projects. Nationally, the trend is to require sidewalks on all but the most rural roads (residential zoning areas of less than 1 dwelling unit per acre (du/acre))

16. Many members of the public expressed a desire to be able to comment to the DPW on sidewalks that the DPW is prioritizing for construction. They asked how will members of the public directly affected by DPW sidewalk decisions know about those decisions and be able to comment to DPW regarding those sidewalk decisions.

The Committee's mission is to establish the appropriate criteria for the community to use in establishing a public "need" sidewalk plan. The development of a needs list is the first step in the process of project development. A project listed in the plan must go through several more steps before it would be constructed, and members of the public can comment during these next steps:

1. Constructability review by DPW which may include: survey (to establish available right of way), environmental impact assessment (tree removal etc.) and cost estimates to identify unusual cost issues i.e. rock removal, easement acquisition etc.
2. Prioritization by DPW: to be based on "Need" assessment, identified safety issues, sidewalk network analysis, cost analysis, neighborhood support and constructability issues, etc.
3. Funding allocation: the funding provided each year will be used for those constructible projects with the highest priority.
4. Design and public involvement: DPW-Engineering will prepare plans, review construction issues and meet with residents to discuss concerns. Individual property concerns are handled during the design of the project. The owners are able to work with DPW to a fair resolution to these issues.
5. Final review and recommendation to BET/Selectman for funding.



17. The final report should show how it is consistent with the Plan of Conservation and Development.

Relevant excerpts from the POCD support the Committee's recommendations.

- "Today Cos Cob has a strong vehicular connection to Downtown, because of Route 1 and Interstate 95. The center, known as the Hub, is divided by Route 1. The Cos Cob School, Library and stores are all within walking distance for many residents. The train station is removed from the commercial center.
- "To solve this problem Greenwich should consider creating a strong pedestrian and bicycle link to the train station, Cos Cob School, the Cos Cob Power Plant Park and the village core. . . ."
- "Downtown and a number of the villages are pedestrian-oriented places, with sidewalks and a street scale that make them pleasant places to walk. Pedestrians need a safe environment and Greenwich should continue to update safety measures, crosswalks and traffic controls throughout this area.
- "Greenwich needs to maintain and enhance existing sidewalks and eliminate gaps that exist in the system. Priority areas for sidewalk improvements should be village centers, around schools, and along Route 1.
- "5.13 Maintain and enhance the sidewalk system in Greenwich, especially along busy roads, around schools and near the railroad stations."

18. Should there be a process for periodically updating of the Committee's report?

The Committee's tasks have been to develop objective criteria for identifying those streets within the Town where sidewalks are needed, to obtain public input on the Committee's proposals, to apply those criteria to the streets recommended for sidewalks in the Selectmen's Pedestrian Safety Committee Report, to create a list (Needs List) of the streets on which sidewalks are needed, and to recommend a priority system for ranking sidewalk projects. These tasks have been completed. The criteria should remain valid unless there is a substantive and compelling change in conditions involving pedestrians in the Town. At that time, the Town may wish to revisit the criteria. The screening process whereby traffic counts are updated and applied under the criteria may result in changes in the Needs List from time to time, but that would only reflect changes in traffic conditions. At the point a sidewalk is identified on the Needs List, there would be many further steps in the process before a sidewalk project is built. The prioritizing process may give priority to streets that do not score as highly as other streets, but that is to be expected due to constructability issues as an example. DPW may adjust its prioritization methods based on direct input from the public, the Committee or the Administration.



- 19. A public need for a street has not been demonstrated if traffic calming measures obviate the need for a sidewalk by providing a sufficient level of safety for pedestrians.**

If traffic calming reduces the traffic volume of a roadway then the new traffic conditions may result in a revised need determination. This may occur if a roadway is partially closed or traffic is diverted in some other fashion. Speed humps and other traffic calming measures that focus on speed reduction are not likely to accomplish this.

- 20. A need for sidewalks has not been established when there has never been an accident or a reported incident in which a youngster's safety was compromised.**

Locations with a history of reported accidents should certainly be considered for sidewalks, but that is not the only definition of need used by the Committee as reflected by the public input process. "(Sidewalks) provide people with space to travel within the public right-of-way that is separated from roadway vehicles. They also provide places for children to walk, run, skate, ride bikes, and play. Sidewalks are associated with significant reductions in pedestrian collisions with motor vehicles. Such facilities also improve mobility for pedestrians and provide access for all types of pedestrian travel: to and from home, work, parks, schools, shopping areas, transit stops, etc." (FHWA-RD-042)

- 21. Byram should be kept green and not paved over with sidewalks.**

Landscaped buffers are encouraged in the design of sidewalks.

- 22. Do the Committee's recommendations affect previously approved Safe Routes projects?**

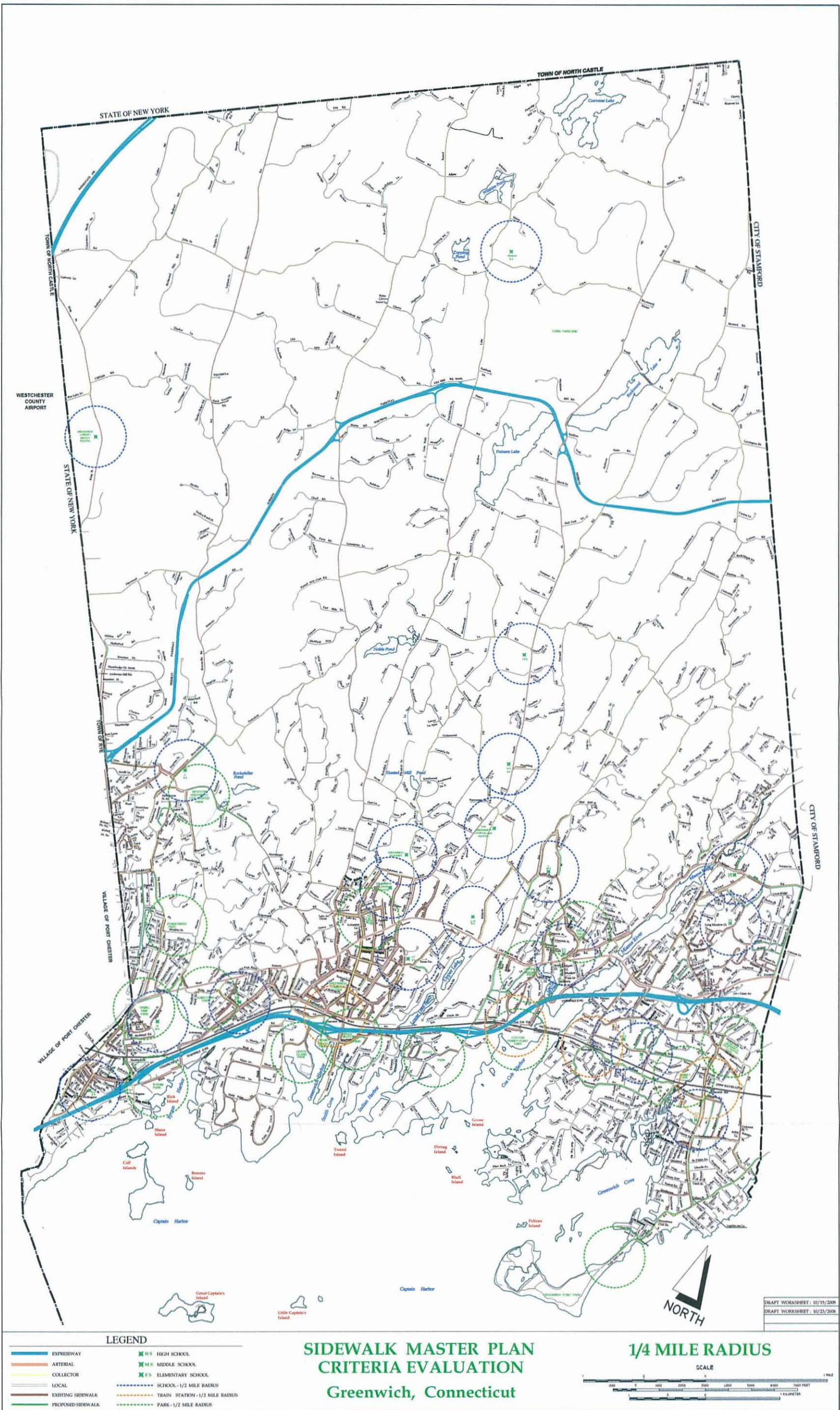
The Committee has reviewed the Safe Routes to School reports for Cos Cob, North Mianus, Riverside, Dundee, and Old Greenwich. These reports contain public input and recommendations that are beyond the scope of these recommendations. Any information deemed by the Committee to be relevant to new sidewalk construction or pedestrian safety has been considered in the development of these recommendations. All other information has been previously reviewed and addressed by the Department of Public Works through the Capital Improvement Plan, the Neighborhood Traffic Calming Program, or through the normal engineering and maintenance operations of the Department.

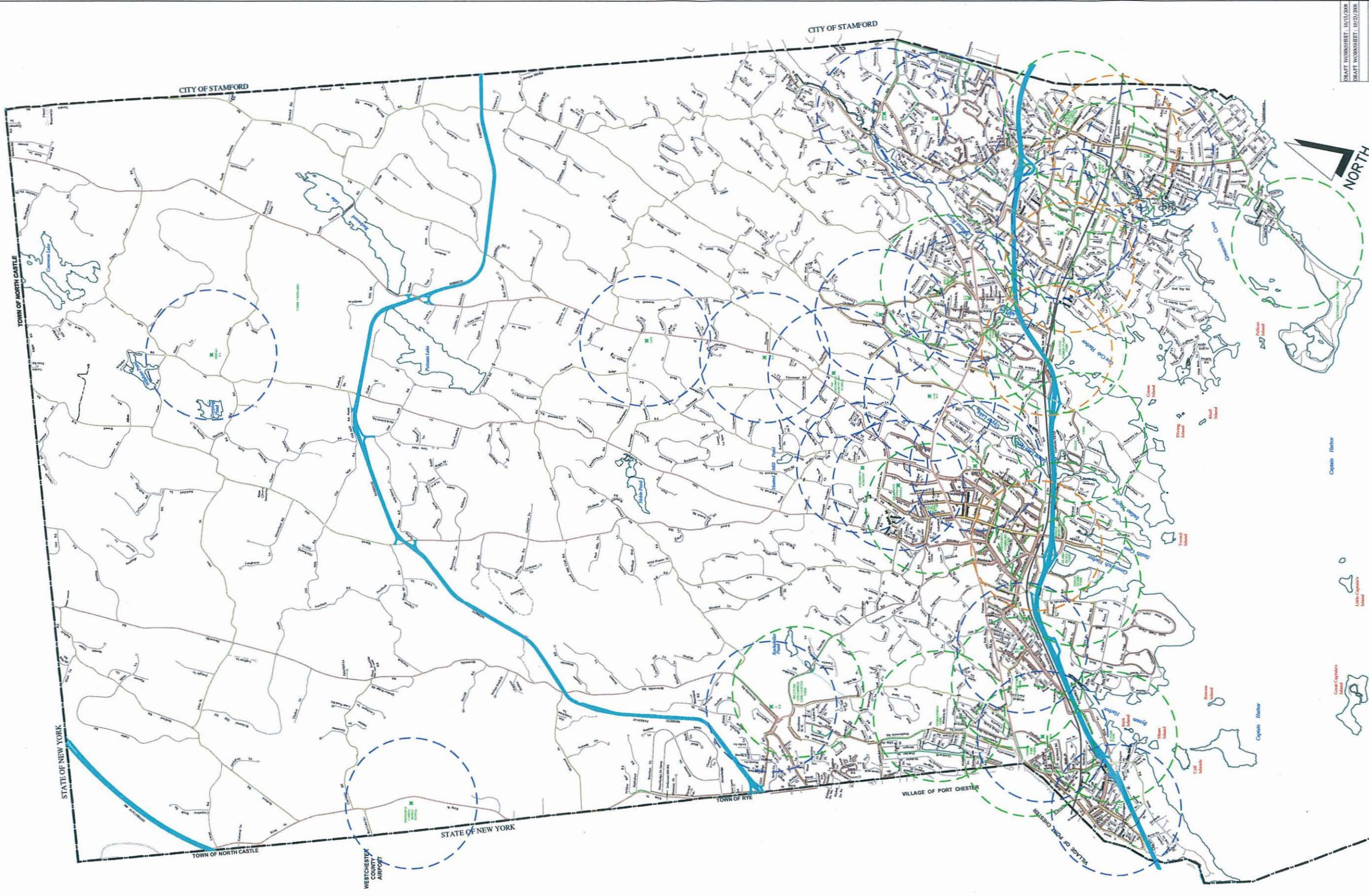


Appendix H

Pedestrian Generator Radius Maps







DRAFT WORKSHEET, 10/11/2008
DRAFT WORKSHEET, 10/23/2008

LEGEND

EXTRAWAY	HIGH SCHOOL
ARTERIAL	MIDDLE SCHOOL
COLLECTOR	ELEMENTARY SCHOOL
LOCAL	SCHOOL - 1/2 MILE RADIUS
EXISTING SIDEWALK	TRAIN STATION - 1/2 MILE RADIUS
PROPOSED SIDEWALK	PARK - 1/2 MILE RADIUS

1/2 MILE RADIUS

**SIDEWALK MASTER PLAN
CRITERIA EVALUATION**

Greenwich, Connecticut

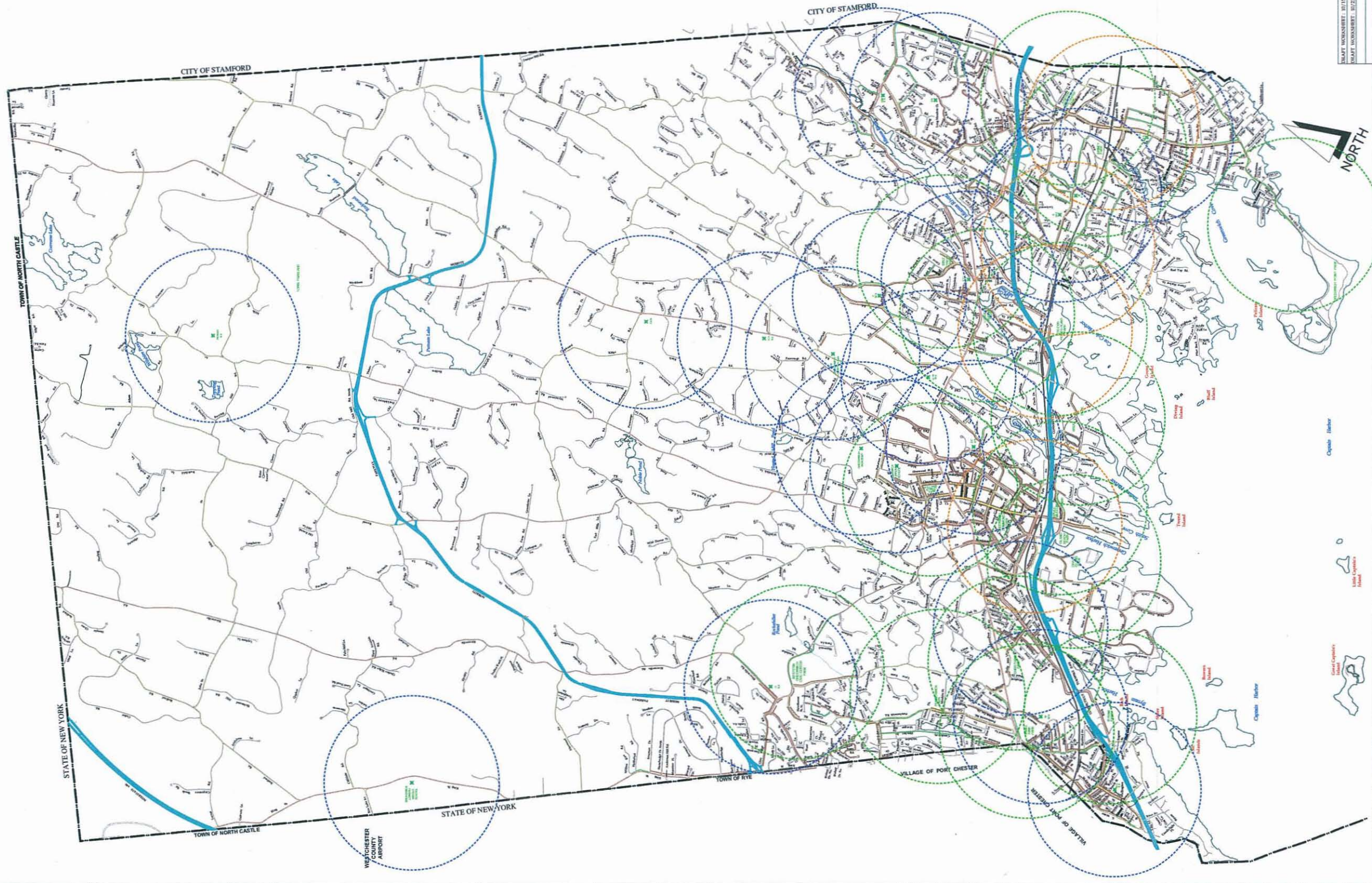
SCALE

1 INCH = 1 MILE

1 INCH = 1 MILE

1 INCH = 1 MILE

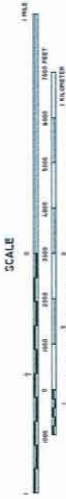
NORTH



SEAT WORKSHEET: 10/15/2008
SEAT WORKSHEET: 10/21/2008

2/3 MILE RADIUS

SIDEWALK MASTER PLAN CRITERIA EVALUATION Greenwich, Connecticut



- LEGEND**
- EXPRESSWAY
 - ARTERIAL
 - COLLECTOR
 - LOCAL
 - EXISTING SIDEWALK
 - PROPOSED SIDEWALK
 - HIGH SCHOOL
 - MIDDLE SCHOOL
 - ELEMENTARY SCHOOL
 - SCHOOL - 2/3 MILE RADIUS
 - TRAIN STATION - 2/3 MILE RADIUS
 - PARK - 2/3 MILE RADIUS

