

SHERMAN CENTER CONNECTIVITY STUDY

Walk Audit

Friday, November 14, 2025

2:00 p.m. – 4:00 p.m.

Charter Hall (see presentation for map of walking route)

Attendees

- First Selectman Don Lowe
- Barbara Ackerman
- Scott Murray
- Marie Mennonna
- Tim Laughlin
- Kate Frey
- Kris Fazzone
- Amal Malik, WestCOG
- Kristin Hadjstylianos, WestCOG
- Kristin Floberg, WestCOG
- Francis Pickering, WestCOG

Presentation Summary

Kristin Floberg (WestCOG) opened the audit, thanking everyone for their participation. Kristin Floberg and Amal Malik (WestCOG) gave a pre-audit presentation to share the study overview, and draft study vision statement. They then highlighted a selection of the existing conditions of the study area including traffic volumes, bicycle and pedestrian volumes, and crash history. The presentation also included slides on how to give a walk audit, what to look for in the field, safety guidelines, and the planned walking route.

Scott asked if the Study Area included the intersection with the traffic light (Route 37/Jericho Road South/Brinsmade Lane/Holiday Point Road). Children are often spotted walking from the Town Center towards the intersection and Atchison Cove and a sidewalk should be considered along Route 37.

For further detail on the material shared, refer to the presentation. This document summarizes the discussion.

Walk Audit Observations

- **Starting Point: Charter Hall/Town Green Area** – Participants began at Charter Hall and walked north, discussing the area surrounding the town green, IGA, nearby shops, and municipal buildings. The town green is widely used for community events such as the fall festival and summer concerts. Participants noted that pedestrian circulation in this area could be made more connected and intuitive.

- **Fire House Area** – In front of the fire house, participants observed that the long curb cut creates an uncomfortable experience for pedestrians moving across the space. They also noted the absence of sidewalk, crosswalk, and ramp connections in this immediate area. It was mentioned that the street is often used for parking during certain firehouse activities, which could influence future design considerations. On the south side of the fire house, participants expressed interest in potential pedestrian access to the town green, though the grade change would need to be considered to maintain accessibility.
- **Route 37 Crossing towards The Sherman School** – After crossing Route 37 toward The Sherman School and walking southbound, participants observed that the curve and slight crest near the cemetery limit sight distance for drivers approaching the Route 37/Route 39/School intersection. This is the only area observed with sidewalk on the south side of the road connecting the school with the library. It is approximately five feet wide; some asphalt cracking with limited obstructions.
- **Sawmill Road/Route 37 Intersection** – At the intersection of Sawmill Road and Route 37, participants noted no crosswalk across Sawmill Road. The Sherman sign/light island in the middle of the crossing can be difficult to maneuver around. It was suggested that making the sign/light island larger to accommodate pedestrian refuge could add protection and realigning the curbs on either side would provide a clear path. Participants also mentioned that when vehicles are parked in front of The Old Store, sightlines to the crosswalk may be reduced. A curb extension was suggested as a possible way to calm turning traffic and improve visibility.
- **Route 37 in front of the Senior Center** – Participants expressed the perception that vehicles travel at relatively high speeds through this portion of Route 37. One concept discussed was adding a brick or stamped-brick median to visually narrow the roadway and potentially provide pedestrian refuge near the Senior Center crosswalk. A mountable design could allow use by larger vehicles if needed while discouraging routine use. Participants also commented that two pedestrian crashes known informally to community members were not shown in the crash report provided during the presentation, possibly due to occurring outside the analysis timeframe or being unreported.
- **Route 37 in front of Historical Society** – Participants noted that this area is frequently used by pedestrians during events, summer camp, and after school programming at the Historical Society. Visitors commonly park at several municipal and community locations (The Sherman School, Town Hall area, Veteran's Field, Colonial Park) and walk to the Historical Society property. Participants expressed interest in improving pedestrian circulation in this area.
- **Colonial Park** – Participants discussed access to Colonial Park and the potential new Senior Center location as important future destinations. The terrain and roadway width along Route 37 south of the Historical Society may limit the feasibility of a traditional sidewalk. An alternative route, such as a wooded path from Sawmill Road to Colonial Park, was suggested for further evaluation.
- **Southern End of Study Area** – Although outside the walk audit route, participants discussed conditions near the intersection of Route 37 and Route 39. They observed that some drivers appear to travel quickly on Route 37 and that sight distance for drivers

entering from Route 39 or the Post Office driveway may be constrained. It was noted that the nearby bridge could complicate potential intersection realignment, and that any such work might be more feasible during future bridge replacement.

- **Sawmill Road** - Along Sawmill Road, participants reported feeling relatively comfortable despite the lack of sidewalks, noting that vehicle speeds appear lower here. Speed humps installed several years ago were said by Town staff to have contributed to reduced speeds. This road is commonly used by residents walking to the town beach and the Veteran's Field walking track.
- **Veteran's Field/The Sherman School** - School staff described a potential pedestrian connection between Veteran's Field and the school entrance that may be built as part of the school renovation project. Participants expressed interest in this connection in the future, with consideration for maintaining separation between public access areas and the school playground
- **Route 37 between Sacred Grounds Coffee Roasters/The Sherman School** - Looking east from the school entrance, participants noted that while the crosswalk signs on Route 37 are visible, the pavement markings are harder to see at a distance due to the roadway's crest. Participants discussed the possibility of enhanced warning devices, such as a Rectangular Rapid Flashing Beacon (RRFB). Participants also noted the absence of sidewalk or ramp connections to the crosswalk, which could be evaluated in future design efforts.