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# NORWALK
## ROUTE 1 CORRIDOR MASTER PLAN STUDY
Connecticut Ave / Van Buren Ave

# FINAL REPORT

DECEMBER 2025

# ACKNOWLEDGMENTS


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## APPENDICES



*Information in this plan is conceptual and intended for planning purposes only. Design details, estimates, property impacts, and related elements will be refined during future design phases*

# EXECUTIVE SUMMARY

U.S. Route 1 is one of Norwalk's most significant corridors, serving as both a regional arterial and a local connector of neighborhoods. The 2.9-mile study area, extending from the Darien town line to Belden Avenue, supports thousands of daily trips by car, bus, bicycle, and foot. It connects residents, workers, and visitors to major destinations. Yet, it faces many challenges pertaining to safety, congestion, and accessibility.

Developed through a partnership between the Western Connecticut Council of Governments (WestCOG), the City of Norwalk, the Connecticut Department of Transportation (CTDOT), and the Norwalk Transit District (NTD), the Norwalk Route 1 Corridor Master Plan Study establishes a bold, implementable vision to transform the corridor into a safer, more efficient, and more vibrant multimodal gateway to Norwalk.

## VISION & GOALS

The project partners developed the following vision for Route 1:

**In partnership with residents, businesses, and government, Route 1 (Connecticut Ave/Van Buren Ave) in Norwalk will have a coordinated land use and transportation design that will deliver safety for all road users, connect communities to jobs and amenities, enhance quality of life, and create a vibrant gateway to Norwalk.**

This plan for Route 1 kept this vision central to the decision making throughout the process. The project partners developed the following goals to achieve the vision:

- **Eliminate fatalities and serious injuries on the corridor.**
- **Provide convenient, accessible, and reliable connectivity for all modes.**
- **Remove barriers to jobs, education, and services for residents, workers, and visitors, regardless of mode.**
- **Create an attractive and pleasant gateway into Norwalk.**
- **Enhance opportunities for mixed-use, sustainable economic development within the study area.**
- **Develop implementable, meaningful solutions.**

## EXISTING CONDITIONS

The study corridor currently functions as a four-lane principal arterial carrying approximately 13,000 to 20,000 vehicles per day, with heavy interaction between local traffic and I-95-related regional travel. Safety is a central concern. Between 2019 and 2023, the corridor experienced approximately 1,400 crashes, including two fatalities and 22 bicycle- or pedestrian-involved crashes, with the highest concentrations near Scribner Avenue and the I-95 Exit 14 ramps. Outdated traffic signals, short cycle lengths, frequent driveways, and skewed intersections contribute to stop-and-go conditions and risky driver behavior.

For people walking, biking, and taking transit, conditions are especially challenging. Sidewalk gaps force pedestrians into roadway shoulders, crosswalks are infrequent, and crossing distances are long. The corridor lacks dedicated bicycle facilities, despite demonstrated demand. Transit ridership is relatively high, yet many bus stops lack shelters, seating, or safe pedestrian access. Environmentally, Route 1 stands out from adjacent neighborhoods for its lack of tree canopy and green infrastructure, contributing to heat, noise, and a generally uninviting streetscape.





## THE CORRIDOR CONCEPT PLAN

The Route 1 Concept Plan proposes a comprehensive, corridor-wide redesign that balances regional mobility with neighborhood livability. Core elements include completion of sidewalks on both sides of the roadway, new crosswalks at all signalized intersections, and a continuous multi-use path along the full length of the corridor.

Traffic operations are improved through modernized signals that will results in a 10% decrease in average vehicle travel time and a 12% decrease in stops. Signals will also allow for longer pedestrian crossing times, Leading Pedestrian Intervals, and Transit Signal Priority.

The plan also right-sizes portions of Route 1 by reducing excess travel lanes and reallocating space for medians, bus pull-outs, bicycle and pedestrian facilities, and school-related queuing. Additionally, targeted redesigns of intersections will address visibility and alignment challenges.

Finally, the plan emphasizes placemaking and environmental enhancements. Wider amenity zones allow for street trees, green infrastructure, pedestrian-scale lighting, public art, and gateway treatments. Together, these elements transform Route 1 from a vehicle-dominated arterial into a safer, greener, and more welcoming corridor for all roadway users.

## IMPLEMENTATION AND NEXT STEPS

Recognizing the scale and complexity of the improvements, the plan outlines a phased implementation strategy spanning near-, medium-, and long-term horizons. Early projects focus on closing critical sidewalk gaps, enhancing bus stops, implementing road diets, and advancing signal upgrades. Medium- and long-term phases address major intersection reconstructions, bridge replacements, and full build-out of the multi-use path. The plan identifies a range of federal and state funding opportunities.

Successful implementation will require continued coordination among CTDOT, the City of Norwalk, WestCOG, and transit providers, as well as alignment with future development along the corridor. The Norwalk Route 1 Corridor Master Plan Study provides an actionable roadmap to improve safety, mobility, equity, and quality of life. Together, these improvements position Route 1 to function as both a critical regional connector and a more livable main street for western Norwalk.

# A BOLD VISION FOR ROUTE 1 IN NORWALK

The 2.9-mile segment of U.S. Route 1 (Connecticut Avenue and Van Buren Avenue) in western Norwalk stretches between the Darien border and Belden Avenue. It is an active corridor, with thousands of people entering and leaving Norwalk via every day. They drive, take transit, walk, and bike to dozens of corridor businesses, hundreds of homes, and many community destinations. This plan was developed in coordination with community members and local, regional, and state partners to better reflect Norwalk's vibrancy through improved operations and new multimodal infrastructure.

## ROUTE 1'S SIGNIFICANCE TO THE REGION

Route 1 is a major commercial spine home to popular retail destinations such as Costco, Target, Home Depot, Lowe's, and Wegmans. These destinations draw people from across Norwalk and the entire region throughout the week. Additionally, Route 1 is an important connector. It is a part of the National Highway System and runs through shoreline communities in Connecticut and neighboring states. The corridor is parallel to I-95 and offers relief when the interstate is congested, so recommendations in this plan have been evaluated from both a local and regional lens.

## THE CHALLENGES OF ROUTE 1

Route 1 has many challenges. Safety is a top concern. The Scribner Avenue intersection is one of the top crash locations in the city; sidewalk gaps result in pedestrians walking in shoulders; a multitude of driveways create conflict points; and skewed intersections limit driver visibility. Additional challenges include stop-and-go traffic, outdated signals, limited bicycle infrastructure, too few crosswalks, and limited shelters and seating for transit riders. Moreover, sparse tree canopy combined with extensive impervious surfaces intensifies summer heat, amplifies noise, and detracts from the corridor's overall visual quality. This plan discusses each of these challenges in more detail and addresses them through a comprehensive redesign of the corridor and its signals.

## THE SHARED VISION FOR CHANGE

The City of Norwalk, with newly adopted Complete Streets design guidance and overhauled zoning regulations, is focused on creating a multimodal corridor that manages vehicular flows with use of best practice technology to reimagine what is possible. Through a combination of infrastructure and signal improvements, this plan recommends improvements that will balance a variety of multimodal needs. Highlights include:

- A coordinated plan for signal timing that will reduce stop-and-go traffic and allow for more efficient operations
- A continuous sidewalk on both sides of Route 1 and new crosswalks at all major intersections
- A multi-use path with connections to the greater bicycle and pedestrian network
- Enhanced transit stop facilities and optimization of bus stop locations
- New opportunities for trees, green infrastructure, and public art



A BOLD VISION FOR ROUTE 1 IN NORWALK

## VISION & GOALS

The Western Connecticut Council of Governments (WestCOG), the City of Norwalk, the Connecticut Department of Transportation (CTDOT), and the Norwalk Transit District (NTD) developed the following vision for Route 1:

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**Create an attractive and pleasant gateway into Norwalk.**

**Enhance opportunities for mixed-use, sustainable economic development within the study area.**

**Develop implementable, meaningful solutions.**

## BUILDING ON PREVIOUS WORK

This plan builds upon the conclusions of prior planning studies to understand the historical context and future vision for transportation in this corridor.

- Norwalk's new zoning code provides an exciting vision for the corridor that is walkable, bikeable, and mixed-use.
- The Norwalk Transportation Master Plan and WestCOG's Metropolitan Transportation Plan indicate support for addressing safety concerns, stop-and-go traffic, active transportation needs, and transit priority measures.
- The Route 1 Bus Rapid Transit Feasibility Study and Coastal Corridor Study also propose transit priority measures.
- The Norwalk Transit District's Comprehensive Operational Analysis proposes route changes and bus stop relocation.
- This plan uses design guidance from the Norwalk Complete Streets Policy and Design Manual for all design recommendations.

## READING THIS PLAN

This report is organized to guide readers from understanding existing conditions to evaluating and implementing the recommended improvements.

- **Route 1 Today** summarizes existing corridor conditions
- **Planning Process** details the public and stakeholder engagement
- **Recommendations for Route 1** presents a summary of the recommendations for Route 1
- **Implementation Plan** outlines the project phasing, cost estimates, funding opportunities, and responsible parties ("champions").

Detailed technical information, including existing conditions data, traffic analyses, and full concept plan sheets, can be found in the Appendices.

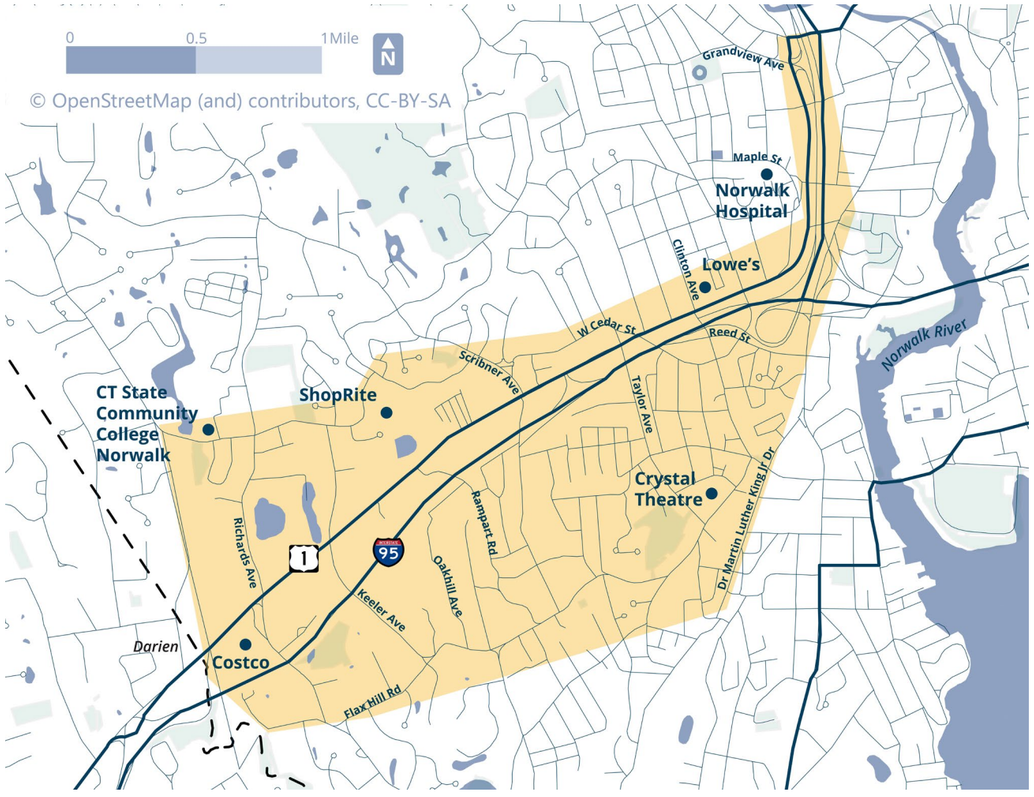
# ROUTE 1 TODAY

As an active, regionally significant corridor connecting major institutions, commercial districts, and neighborhoods, the Route 1 corridor serves users of all ages and all abilities. Major findings from the review of existing conditions are highlighted below; further detail on each of these topics can be found in the Existing Conditions Memorandum, Appendix B.

# STUDY AREA OVERVIEW

The study focuses on the 2.9-mile segment of US Route 1 (Connecticut Avenue & Van Buren Avenue), extending from the intersection with West Norwalk Road to the intersection of Riverside Avenue, Belden Avenue, and Spring Hill Avenue. The study area for analysis centers on the corridor though recommendations for some nearby roads, such as West Cedar Street and Cossitt Road, have been included. For most of the study corridor, Route 1 is locally designated as Connecticut Avenue, becoming Van Buren Avenue at the eastern end of the study corridor. In addition to its importance as a major destination, the corridor borders Darien and therefore functions as a gateway to the City of Norwalk.

Figure 1. Study Area




*Study area for the Route 1 Corridor Master Plan Study*





## DEMOGRAPHIC ASSESSMENT

The community is diverse in both race and age. More than half of the Golden Hill neighborhood south of Route 1 identifies as minority and a third have limited English proficiency. Median household incomes along the corridor are lower than citywide and regional averages, indicating a higher reliance on affordable transportation options. In the western segment of the corridor, adults aged 65 and older comprise roughly one-third of the population, influenced in part by the presence of an assisted living facility. These demographic conditions underscore the importance of prioritizing safe, comfortable pedestrian and transit access, particularly for older adults, as well as non-vehicular travel options for lower-income households. Elevated rates of limited English proficiency highlight the need for multilingual public-facing materials, including wayfinding, transit information, and outreach associated with corridor improvements.

# ROUTE 1 NEEDS

## TRAFFIC

This portion of Route 1 is a principal arterial with two through lanes in each direction carrying roughly 20,000 average annual daily traffic (AADT) on the western portion and 13,000 AADT on the eastern portion. Traffic volumes and the results of Existing and 2040 No Build traffic analysis are available in the full Existing Conditions Memorandum, Appendix B.

The frequency of traffic signals and short cycle lengths contribute to the stop-and-go traffic conditions seen today. Short cycle lengths have a greater proportion of "wasted time" where much of the allotted cycle length is used to transition from one direction of traffic to another. Additionally, movements to and from Route 1 have more substantial delays; they are near capacity during the peak hours, meaning that some drivers have to wait more than one cycle at the traffic light. The worst operational bottlenecks occur at the following intersections, where multiple approaches deteriorate during the busiest periods of the week. (Approaches at additional intersections were also shown to deteriorate.)

- Connecticut Avenue at Richards Ave
- Connecticut Avenue at Keeler Ave
- Connecticut Avenue at Scribner Ave

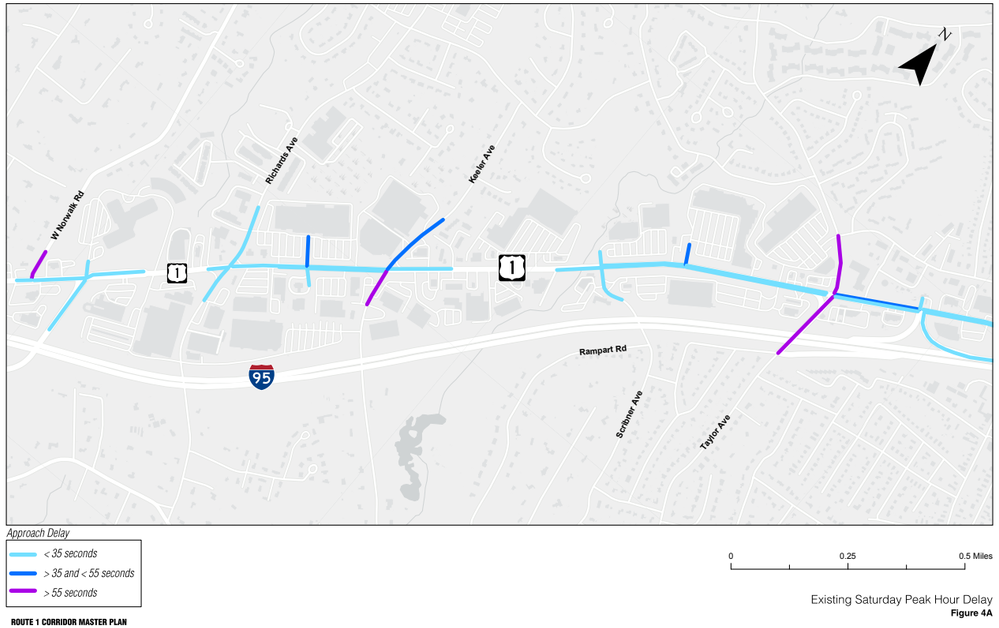
If signals are not updated, traffic conditions are expected to worsen, particularly at the side street approaches to Route 1.

*Queueuing for school pick-up at Jefferson Elementary School*

An analysis of movements throughout the corridor found that the western segment is heavily associated with I-95: 36% of the traffic using this corridor comes from I-95 and about 33% of traffic leaving the corridor is going to I-95, most of which uses Scribner Avenue. The eastern segment has a stronger association with the local network but still approximately 25% of the traffic comes from I-95.

*Transit stop locations and a lack of crosswalks contribute to high rates of pedestrians crossing mid-block west of Scribner Avenue.*

Figure 2. Existing Saturday Peak Hour Delay




Existing Saturday Peak Hour Delay
**Figure 4A**

*During the busiest times of the week, delays for side street approaches to Route 1 deteriorate, particularly near the big box stores on the west side of the study area.*





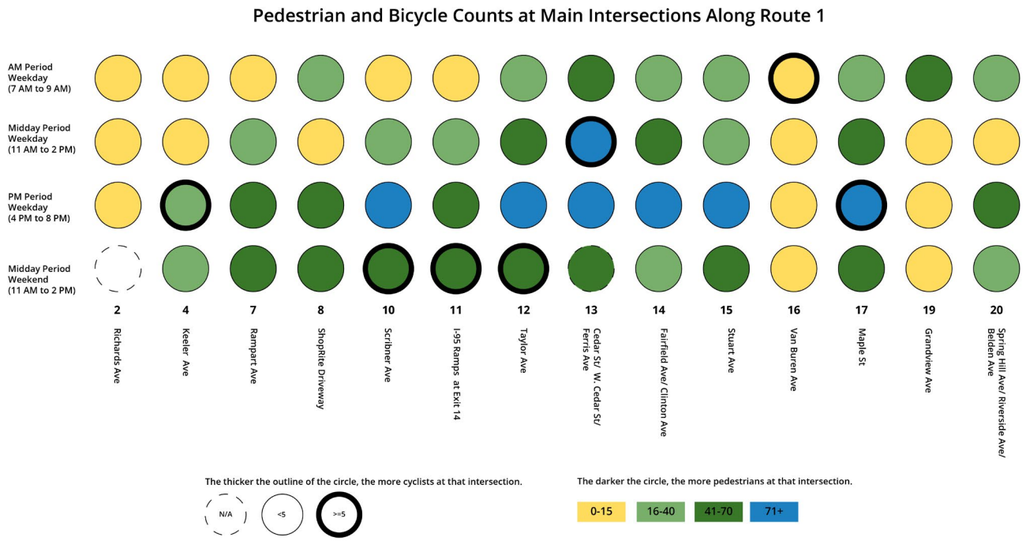
## WALKING, BIKING, AND ACCESSIBILITY

Although sidewalks are present along much of the corridor, notable sidewalk gaps exist. These include east of Elmcrest Terrace on Van Buren Avenue and between Rampart Avenue and Keeler Avenue. Only a select number of intersections, including those at large shopping plazas, have pedestrian signals, crosswalks, and curb ramps. Amenity zones are generally absent, but where they exist consist of grass patches measuring between three to six feet in width. Audible pedestrian signals are largely absent on the corridor. Maintenance is lacking in some locations, driveways cut through the sidewalks throughout the corridor, and obstructions (such as signage, poles) that reduce the sidewalk width are present. In most locations, sidewalk (and any associated curb ramps) replacement is warranted.

There are long distances on Route 1 with no opportunities to cross the multiple lanes of travel, particularly on the western portion where these distances can measure up to a quarter mile. This, combined with inadequate crossing time, presents safety concerns. Pedestrians are frequently seen crossing Route 1 at unmarked locations.

Route 1 lacks bicycle infrastructure, and the complexity of the intersections, high speeds, and unpredictable vehicular movements present an inhospitable environment for bicycling. However, cyclists need this corridor for the same reason other road users do: they need to reach jobs, grocery stores, and other destinations in a road network that lacks convenient east-west alternatives.

Figure 3. Pedestrian and Bicycle Counts at Main Intersections Along Route 1




*Bicyclists were counted at locations across the study area during all analysis periods. The highest concentrations of pedestrians were counted during the weekday pm peak hour, especially east of Scribner Avenue along Connecticut Avenue.*



*Over 1,000 riders use transit stops on the corridor today.*

## TRANSIT

Route 1 is an important corridor for transit service for access to the regional destinations it connects. Prior to recent Norwalk Transit District (NTD) Comprehensive Operational Analysis which resulted in a bus network redesign, five of the nine system routes traveled along the study corridor. Additionally, CTtransit Route 341 traverses the length of the study area. According to ridership data from October 2023, approximately 463 passengers are served by NTD on a daily basis along Route 1, with slightly more on weekends. CT Transit serves 553 daily weekday boardings within the study area.

The locations with the highest number of people boarding and getting off the bus include:

- Connecticut Avenue at Richards Avenue
- Norwalk Community College at West Campus
- Connecticut Avenue at Pearl Vision (WB)
- Connecticut Avenue between Taylor Avenue and Fairfield Avenue (EB)
- Connecticut Avenue between Taylor Avenue and Glenwood Avenue (WB)





The high ridership of this corridor makes it a significant transit corridor, but it lacks bus stop facilities and stops have limited accessibility. Although benches have been added in some locations, riders have been observed sitting on tree roots and turned over shopping carts while waiting for the bus. Near Target, a curb ramp is present at a bus stop which directs pedestrians into the roadbed (for a bus), which is not recommended. Level-boarding is not present at any bus stop within the study area. On the eastern portion of the corridor, bus stops are located more closely to pedestrian signals while on the western portion of the corridor, bus stops are located further from signalized intersections, where crosswalks, pedestrian signals, and curb ramps are not always present. Bus stops close to signalized intersections with crosswalks are inherently safer and more comfortable for riders, as mid-block crossings force a choice between a longer walk to destinations and a dangerous crossing of Route 1 without any signal control.

The corridor does not currently operate any transit signal prioritization, even though this has been a long-time goal of the region. There is a pilot underway at three signals on Connecticut Avenue.

Following NTD's bus network redesign, the revised routing provides more direct access to Norwalk Hospital and SoNo for routes that run along Connecticut Avenue. NTD no longer runs along Van Buren Avenue, and instead crosses the corridor at Maple Avenue as it approaches downtown Norwalk. The plan's recommendations also included the establishment of stops, replacing the flag-system which occurs today.


*NTD and CTtransit routes provide access to employers, commercial destinations, and schools on or near Route 1.*

## SAFETY

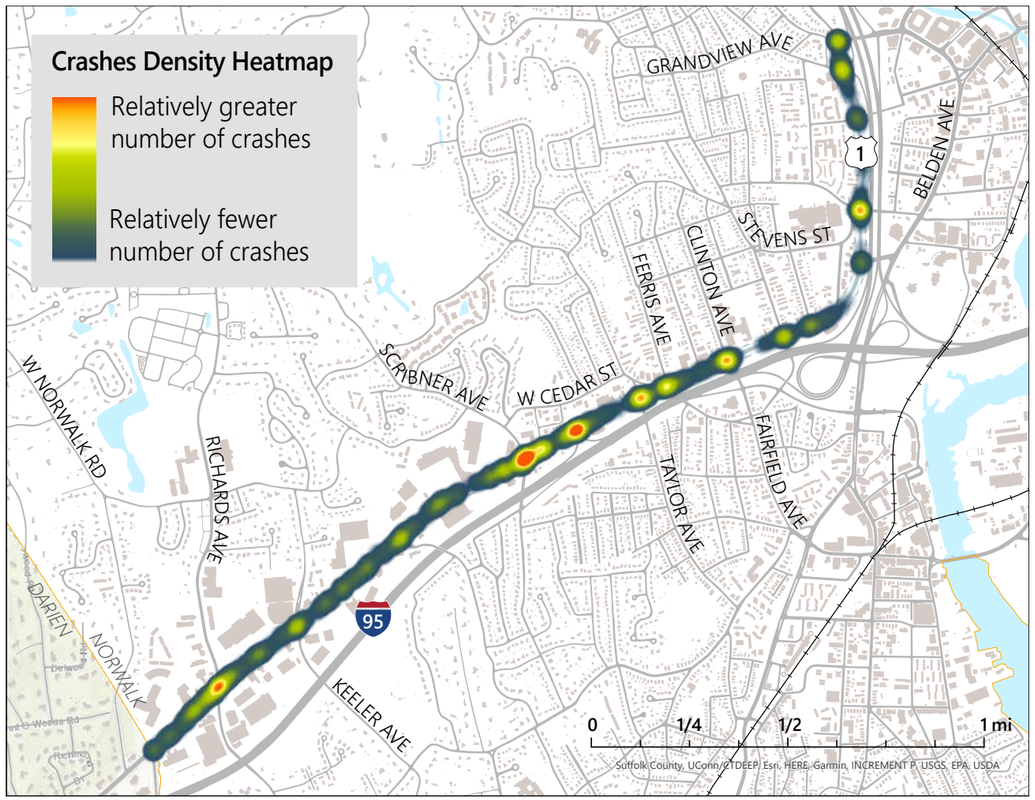
Between 2019 and 2023, there were 1,400 total crashes along the corridor including two fatalities and 22 bicycle- or pedestrian-involved crashes. Twenty-one percent of crashes resulted in a serious injury or fatality. The greatest number of crashes were focused at the intersections with Scribner Avenue and the Exit 14 ramps. There were also concentrations of serious injury crashes outside of signalized intersections along the western segment of the study area, at big box commercial driveways.

**1,400**
**TOTAL CRASHES ALONG THE CORRIDOR**

**2**
**FATALITIES**

**22**
**BICYCLE- OR PEDESTRIAN-INVOLVED CRASHES**

Figure 4. Crash Density Heatmap




*There has been a dense concentration of crashes throughout the study area. Outside of the Scribner Avenue to Exit 14 ramps core area, crash hotspots also exist at Richards Avenue, between Taylor Avenue and Fairfield Avenue, and at Maple Avenue.*





## FREIGHT, DRIVEWAYS, AND OTHER CURB CUTS

Heavy vehicles, including trucks and buses, comprise approximately 6 to 15 percent of the daily traffic volumes on US Route 1, which is higher than regionally comparable portions of Route 1 through other Connecticut shoreline cities. The highest heavy vehicle percentages are southbound between the intersections of Van Buren Avenue and Connecticut Avenue and US Route 1 and Exit 14 of Interstate 95 where approximately 10 to 15 percent of vehicles are trucks or buses.

Many of the intersections on the western end of the study area have substantial skews (i.e. Scribner Avenue, Keeler Avenue, and Richards Avenue) which pose challenges for large freight delivery due to the wide turning radius they require. These contribute to the long crossing distances, and missing crosswalks at these intersections today.

Route 1 is marked with numerous driveways particularly west of I-95 Exit 14. These are highly concentrated around the regional commercial destinations which characterize the western segment of the study area. There are fifteen drive-throughs west of Elmcrest Terrace in addition to the multitude of other driveways and curb cuts along the corridor. A high concentration of curb cuts disrupts corridor operations by introducing frequent turning movements that reduce traffic flow efficiency and increase delay for all users. Closely spaced access points also limit curbside management flexibility, constrain opportunities for transit stop placement, parking, and streetscape elements, and contribute to driver confusion.


*West of Scribner Avenue, frequent curb cuts disrupt the pedestrian environment.*

## LAND USE

The dominant zoning district along the Connecticut Avenue portion of the study area is a mixed-use, medium density district aiming to balance auto- and pedestrian-oriented environments. It supports a mix of building types, as well as variety of uses including residential, office, and commercial.

Along most of the corridor, current land use patterns do not reflect this recent zoning regulation update, especially along the western segment which is dominated by big box retail. Significant development activity has occurred during the study timeline including but not limited to the Costco expansion project (focused on parking); Wegmans supermarket; and conversion of the former Walmart space into a new Target store. Additionally, there is a new Fire Department Station and multifamily residential development in the vicinity of Cedar Street to Stuart Street.

**CD-3C** **TABLE 4.3.1-G DISTRICT STANDARDS:**
**GENERAL URBAN – CORRIDOR COMMUNITY DISTRICT**

*The new zoning regulations depict minimal setbacks, back entrance parking, a density of mixed-use buildings, and a significant tree canopy as goals in areas like Route 1.*

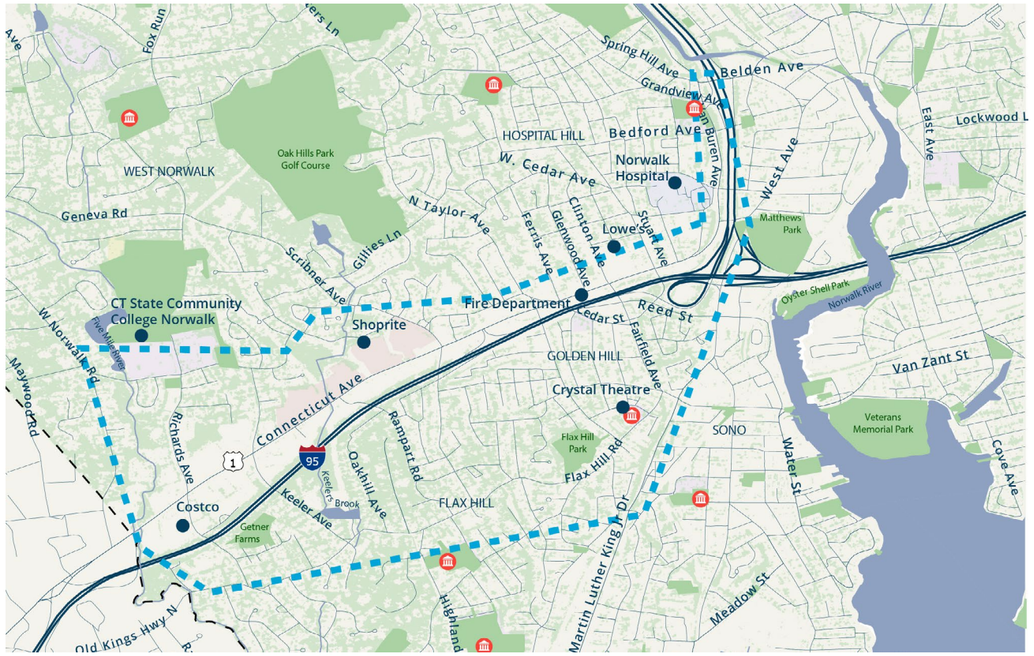




## ENVIRONMENT

Norwalk's neighborhoods north and south of the corridor have a consistent tree canopy, but Route 1 has few trees contributing to the high surface temperatures on the corridor. The concentration of large parking lots and impervious pavement also contribute to ground temperature exposure and present vulnerability for localized flooding and drainage issues. Steep slopes are present in the vicinity of Keelers Brook; near the I-95 Exit 14 ramps; and along Van Buren Avenue parallel to Route 7. Wetlands exist along Keelers Brook and Five Mile River.

Figure 5. Norwalk's Tree Canopy relative to the Route 1 corridor




*The Route 1 corridor is a significant gap of the city's tree canopy, contributing to high surface temperatures and an unpleasant environment for non-motorists.*


## SUMMARY OF KEY FINDINGS

Key challenges facing the Route 1 corridor include:

- The pedestrian network is incomplete. Sidewalk gaps and missing crosswalks must be addressed.
- There are no bicycle facilities on Route 1. The corridor is a barrier for bicyclists attempting to reach key destinations like grocery stores and the local Hospital and Community College.
- Despite consistent, relatively high ridership, transit riders are left without shelter or seating on most of the corridor. They frequently cross at midblock locations to make a bus connection. This is due in part to midblock bus stop siting and a lack of convenient crosswalks.
- The driver's experience is characterized by confusing curb cuts, turn lanes, and frequent congestion on Connecticut Avenue. This is backed up with high crash rates throughout the study area but especially at Scribner Avenue.
- The city's new zoning regulations envision a commercial district that is multimodal and vibrant. This signifies the need for coordinated land use and transportation effort to manage access, promote non-vehicular use, and reduce setbacks.
- Despite its place as a regional retail hub, the corridor does not welcome visitors or residents. There is a lack of trees and placemaking.

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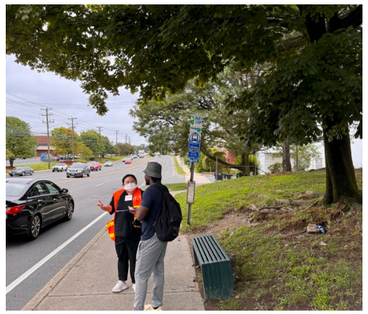
# PLANNING PROCESS

This plan was developed with significant contributions from members of the public and local, regional, and statewide stakeholders. The engagement took place across three phases of the project. The major outreach events are outlined below.

PLANNING PROCESS

Figure 6. Public Process



**APRIL 2024**

Members of the Project Advisory Committee – representatives from WestCOG, the City of Norwalk, CTDOT, and NTD – discuss corridor needs and develop the initial vision for the corridor.

**AUGUST 2024**

The project team conducts extensive pop-up outreach on the corridor, visiting eleven bus stops and 70% of study area businesses. Participants expressed desire for:

- More crosswalks and street lighting on the corridor
- Better signal coordination to reduce stop-and-go traffic
- Improved bus stop facilities with more direct access to destinations
- Faster, more frequent bus service with expanded hours of operations

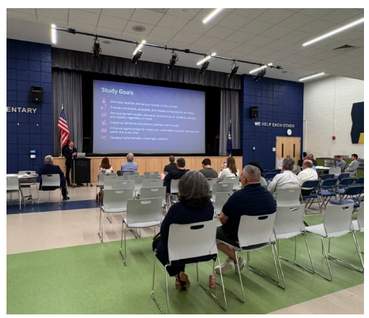
## Understanding the Challenge

**MAY 2024**

Members of the public, elected officials, and stakeholder groups share major challenges they face on the corridor, including lack of bicycle facilities, gaps in the bike network, poor transit stop facilities, and frequent stop-and-go traffic. Aesthetic improvements are a top concern.

**SEPTEMBER 2024**

The Project Advisory Committee reviews analysis of existing conditions and findings from first public meeting and pop-up outreach events. Members discuss initial opportunities for an improved Route 1.



**OCTOBER 2024**

Bus and walking tour allow the Project Advisory Committee and key stakeholders see firsthand the challenges outlined by members of the public and in the existing conditions report; initial opportunities are shared.

## Designing Solutions

**MARCH 2025**

The Project Advisory Committee reviews initial concept plans for some of the corridor's most challenging intersections: Bedford Avenue, Scribner Avenue, and Keeler Avenue. The project team also shared a roundabout concept for Cossitt Road at the I-95 entrance.

Later that month, members of the public share their feedback at the public workshop, including the desire for:

- A two-way multi-use path on the full length of Route 1
- Improved bus stop facilities and streetlights
- More public art and street trees
- Leading pedestrian intervals

The public expressed strong support for a roundabout at Cossitt Road and many of the safety improvements.

**OCTOBER 2025**

The Project Advisory Committee meets to discuss changes to the corridor concepts to reflect public feedback. The remaining corridor intersections are discussed. A detailed review of the signal improvements and intersection geometry is conducted by project partners.

## Building Consensus

**DECEMBER 2025**

Revised concept plans are shared with the public.

# RECOMMENDATIONS FOR ROUTE 1

The vision for Route 1 is a multimodal, pleasant environment. In this section, key themes found throughout the corridor are indicated – everything from closing gaps in the sidewalk to improving traffic flow.

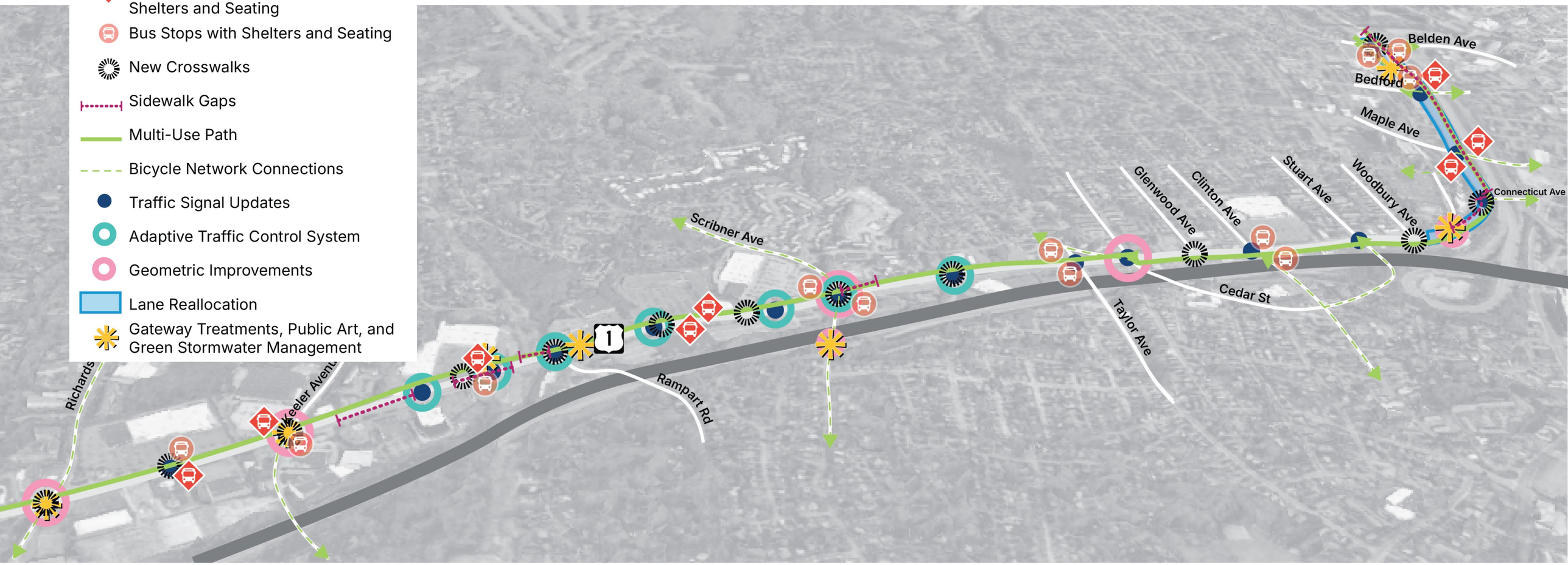
# THE ROUTE 1 CORRIDOR CONCEPT PLAN

A summary of the recommendations for Route 1 are outlined in the map below. The pages that follow provide more information about each of these actions.

Detailed planning-level concept plans are provided in Appendix A. These concepts incorporate turning templates for appropriate design vehicles, CTDOT design criteria, and general topographical constraints. The concept plan assumes the installation of ADA-compliant curb ramps and bus shelters, even though they are not drawn.

Collectively the recommendations proposed in the concept plans address the corridor's most pressing issues, including safety, multi-modal access, traffic flow, and aesthetics. The sections below identify existing challenges and provide a list of recommended actions. The benefits of each action are identified.

Figure 7. Route 1 Corridor Concept Plan - Summary of Recommendations








## CORRIDOR-WIDE IMPROVEMENTS

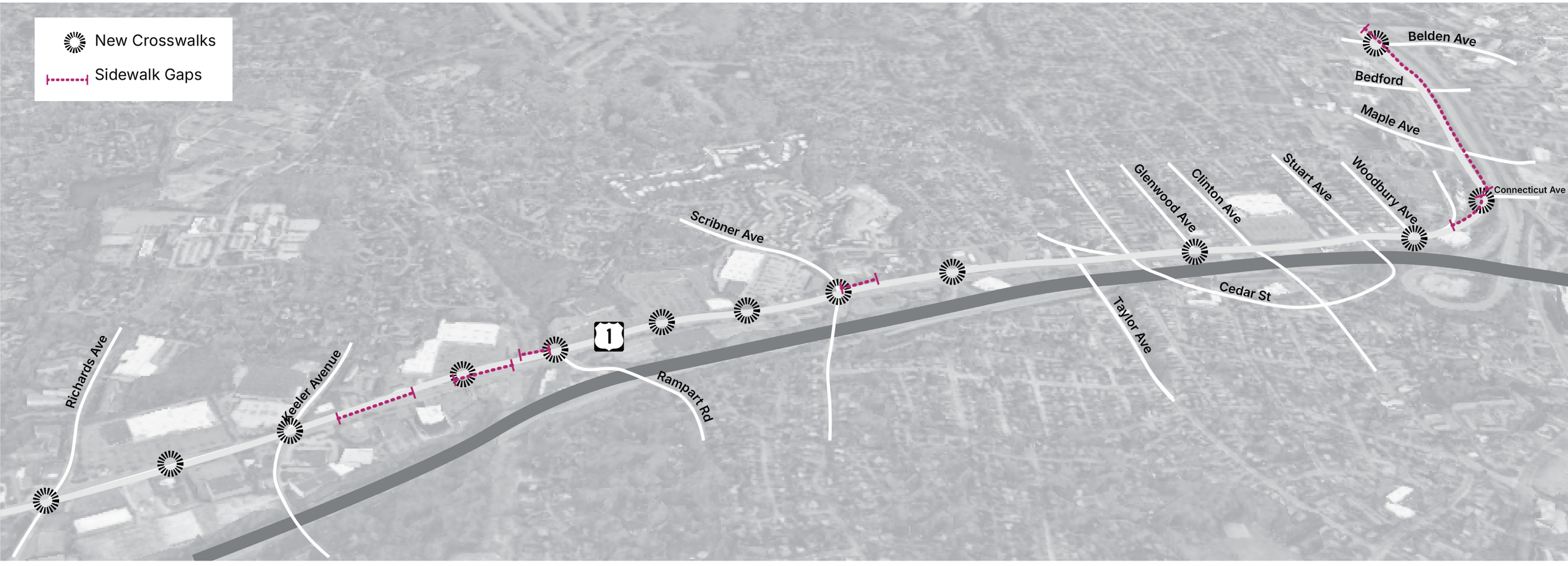
- ✓ Pedestran Recommendations *(page 34)*
- ✓ Bicycle Recommendations *(page 40)*
- ✓ Transit Recommendations *(page 44)*
- ✓ Traffic Operations Recommendations *(page 50)*
- ✓ Roadway Recommendations *(page 56)*
- ✓ Land Use & Access Management Recommendations *(page 64)*
- ✓ Greening and Beautification Recommendations *(page 68)*

# PEDESTRIAN RECOMMENDATIONS

This plan recommends completing the sidewalk network on both sides of Route 1. The plan also recommends installing crosswalks at every signalized intersection.

*Concrete sidewalks with amenity zones have been added throughout the corridor.*

Figure 8. Route 1 Corridor Concept Plan - Pedestrian Recommendations








## EXISTING PEDESTRIAN CHALLENGES ON ROUTE 1

- Many sidewalk gaps exist.
- Intersections lack high visibility crosswalks.
- ADA-compliant curb ramps are frequently missing or in poor condition.
- Pedestrian signals lack audible functionality, which provides a barrier for people with low levels of hearing.
- Pedestrian signals are not provided adequate crossing times at many intersections along the corridor, requiring actuation which disrupts the signal phasing and contributes to stop-and-go traffic.
- There is poor pedestrian visibility at some congested locations.

RECOMMENDATIONS FOR ROUTE 1

The table below outlines the recommendations, benefits, locations, and champions of each recommendation.

Table 1. Pedestrian Recommendations

| ID | Recommendation | Benefits | Locations | Champions | Preliminary Steps |
|---|---|---|---|---|---|
| P1 | Install a pedestrian bridge parallel to Route 1 at Rampart Road | Addresses one of the primary sidewalk gaps on the corridor that forces pedestrians into the shoulder | • Route 1 (northside) at Rampart Road | • City | • Secure local funding |
| P2 | Eliminate all remaining sidewalk gaps on the corridor | Improves pedestrian accessibility and reduces the number of crossings a pedestrian needs to make | • Route 1 from Belden Avenue to Connecticut Avenue (2,565 linear ft of sidewalk)<br>• Route 1 from Connecticut Avenue to Elmcrest Terrace (760 linear ft of sidewalk)<br>• Route 1 from Price Road to Scribner Avenue (115 linear ft of sidewalk)<br>• Route 1 from Rampart Road to Popeyes entrance (210 linear ft of sidewalk)<br>• Route 1 from PetSmart entrance to American Steakhouse entrance (335 linear ft of sidewalk) | • City | • Address sidewalk gap west of Rampart Avenue first |
| P3 | Install high-visibility crosswalks where not present on the corridor | Provides additional safe crossing opportunities | • At Grandview (3 new crosswalks)<br>• At Connecticut Ave (1 new crosswalk)<br>• At Woodbury (1 new crosswalk)<br>• At Exit 14 (1 new crosswalk)<br>• At Stop & Shop (3 new crosswalks)<br>• At ShopRite (3 new crosswalks)<br>• At Rampart (1 new crosswalk)<br>• At Kohl's entrance (3 new crosswalks)<br>• At PetSmart entrance (3 new crosswalks)<br>• At Keeler (1 new crosswalk)<br>• At Target entrance (1 new crosswalk)<br>• At Richards (3 new crosswalks)<br>• At Costco entrance (1 new crosswalk) | • City and CTDOT | |
| P4 | Install ADA-compliant curb ramps at every crosswalk | Allows for better access for all pedestrians, especially people with lower levels of mobility (e.g., wheelchair users) | • At every crosswalk | • City | |
| P5 | Install pedestrian signals with countdown display and audible functionality | Allows for better access for all pedestrians, especially those with hearing or visual impairments | • At every crosswalk | • City and CTDOT | |
| P6 | Adjust signal plans to incorporate pedestrian signals without actuation and reflect pedestrian clearance time | Improves safety by eliminating the need for pedestrian actuation, reducing the occurrence of pedestrians crossing the street without the pedestrian signal or without having actuated it. | • At every signalized intersection | • City and CTDOT | |
| P7 | Implement Leading Pedestrian Intervals **(see callout)** | Improves visibility of pedestrians | • At every signalized intersection | • City and CTDOT | |

*Today, several sections of Route 1 lack sidewalks, like this location on the north side of Route 1 just west of Rampart Road. The concept plan completes the sidewalk network on both sides of the street. This will address a critical safety concern raised by members of the public and key stakeholders and supports the multi-modal vision for the corridor. In this location, a new bicycle-pedestrian bridge will need to be installed parallel to Route 1.*

## WHAT IS A LEADING PEDESTRIAN INTERVAL?

A Leading Pedestrian Interval (LPI) is a traffic signal feature that gives pedestrians a 3-7 second head start to begin crossing the street before vehicles get a green light. This makes pedestrians more visible and increases the chance drivers will yield. LPIs provide significant safety improvements at intersections by reducing conflicts with turning vehicles. This low-cost adjustment helps pedestrians establish presence and drivers to scan for them.

## EXAMPLE LOCATION: CONNECTICUT AVENUE AT SHOPRITE DRIVEWAY

Figure 9. Connecticut Avenue at ShopRite driveway: Existing


*At the ShopRite entrance, crosswalks have been added at 2 of the 3 approaches.*





Figure 10. Connecticut Avenue at ShopRite driveway: Proposed

# BICYCLE RECOMMENDATIONS

This plan recommends a multi-use path to accommodate cyclists of all ages and abilities. New bicycle infrastructure on Scribner Avenue and West Cedar Street is shown below.

*Norwalk River Valley Trail near Riverside Avenue; Source: City of Norwalk*

Figure 11. Route 1 Corridor Concept Plan - Bicycle Recommendations






## EXISTING BICYCLE CHALLENGES ON ROUTE 1

- Cyclists use the sidewalks and narrow shoulders on Route 1, neither of which are comfortable or convenient for people of all ages and abilities.
- There are no convenient east-west alternatives for cyclists.
- Route 1 is a barrier preventing connections across north-south bicycle lanes in West Norwalk, Hospital Hill, and Flax Hill, limiting access to important destinations like grocery stores, Connecticut Community College-Norwalk, and Norwalk Hospital.

RECOMMENDATIONS FOR ROUTE 1

The table below outlines the recommendations, benefits, locations, and champions of each recommendation.

Table 2. Bicycle Recommendations

| ID | Recommendation | Benefits | Locations | Champions | Preliminary Steps |
|---|---|---|---|---|---|
| B1 | Install a multi-use path on Route 1, including a crossing at Ferris Avenue **(see callout)** | • Provides east-west bicycle access<br>• Connects communities in western Norwalk to the Norwalk River Valley Trail<br>• Provides dedicated space for cyclists<br>• Builds the bike network | • On the easterly/southerly side of Route 1 between Belden Avenue and Ferris Avenue; painted crossing at Ferris Ave; northerly side from Ferris to Taylor (8,255 linear feet of multi-use path)<br>• On the northerly side of Route 1 from Taylor Avenue to Scribner Ave (2,730 lf of multi-use path)<br>• On the northerly side of Route 1 from Scribner to Darien town line (5,695 lf of multi-use path) | • City and CTDOT` | • Coordinate with CTDOT on the potential to use CTDOT right-of-way on the easterly side of Van Buren Avenue |
| B2 | Install a multi-use path on the westerly side of Van Buren Avenue | • Allows students from neighborhood to access Jefferson Elementary School via bicycle without having to cross Route 1<br>• Reduces conflict points for vehicles, pedestrians, and cyclists | • Belden Avenue to Bedford Avenue (950 lf of multi-use path) | • City and CTDOT | • Study the pick-up/drop-off traffic patterns at Jefferson Elementary School and coordinate with school to consider potential alignments |
| B3 | Install a multi-use path on Scribner Avenue | • Creates new multimodal connections across Route 1<br>• Connects Route 1 to the existing Scribner Avenue bike lane south of Cossitt Road | • Scribner Avenue from West Cedar Street to Cossitt Road (1000 lf of multi-use path) | • City | • Coordinate with CTDOT on the Scribner Avenue bridge replacement over I-95 |
| B4 | Install a multi-use path on West Cedar Street | • Connects neighborhoods and destinations to Route 1<br>• Provides dedicated space for cyclists<br>• Builds the bike network<br>• Provides connection to Scribner Avenue bike path | • At every crosswalk | • City | • Reach out to automotive uses at intersection to confirm access needs |
| B5 | Install bicycle parking at businesses and other destinations | • Offers secure space for cyclists to park, encouraging bicycle use<br>• Reduces need to lock bikes to signs, which can obstruct sidewalks | • At every crosswalk | • City | |

## HOW PUBLIC INPUT SHAPED THE PLAN FOR BIKING ON ROUTE 1

Despite not having any bike facilities directly on Route 1 today, many cyclists use the corridor's sidewalks and narrow shoulders to access jobs, schools, grocery stores, and other destinations. The public strongly encouraged the concept plan include a multi-use path directly on the corridor.

The concept plans reflect community feedback with a multi-use path—a shared facility wide enough for both pedestrians and cyclists—running the full length of the corridor. Moreover, bicycle infrastructure has been added to Scribner Avenue and West Cedar Street to further build out the bicycle network. The existing and planned bicycle infrastructure at Richards Avenue, Keeler Avenue, and Fairfield Avenue have been incorporated as well.

## WHY BUILD A MULTI-USE PATH ON ROUTE 1?

Previous planning efforts recommended east-west bike connections on Flax Hill Road or West Cedar Street rather than on Route 1. These alternatives, however, are not convenient for many because they do not offer the businesses residents need. As participants in the public workshop noted, cyclists need access to the same destinations on Route 1 that driver do. Additionally, these alternatives have constrained right-of-way; this would limit the ability to implement dedicated bicycle facilities.

Due to the advocacy of residents and further technical analysis, earlier draft concept plans were revised to include a multi-use path on Route 1. This infrastructure separates cyclists from vehicles, which will help create a cycling environment suitable for people of all ages and abilities. Protected bicycle lanes are the only bicycle facility advisable based on Route 1's high traffic volume and speeds; a multi-use path provides a wider rideable width while separating bicyclists from the curbside zone.

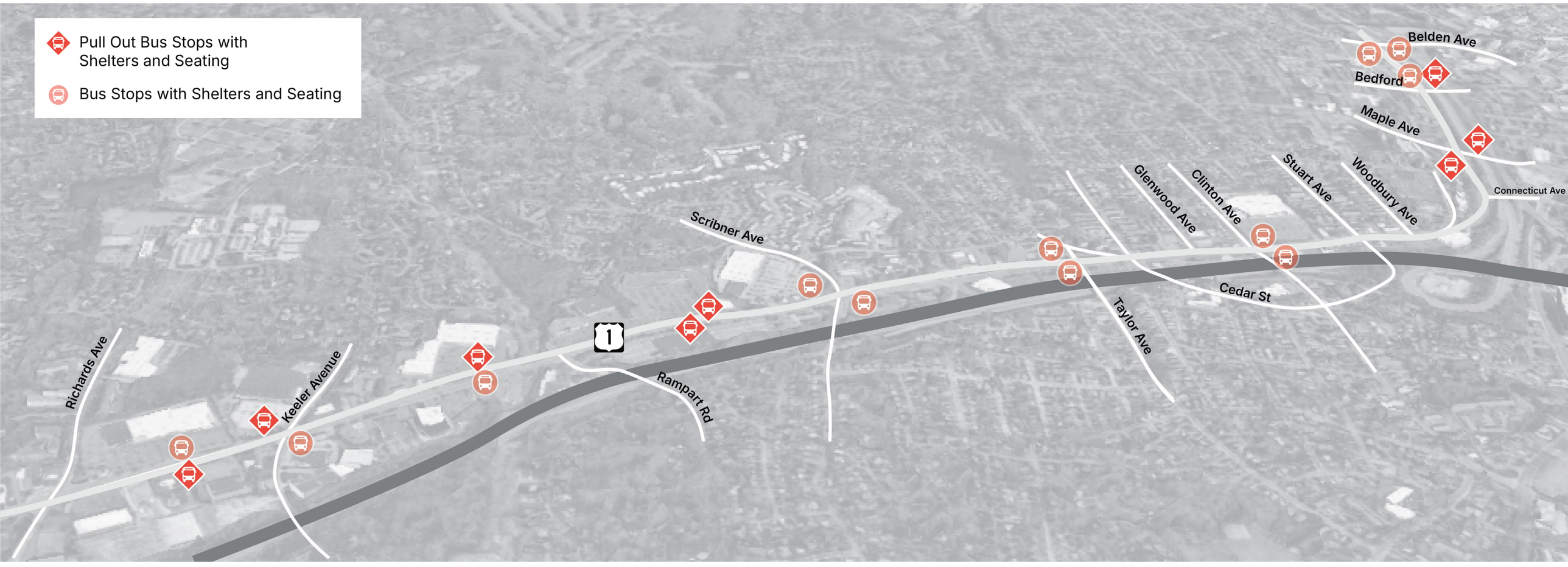
The path alignment was chosen in coordination with the City, the public, and other stakeholders. This alignment avoids the Exit 14 ramp crossing and offers more convenient access to more destinations. It also limits impacts to adjacent property to the extent possible.

# TRANSIT RECOMMENDATIONS

This plan recommends enhanced bus stops, including shelters and benches. Bus pull-outs and Transit Signal Priority are also included.

This study overlapped with an NTD planning effort that redesigned the bus routes and optimized stop spacing on the corridor. The project team used guidance from this document to locate stops closer to crosswalks, eliminating the need for transit users to cross midblock to catch their buses. The stops were sited with better access to key destinations, such as grocery stores and employment opportunities.

Figure 12. Route 1 Corridor Concept Plan - Transit Recommendations








## EXISTING TRANSIT CHALLENGES ON ROUTE 1

- Most stops lack shelters and benches.
- Midblock stops encourage riders to cross midblock rather than at marked locations.
- Stops are not all at curb level.
- Buses are often delayed.


*A pedestrian runs across Route 1 to catch a bus.*

The table below outlines the recommendations and the benefits of each recommendation. Note that this study overlapped with the development of NTD's Comprehensive Operational Analysis, which offered recommendations pertaining to new route alignment and stop spacing. The results of that analysis are incorporated below.

Table 3. Transit Recommendations

| ID | Recommendation | Benefits | Locations | Champions | Preliminary Steps |
|---|---|---|---|---|---|
| T1 | Site stops adjacent to crosswalks to facilitate safer crossings and to match recommended ¼-mile spacing guidelines (see NTD's Comprehensive Operational Analysis) | • Allows for safer, more direct access to stops<br>• Reduces stop frequency, which will improve reliability of bus service<br>• Reduces conflict points for vehicles and pedestrians | • Study area wide | • NTD | • Confirm stop locations with CTtransit |
| T2 | Install stops that include benches and shelters | • Offers weather protection and improves comfort for transit riders of all ages and abilities | • At Belden Avenue (2 stops)<br>• At Bedford Avenue (2 stops)<br>• At Maple Avenue (2 stops)<br>• At Fairfield Avenue (2 stops)<br>• At Scribner Avenue (2 stops)<br>• At Planet Fitness (1 stop)<br>• At ShopRite entrance (1 stop)<br>• At Kohl's entrance (1 stop)<br>• At Keeler Avenue (2 stops)<br>• At Target entrance (2 stops)<br>• At Costco entrance (2 stops) | • NTD in coordination with City | • Confirm stop locations with CTtransit<br>• Confirm right-of-way through land survey |
| T3 | Construct dedicated bus pull-outs | • Provides dedicated space for getting on and off the bus that does not obstruct traffic | • At Bedford Avenue (1 pullout)<br>• At Maple Avenue (2 pullouts)<br>• Adjacent to Planet Fitness (1 pullout)<br>• At ShopRite entrance (1 pullout)<br>• At Kohl's entrance (1 pullout)<br>• At Keeler Avenue (2 pullouts)<br>• At Target (1 pullout)<br>• At Costco (1 pullout) | • City | |
| T4 | Raise curbs at stops | • Enables level boarding consistent with best practices for bus rapid transit | • Study area wide | • City | • Confirm right-of-way through land survey |
| T5 | Implement Transit Signal Priority **(see callout)** | • Provides operational benefit that will allow late running buses and opportunity to catch up (reducing transit delay)<br>• Improves reliability of transit, removing barriers to jobs, education, and services for residents, employees, and visitors regardless of mode | • Study area wide | • City | • Complete Phase V signal work and coordinate with NTD/CTtransit |






*Bus shelters and benches are recommended throughout the corridor. Bus information, including route maps or real time arrival information, may also be added.*
*Image Source: NYCDOT Street Design Manual*

This study overlapped with an NTD planning effort that redesigned the bus routes and optimized stop spacing on the corridor.[1] The project team used guidance from this document to locate stops closer to crosswalks, eliminating the need for transit users to cross midblock to catch their buses. The stops were sited with better access to key destinations, such as grocery stores and employment opportunities.

1 Norwalk Transit District. Comprehensive Operational Analysis. 2025.

## WHAT IS TRANSIT SIGNAL PRIORITY?

Transit Signal Priority (TSP) is an intelligent traffic system that allows late-running buses to hold green lights longer. This allows buses to catch up to their scheduled arrivals, improving transit reliability.

## EXAMPLE LOCATION: VAN BUREN AVENUE AT MAPLE AVENUE

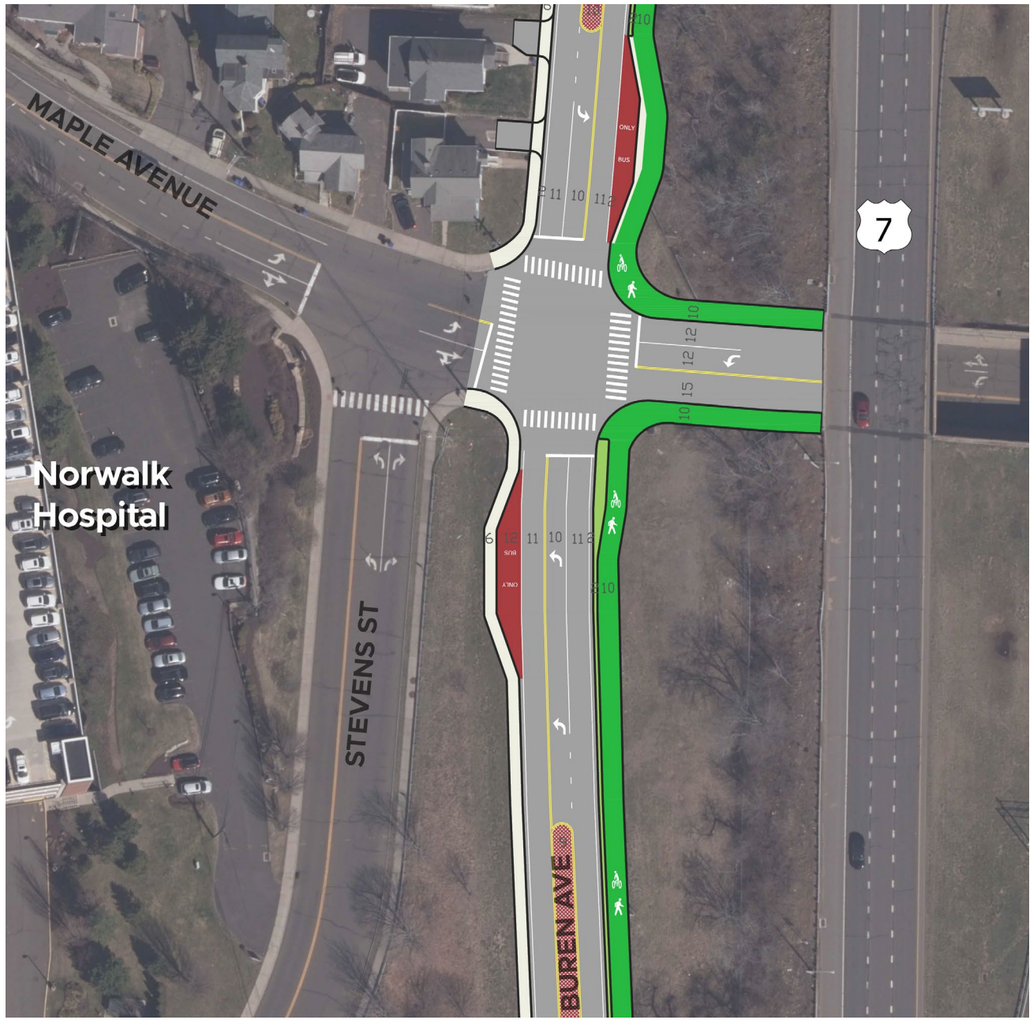
Figure 13. Van Buren Avenue at Maple Avenue: Existing


*Recommendations transform Route 1's intersection with Maple Avenue into a multimodal hub, providing improved access to Norwalk Hosptal and the Hospital Hill neighborhood through pull-outs at these heavily used CTtransit bus stops and a connection from new bicycle lanes on Stevens Street to the new multi-use path.*





Figure 14. Van Buren Avenue at Maple Avenue: Proposed

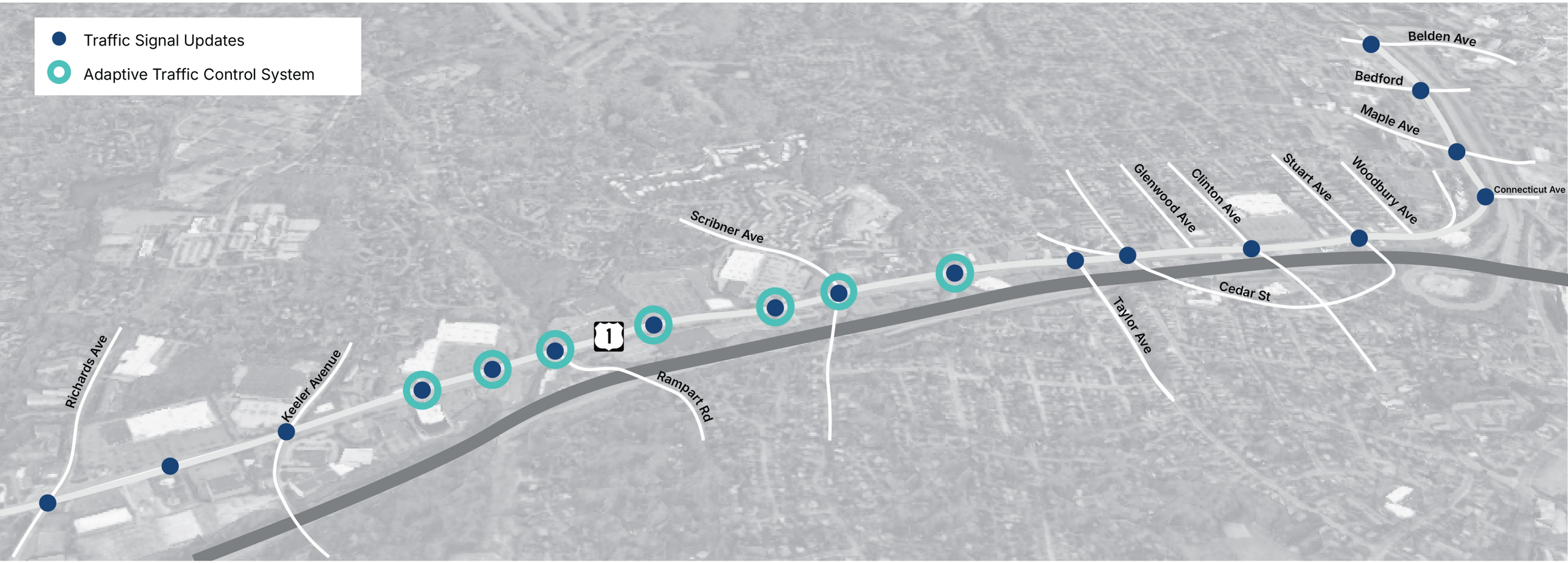


# TRAFFIC OPERATIONS RECOMMENDATIONS

This plan recommends modernizing the 21 traffic signals on Route 1. The recommended approach will create a baseline standard signal length and lengthen pedestrian crossing phases. It will also better manage changing traffic patterns, respond to emergencies and unforeseen incidents, and reduce stop-and-go traffic.

*Connecticut Avenue near Stop-and-Shop driveway*

Figure 15. Route 1 Corridor Concept Plan - Traffic Operations Recommendations








## EXISTING TRAFFIC OPERATIONS CHALLENGES ON ROUTE 1

- There is frequent stop-and-go congestion.
- There are long traffic queues at intersections, particularly for side street approaches to Route 1 at the busiest times of the week.
- The outdated traffic coordination plans do not reflect increased pedestrian demand along the corridor.
- Pedestrians are not given enough time to cross.
- Some locations have exclusive pedestrian phasing, which requires pedestrians to wait a full cycle length before crossing.
- Disruptions on I-95 have an outsized impact on the corridor's traffic progression.

RECOMMENDATIONS FOR ROUTE 1

The table below outlines the recommendations, benefits, locations, and champions of each recommendation.

Table 4. Traffic Operations Recommendations

| ID | Recommendation | Benefits | Locations | Champions | Preliminary Steps |
|---|---|---|---|---|---|
| TO1 | Establish a baseline standard signal length of 90 seconds | • Improves traffic progression on Route 1<br>• Balances queue accumulation with minimal "lost time" (wherein much of the allotted cycle length is used to transition from one direction of traffic to another) | • All traffic signals (21) in study area | • City | • Coordinate with CTDOT<br>• Complete CTDOT Intersection Control Evaluation worksheet |
| TO2 | Lengthen pedestrian phases | • Fully accommodates the time it takes for pedestrians to cross.<br>• Compared to an actuated system, prevents the signals from getting out of step with one another. | • All traffic signals (21) in study area | • City | • Coordinate with CTDOT<br>• Complete CTDOT Intersection Control Evaluation worksheett |
| TO3 | Standardize pedestrian phasing | • Eliminates need for pedestrians to wait a full cycle length to cross, reducing the likelihood of pedestrians crossing without signal protection<br>• Allows for greater signal efficiency since some vehicular movements will run concurrent with pedestrians<br>• Pairs better with Leading Pedestrian Intervals (see recommendation P6) | • All traffic signals (21) in study area | • City | • Coordinate with CTDOT<br>• Complete CTDOT Intersection Control Evaluation worksheet |
| TO4 | Create protected only turning movements from Route 1 | • Addresses a common contributing factor of crashes within the study area | • All traffic signals except Cedar Street and Richards Avenue (19 signals total) | • City | • Coordinate with CTDOT<br>• Complete CTDOT Intersection Control Evaluation worksheet |
| TO5 | Close the gap in Adaptive Signal timing at the center of the study area **(see callout)** | • Improves traffic progression on Route 1, reducing driver frustration, idlng, and emissions.<br>• Provide continuity along the corridor with the existing and planned ATCS.<br>• During critical PM peak: reduces average travel time along the corridor by 10%; decreases stops by 12%; decreases vehicle hours of delay by 17%. | • Seven signals located at PetSmart entrance, Kohl's entrance, Rampart Ave, ShopRite entrance, Best Buy entrance, Scribner Ave, and Exit 14 ramps | • City | • Coordinate with CTDOT<br>• Complete CTDOT Intersection Control Evaluation worksheet |
| TO6 | Implement No Turn On Red (NTOR) along the length of the corridor | • Supports LPI implementation | • All traffic signals (21) in study area | • City | • Coordinate with CTDOT<br>• Complete CTDOT Intersection Control Evaluation worksheet |

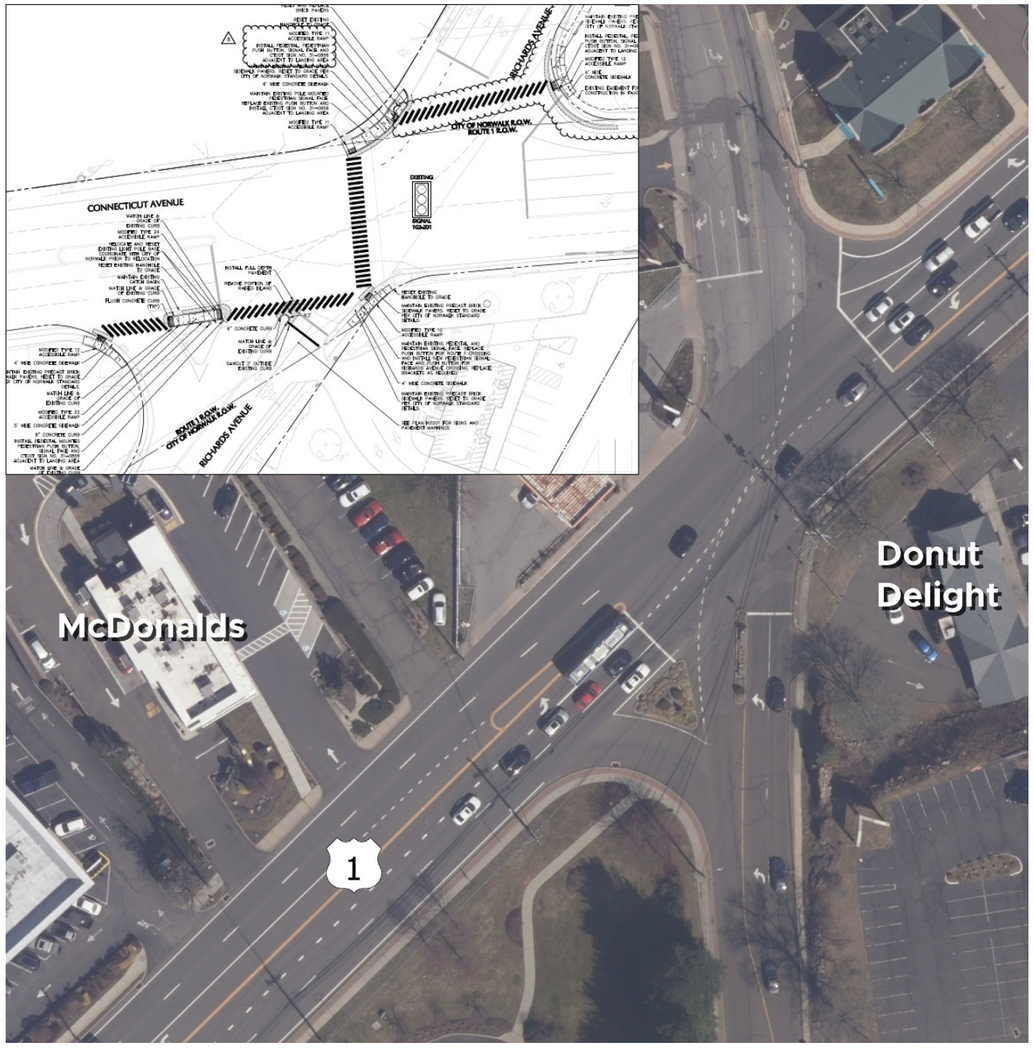
## REDUCING STOP-AND-GO TRAFFIC

Connecticut Avenue's existing traffic signal infrastructure operates with outdated traffic coordination plans that do not reflect the increased pedestrian demand along the corridor nor the increasing turning movements to and from major City streets. The concept reflects upgraded signal phasing for the full 2.9-mile corridor so that sufficient time is allocated for the movements available today. The proposed Adaptive Signal improvements also provide continuity along the corridor from the existing Adaptive Traffic Control System (ATCS) in the vicinity of the Wegmans Supermarket through the remaining intersections along Connecticut Avenue to Van Buren Avenue where the City of Norwalk is currently upgrading the signals to ATCS.

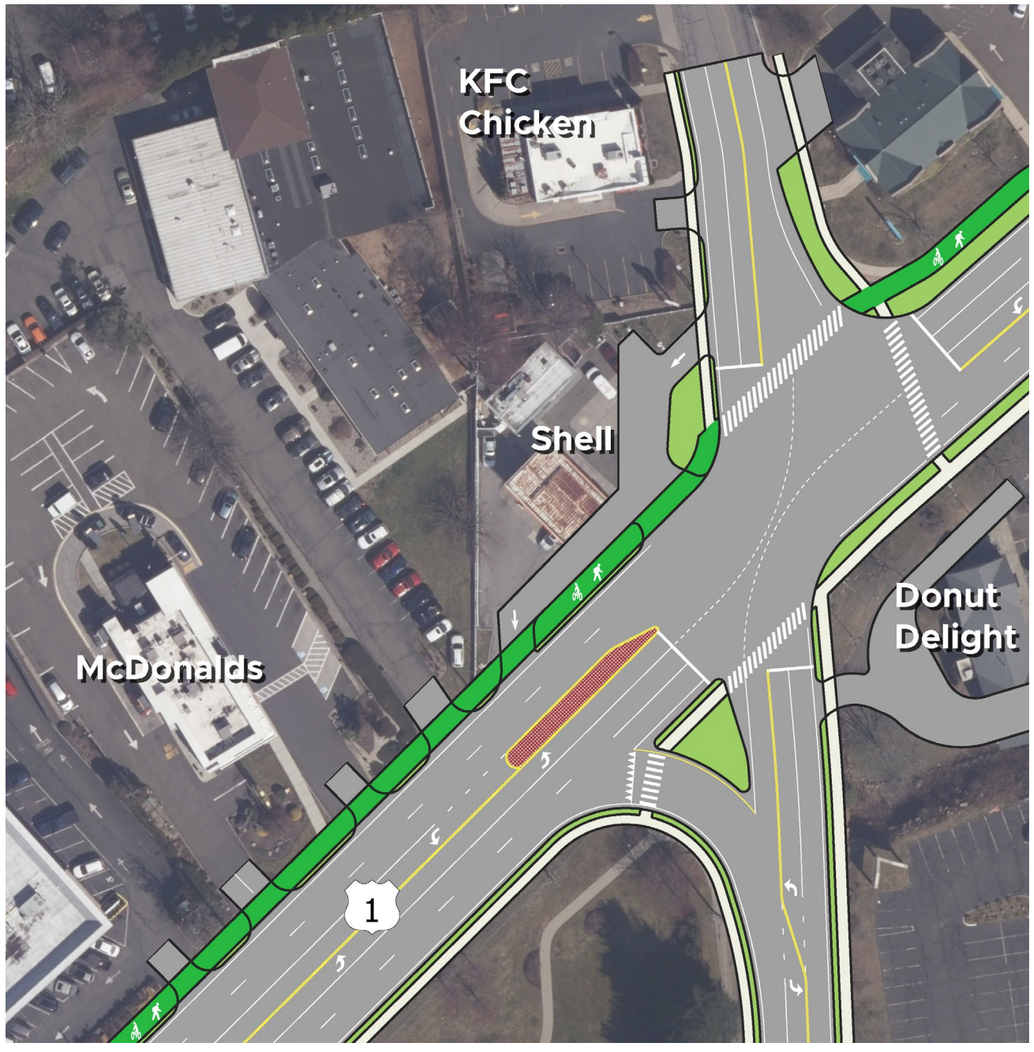
### WHAT IS AN ADAPTIVE TRAFFIC CONTROL SYSTEM?

Adaptive Traffic Control System (ATCS) uses real-time traffic sensors and algorithms to constantly adjust green time based on current demand, smoothing flow on a busy corridor like Route 1. This works much better than traditional fixed-cycle timing. While not required for the extensive roadway operational updates contained in this plan, ATCS will also adjust to the notable traffic variability along the corridor due to adjacent retail uses as well as the close proximity to Interstate 95.

## EXAMPLE LOCATION: CONNECTICUT AVENUE AT RICHARDS AVENUE




*Recent Wegmans off-site improvements have created new crosswalks at the intersection of Connecticut Avenue and Richards Avenue, but it relies on exclusive pedestrian phasing to provide a crosswalk across Route 1. Concurrent phasing (as well as introducing leading/ lagging left turn phasing) at Richards Avenue allows for a complete restructuring of crosswalks to accommodate more intuitive desire lines while managing traffic.*



# ROADWAY RECOMMENDATIONS

This plan proposing right-sizing Route 1 based on existing and anticipated future conditions. Recommendations include a lane reduction on Van Buren Avenue, shorter turn pockets in some areas, and realignment of skewed intersections.

*Connecticut Avenue at Scribner Avenue*

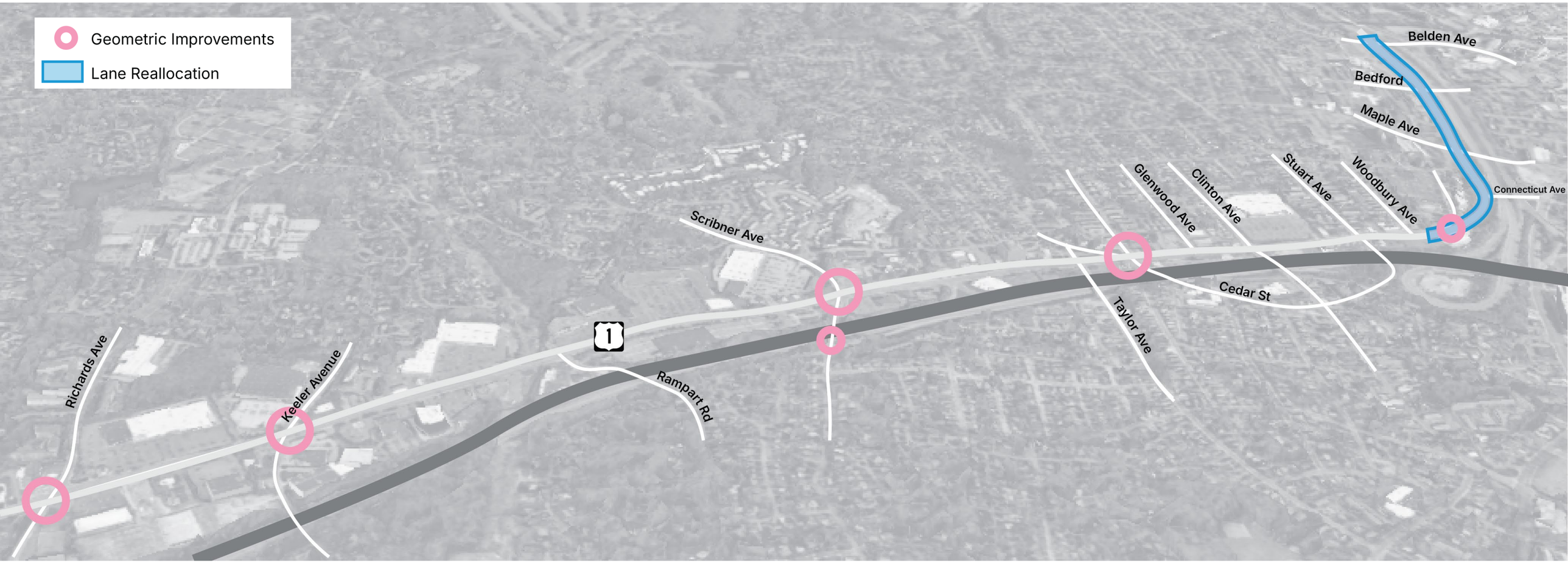
Figure 16. Route 1 Corridor Concept Plan - Roadway Recommendations





## EXISTING ROADWAY CHALLENGES ON ROUTE 1

- Intersection skew increases turning movement lengths and creates challenges for visibility, contributing to long signal cycles and high crash rates.
- Underutilized lanes create unnecessarily wide crossings for pedestrians and contribute to high driver speeds, adding to crash risk.
- Excessive turn pocket lengths limit ability to provide multimodal improvements.



RECOMMENDATIONS FOR ROUTE 1

The table below outlines the recommendations, benefits, locations, and champions of each recommendation.

Table 5. Roadway Recommendations

| ID | Recommendation | Benefits | Locations | Champions | Preliminary Steps |
|---|---|---|---|---|---|
| R1 | Reallocate underutilized travel lanes | • Better reflects existing and future travel volumes<br>• Reduces the pedestrian crossing distance<br>• Optimizes the available right-of-way to benefit all users<br>• Allows for addition of a 10-foot multi-use path with amenity zone, bus pullouts, enhanced bus stops, and bypass lane for school queuing | • Route 1 from Belden Avenue to Elmcrest Terrace | • City and CTDOT | • Complete CTDOT Intersection Control Evaluation worksheet |
| R2 | Eliminate or shorten underutilized turn pockets | • Optimizes the available right-of-way to benefit all users<br>• Allows space for curb extensions, the multi-use path, and enhanced bus stop facilities | • Keeler Avenue<br>• Rampart Road<br>• ShopRite entrance | • City | • Coordinate with CTDOT<br>• Complete CTDOT Intersection Control Evaluation worksheet |
| R3 | Straighten skewed intersections | • Improves visibility<br>• Improves signal timing by allowing for concurrent left turns (Scribner Ave)<br>• Reduces crossing distance for pedestrians<br>• Addresses angled crashes | • Scribner Avenue<br>• West Cedar Street | • City and CTDOT | • Complete CTDOT Intersection Control Evaluation worksheet |
| R4 | Flatten crest in roadway | • Improves visibility<br>• Addresses rear-end crashes | • Route 1 at Price Road approaching Scribner Avenue intersection | • City and CTDOT | • Complete CTDOT Intersection Control Evaluation worksheet |
| R5 | Install roundabout | • Improves traffic progression, particularly for southbound Scribner Avenue access to I-95<br>• Allows local residents coming from Cossitt Road to better access I-95 and Route 1 | • Cossitt Road at Scribner Avenue | • City | • Coordinate with CTDOT<br>• Complete CTDOT Intersection Control Evaluation worksheet |
| R6 | Install medians | • Prevents U-turns and wrong-way entrances to Route 7<br>• Creates opportunity for increased tree canopy, green infrastructure (see recommendation GB3) | • Cossitt Road at Scribner Avenue<br>• From Belden to Bedford (4,560 sq ft)<br>• From Bedford to Connecticut (5,518 sq ft)<br>• From Taylor to Scribner (1,270 sq ft)<br>• From Scribner to ShopRite (2,903 sq ft)<br>• From Kohl's entrance to Keeler (270 sq ft)<br>• From Keeler to Richards (860 sq ft)<br>• From Richards to Darien (1,870 sq ft) | • City and CTDOT | |

## SAFETY-FOCUSED IMPROVEMENTS

One of the best examples of safety improvements is at Scribner Avenue. According to the Norwalk Transportation Master Plan, the Scribner Avenue intersection is one of the highest crash locations in the city. This location faces several challenges: a slightly skewed intersection, long turning movements, driveways close to the intersection, topographical issues, and visibility concerns. Drivers, who often face long waits at this congested intersection, may take riskier moves to avoid another light cycle or waiting longer to make turns.

## RIGHT-SIZING ROUTE 1

As Route 1's importance as a regional retail destination has increased, the roadway's cross-section has been expanded on an ad-hoc basis. This plan's holistic evaluation of traffic and roadway and signal capacity allowed the project team to identify locations where unneeded extra roadway space contributes to safety concerns (e.g., driver weaving and speeding). In these locations, space can be reallocated to better meet the multimodal needs of existing users (see page 57). This reshaped Route 1 is more aligned with the neighborhood network and regional travel patterns.

## EXAMPLE LOCATION: CONNECTICUT AVENUE AT SCRIBNER AVENUE


*A variety of safety and operational improvements are recommended at Scribner Avenue*






1. Slight realignment, which will allow for improved visibility and signal operations
2. Concurrent phasing with Leading Pedestrian intervals
3. Modernized signals to reduce wait time for drivers
4. Expanded porkchop to increase queueing space and improved visibility for vehicles heading southbound on Scribner Avenue
5. Shared-use paths to allow for a protected connection to the bike lanes south of Cossitt Street
6. Median on Scribner Avenue to channelize turning vehicles in order to prevent conflicts
7. Reducing driveways onto Connecticut Avenue to reduce conflict points adjacent to intersection
8. Flattening the crest in the roadway near Price Road to improve visibility

# PROPOSED ROADWAY CROSS SECTIONS

*Existing Cross-Section Facing East at Western Approach to Bedford Avenue*

*Proposed Cross-Section Facing East at Western Approach to Bedford Avenue*

*The proposed condition accommodates alternative modes and better suits neighborhood needs along Van Buren Avenue, including more effective turn pockets, enhanced bus stop facilities, a multiuse path, medians, and a bypass lane for school queueuing.*





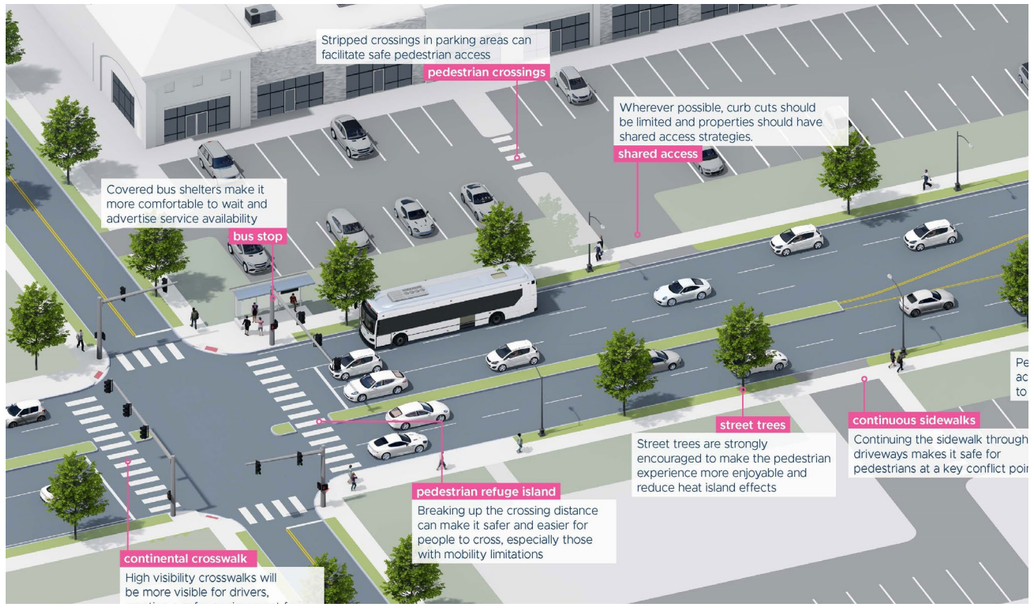
*Existing Cross-Section Facing East at Western Approach to Kohl's Entrance*

*Proposed Cross-Section Facing East at Western Approach to Kohl's Entrance.*

*There are left-turn lanes and two through lanes in each direction. The proposed condition provides enhanced multimodal options including a pull-out bus stop with seating and shelter, and multi-use path.*

# LAND USE & ACCESS MANAGEMENT RECOMMENDATIONS

This plan recommends fewer driveways and reduced curb cut lengths. This plan supports the new zoning code in its policies that would review setback standard and promote shared parking and access management arrangements.



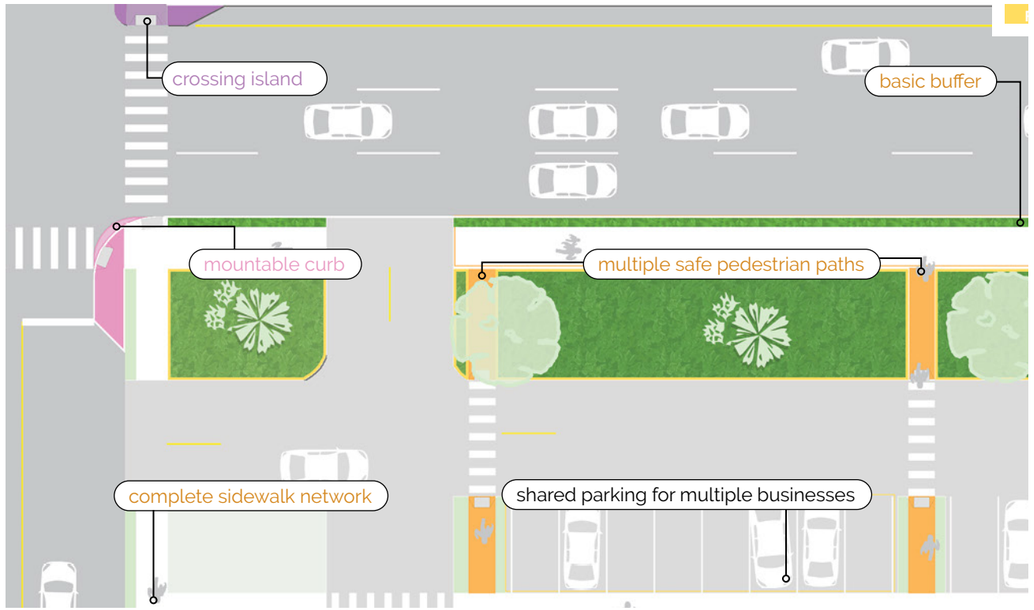

*Norwalk's Complete Streets Design Guide prioritizes pedestrian paths and crossings to and through parking areas for business access.*





## EXISTING LAND USE & ACCESS MANAGEMENT CHALLENGES ON ROUTE 1

- The multitude of commercial driveways create conflict points.
- Wide curb cuts expose pedestrians to turning vehicles.
- Large building setbacks increase walking distances to transit stops and other businesses.
- Underutilized parking lots create excessive impervious surfaces and impact corridor aesthetics.
- Large parking lots do not have dedicated pedestrian paths from the sidewalk.




*Along high-activity commercial corridors, managed access is critical to reduce driver confusion and improve safety for all modes. This diagram highlights multiple safe pedestrian paths to access commercial uses from the street.*

The table below outlines the recommendations, benefits, locations, and champions of each recommendation.

Table 6. Land Use & Access Management Recommendations

| ID | Recommendation | Benefits | Locations | Champions | Preliminary Steps |
|---|---|---|---|---|---|
| LU1 | Reduce curb cut lengths | • Limits pedestrian and cyclist exposure to turning vehicles, addressing vulnerable user crash risk<br>• Clarifies access | • Study area wide | • City | • Identify vacant businesses with wide curb cuts |
| LU2 | Consolidate driveways | • Reduces potential conflict points<br>• Limits pedestrian and cyclist exposure to turning vehicles | • Study area wide | • City | • Meet with businesses to consider potential to consolidate driveway with Price Road entrance<br>• Identify opportunities for consolidated driveways that may come with redevelopment |
| LU3 | Reduce setbacks for future development | • Reduces walking distances to transit stops<br>• Helps create an environment oriented toward pedestrians and cyclists | • Study area wide | • City | • Coordinate with Planning & Zoning as new development applications are filed |
| LU4 | Promote shared parking and driveways for future development | • Reduces potential conflict points<br>• Reduces impervious surfaces | • Study area wide | • City | • Coordinate with Planning & Zoning as new development applications are filed |
| LU5 | Promote pedestrian access to businesses through internal sidewalks and crosswalks from street to building entrance | • Reduces potential conflict points<br>• Promotes non-vehicular access | • Study area wide | • City | • Coordinate with Planning & Zoning as new development applications are filed |





*Connecticut Avenue at W. Cedar Road*

## MANAGING AND CLARIFYING ACCESS ALONG ROUTE 1

The dominance of commercial uses along Connecticut Avenue has resulted in many driveways added over time. Many would not meet modern guidance for separation from intersections, and others facilitate significant conflict points between drivers and other users.

The plan identifies opportunities for reduced curb cut lengths, fewer driveways, and improved directional guidance. If implemented, the concept plan would reduce conflict points and better balance vehicular access points with pedestrian and cyclist paths. Additionally, a review of setback and buffer standards is encouraged, and shared parking and access management arrangements should be explored.

# GREENING & BEAUTIFICATION RECOMMENDATIONS

These recommendations encourage increased tree canopy and identify opportunities for public art and open space on the corridor.


*Connecticut Avenue approaching Richards Avenue*

Figure 17. Route 1 Corridor Concept Plan - Greening & Beautification Recommendations

Gateway Treatments, Public Art, and Green Stormwater Management






## EXISTING GREENING AND BEAUTIFICATION CHALLENGES ON ROUTE 1

- The corridor lacks trees, which would provide shade and reduce noise.
- Poor lighting and sign clutter create an uninviting environment for all modes.
- There is not a strong sense of place.
- The current roadway design does not create a sense of belonging for pedestrians or cyclists.

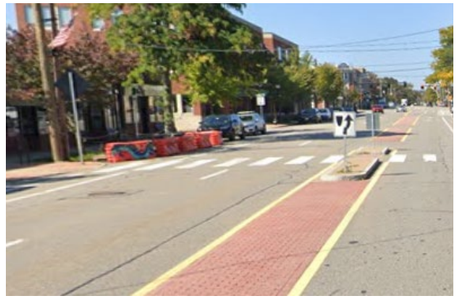
*Norwalk has recently added murals to roadway infrastructure. This mural, which measures 1,050 feet by 20 feet, serves as a colorful gateway to Norwalk.*

RECOMMENDATIONS FOR ROUTE 1

The table below outlines the recommendations, benefits, locations, and champions of each recommendation.

Table 7. Greening & Beautification Recommendations

| ID | Recommendation | Benefits | Locations | Champions | Preliminary Steps |
|---|---|---|---|---|---|
| GB1 | Increase amenity zones adjacent to sidewalks and multi-use paths | • Increases space for street trees<br>• Allows for green infrastructure to help filter and manage stormwater **(see callout)** | • Study area wide<br>• Green infrastructure at Rampart Avenue and at Keeler Avenue; between Bedford Avenue and Belden Avenue | • City | • Confirm right-of-way through land survey |
| GB2 | Install pedestrian-scale lighting | • Improves sense of security and belonging for pedestrians, cyclists, and transit users | • Study area wide | • City | • Work with residents, businesses, and leadership to select preferred lighting treatment |
| GB3 | Install planted center medians | • Provides opportunity for plantings and brick pavers | • At medians on Van Buren (see recommendation R6) | • City | • Coordinate with CTDOT |
| GB4 | Create an urban microforest | • Expands tree canopy and promotes biodiversity<br>• Increases potential for bird habitat<br>• Reduces noise | • Elmcrest Terrace at Route 1 | • City | • Consult with Elmcrest Terrace residents and hospital to consider potential for intersection closure |
| GB5 | Add public art, such as murals | • Improves aesthetics<br>• Better reflects Norwalk's vibrancy<br>• Establishes a sense of place | • Study area wide<br>• Mural opportunity adjacent to Wendy's near Rampart | • City | • Consult with Wendy's |
| GB6 | Install gateway treatments | • -Welcomes visitors and establishes a sense of place<br>• Creates opportunity for increased tree canopy, green infrastructure (see recommendation GB3) | • Route 1 at Richards Avenue<br>• Route 1 at Grandview Avenue/ Route 7 ramps | • City | • Work with residents, businesses, and leadership to select preferred gateway signage |



*Brick paver medians, such as this one along US Route 3 in Arlington, Mass., provide aesthetic improvements to a major corridor. Where possible, new center medians should include planting areas while in shorter and narrower sections, brick pavers are more appropriate.*

## OPPORTUNITIES FOR GREEN INFRASTRUCTURE

There are bioswale/rain garden opportunities at locations throughout the corridor. Route 1 at Keeler Avenue is one of the best locations for this. With an 8-foot amenity zone (wider near the intersection), a bioswale could be added when paired with the bus stop. Shorter plantings could be added so as to provide aesthetic benefits without obstructing visibility.

## EXAMPLE LOCATION: CONNECTICUT AVENUE AT ELMCREST TERRACE



*At the intersection of Elmcrest Terrace with Route 1, sight distance challenges are present for vehicles turning on and off the high-speed regional corridor. A new plaza or microforest with a pedestrian and bicycle connection can create a new community asset for Hospital Hill residents.*





*Amenity zones improve aesthetics while also buffering pedestrians and cyclists from roadways, as in this photo of the Norwalk River Valley Trail (source: City of Norwalk).*

*The development of an urban microforest would provide additional shade and aesthetic improvements to the corridor. This example, in Elizabeth New Jersey, hosts more than 260 native plants on a 45 foot by 40 foot plot. Source: New York Times*

# IMPLEMENTATION PLAN

To see the concept plan implemented, additional iterations of design will be necessary. This chapter aims to identify next steps, including outlining funding opportunities, phasing, and permitting considerations.

*Phasing tables include details from the concept plans including where new crosswalks or medians are proposed.*

# FUNDING & PHASING

The recommended concept plan is a complex series of projects that would occur over multiple construction seasons. Phased implementation is recommended to minimize disruption to businesses and residents. Additionally, implementing projects is inherently tied with funding, which will not likely be obtained from a single source.

This plan identifies near-, medium-, and long-term opportunities. The exact order and timeline depends on funding opportunities and, in some cases, pairing improvements with new development.

## FUNDING

The most common and relevant federal funding sources for roadway, pedestrian, and bicycle projects are shared below.

### Federal Funding

The following include Federal funding programs. Note that the current infrastructure law will expire in 2026, so funding will likely change over the course of implementation.





- **Safe Streets and Roads for All (SS4A)** is a discretionary grant program aimed at preventing deaths and serious injuries on roadways. Metropolitan planning organizations, cities, and other subdivisions of a state may pursue these grants, but state departments of transportation are not eligible. Many of the recommendations of this report are eligible including: planning, design, and development activities that support roadway safety; quick-build street design changes informed by outreach and user input; development of a bike network; and installing pedestrian safety enhancements. Given their crash history, the Scribner Avenue intersection and Exit 14 ramp intersections are particularly good candidates for this program.
- The **Surface Transportation Block Grant** program is a funding opportunity for states and localities to improve the conditions on any public roads. This funding source is typically programmed by CTDOT in cooperation with WestCOG. It is one of the most flexible federal funding categories. Use of these funds will require the support of both CTDOT and WestCOG.
- The **Transportation Alternatives Set-Aside** program is housed within the Surface Transportation Block Grant program and is intended for smaller-scale transportation projects like bicycle and pedestrian projects. Projects that make walking and biking to school safer are highlighted as an eligible activity, so the section of Route 1 adjacent to Jefferson Elementary School might be a good candidate.
- The **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** can fund many of the same safety projects as the Transportation Alternatives Set-Aside program funds. CMAQ is generally more focused on reducing congestion and emissions from commuting trips, and only communities that do not meet National Ambient Air Quality Standards qualify. The entire region (including Norwalk) is in an Air Quality Non-Attainment area and therefore, is eligible for CMAQ funds.
- **Highway Safety Improvement Program (HSIP)** funds may be used on all public roads, including local roads. The funding can be used for bicycle and pedestrian safety projects and must be included in the State Highway Safety Plan. This program is data-driven and focused on reducing crashes, fatalities, and injuries. It uses federal funding but is run through CTDOT.
- **Better Utilizing Investments to Leverage Development (BUILD)** discretionary grants are intended to address projects of local or regional significance that address key safety, mobility, connectivity, and sustainability goals. These funds are highly competitive, but bicycle/pedestrian projects are often selected based on their merit.
- The **Bridge Investment Program (BIP)** is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. The Scribner Avenue bridge over I-95 is a suitable candidate for this funding program.
- The Federal Transit Administration's **Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310)** can provide funding for bus stop access, including curb-cuts, sidewalks, accessible pedestrian signals, or other accessible features.
- FTA also launched a new program in November 2025 called **Grants for Buses and Facilities Program (GBBFP)**. This funding source can be used for bus-related facilities, such as shelters.

### State Funding Sources

- **Local Transportation Capital Improvement Program (LOTCIP)** provides state funding to municipalities for transportation capital improvement projects. WestCOG is responsible for soliciting and selecting projects and administering the program. Eligible projects include roadway and bridge reconstruction, pavement rehabilitation, sidewalks and multi-use trails. Roadway projects must be located on/along federally eligible roadways.
- The **Community Connectivity Grant Program (CCGP)** provides state funds to improve accommodations for bicyclists, pedestrians, and transit users in urban, suburban, and rural community centers. Recent funding is for construction activities. Multi-use trails, such as the one proposed along Route 1 as part of this study, are eligible under CCGP; note that recreational trails are ineligible.
- Connecticut Department of Energy & Environmental Protection (CT DEEP) offers a trail grant program called the **Recreational Trails Grants Program (RTGP)**. The funding can be used for planning, design, and construction of new trails. Acquisition of land or easements for a trail is also eligible, which may benefit the multi-use path on Route 1.
- CTDOT funds the **Active Transportation Microgrant Program (ATMP)**. This program offers up to $5,000 for bike racks.

## PHASING

The phasing tables below are organized into near-, medium- and long-term recommendations. The call-out boxes provide further context for understanding the content of these tables.

### HOW TO READ THE PHASING TABLES

The tables that follow identifies phasing of projects for segments approximately two blocks in length. The segments include approximately 100’ to 200’ south/west of each intersection. By organizing in shorter roadway segments, projects can be grouped flexibly or individually, depending on the funding available. For each corridor segment, roadway, sidewalk, and signal improvements are included in the first line item (“Roadway”). The multi-use path, which in many areas will require coordination with future development, is identified separately; costs include replacement of fencing, and retaining walls where needed (primarily along Van Buren Avenue). Similarly, bus stop facilities (i.e., shelters, benches) are identified separately within each roadway segment.

More detail on cost estimates can be found in Appendix F. Cost estimates do not include right-of-way and property acquisition costs. Discussions with property owners will be required prior to advancing certain projects into design. These estimates include Architecture and Engineer (A&E) design. This estimate includes the cost to conduct and complete environmental documentation to satisfy National Environmental Policy Act requirements.





## CHAMPIONS

Achieving the vision of the corridor will involve extensive coordination among project partners:

- As the owner of Route 1, the **Connecticut Department of Transportation** will be a critical partner in approving and implementing changes to the corridor. They will need to lead further iterations of design for both on-road infrastructure and signals.
- The **City of Norwalk** will provide input and on design plans and signal timing for the Route 1 corridor. Currently, the City owns the Van Buren Avenue signals, which they are modernizing. The City will also have a crucial role in updating community members and stakeholders of upcoming changes. The City of Norwalk may seek funding locally or through federal grant programs, such as Safe Streets and Roads for All.
- The **Western Connecticut Council of Governments (WestCOG)** supports the South Western Region Metropolitan Planning Organization, which helps distribute state and federal funding at the local level. They develop the financially constrained listing of all federal funded transportation projects, including both roadway and transit projects. WestCOG also has a leadership role in transportation planning projects throughout the region.
- **Norwalk Transit District (NTD)** and **CTtransit** are the two transit providers to the study area. Coordinating on any updates to routing or the location of bus stops (and necessary facilities) will be an important component of the roadway redesign efforts going forward.

*Project partners discussed the importance of operational and safety improvements to the intersection of Scribner Avenue and Connecticut Avenue.*

## NEAR-TERM (5 YEARS OR LESS)

| Route 1 West of Rampart Rd | | | | | |
|---|---|---|---|---|---|
| **Infrastructure Category** | **Description** | **ID** | **Cost Estimate** | **Cost Estimate Notes** | **Potential Funding Sources** |
| *Roadway* | Pedestrian/bicycle bridge crossing over wetlands to close sidewalk gap (34' span with 10' width) | P1 | $620,000 | Estimate provided by bridge project team | Funding already identified |

| Route 1 Belden Avenue to Bedford Avenue | | | | | |
|---|---|---|---|---|---|
| **Infrastructure Category** | **Description** | **ID** | **Cost Estimate** | **Cost Estimate Notes** | **Potential Funding Sources** |
| *Roadway* | Lane reallocation and slight adjustments to alignments of the ramp entrances; medians (4,560 sq ft); crosswalks added at Grandview Ave; 1 bus pull-out | P2, P3, P4, P5, P6, P7, T3, T5, TO1, TO2, TO3, TO4, TO6, R1, R6, GB1, GB2, GB3, GB6 | $3,099,000 | | STBG, CMAQ, HSIP, BUILD, LOTCIP |
| *Bus stop facilities* | Four stops (at Belden Ave, at Grandview Ave, and two at Bedford Ave); all four stops will have shelters and seating | T1, T2, T4 | $160,000 | Assumed $18k per shelter per NTD guidance | FTA 5449, FTA 5310, GBBFP |
| *Multi-use path* | Path located on both sides of the road (2,300 linear ft), amenity zones, and ramp crossings, utility pole relocation at Belden Ave, Grandview Ave, Bedford Ave; signal box relocation at Grandview Ave and Bedford Ave; fence relocation | P2, B1, B2 | $1,091,000 | Partial property acquisition costs not included | TA, LOTCIP, CCGP, RTGP |





| Route 1 200' south of Bedford to Connecticut Avenue | | | | | |
|---|---|---|---|---|---|
| **Infrastructure Category** | **Description** | **ID** | **Cost Estimate** | **Cost Estimate Notes** | **Potential Funding Sources** |
| *Roadway* | Lane reallocation with striped turn pockets, brick paver medians (5,518 sq ft), bus pullout areas (at Maple Ave), new sidewalk on westerly side starting at Connecticut Ave intersection (1,200 sq ft); crosswalk added at Connecticut Ave, 2 bus pull-outs | P2, P3, P4, P5, P6, P7, T3, T5, TO1, TO2, TO3, TO4, TO6, R1, R6, GB2, GB3 | $3,368,000 | | STBG, CMAQ, HSIP, BUILD, LOTCIP |
| *Bus stop facilities* | Two stops (at Maple Ave); both stops will have shelters and seating | T1, T2, T4 | $88,000 | Assumed $18k er shelter per NTD guidance | FTA 5449, FTA 5310, GBBFP |
| *Multi-use path* | 10' multi-use path (2,000 linear ft); amenity zone, utility/fencing relocation; 17 utility poles relocated (easterly side only) | P2, B1 | $2,903,000 | Partial property acquisition costs not included | TA, LOTCIP, CCGP, RTGP |

| Route 1 from 200' south of Connecticut Avenue to Stuart Avenue/Lowe's entrance | | | | | |
|---|---|---|---|---|---|
| **Infrastructure Category** | **Description** | **ID** | **Cost Estimate** | **Cost Estimate Notes** | **Potential Funding Sources** |
| *Roadway* | Close off Elmcrest Terrace; new sidewalk on westerly side at Connecticut Ave intersection to Elmcrest Terrace; redesigned Lowe's entrance | P2, P3, P4, P5, P6, P7, T5, TO1, TO2, TO3, TO4, TO6, R1, GB2, GB4 | $3,002,000 | Plantings for microforest not included in cost estimate | STBG, CMAQ, HSIP, BUILD, LOTCIP |
| *Multi-use path* | Amenity zone; utility pole, fencing, and guardrail relocation | P2, B1 | $2,569,000 | Partial propety acquisition costs not included | TA, LOTCIP, CCGP, RTGP |

| Route 1 from 20' west of Lowe's entrance to Taylor Avenue | | | | | |
|---|---|---|---|---|---|
| **Infrastructure Category** | **Description** | **ID** | **Cost Estimate** | **Cost Estimate Notes** | **Potential Funding Sources** |
| *Roadway* | Center median with brick pavers (2,545 sq ft); curb extension at West Cedar; utility pole relocation | P2, P3, P4, P5, P6, P7, T5, TO1, TO2, TO3, TO4, TO6, R3, LU1, GB2 | $3,785,000 | Coordination with property owners is needed; concept plan and estimate does not include changes to existing curb cuts | STBG, CMAQ, HSIP, BUILD, LOTCIP |
| *Bus stop facilities* | 2 shelters and benches at Clinton Ave/ Fairfield Ave | T1, T2, T4 | $88,000 | Assumed $18k per shelter per NTD guidance | FTA 5449, FTA 5310, GBBFP |
| *Multi-use path* | 10' multi-use path (2,170 linear ft); 11 utility poles relocated; retaining wall at northwest corner of Taylor Ave | B1, B4 | $2,808,000 | Partial property acquisition costs not included | TA, LOTCIP, CCGP, RTGP |

| Corridor-Wide | | | | | |
|---|---|---|---|---|---|
| **Infrastructure Category** | **Description** | **ID** | **Cost Estimate** | **Cost Estimate Notes** | **Potential Funding Sources** |
| *Bike racks* | Ongoing installation of bike racks at businesses | B5 | N/A | Exact number will need to be determined on a case by case basis | ATMP |





## MEDIUM-TERM (6-8 YEARS)

| Route 1 from 200' west of Taylor to Scribner Avenue, including Exit 14 ramp intersection | | | | | |
|---|---|---|---|---|---|
| **Infrastructure Category** | **Description** | **ID** | **Cost Estimate** | **Cost Estimate Notes** | **Potential Funding Sources** |
| *Roadway* | Crosswalk added at Exit 14; realignment of sidewalk 780 linear ft of new sidewalk); brick paver median (1,270 sq ft); porkchop expanded (4,500 sq ft); Scribner Ave median; crest flattening; Price Road closure | P2, P3, P4, P5, P6, P7, T5, TO1, TO2, TO3, TO4, TO5, TO6, R3, R4, R6, LU1, LU2, LU4, GB2 | $6,092,000 | • Signal modifications include 360 video detection, ATCS software, and fiber communication upgrades to facilitate adaptive operations<br>• Partial property acquisition costs not included | SS4A, STBG, CMAQ, HSIP, BUILD, LOTCIP |
| *Bus stop facilities* | 1 bus shelter and bench for eastbound stop at Scribner Ave | T1, T2, T4 | $47,000 | Assumed $18k per shelter per NTD guidance | FTA 5449, FTA 5310, GBBFP |
| *Multi-use path* | 10' multi-use path (2,730); retaining wall on Scribner Ave (250' ft x 4'); 7 utility/signal poles relocated | P2, B1 | $4,196,000 | • Partial property acquisition costs not included | TA, LOTCIP, CCGP, RTGP |

| Scribner Avenue at Cossitt Road | | | | | |
|---|---|---|---|---|---|
| **Infrastructure Category** | **Description** | **ID** | **Cost Estimate** | **Cost Estimate Notes** | **Potential Funding Sources** |
| *Roadway* | The Scribner Ave bridge over I-95 Bridge is the last within Norwalk to be replaced; design of the new structure should include widening needed for concept improvements. Consider jointly pursuing the roundabout project since future phases of design will determine retaining wall need at NW corner. | R5 | $11,486,000 | • Roundabout estimate taken from recent bids on State roads in CT. M&PT estimate increased to 8% due to roundabout complexity.<br>• Cost estimate does not include replacement of the bridge; it is assumed that the MUP on the bridge would be included in the bridge project | STBG, CMAQ, HSIP, BUILD, LOTCIP |





## LONG-TERM (MORE THAN 8 YEARS)

| Route 1 from 200' west of Scribner (TJ Maxx entrance) to ShopRite entrance | | | | | |
|---|---|---|---|---|---|
| **Infrastructure Category** | **Description** | **ID** | **Cost Estimate** | **Cost Estimate Notes** | **Potential Funding Sources** |
| *Roadway* | New crosswalks at Stop & Shop and ShopRite; brick paver medians (2,903 sq ft); bus pullouts at Planet Fitness; median approaching ShopRite entrance (2,903 sq ft); new sidewalk (100 linear ft) | P3, P4, P5, P6, P7, T3, T5, TO1, TO2, TO3, TO4, TO5, TO6, R2, R6, LU1, LU3, LU5, GB2 | $4,418,000 | • Signal modifications include 360 video detection, ATCS software, and fiber communication upgrades to facilitate adaptive operations | STBG, CMAQ, HSIP, BUILD, LOTCIP |
| *Bus stop facilities* | 2 bus shelters and benches at ShopRite entrance | T1, T2, T4 | $104,000 | • Assumed $18k per shelter | FTA 5449, FTA 5310, GBBFP |
| *Multi-use path* | 10' multi-use path (1,010 linear ft); signal cabinet and signal pole relocation (3) at ShopRite | B1 | $1,425,000 | • Partial property acquisition costs not included | TA, LOTCIP, CCGP, RTGP |

| Route 1 from 100' west of ShopRite entrance to Kohl's entrance | | | | | |
|---|---|---|---|---|---|
| **Infrastructure Category** | **Description** | **ID** | **Cost Estimate** | **Cost Estimate Notes** | **Potential Funding Sources** |
| *Roadway* | Sidewalk on southerly side (350 linear ft); one crosswalk added at Rampart Rd and three added at Kohl's entrance; bus pullout at Kohl's | P2, P3, P4, P5, P6, P7, T5, TO1, TO2, TO3, TO4, TO5, TO6, R2, LU1, LU3, LU5, GB1, GB2, GB5 | $3,569,000 | • Signal modifications include 360 video detection, ATCS software, and fiber communication upgrades to facilitate adaptive operations<br>• Coordination with property owners is needed; concept plan and estimate does not include changes to existing curb cuts | STBG, CMAQ, HSIP, BUILD, LOTCIP |
| *Bus stop facilities* | 2 bus shelters and benches at Kohl's | T1, T2, T4 | $104,000 | • Assumed $18k per shelter per NTD guidance | FTA 5449, FTA 5310, GBBFP |
| *Multi-use path* | 10' multi-use path (1,370 linear ft); 4 utility poles relocated | B1 | $1,933,000 | • Partial property acquisition costs not included | TA, LOTCIP, CCGP, RTGP |





| Route 1 from 200' west of Kohl's entrance to Keeler Ave (Home Depot exit) | | | | | |
|---|---|---|---|---|---|
| **Infrastructure Category** | **Description** | **ID** | **Cost Estimate** | **Cost Estimate Notes** | **Potential Funding Sources** |
| *Roadway* | Crosswalks added at PetSmart entrance; sidewalks on north and south (450 linear ft); bus pullouts at Keeler Ave; curb extension at Keeler Ave; brick paver median at Home Depot exit (270 sq ft); green infrastructure/ bioswales | P2, P3, P4, P5, P6, P7, T3, T5, TO1, TO2, TO3, TO4, TO5, TO6, R2, R6, LU1, LU3, LU5, GB1, GB2 | $3,945,000 | • Signal modifications include 360 video detection, ATCS software, and fiber communication upgrades to facilitate adaptive operations<br>• Coordination with property owners is needed; concept plan and estimate does not include changes to existing curb cuts | STBG, CMAQ, HSIP, BUILD, LOTCIP |
| *Bus stop facilities* | 2 bus shelters and benches at Keeler Ave | T1, T2, T4 | $104,000 | • Assumed $18k per shelter per NTD guidance | FTA 5449, FTA 5310, GBBFP |
| *Multi-use path* | 10' multi-use path (1,340 linear ft); crosswalks added at PetSmart entrance; sidewalks on north and south; bus pullouts at Keeler Ave; curb extension at Keeler Ave; brick paver median at Home Depot exit; green infrastructure/bioswales | B1 | $1,844,000 | • Cost of plantings not included | TA, LOTCIP, CCGP, RTGP |

| Route 1 from Home Depot exit to Richards Ave | | | | | |
|---|---|---|---|---|---|
| **Infrastructure Category** | **Description** | **ID** | **Cost Estimate** | **Cost Estimate Notes** | **Potential Funding Sources** |
| *Roadway* | Bus pullout; crosswalks added at Target and Richards Ave; utility/signal pole relocation; brick paver median at Richards (860 sq ft); porkchop island (1,240 sq ft); new sidewalk (795 linear ft) | P3, P4, P5, P6, P7, T3, T5, TO1, TO2, TO3, TO5, TO6, R6, LU3, LU5, GB2 | $4,698,000 | Coordination with property owners is needed; concept plan and estimate does not include changes to existing curb cuts | STBG, CMAQ, HSIP, BUILD, LOTCIP |
| *Bus stop facilities* | 2 shelters and benches at Target | T1, T2, T4 | $104,000 | Assumed $18k per shelter per NTD guidance | Assumed $18k per shelter per NTD guidance |
| *Multi-use path* | 10’ multi-use path (1,110 linear ft); signal pole (5) and signal box relocation at Target and Richards Ave | B1 | $1,656,000 | Partial property acquisition costs not included | Partial property acquisition costs not included |





| Route 1 from Costco entrance to Darien town line | | | | | |
|---|---|---|---|---|---|
| **Infrastructure Category** | **Description** | **ID** | **Cost Estimate** | **Cost Estimate Notes** | **Potential Funding Sources** |
| *Roadway* | Brick paver medians (1,870 sq ft); new crosswalks at Costco entrance | P3, P4, P5, P6, P7, T5, TO1, TO2, TO3, TO4, TO6, R6, LU3, LU5, GB2, GB6 | $2,551,000 | | STBG, CMAQ, HSIP, BUILD, LOTCIP |
| *Bus stop facilities* | 2 bus shelters and benches | T1, T2, T4 | $104,000 | Assumed $18k per shelter per NTD guidance | FTA 5449, FTA 5310, GBBFP |
| *Multi-use path* | 10’ multi-use path (865 linear ft); 5 utiliity poles relocated; 130 linear ft guiderail moved | B1 | $1,282,000 | Partial property acquisition costs not included | TA, LOTCIP, CCGP, RTGP |
| *Bridge over wetland* | Northerly side of Route 1 over Five-Mile River (54’ span with 10’ width) | P2 | $1,349,000 | | TA, LOTCIP, CCGP, RTGP |

# EARLY ACTIONS

The complexity of the study area results in a multitude of projects that have notable scale and require coordination among state, local, and private entities. In order to implement meaningful solutions for the most salient challenges on this portion of Route 1, a number of early actions have been identified. Some are projects ready for staff design and construction. Others are projects where champions must collaborate with regional entities to pursue grant funding in the short-term in order to advance the desired geometry changes.


*Elected officials and City leadership worked alongside WestCOG, CTDOT, the public, and members of the project team to develop implementable solutions to Route 1's challenges.*





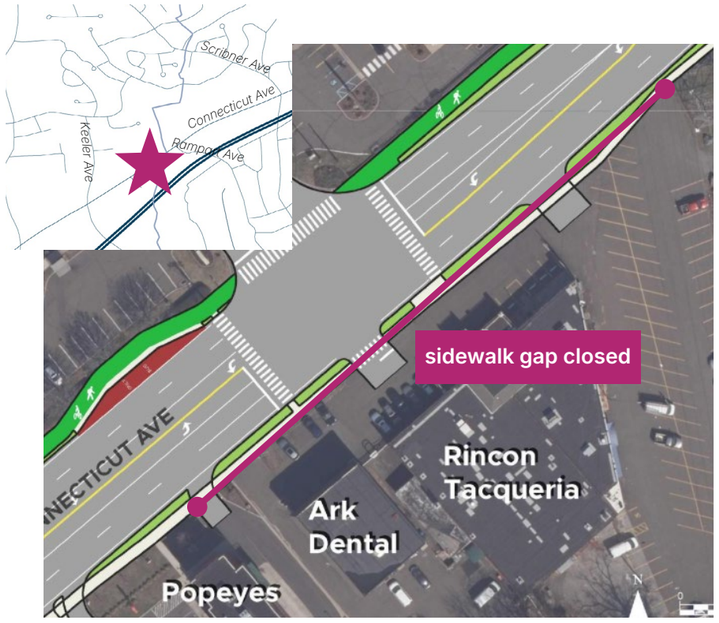
## PROJECT: CLOSE SIDEWALK GAPS ACROSS FROM KOHL'S

A sidewalk is missing on the southerly side of Route 1 from Rampart Road to the Popeyes entrance. This gap is particularly notable due to the sidewalk gap on the northerly side over wetlands approaching Rampart Road. To close this gap, 210 linear feet of sidewalk (and a connecting crosswalk) would need to be added between business driveways.

**Champion** City of Norwalk

**Partners** CTDOT, Local Businesses

**Cost** $687,000




### Benefits

1. Improves pedestrian access to existing and planned crosswalks and bus stops
2. Promotes ADA-accessibility
3. Reduces driveway widths, limiting pedestrian exposure to turning vehicles

### Other considerations for batching projects

Long term concept recommends crosswalks at the Kohl's entrance and a bus stop on each side of the street. Consider including crosswalks and bus facilities in this project. An amenity zone with plantings may also be possible in this location. This could be achieved in tandem with site redevelopment.

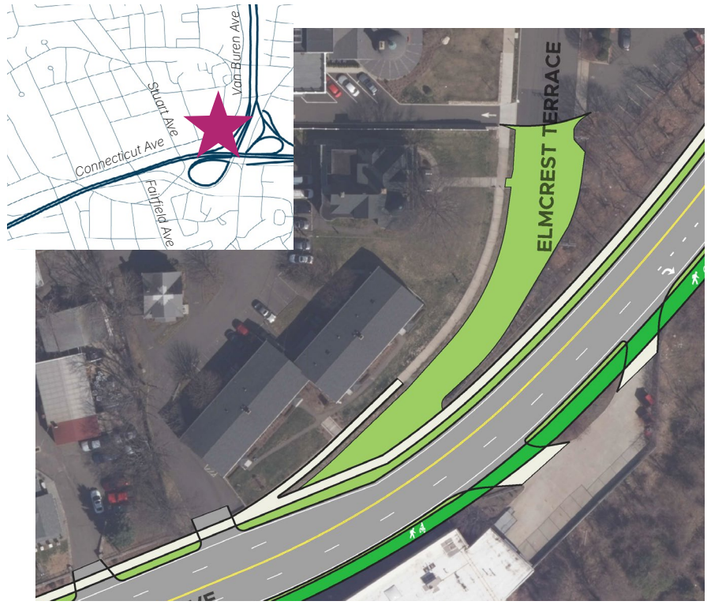
## PROJECT: ELMCREST TERRACE QUICK BUILD PLAZA

The Elmcrest Terrace intersection with Route 1 is skewed, which reduces visibility. Closing this intersection would create open space that could be used as a plaza using low cost materials in the near term. Depending on the materials used, duration of intended installation, and civil engineering required (e.g. curbing), cost would be scaled.

**Champion** City of Norwalk

**Partners** CTDOT, local residents

**Cost** $50,000 - $100,000




### Benefits

1. Eliminate conflict points
2. Promotes traffic calming
3. Provides placemaking opportunity

### Other considerations for batching projects

An urban microforest is recommended in the longer term, so this quick-build project is an interim design. Additionally, the proposed redesign of Route 1 from Elmcrest Terrace to Belden Avenue is adjacent to this project. This would include a new sidewalk on the westerly side of Route 1, so maintaining the pedestrian connection to Elmcrest Terrace is recommended.





## PROJECT: INSTALL BUS SHELTERS

Shelters can be added at locations on the corridor where bus pullouts are not proposed. These locations include: Belden Avenue (2), Clinton (2), Kohl's entrance (2), and Target entrance (1).

This task requires coordination with NTD on their recently redesigned network to confirm the siting of the shelters.

**Champion** City of Norwalk

**Partners** NTD, CTtransit, CTDOT

**Cost** $423,000

($18,000 per shelter; $126,000 total)



### Benefits

1. Provide shade and weather protection for riders
2. Improve rider comfort
3. Increase visibility of bus system

### Other considerations for batching projects

More shelters are proposed on the corridor, but they may require more room than the public right-of-way currently offers. Moreover, the redesign of Route 1 includes bus pullouts in some locations. More shelters could be purchased and implemented to address rider needs while funding for the full redesign is pursued.

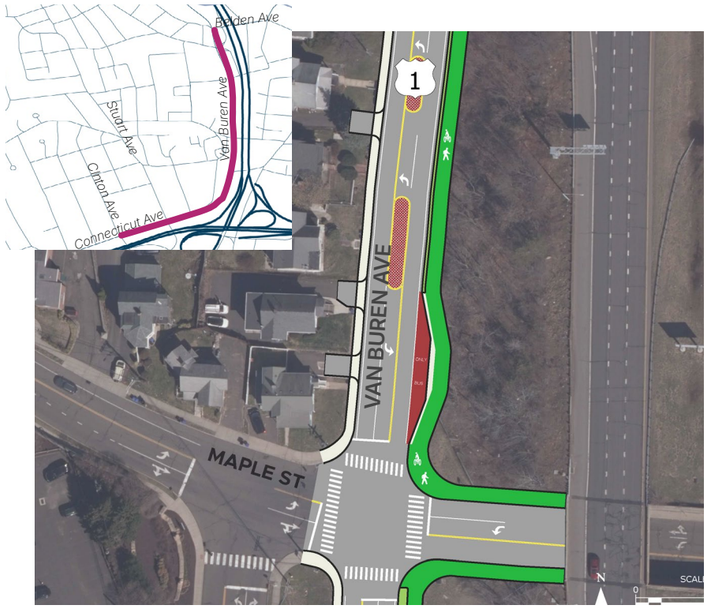
## PROJECT: VAN BUREN AVENUE MULTI-USE PATH

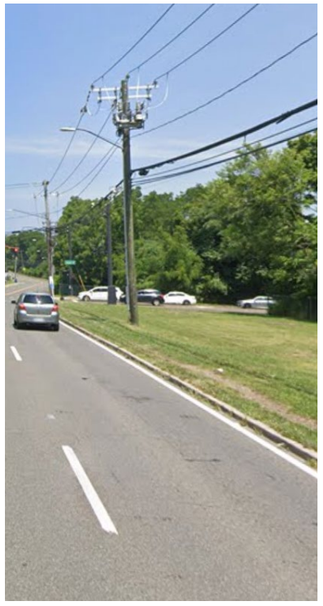
A 10-foot multi-use path for pedestrians and cyclists that runs from Ferris to Belden Avenue. Proposed alignment runs along the easterly side of Route 1.

**Champion** City of Norwalk

**Partners** CTDOT

**Cost** $11,045,000



### Benefits

1. Pedestrian and bicycle connections to the Norwalk River Valley Trail, Jefferson Elementary School, and surrounding neighborhoods
2. Closes the sidewalk gap on the easterly side of Van Buren Avenue

### Other considerations for batching projects

The redesign of Van Buren Avenue includes a lane reallocation that can allow for a larger amenity zone.





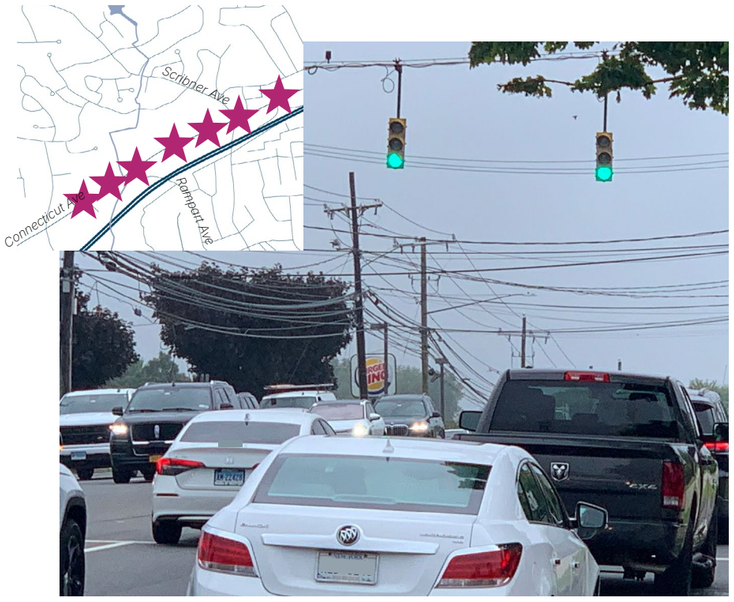
## PROJECT: SIGNAL RETIMING AND EQUIPMENT UPGRADES

This project will re-time the signals and close the gap in the adaptive signals on the corridor. The intersections include the following: **PetSmart entrance, Kohl's entrance, Rampart Road, ShopRite entrance, Best Buy entrance, Scribner Avenue, and Exit 14 ramps**. Consistent with CTDOT practices, fiber optic cable installation will be included. New crosswalks and pedestrian signal heads can be incorporated at four of the intersections (i.e. PetSmart entrance, Kohl's entrance, Rampart Road, ShopRite entrance) along with the equipment upgrades.

**Champion** City of Norwalk

**Partners** CTDOT

**Cost** $1,500,000




### Benefits

1. Improves traffic progression on Route 1: reducing average travel time, decreasing stops, and decreasing vehicle hours of delay
2. Provide continuity along the corridor with the existing and planned Adaptive Traffic Control System
3. Provides pedestrian access in a critical corridor segment lacking existing crosswalks and sidewalks

### Other considerations for batching projects

Where new sidewalks are not required to provide access to new crosswalks, installation of key pedestrian infrastructure can be incorporated for reasonable cost. The installation of ATCS could also include Transit Signal Priority (TSP) and Leading Pedestrian Invervals (LPI). Consideration should be given to these features, including the relationship to other capital needs, such as TSP receivers and no turn on red signage.

## PROJECT: SCRIBNER AVENUE AND EXIT 14

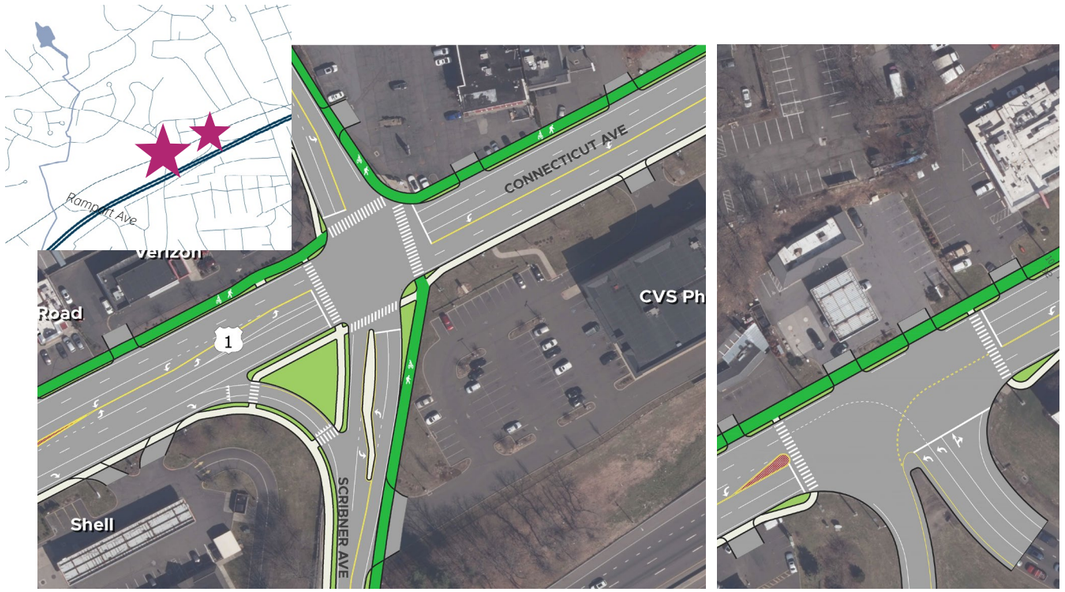
200' West of Taylor Avenue to 200' West of Scribner Avenue

An area of frequent congestion and a higher crash frequency, the Scribner Avenue intersection and connection to the ramps at Exit 14 would benefit from a redesign. This project would include intersection alignment improvements to improve visibility and operations; new multi-modal connections; and improved access management.

**Champion** City of Norwalk

**Partners** CTDOT

**Cost** $6,092,000




### Benefits

1. Improve visibility for turning vehicles
2. Makes signal operations more efficient by allowing concurrent left turns
3. Offers multi-modal connections
4. Installs enhanced bus stop facilities

### Other considerations for batching projects

Geometric modifications likely require partial property takings but will result in substantial traffic operational benefits. The easterly multi-use path on Scribner Avenue connecting north from Route 1 would pair best with a network connection on West Cedar Street. Enhanced faiclities for far-side bus stops in both directions should be coordinated with NTD and CTtransit.





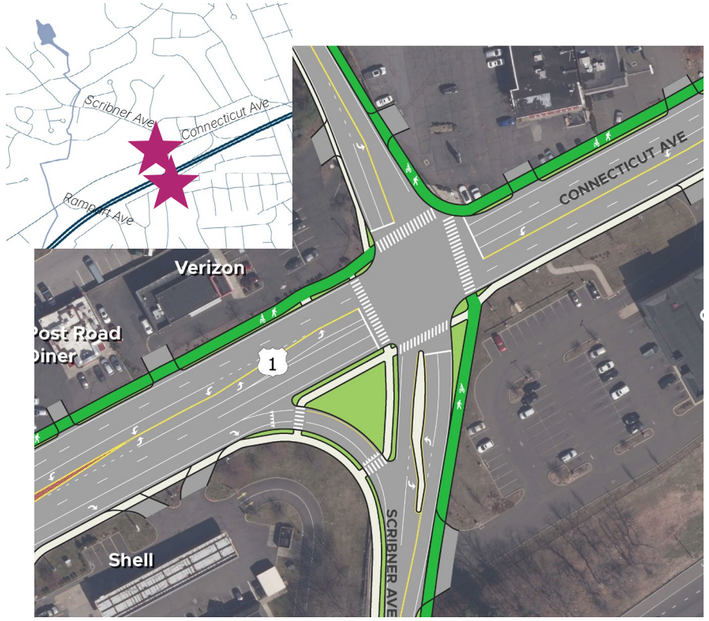
## PROJECT: SCRIBNER AVENUE BRIDGE AND COSSITT ROAD REDESIGN

This roundabout was among the most popular concepts for the public. It offers substantial safety and traffic operational improvements that benefit regional travel while enhancing access for local residents.

**Champion** City of Norwalk

**Partners** CTDOT

**Cost** $11,486,000 (bridge replacement excluded)





### Benefits

1. Allows local residents coming from Cossitt Road to better access I-95 and Route 1
2. Improve visibility for turning vehicles
3. Offers multi-modal connections
4. Provides placemaking opportunity within the roundabout

### Other considerations for batching projects

The Scribner Avenue bridge over I-95 is one of the oldest in the city. The roundabout and could be paired with the bridge replacement.

# EVALUATIONS, PERMITTING, AND COMPLIANCE

Several evaluations, permitting and compliance activities will need to be considered as the concept plan moves into the design and implementation stages. Highlights are noted below, but a more detailed discussion that includes time needed to complete the evaluations can be found in Appendix G.

- **Intersection Control Evaluation** is a data–driven, performance–based framework to screen intersection alternatives and identify an optimal solution. This evaluation will be required at every signalized intersection.
- Due to the presence of Keelers Brook and Five Mile River crossing the study area, the following permits may be needed:
  - A **Flood Management permit package** for the new pedestrian-bicycle bridges proposed over Keelers Brook adjacent to Rampart Road and for the bridge across from Costco.
  - Various wetland permits, including the U.S. Army Corps of Engineers **Section 404 permit**, a **Water Quality Certification** approval under 401 of the Federal Clean Water Act, and supporting **Pre-Construction Notice** documentation.
- The Connecticut Department of Energy and Environmental Protection (CTDEEP) will require a **General Permit for the Discharge of Stormwater and Dewatering Wastewaters from Construction Activities** if more than one acre of soil is disturbed.
- In addition to permits, implementing corridor improvements may activate the need for environmental and historic documentation. A **Categorical Exclusion** would likely satisfy the federal requirements, assuming the impacts are minimal. If additional impacts are found or if the project is combined with a larger project, an Environmental Assessment may be required.
- If State funding is involved, a **Post Scoping Notice or Environmental Impact Evaluation** may be required to satisfy the Connecticut Environmental Policy Act.

# ROUTE 1 TOMORROW

Route 1 is a regionally significant corridor with access to I-95 and Route 7, so the local context is easy to overlook. For those who live on or near the corridor, Route 1 is their main street. It features local shops and national chains, apartments and single-family homes. It provides access to the local elementary school and hospital. Balancing the regional mobility needs with the local context is one of the critical challenges facing this section of Route 1.

This plan worked within the existing traffic and design constraints to offer a bright future for Route 1 that allows for improved transportation choice and aesthetics. High quality transit facilities, a fully connected pedestrian and bicycle network, and increased tree canopy are all possible while also improving traffic flow. This suite of improvements can offer a meaningful improvement to Norwalk's western gateway, paving the way for a more livable Route 1.