

## **Statement on Norden Place**

The Commission would like to provide some information on what the impact this development would have on a bike/walk corridor that includes dedicated bike lanes and sharrows. Several years ago, Strawberry Hill Avenue was the focus of a Federal Safe Routes to School grant to improve pedestrian safety at the nearby Nathan Hale Middle School. Strawberry Hill Avenue is also one of the major connections used to travel to the popular beaches in Norwalk, a destination for both pedestrians and cyclists. We have concerns that this project would reverse years of effort to make this a safe area for pedestrians and cyclists.

In addition to the work on Strawberry Hill, Fitch Street is a great example of what a separated bike lane can be and terminates in the middle of the East Norwalk village. This emerging commercial district (TOD) would be negatively impacted by the substantial increases in large truck traffic. Excessively large turning radii needed to accommodate large vehicles on a regular basis are at odds with pedestrian, bicycle and business goals. These goals favor slow traffic speeds, active streetscapes, and smaller turning radii.

Facilitating larger vehicles will tacitly permit smaller vehicles to make turns at greater speeds further compromising the safety of Norwalkers on foot or on bicycles in this area.

Increased crossing distances will prolong pedestrian exposure to traffic and increase queue times for travelers in vehicles while they wait for the lengthened pedestrian crossing timers.