

Fairfield Bicycle & Pedestrian Master Plan

Prepared by the Fairfield Bicycle & Pedestrian Plan Advisory Committee
with technical assistance provided by the Greater Bridgeport Regional Council



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Background

With encouragement from the Fairfield Bike Walk Coalition and support from the Greater Bridgeport Regional Council (GBRC), former First Selectman Kenneth Flatto agreed to form the Fairfield Bicycle and Pedestrian Plan Advisory Committee in March 2010. The 9-member committee was comprised of residents and staff charged with developing a town-wide bicycle and pedestrian plan.

To engage and solicit ideas from the public, the Committee designed and administered a qualitative survey which was completed by 530 Fairfield residents in August 2010. A public forum was held in April 2011 to report on the survey results and gain additional public input. Following this meeting, the GBRC submitted a draft Bicycle and Pedestrian Plan to the Committee.



The Bicycle & Pedestrian Plan Public Forum held at Osborn Hill School in April 2011 was attended by nearly 100 residents.

In April 2012, First Selectman Michael Tetreau restructured the committee to be comprised of 9 residents with staff members serving as advisors. The Committee's purpose was to make final revisions to the plan and approve it for presentation to the Board of Selectman and the Town Plan & Zoning Commission.

Acknowledgements

The Committee would like to thank the GBRC for providing their expertise and support throughout this planning process and acknowledge the following members and advisors for their many contributions to this exciting effort:

Committee Members

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- Kirstin Etela, Past Chair
- Jack Franzen, Vice Chair
- Alyssa Israel, Secretary
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- Betsy Gardner
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Committee Advisors

- Mark Barnhart, Director, Fairfield Community & Economic Development
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Vision

The Town of Fairfield recognizes the need to encourage walking and biking for transportation, recreation, exercise and quality of life. Walking and biking conserve energy, improve air quality, reduce traffic and the need for parking, improve health and fitness, and invigorate the local economy through increased access to local businesses and greater potential for tourism. These community-wide benefits will be achieved through institutional, planning, enforcement, education and infrastructure actions.

Introduction

The Fairfield Bicycle and Pedestrian Plan was a document prepared by the Fairfield Bicycle and Pedestrian Plan Advisory Committee with technical assistance provided by the Greater Bridgeport Regional Council for adoption into the Town Plan of Conservation and Development. It lays out the philosophy and principles for integration of bicycle and pedestrian activities into existing and future infrastructure while providing suggestions and priorities for action within the following categories: Institutional, Planning, Enforcement, Education and Infrastructure (supporting maps provided).

The Plan presents the Complete Streets approach which provides for maximum choice by means of integrating all modes of transportation (p. 7). Because Fairfield is an historic New England town, the plan also recognizes that ideal solutions may not always be viable or practical due to existing development, topography or other circumstances.

Underlying the Plan's recommendations are the many benefits that Fairfield can expect from its implementation such as: higher property values, increased bicycle and foot traffic to local merchants, safer streets, improved air quality, more recreational opportunities and transportation choice, and improved health and quality of life.

The Town has recognized the importance of biking and walking by including many policies in its 2000 Plan of Conservation and Development (POCD) which are listed below:

- Open space and recreation facilities should be connected via bicycle and pedestrian paths (POCD, p. 37).
- Eliminate barriers to pedestrian traffic between commercial properties and encourage better pedestrian linkages between such properties to reduce excessive vehicle movements (POCD, p. 38).
- Encourage diversity of commercial uses including mixed residential/commercial uses to maintain and increase the vitality of the business corridor (POCD, p. 38).
- Encourage the creation of a pedestrian/bicycle path along the Mill River corridor to link existing open spaces (POCD, p. 38).
- Encourage signal timing and other traffic control and enforcement measures that foster pedestrian safety (POCD, p. 43).
- Encourage the development of better and safer pedestrian and bicycle access and passage throughout town (POCD, p. 55).
- Encourage construction of sidewalks where appropriate, especially in areas between existing walks (POCD, p. 55).
- Establish a town-wide system of sidewalks, bike routes, and bicycle paths which are safe and convenient and which connect residential areas with public, private, educational, commercial and open space areas (POCD, p. 57).

Yet despite these policies, many Fairfield residents currently do not feel that walking and biking in town is safe and accommodating. Among the respondents of the 2010 Fairfield Bicycle & Pedestrian Survey, the vast majority commented on how walking and biking is hazardous in town due to poor sidewalk and street infrastructure, lack of complete sidewalks and bike lanes, traffic, speeding, and disregard of the rules of the road by drivers, cyclists and pedestrians. The residents of Fairfield who spoke out in the survey and at the public forum made it clear that they would like to make biking and walking a priority in Town.

Purpose of Fairfield Bicycle and Pedestrian Plan

The purpose of this plan is to inspire all levels of Town government to work toward achieving a more bikable and walkable community, to enrich the Plan of Conservation and Development with an overarching Complete Streets Policy, and to provide specific recommendations on how to achieve the Complete Streets Policy goals and objectives.



Before implementation of a Complete Streets Policy



After implementation of a Complete Streets Policy

Executive Summary

The Vision of the Fairfield Bicycle & Pedestrian Master Plan: The Town of Fairfield recognizes the need to encourage walking and biking for transportation, recreation, exercise and quality of life. Walking and biking conserve energy, improve air quality, reduce traffic and the need for parking, improve health and fitness, and invigorate the local economy through increased access to local businesses and greater potential for tourism. These community-wide benefits will be achieved through institutional, planning, enforcement, education and infrastructure actions (p. 4).

The Complete Streets Policy encourages the Town of Fairfield to provide—in all types of transportation and development projects—for the needs of all users including bicyclists, pedestrians, transit users, and drivers, and with special attention given to vulnerable populations such as children, the elderly and persons with disabilities (pgs. 7-8).

Institutional Recommendations: These 13 recommendations include creating a standing Bicycle & Pedestrian Committee, assigning a Town Bicycle & Pedestrian Coordinator, adopting a Complete Streets Policy and the American Association of State Highway Transportation Officials (AASHTO) design guidelines, and implementing Asset Management and Maintenance programs (pgs. 9-10).

Planning Recommendations: These four recommendations ask developers to provide a bicycle and pedestrian plan as part of their site plan for large developments, to adhere to a bicycle-to-car parking ratio, and to increase sidewalk widths to AASHTO standards (p. 10).

Enforcement Recommendations: These eight recommendations involve assigning staff to bicycle and pedestrian safety, continuing data collection and coordination with the Police Department and the Town Engineer, increasing speed limit and crosswalk enforcement, and increasing usage of signage to alert drivers to pedestrians (pgs. 10-11).

Education Recommendations: These 13 recommendations seek community participation in promoting walking, biking, and how to Share the Road through various educational and outreach programs such as expanding on International Walk/Bike to School Day and posting the Connecticut Department of Transportation's (ConnDOT) Share the Road tips on the Town's Web site (pgs. 11-12).

Infrastructure Recommendations: This is the largest category that is broken down into eight Bicycle Facilities recommendations, eight Pedestrian Facilities recommendations, a variety of specific recommendations for each of Fairfield's rail stations, and six Public Transit recommendations. These recommendations have supporting maps to illustrate the proposed bicycle routes, areas where sidewalks need to be completed, and locations that would benefit from crosswalk and green infrastructure enhancements (pgs. 12-16).

Immediate Actions: The Committee agreed upon five immediate actions: Developing three on-road bicycle routes with the appropriate signage, pavement markings and shoulder striping; implementation of the Fairfield Metro Center Rail Station enhancements; completing the sidewalk network in priority areas; expanding on International Walk/Bike to School Day; and posting ConnDOT's Share the Road Program on the Town's Web site (p. 17).

Funding Sources: The Plan lists local programs and grant sources that could potentially fund the recommendations (p. 18).

Introduction to Complete Streets

Too many streets in the U.S. and in Fairfield are designed only for cars. In a national movement to change our streets for the better, hundreds of communities have adopted Complete Streets policies which encourage planners and engineers to build road networks that are safer, more livable and welcoming to everyone.

This movement was inspired by the National Complete Streets Coalition founded in 2005 by advocacy and trade groups including the AARP, the American Planning Association, the American Society of Landscape Architects, and the American Heart Association. See www.smartgrowthamerica.org.

Proposed Complete Streets Policy

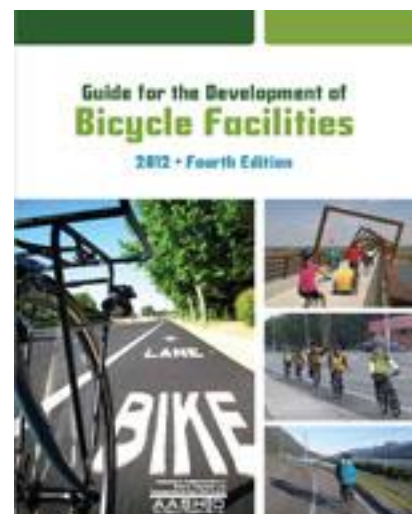
The Committee recommends that a Complete Streets Policy be adopted by the Board of Selectmen and carried out by all Town Departments as appropriate. The Committee also recommends that the Complete Streets Policy contain the following components and language:

“The Town of Fairfield seeks to provide—in all types of transportation and development projects—for the needs of all users including bicyclists, pedestrians, transit users, and drivers, and with special attention given to vulnerable populations such as children, the elderly and persons with disabilities.

Town Departments shall make every possible effort to apply the Complete Streets Policy to any new construction, reconstruction, rehabilitation, retrofit, maintenance or other alteration and repair of any street, road, bridge, parking lot or other portion of the transportation system under the jurisdiction of the Town of Fairfield, as well as to highways and roads under the control, ownership and jurisdiction of the State of Connecticut.

In applying the Complete Streets Policy, Town Departments shall refer to the most current American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, and the Americans With Disabilities Act (ADA) Standards for Accessible Design, which provide specific design guidelines for the following elements of a Complete Street:

1. *Bicycle facilities including designating bicycle routes, installing bicycle lanes, installing Share the Road signs, providing bicycle racks and adding appropriate pavement markings such as sharrows, bike lane symbols and shoulder edge lines.*
2. *Pedestrian enhancements including installing crosswalks, upgrading pedestrian signal equipment and timing such as countdown clocks and providing a Leading Pedestrian Interval (LPI), constructing curb ramps that meet ADA standards, and providing sidewalks that are well maintained, meet width needs and are interconnected.*
3. *Bus features and amenities including constructing bus pull-outs, installing shelters with ample room for boarding, ensuring bus stops and shelters are well connected to the pedestrian network and have a*



clear path to and from the bus stop, and coordinating with transit officials so that their operating needs are adequately considered and incorporated into the design.

4. *Traffic calming actions including using textured material at crosswalks, bumping out intersection curbs to shorten the walk distance, installing center refuge islands, and installing raised intersection tables.*



5. *Streetscape environment including planting urban appropriate trees and landscaping, installing bio-swaes and rain gardens, using permeable paving material such as concrete pavers and porous asphalt, and providing a buffer between the street and sidewalk.*
6. *ADA compliant features, including curb ramps, detectable tactile cues and warnings, accessible pedestrian signals that emit audible sounds, have a locator tone at the pushbutton or use vibrotactile devices, and increasing the walk time to accommodate persons with disabilities.*
7. *On-street parking treatments, including designated spaces delineated by a unique pavement treatment (textured material, concrete pavers) and curb/sidewalk bump-outs.*
8. *Access management actions to manage and control ingress/egress at commercial driveways including consolidations, modifying allowed movements, and incorporating good sidewalk design across driveways.*

Complete Streets actions may not be practical or feasible in some areas of Town due to existing development, topography and neighborhood characteristics. Exemptions from the Complete Streets Policy shall be determined upon the completion of a detailed planning and engineering analysis that documents the costs and constraints indicating the basis for the decision to not comply with the Complete Streets Policy.”

Recommendations

The following institutional, planning, education, enforcement, and infrastructure recommendations were developed by the Committee following an analysis of commentary from the 2010 Bicycle & Pedestrian Survey and the public forum, and with expert advice from staff advisors and the Greater Bridgeport Regional Council throughout the planning process.

Institutional Recommendations

1. Create a standing Bicycle & Pedestrian Committee appointed by the Board of Selectman, comprised of citizen representatives and supported by appropriate Town staff. The proposed role of the Committee is to collaborate with all Town Departments to:
 - a. Advocate for the recommendations in the Fairfield Bicycle & Pedestrian Master Plan.
 - b. Monitor transportation and other projects to ensure that they are consistent with the Complete Streets Policy.
 - c. Monitor and evaluate the Town's progress in the implementation of this Plan.
 - d. Convene regular meetings dedicated to the review of goals, implementation, outcomes and budgets.
 - e. Provide an annual status report to the Board of Selectmen.
2. Encourage staff from each department to champion various sections of the Plan and work collaboratively with other departments and the Bicycle & Pedestrian Committee.
3. When possible, assign or hire a part or full-time Town Bicycle and Pedestrian Coordinator (see the Davis, California Bicycle and Pedestrian Coordinator job description on pgs. 25-28).
4. Meet regularly with the CT Department of Transportation to advocate for much-needed bicycle and pedestrian improvements on state roads and intersections.
 - King's Highway Cutoff/King's Highway East (Route 1)
 - Boston Post Road (Route 1 and Route 130)
 - Stillson Road/North Benson Road (Route 135)
 - Black Rock Turnpike/Tunxis Hill Road (Route 58)
 - Stratfield Road (Route 59)
 - Weston/Easton Turnpike (Route 136)
5. Coordinate state and local road repaving schedules with bicycle and pedestrian enhancements.
6. Adopt the most current *AASHTO Guide for the Development of Bicycle Facilities* for all bicycle infrastructure in Fairfield.
7. Adopt the most current *AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities* for all pedestrian infrastructure.
8. Adopt the most current *ADA Standards for Accessible Design*.

9. Adopt the *EPA's Green Streets: A Conceptual Guide to Effective Green Streets Design Solutions* for green infrastructure which includes storm water planters, rain gardens, tree boxes, bio-swales, and the application of permeable pavement material in parking lots, parking lanes, sidewalks and crosswalks.
10. Implement an Asset Management System, a type of database that would allow the Town to track and map all of its bicycle and pedestrian amenities and their condition. Allow the public to access this data via an online layered map showing these amenities (i.e., bicycle and walking routes, bicycle racks, air pumping stations, public restrooms, water fountains, complete sidewalks, shared-use paths and open spaces, etc.).
11. Implement a Bicycle Facilities Maintenance Program to schedule ongoing maintenance and repair of the various facilities and to ensure a smooth surface and a safe experience. Actions include street sweeping, fixing/repairing potholes, repainting pavement markings and symbols, repairing/replacing damaged signs and controlling vegetation. See *Rail-Trail Maintenance and Operation* in the Appendices.
12. Seek Bicycle and Walk Friendly Community designation from the League of American Bicyclists and the U.S. Department of Transportation Pedestrian and Bicycle Information Center. See www.walkfriendly.org/ and www.bikeleague.org/programs/bicyclefriendlyamerica/communities/.
13. Establish benchmarks under the categories of Health, Recreation, Safety, Transportation, Economy, and Environment to track progress of the Plan's recommendations.

Planning Recommendations

1. Require developers to provide a bicycle and pedestrian plan as part of the site approval process for all commercial developments. The State Traffic Commission already requires developers to provide information on how bicycling and walking has been considered for developments on state roads with 100,000+ square feet or 200+ parking spaces.
2. Require a 1:20 ratio, for example, of bike parking to car parking in all commercial developments. Explore incentives to bring grandfathered developments into compliance with the new bicycle rack code.
3. Require sidewalks to be at least 5 feet wide along most roads and 8 feet wide in commercial areas with a minimum two foot snow-shelf buffer where possible and appropriate (AASHTO, 2004 and ADA 2010).



Enforcement Recommendations

1. Assign a police officer within the Traffic Safety Unit to coordinate all bicycle and pedestrian safety, enforcement and street re-design activities.
2. In coordination with the Town Engineer, continue tracking and GIS mapping of vehicular, bicycle and pedestrian accidents. Use the data for targeted enforcement efforts, improving street design and evaluating progress.

3. Focus speed monitoring and enforcement of speeding and red-light running along bicycle routes and areas with high pedestrian activity.
4. Conduct an annual “Speed Limit Enforcement Week.”
5. Stage cross-walk stings on a regular basis.
6. Place permanent Stop for Pedestrians sign posts and temporary sandwich boards (which must be picked up daily) at key crosswalk locations around town.
7. Increase the number of officers on bicycles to educate cyclists and pedestrians about the dangers of improper crossing of a street, cycling against traffic, ignoring traffic signs, and not using tail and head lights at night.
8. Pass an ordinance prohibiting bicycling on sidewalks in the downtown and other areas with heavy pedestrian traffic.



Education Recommendations

1. Educate residents about the Connecticut Department of Transportation’s (ConnDOT) Share the Road Program by posting the driver, bicycle and pedestrian tips on the Town’s Web site, including a flier in the Parks & Recreation catalog once a year, and distributing brochures through local businesses, for example. See ConnDOT’s Share the Road Program at <http://www.ct.gov/dot/cwp/view.asp?a=2314&q=433254> and on pgs. 20-21.
2. Encourage every Fairfield school to apply for a Safe Routes to School Site Audit grant and implement its recommendations. See the Osborn Hill School Audit in the Appendices.
3. Ask local driving schools to incorporate ConnDOT’s Share the Road Program into their curriculum.
4. Encourage Parks & Recreation Department staff and community-based fitness instructors to become League Cycling Instructors (LCI) to teach on-bike skills to youth and adults (as part of Fairfield Continuing Education or as a program of the YMCA, for example). See <http://www.bikeleague.org/programs/education/seminars.php>.
5. Work with the Fairfield Public School’s Health Coordinator to introduce innovative bicycle and pedestrian educational resources for the K-5 classroom teacher to utilize.
6. Expand on International Walk/Bike to School Day in October by promoting monthly bike/walk-to-school days. See <http://www.walkbiketoschool.org/>.
7. Engage the Police Department and PTA Health, Fitness and Safety Committees in sponsoring bicycle clinics at each of the elementary schools.
8. Engage the community in identifying areas of concern and monitoring progress by conducting simulated fields experiences (such as pushing a wheelchair or stroller across a particular intersection) using mixed teams of older adults, students, drivers, parents, and cyclists.

9. Utilize the media whenever possible to educate residents about ConnDOT's Share the Road Program (see pgs. 20-21) and to promote awareness of the Police Department's targeted enforcement efforts.
10. Encourage the Fairfield Public Library and the Fairfield Museum and History Center to choose a related book display or have a special exhibit where ConnDOT's Share the Road Program could be promoted.
11. Consider integrating ConnDOT's Share the Road Program into an over-arching Street Smarts campaign or a campaign of "Mutual Respect." See <http://cityofnewhaven.com/StreetSmarts/> and <http://care.darien.org/care-pass.html> for examples of such public awareness campaigns.
12. Encourage local employers to implement bike and walk-to-work policies and incentives as part of their worksite health initiatives.
13. Expand upon the Fairfield Fitness Council's walking route map of the beach area by creating more recommended walking routes promoted on the Town's Web site. Recommended walking routes might traverse the Fairfield University Campus or lead residents from an area with excellent sidewalks and views such as Brookside Drive to a nearby open space such as Mountain Laurel Park or Springer Glen. See the NorWalker program at www.norwalkct.org/index.aspx?nid=773 for an example.

Infrastructure Recommendations

Bicycle Facilities

1. Designate shared roadway bicycle routes that provide intra- and inter-town connections and access to the Town Center, beaches and commuter rail stations. Shared roadways have a four-to-five foot bicycle shoulder with a painted edge line (if the road is at least 30-32 feet wide). If the road is too narrow for a bike shoulder, a Shared Lane Marking (sharrow) would be stenciled on the road. Standard bicycle route signage would mark all routes. Shared lane bicycle routes are recommended below. Also see Proposed Bicycle Route Network map on p. 22.



North-South Bicycle Routes via:

- Route 136 (Westport Road), Sturges Highway, Hulls Farm Road and Bronson Road.
- Hillside Road, Old Academy Road, Greenfield Hill Road, Duck Farm Road, Mill Plain Road, and South Pine Creek.
- Redding Road, Bronson Road and Pequot Avenue.
- Black Rock Turnpike, Tahmore Drive, Burroughs Road, High Street, Holland Hill Road and Barlow Road.
- Route 59 (Stratfield Road), Brooklawn Avenue, Briarwood Avenue, Dewey Street, Commerce Drive, Kings Highway East.
- Park Avenue from Jefferson Street to Seaside Park.

East-West Bicycle Routes Via:

- Jefferson Street, Congress Street and Cross Highway.
 - Wilson Street, Fairfield Woods Road, Burroughs Road, High Street, Holland Hill Road and Barlow Road.
 - From the Fairfield Metro Center via the Post Road, Riverside Drive, South Benson Road, Old Post Road, Old Field Road, Sasco Hill Road, Harbor Road, Westway Road and Pequot Avenue (also part of the East Coast Greenway).
2. Work with the City of Bridgeport to install bicycle lanes along both sides of Park Avenue (one of Fairfield's widest streets) from Jefferson Street to Seaside Park. A bicycle lane is specifically designated by striping and signing for exclusive use by bicyclists. See the GBRC's Bicycle Lane Suitability Analysis for Park Avenue in the Appendices.
 3. Prohibit chip sealing (tar and gravel) on proposed bicycle routes (p. 22).
 4. Connect Fairfield's two existing shared-use paths (Ash Creek-Fairfield Metro Center Open Space and Pine Creek Open Space) with bicycle routes. A shared-use path is physically separated from the road, follows an independent right of way and can be used by bicyclists, walkers, and other users. Use signage and good placement of bike racks to make connectivity obvious to users.
 5. Work with the Conservation Commission to identify open space trails and utility roads (with minimal potential for erosion) that can accommodate cyclists.
 6. Upon completion of the ConnDOT feasibility study, review and consider supporting the proposed shared-use path along the entire 37.5-mile length of the Merritt Parkway right-of-way from the New York border to the Housatonic River.
 7. Install bicycle racks at the most popular open space areas such as Lake Mohegan, Pine Creek Open Space, Perry's Mill Pond, Mountain Laurel Park and Hoyden's Hill and at popular destinations such as ice cream/yogurt shops and grocery stores. See existing and suggested bicycle rack locations on p. 19.
 8. Support and expand upon the Fairfield Woods Branch Library's proposed bike-share program.



Pedestrian Facilities

1. Complete sidewalks on streets where there are partial sidewalks and that have high pedestrian volume such as the beach area, schools, village shopping areas, and other attractors. Fairfield's Department of Public Works maintains a regularly updated list of sidewalk requests. Also see Existing Sidewalks and Critical Gaps in Sidewalk Network map on p. 23.
2. Repair and rehabilitate sidewalks and maintain in a state of good repair. Consider the longevity and aesthetics of the materials used to create and repair sidewalks.
3. Trim tree branches and clear vegetation that obscures visibility or creates a hazard (such as poison ivy). In commercial areas, at least eight feet of vertical clearance should be provided from overhanging trees, signs and other obstructions.
4. Educate residents and businesses about their responsibility under town ordinance to keep sidewalks clear of snow, vegetation and debris.
5. Install and upgrade pedestrian signal equipment to the most current *Manual on Uniform Traffic Control Devices* (MUTCD) standards, including countdown displays and audible indicators.
6. Install handicap ramps at all crosswalks where they are lacking along the Post Road and other areas with a high pedestrian volume.
7. Enhance the attractiveness of I-95 and railroad underpasses by installing pedestrian-friendly lighting, landscaping, and artwork so that the space beneath the roadways feels safe and inviting.
8. Maintain crosswalks and Stop for Pedestrians in Crosswalk signage in a state of good repair throughout town.
9. Enhance existing crosswalks and create new crosswalks by using visible, tactile and permeable material. The following high volume locations are recommended below and illustrated on page 24:

Post Road at:

- Mill Plain Road and Thorpe Street
- Ruane Street
- Miller Street
- Reef Road
- Sanford Street
- Unquowa Road and Old Post Road
- Unquowa Place
- Brickwalk Shopping Plaza
- Post Office/Lantern Hill Road
- Beach Road and Round Hill Road
- North and South Benson Roads



Old Field and Old Post Road at:

- Reef Road
- Rowland Road
- Penfield Road
- Beach Road
- South Benson Road

Pequot Avenue at:

- Old Post Road, Main Street and Rose Hill Road
- Station Street
- Center Street
- Westway Road

Harbor Road at:

- Center Street and Main Street
- Rose Hill Road

Fairfield Metro Center Rail Station Recommendations

1. Develop a central indoor bicycle parking facility that would provide secure, indoor bike parking plus other amenities such as day-use lockers, restrooms, changing rooms, self-repair stations and information kiosks. The concept has been implemented in several cities around the nation and is operated as a private or joint public-private venture.
2. Install bicycle route signage and pavement markings from the north side of the Post Road to Kings Highway East to the proposed Metro Center bicycle storage/parking.
3. Construct a pedestrian bridge and walkway over Ash Creek to connect the Black Rock (Bridgeport) neighborhood with the Fairfield Metro Center development.
4. While new sidewalks have been installed on Kings Highway East to the Fairfield Metro Center, additional sidewalk connections and improvements are recommended on Kings Highway, Commerce Drive, Brentwood Avenue and Chambers Street, to connect more neighborhoods to the Fairfield Metro Center Rail Station.
5. Other enhancements along Kings Highway, Kings Highway East, Commerce Drive, Grasmere Avenue, Brentwood Avenue and Chambers Street are recommended, such as crosswalks with visible/tactile material, pedestrian signals, intersection curb extensions, rain gardens, bio-swales, permeable material, curb extensions with storm water planters, and trees to capture rainwater, mitigate the urban heat island effect, reduce the amount of impervious pavement and increase the attractiveness of the area.



6. Link proposed Grasmere Avenue bicycle route to the Kenwood Avenue entrance to the Ash Creek-Fairfield Metro Center Open Space shared-use path.
7. Install additional bus stop amenities to encourage transit use including shelters, solar lighted bus stop signs and information kiosks in the new train station. A bus turn-out and layover area will be constructed on the access road at the Fairfield Metro Center to accommodate at least two buses.

Fairfield Town Center Rail Station Recommendations

1. Encourage the Fairfield Parking Authority to free up the brick plaza on the New Haven bound side by creating permitted parking spaces for scooters.
2. Install bicycle racks under the railroad overpass to shelter and accommodate at least 25 bicycles on each side. Move the bicycle lockers to another location.
3. Consider using the Station House on the New York bound side for sheltered and secure bicycling parking.

Southport Rail Station Recommendations

1. Ensure that access to bicycle racks and lockers is clear of snow and vegetation.
2. Increase bicycle parking and create a sheltered area for the bicycle racks.
3. Improve the condition of the sidewalks and crosswalks at the Station Street and Spruce Street entrances.

Public Transit Recommendations

1. Replace old and worn-out bus shelters with state-of-the-art shelters and install shelters at new locations especially along the Post Road and the Town Center area.
2. Install visible and solar-powered bus stop signage in the Town Center area.
3. Install a multi-modal information kiosk at the Fairfield Town Center Rail Station.
4. Enhance bus access to the Fairfield Metro Center Rail Station with a direct connection to the New York-bound platform during the morning peak hours and a designated pick-up bus bay and lay-over area along the New Haven-bound platform to accommodate at least two buses.
5. Provide and install appropriate bus signage at and in the vicinity of the Fairfield Metro Center Rail Station including along Commerce Drive and Kings Highway.
6. Construct ADA compliant indents into the curb and shoulder area to provide a space for buses to pull off the road and pick-up/drop-off riders, particularly along the Post Road and Black Rock Turnpike.



Immediate Actions

The actions presented in the preceding sections provide a starting point for creating a more bicycle and pedestrian friendly community. These concepts are not intended to be all inclusive or final. Instead, specific actions will require further study and more detailed evaluation as well as engineering design before implementation. A phased implementation program should be established that focuses on immediate actions. Below are recommended short-term projects that offer the best opportunities for demonstrating the benefits of developing bicycle and pedestrian facilities in Fairfield.

1. **Develop three on-road bicycle routes that have the appropriate signage, pavement markings, and shoulder striping.** The suggested routes are:

- a. Mill Plain neighborhood to the Shore Area via Mill Plain Road and Unquowa Road.
- b. Shore Area and Southport Harbor to the Fairfield Metro Center via Pequot Avenue, Westway Road, Harbor Road, Sasco Hill Road, Old Field Road, Old Post Road, Riverside Drive, Grasmere Avenue and Kings Highway East.
- c. Stratfield neighborhood to the new Fairfield Metro Center Rail Station via Fairfield Woods Road, Burroughs Road, High Street, Grasmere Avenue and Kings Highway East.



2. **Implement the Fairfield Metro Center Rail Station Enhancements listed on pgs. 15-16.** This area is a prime candidate for many reasons: It is adjacent to many residential neighborhoods and serves thousands of people daily; it is an area that is converting from industrial to commercial services that will draw more pedestrians and cyclists. Federal aid funds under the Transportation Alternatives Program (TAP) have been allocated to construct various bicycle and pedestrian enhancements in the vicinity of the Fairfield Metro Center Rail Station. The project scope is currently being developed and it is anticipated that the project design will be initiated by the summer of 2013.
3. **Complete the sidewalk network on Black Rock Turnpike** between Candlewood Drive and Jennings Road, on Holland Hill Road by Gould Manor Park, and Fairfield Beach Road between the Penfield Pavilion and Beach Road (see p. 23).
4. **Expand on International Walk/Bike to School Day** in October by promoting monthly bike/walk-to-school days starting with the kick-off event for the Mill Plain Road bicycle route in the spring of 2013. See <http://www.walkbiketoschool.org/>.
5. **Educate residents about the Connecticut Department of Transportation's (ConnDOT) Share the Road Program** by posting the driver, bicycle and pedestrian tips on the Town's Web site, including a flier in the Parks & Recreation catalog once a year, and distributing brochures through local businesses, for example. See ConnDOT's Share the Road Program at <http://www.ct.gov/dot/cwp/view.asp?a=2314&q=433254> and on pgs. 20-21.

Possible Funding Sources

Municipal Funding

1. Annual Municipal Budgets
2. Adopt-a-Mile Programs
3. Compliance with Zoning Regulations (such as a bicycle rack ratio requirement)
4. Fees in Lieu of Sidewalks on Subdivision Applications (State enabling legislation necessary)
5. Public/Private Partnerships (such as a Local Improvement District)

State and Federal Grants

1. Community Development Block Grant
2. Connecticut Preventive Health and Health Services Block Grant
3. Connecticut Department of Energy & Environmental Protection Recreational Trails Program
4. USDOT Surface Transportation Program
5. USDOT Transportation Enhancement Program
6. Transportation Alternatives Program
7. Small Town Economic Assistance Program (STEAP)
8. Tri-State Transportation Campaign



Some Existing Bicycle Rack Locations

1. Andrew Warde High School
2. Burr School
3. Chef's Table
4. Connecticut Audubon Society
5. Fairfield Prep
6. Fairfield Woods Middle School
7. Fitness Edge
8. Gould Manor Park
9. Holland Hill School
10. Independence Hall
11. Jennings Beach
12. Jennings School
13. Library - Branch
14. Library - Main
15. Library - Pequot
16. McKinley School
17. Mill Hill School
18. Mama Mina's Restaurant
19. Osborn Hill School
20. Owen Fish Park
21. Penfield Beach
22. Pine Creek Beach
23. Rail Station - Fairfield Town Center
24. Rail Station – Fairfield Metro Center
25. Rail Station - Southport
26. Riverfield School
27. Roger Ludlowe High School
28. Roger Ludlowe Middle School
29. Roger Sherman School
30. Sasco Beach
31. Senior Center
32. Sherman Gazebo
33. St. Thomas School
34. Stratfield School
35. Timothy Dwight School
36. Tomlinson Middle School
37. Zane's Bike Store
38. Whole Foods
39. YMCA

Some Proposed Locations for Bicycle Racks

1. Brookside Drive/Mill Plain Road picnic area
2. Community Theatre
3. Donnelly Place at Archie Moore's
4. Greenfield Hill Village Center
5. Hoyden's Hill Open Space
6. Lake Mohegan
7. Perry's Mill Pond
8. Pine Creek Open Space
9. Shop Rite
10. Spic & Span Market
11. Stop & Shop
12. Stratfield Village Center
13. Sturges Park
14. Sunnysdaes, 16 Handles, Pinkberry, and Cold Stone Creamery
15. Tennis Courts/Par 3 Golf Course
16. The Pantry
17. Trader Joe's
18. Veterans Park



ConnDOT's Share the Road Tips

Tips for Motorists

Drive cautiously:

- Reduce speed when encountering cyclists.
- Don't tailgate, especially in bad weather.
- Recognize hazards cyclists may face and give them space.

Yield to cyclists:

- Bicycles are considered vehicles.
- Cyclists should be given the appropriate right of way.
- Allow extra time for cyclists to traverse intersections.

Be considerate:

- Scan for cyclists in traffic and at intersections.
- Do not blast your horn in close proximity to cyclists.
- Look for cyclists when opening doors.

Pass with care:

- When passing, leave four feet between you and the cyclist.
- Wait for safe road and traffic conditions before you pass.
- Check over your shoulder before moving back.

Watch for children:

- Children on bicycles are often unpredictable.
- Expect the unexpected and slow down.
- Don't expect children to know traffic laws.
- Because of their size children can be harder to see.



Tips for Cyclists

On the road:

- Obey all traffic control devices.
- Use hand signals to indicate stops and turns to other users.

Always wear a properly fitted helmet:

- Learn how to select a properly fitted helmet and wear it – it's the best thing you can do to be safe.
- Before you get on your bike, put on your helmet no matter how short the trip.



Make sure that your bicycle is safe:

- Make sure that tires are properly inflated and that brakes and other running gear (like derailleurs) are working properly.
- Loose seats and handlebars are very dangerous. Check them before you begin your ride and adjust if needed.

Ride with traffic:

- Always ride on the right side with the flow of traffic.
- Use the furthest right lane that heads to your destination.
- Slower moving cyclists and motorists stay to the right.

Ride predictably:

- Ride in a straight line.
- Don't swerve in the road or between parked cars.
- Check for traffic before entering the street or intersection.
- Anticipate hazards and adjust your position accordingly.

Be visible:

- Wear brightly colored clothing that provides contrast.
- Use a white light in front to see and be seen at night.
- Use a red light on the back of your bike or helmet in low light conditions.
- Use reflective tape or clothing anytime.
- Announce yourself by making eye contact with motorists.

***Tips for Pedestrians*****Walk on sidewalks:**

- Walk on sidewalks and in crosswalks whenever possible.
- Obey traffic lights and walk signals.
- Make eye contact with drivers before crossing the street and watch out for traffic the entire time you are in the crosswalk.
- Remember that trucks and buses make wide turns and occasionally run up onto the corner of the sidewalk, so it is important for you to be alert and be prepared to move back if necessary.
- If sidewalks are not available, walk as far to the side of the road as you safely can, facing traffic. This allows you to see cars coming at you rather than having them approach you from behind.

Make yourself visible:

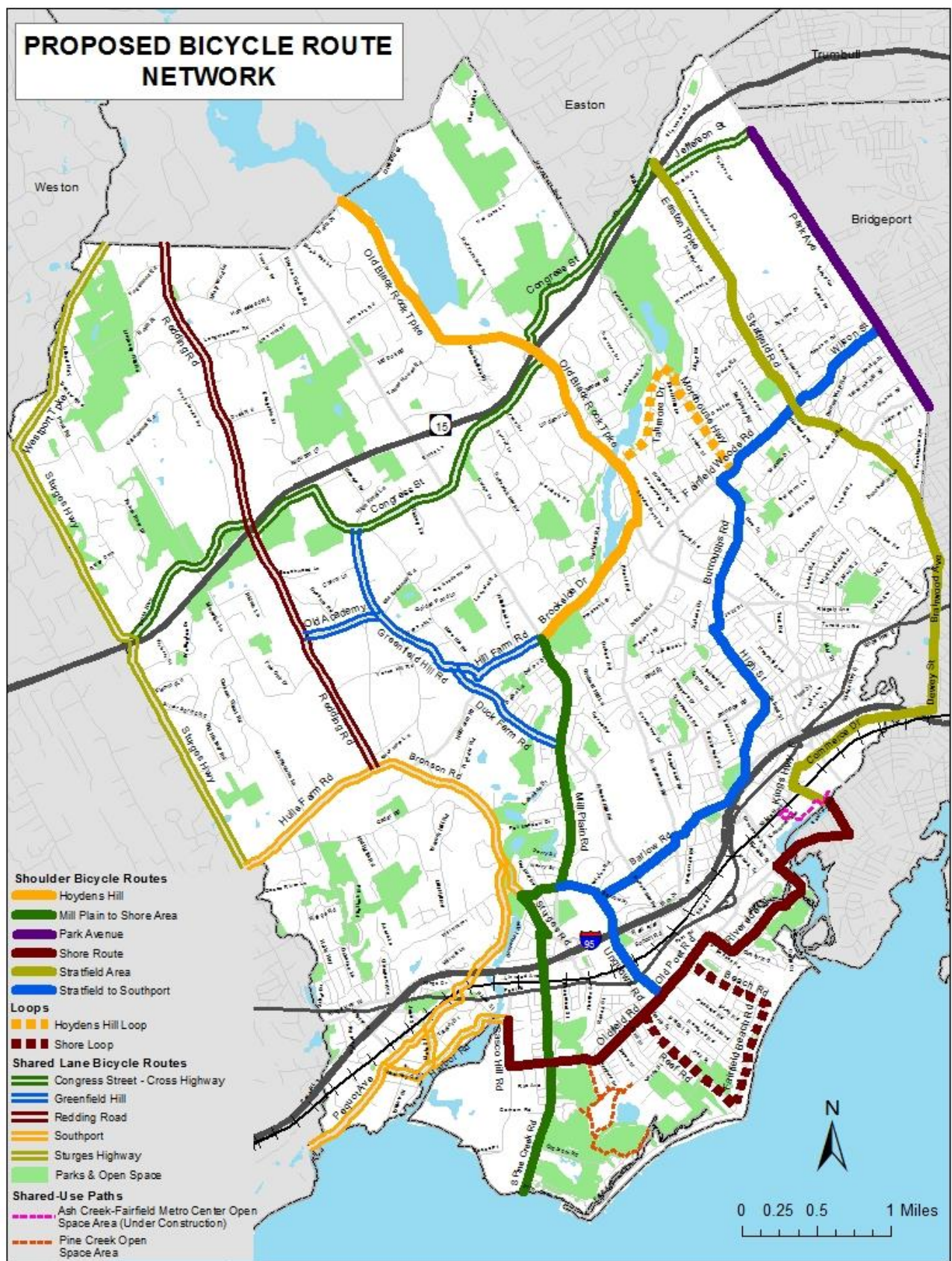
- Dress to be seen. Wear bright or reflective clothing especially when walking at night.
- Carry a flashlight if you have one.

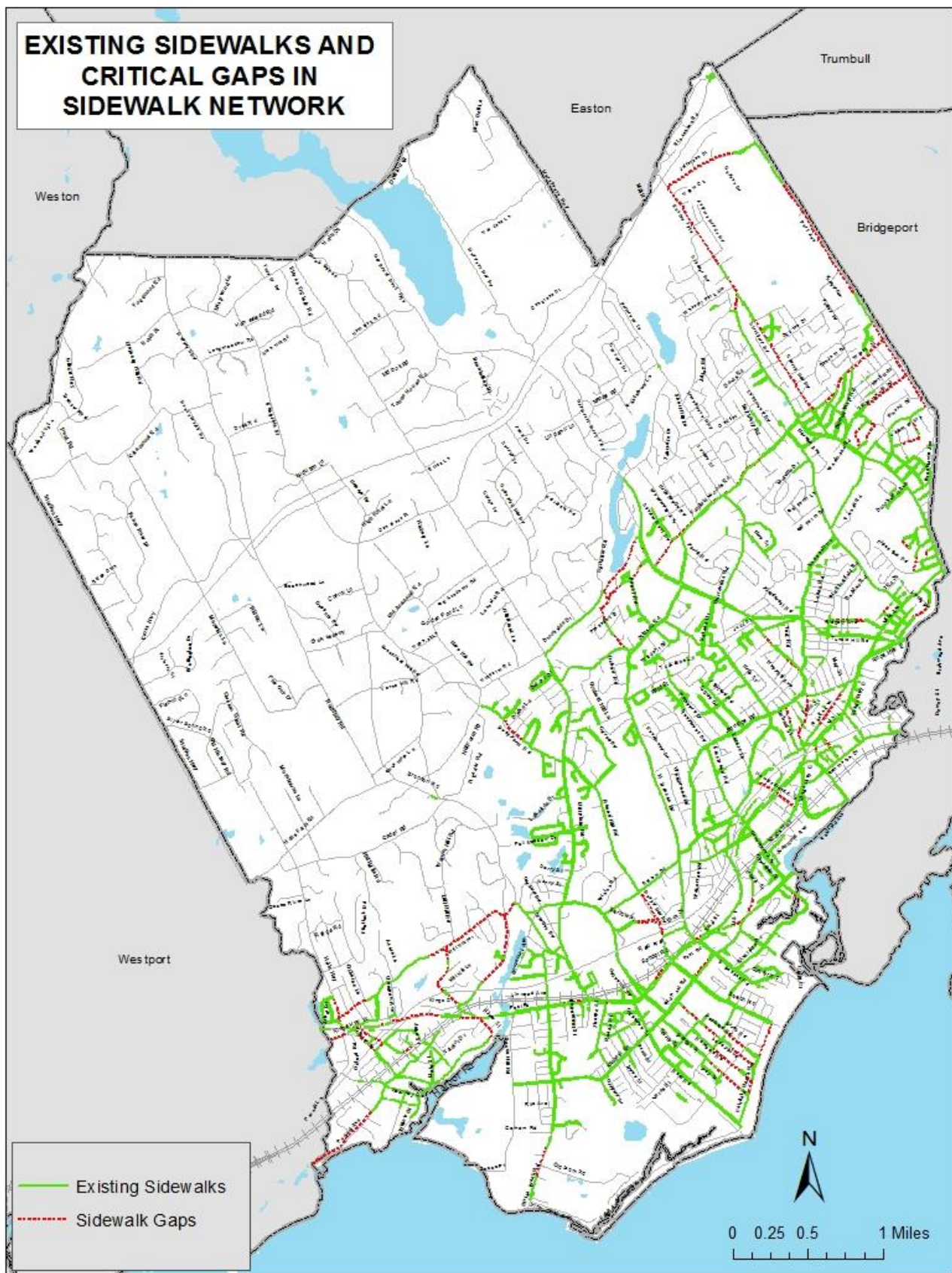
Stopping distances:

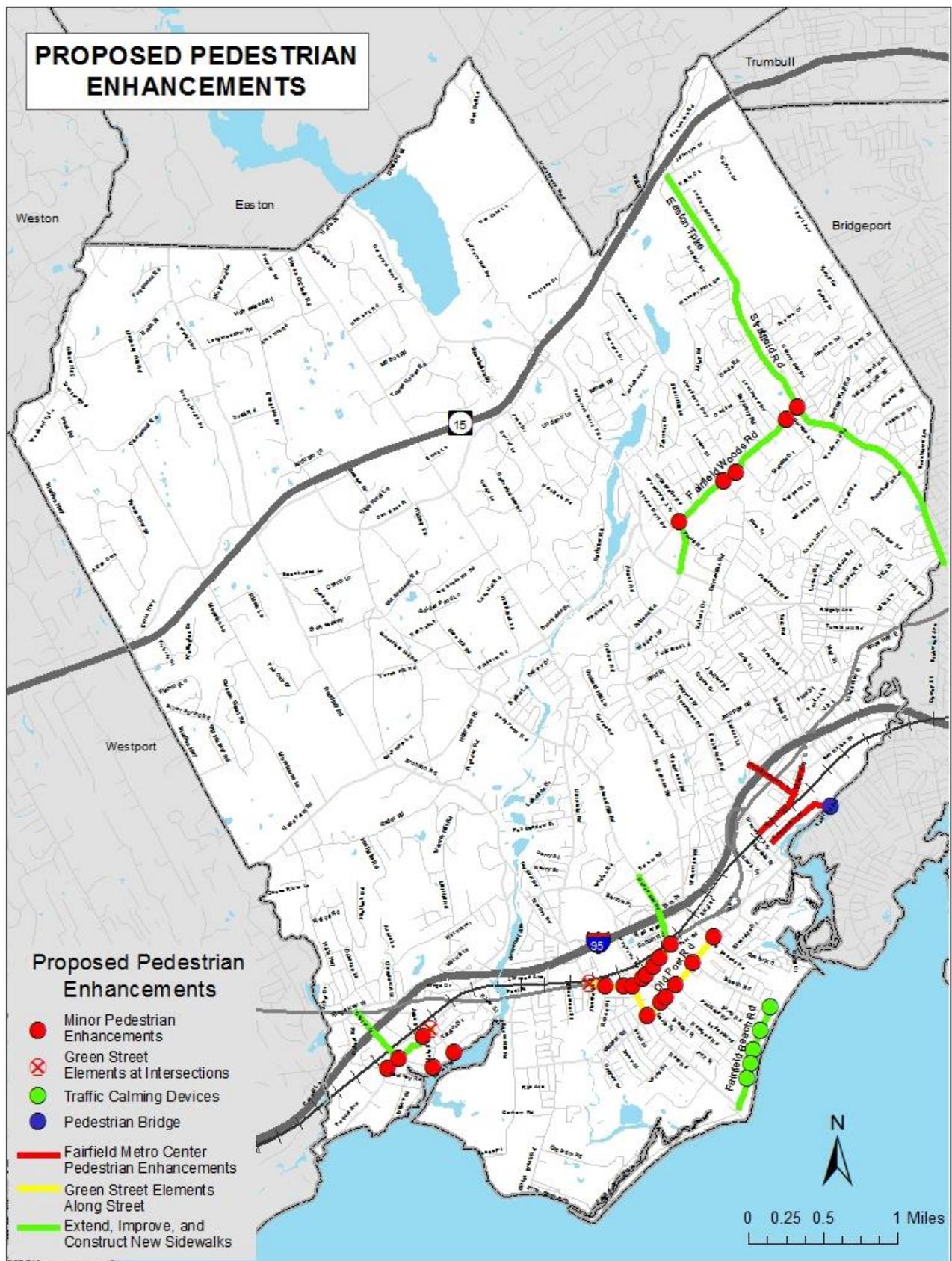
- Use caution when crossing intersections and streets. You may think vehicles will stop for you, but they may not see you or even be able to stop.
- Remember, some vehicles such as trucks need much more space to stop than passenger vehicles.

Know your no-zones:

- Be careful of the blind spots or no-zones around cars, trucks, and buses when walking near or around them, and never walk behind a car or a truck that is backing up.
- Always assume the driver does not know that you are there and that it is up to you to stay safe.







City of Davis, CA Bicycle/Pedestrian Coordinator Job Description

Revision Date: May 23, 2007

DEFINITION

Coordinate the development and implementation of a City-wide pedestrian and bicycle program; promotes bicycle/pedestrian mobility and safety. Review projects for compliance with City plans for non-motorized transportation. Plan, design, and assess facilities; review and recommend policies and programs. Compile and analyze planning and design data. Prepare and distribute educational information and promotional activities to the public. Require knowledge of the principles and practices of planning and design related to bicycle and pedestrian facilities.

DISTINGUISHING CHARACTERISTICS

This is an independent classification in the transportation planning/engineering function. Positions at this level are distinguished from the planning and engineering classes by the performance of less complex technical tasks and projects within the work unit and a greater focus on public outreach and education. Successful performance of the work requires a broad background in either transportation planning or engineering with a focus on bicycling and walking for transportation and skill in coordinating the needs of the community with that of other City departments and public agencies. Incumbents at this level may serve as staff to various boards and committees as assigned, including commission and citizen committees, and are responsible for making and presenting bicycle/pedestrian related recommendations. Positions are expected to exercise judgment on issues not specifically addressed in local regulations or guidelines. Positions at this level provide training and guidance to less experienced staff.

SUPERVISION RECEIVED AND EXERCISED

- Receives direction from higher level management positions.
- May exercise direct supervision over lower level positions and community volunteers.

Examples of Duties:

EXAMPLES OF ESSENTIAL FUNCTIONS - Essential functions may include, but are not limited to, the following:

- Serve as the City's subject and technical matter expert on bicycling and walking while leveraging and increasing the City's internal and external knowledge base; this includes staying current on new developments and trends by attending conferences and workshops.
- Successfully coordinate across division, departmental and agency organizations to form multidisciplinary teams of managers, engineers, planners, technicians, analysts, aides, sworn law officers and consultants to advance programs and projects.
- Identify data needs and coordinate data collection as it applies to the bicycle/pedestrian program. Analyze reports, studies, and related information and make recommendations for improving the accessibility and safety of bicycle and pedestrian facilities, including bike path and bike lane design improvements for safety and access.
- Manage short and long term bicycle/pedestrian issues to address and improve the transportation system.
- Identify opportunities, develop and recommend updates and changes to the Master Plans and to improve other city transportation planning efforts through recommendations to management.

- Assist in the implementation of bicycle and pedestrian projects by assisting project managers/engineers to develop projects from concept to final design including managing community input/outreach, pursuing funding resources, etc.
- Develop, update and promote the city's bicycle/pedestrian program. Prepare and update bicycle and pedestrian plans.
- Make recommendations and provide assistance to city commissions and council regarding safe and efficient bicycle/pedestrian transportation.
- Administer and implement guidelines for bicycle parking.
- Prepare and/or coordinate the production of work orders for signing, striping and pavement marking for sidewalk, greenbelt, and bike path/lane improvement projects.
- Prepare informational material to educate the community and to promote bicycle and pedestrian programs, including updates and improvements to the bicycle map. Answer questions from the public and various media outlets on the bicycle/pedestrian program and Davis' bicycle system.
- Work with schools and community groups to improve safe bicycle riding techniques, bicycle/pedestrian routes and to increase bicycling and walking to school.
- Meet with public groups, clubs, organizations and agencies to explain, promote, and receive input on the objectives of the city bicycle/pedestrian program.
- Plan and coordinate special events related to the city's bicycle/pedestrian program. Provide support to local, state and national groups holding bicycle related special events in Davis.
- Assist in the design of standards for greenbelt pathways, at-grade and separated grade crossings, placement of bike lanes, signing and traffic signal features related to bicycles/pedestrians.
- Act as liaison with other city departments, commissions and other agencies to ensure provision of bicycle facilities and amenities consistent with established policy.
- Coordinate with Police Department on bike enforcement program.
- Build and maintain positive working relationships with co-workers, other city employees and the public using principles of good customer service.

NON-ESSENTIAL FUNCTIONS - Non-essential functions may include, but are not limited to, the following:

- Perform related duties as assigned.

Minimum Qualifications:

Knowledge of:

- Considerable knowledge, understanding and use of bicycle and pedestrian transportation design standards and principles.
- Program development, project management, team leadership experience and skills.
- Considerable knowledge of all modes of transportation planning at the Federal, State, Regional and Local levels.
- Knowledge of Urban Planning and Design, transportation systems and their relationships to land use.

- Knowledge of City planning and local government comprehensive planning and understanding of government processes.
- Knowledge and application of methods/techniques for community outreach and engagement.
- Broad base knowledge of technology, computer usage, hardware and software applications
- Grant writing techniques.

Ability to:

- On a continuous basis, know and understand all aspects of the job; intermittently analyze work papers, reports and special projects; identify and interpret technical and numerical information; observe and problem solve operational and technical policy and procedures.
- Prepare and present clear and concise reports and recommendations, both written and oral.
- Demonstrate public speaking skills.
- Ability to develop and maintain effective working relationships and to deal resourcefully with media, agencies, department & public.
- Ability to evaluate complex technical documents and explain in non-technical terms
- Work independently, work under pressure, multi-task, meet deadlines and carry out tasks through to completion.
- Ability to analyze and interpret complex data, problems and issues.
- Ability to ride a bicycle safely and willingness to ride a bicycle for most transportation purposes is desirable; has firsthand knowledge of riding bicycles on city streets and trails. .
- Communicate clearly and concisely, both orally and in writing.
- Establish and maintain effective working relationships with those contacted in the course of work.

Experience and Training

- Any combination of experience and training that would likely provide the required knowledge and abilities is qualifying. A typical way to obtain the knowledge and abilities would be:

Experience:

- Two years of increasingly responsible experience in such fields as planning, engineering, or bicycle transportation. Demonstrated at least one year of involvement in bicycle/pedestrian related issues either through employment experience, or in volunteer / non-profit capacity.

Training:

- Equivalent to a Bachelor's degree from an accredited college or university with major course work in planning, engineering, transportation or a related field.
- License or Certificate: Possession of, or shall obtain within one month of hire, an appropriate California driver's license.

Supplemental Information:

PHYSICAL/SENSORY REQUIREMENTS

PHYSICAL DEMANDS

Must possess mobility to work in a standard office setting and use standard office equipment, including a computer; to inspect City development sites, including traversing uneven terrain and to visit meeting locations; to operate a motor vehicle; vision to read printed materials and a computer screen; and hearing and speech to communicate in person, before groups, and over the telephone. This is primarily a sedentary office classification, although field work requires frequent walking to monitor performance and to identify problems or hazards; standing in work areas and walking between work areas may be required. Finger dexterity is needed to access, enter, and retrieve data using a computer keyboard or calculator, and to operate standard office equipment. Positions in this classification occasionally bend, stoop, kneel, reach, push, and pull drawers open and closed to retrieve and file information. Employees must possess the ability to lift, carry, push, and pull materials and objects weighing up to 25 pounds.

ENVIRONMENTAL ELEMENTS

Employees work primarily in an office environment with moderate noise levels and controlled temperature conditions, less frequently employees work in the field and are occasionally exposed to loud noise levels, cold and hot temperatures, inclement weather conditions, road hazards, vibration, mechanical and/or electrical hazards, and hazardous physical substances and fumes. Employees may interact with upset staff and/or public and private representatives in interpreting and enforcing departmental policies and procedures. Employees may be required to work outside of normal work hours such as evenings, early mornings, and/or weekends