



## Norwalk, CT

**Award: Honorable Mention | Fall 2023**

**Award History:**

First-time applicant.

The 5 Es Category Scores	Norwalk	Max Score this round
Engineering	34.00%	79.3%
Education	9.52%	76.3%
Encouragement	33.82%	87.5%
Evaluation & Planning	36.38%	78.0%
Equity & Accessibility	18.96%	70.5%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the Fall 2023 BFC round. See pages 2-3 for your full subcategory points in each Category.

### Key Outcomes

**Overall Commuter Ridership: 0%**

Male Commuter Ridership: 0%

Female Commuter Ridership: 0%

*(Bicycle Mode Share among commuters, according to the Census Bureau's 2022 American Community Survey 5-Year Estimate.)*

**Bicycle Mode Share: 1.08%**

(source: <https://insights.sustainability.google/>)

*(Reported by applicant)*

**Annual Average Bicyclist Crashes in last 5 years: 15.6**

**Annual Average Bicyclist Fatalities in last 5 years: 0**

*(Crashes and Fatalities both reported by applicant)*

### Norwalk's BFA Program Stats

# of Local Bicycle Friendly Businesses: **1**

# of Local Bicycle Friendly Universities: **0**

# of Local League Cycling Instructors: **0**

Connecticut's Bicycle Friendly State Ranking: **#20**

### Community Profile

Population: 91,184

Area: 22.89 square miles

Population Density: 3983.6 people/square mile

Land Classification:

Mostly Suburban

Poverty Rate: 10.8%\*

Median Household Income: \$89,047\*

Percent of the Population that Speaks a

Language Other Than English at Home: 36.2%\*

Percent with Disability: 9.8%\*

Percent of Households with No Vehicle Available: 6.7%\*

\*Source: [https://data.census.gov/profile/Norwalk\\_city,\\_Connecticut?g=160XX00US0955990](https://data.census.gov/profile/Norwalk_city,_Connecticut?g=160XX00US0955990)

### Norwalk's Bike Links

**Bike Network Map, if available:**

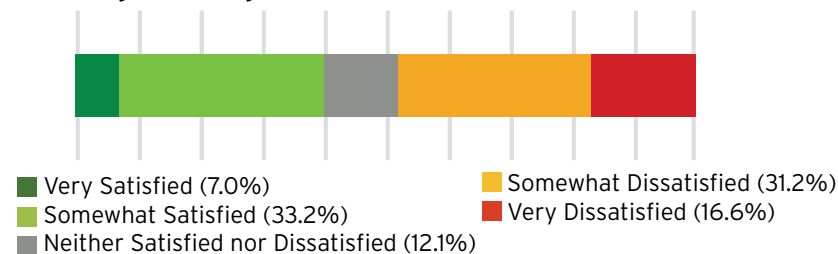
PDF available upon request.

**Bike Plan, if available:**

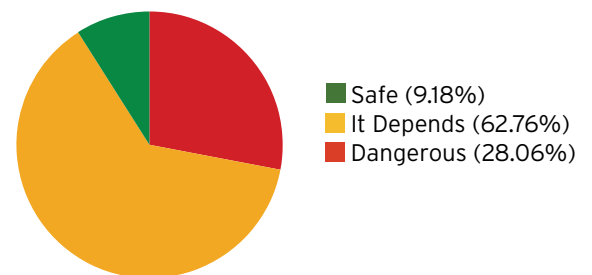
<https://www.norwalkct.gov/1156/Pedestrian-Bikeway-Transportation-Plan>

## Fall 2023 BFC Public Survey Response Summary for Norwalk, CT

**How satisfied are you with how this community is designed for making bike riding safe? (n = 199)**



**Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 196)**



**What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 199)**

1. More bike paths (26.1%)
2. More bike lanes (18.1%)
3. Improve existing bike lanes to protected bike lanes (14.6%)

## About this Report Card

The following scores are based on the online application submitted by Norwalk in the Fall 2023 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Fall 2023 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

<b>ENGINEERING</b>	<i>Norwalk earned a weighted score of 34% in the Engineering Category. Below is the full breakdown of points that Norwalk earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Engineering Subcategories	Norwalk's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	1.1 / 41 pts
	End-of-Trip Facilities	8.6 / 44 pts
	Bicycle Network	30 / 128 pts
	Network Maintenance	18.8 / 32 pts
	Bicycle Access to Public Transportation	10 / 23 pts
	Bike Sharing	0 / 24 pts
	Other Bicycle-Related Amenities	0.3 / 6 pts
	Regional Coordination	5 / 23 pts
Engineering Bonus Points	5 / 10 pts	

<b>EDUCATION</b>	<i>Norwalk earned a weighted score of 9.52% in the Education Category. Below is the full breakdown of points that Norwalk earned in each subcategory of the Education section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Education Subcategories	Norwalk's Subcategory Points in Education
	Youth Bicycle Education	0.8 / 68 pts
	Adult Bicycle Education	4.4 / 47 pts
	Motorist Education	1.3 / 28 pts
	Bicycle Safety Education Resources	0.8 / 16 pts
	Inclusive Education	5.1 / 26 pts
Education Bonus Points	0.2 / 7 pts	

<b>ENCOURAGEMENT</b>	<i>Norwalk earned a weighted score of 33.82% in the Encouragement Category. Below is the full breakdown of points that Norwalk earned in each subcategory of the Encouragement section section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Encouragement Subcategories	Norwalk's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	2.7 / 17 pts
	Route-Finding Support	3.3 / 10 pts
	Bicycle Culture and Promotion	25.9 / 91 pts
	Access To Bicycle Equipment and Repair Services	11.3 / 35 pts
	Reducing Work-Related/Fleet VMT	3 / 11 pts
	Encouragement Bonus Points	0 / 7 pts

<b>EVALUATION &amp; PLANNING</b>	<i>Norwalk earned a weighted score of 36.38% in the Evaluation &amp; Planning Category. Below is the full breakdown of points that Norwalk earned in each subcategory of the Evaluation &amp; Planning section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Evaluation & Planning Subcategories	Norwalk's Subcategory Points in Evaluation & Planning
	Staffing And Committees	9.2 / 35 pts
	Public Engagement for Bicycle Planning	9.9 / 35 pts
	Planning, Funding, And Implementation	6.4 / 46 pts
	Evaluating The Bicycle Network	6.5 / 25 pts
	Evaluating Ridership	2.3 / 20 pts
	Evaluating & Improving Safety Outcomes	15.2 / 42 pts
Evaluation & Planning Bonus Points	5.3 / 15 pts	

<b>EQUITY &amp; ACCESSIBILITY</b>	<i>Norwalk earned a weighted score of 18.96% in the Equity &amp; Accessibility Category. Below is the full breakdown of points that Norwalk earned in each subcategory of the Equity &amp; Accessibility section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Equity & Accessibility Subcategories	Norwalk's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	5 / 24 pts
	Equity Data Collection & Goals	0 / 27 pts
	Equity & Accessibility Policies & Plans	1.5 / 21 pts
	Equity & Accessibility in Engineering	3.6 / 44 pts
	Equity & Accessibility in Education	5.6 / 52 pts
	Equity & Accessibility in Encouragement	9.5 / 42 pts
	Equity & Accessibility in Evaluation & Planning	6.7 / 51 pts
Equity & Accessibility Bonus Points	0 / 9 pts	



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### FEEDBACK TO IMPROVE:

**To maintain and improve on Norwalk's Honorable Mention status and earn a Bicycle Friendly Community award designation in the future, BFC Reviewers recommend...**

- » Continue to expand and improve Norwalk's low-stress bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume, to maximize safety and comfort for bicyclists of all ages and abilities. Identify gaps and add new facilities that complete and expand the bicycle network, and work to upgrade existing facilities, such as by converting bike lanes into protected bike lanes, and upgrading roads with sharrows into dedicated bicycle boulevards.
- » Continue efforts to adopt a Complete Streets policy and create implementation guidance.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States. Ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Lower speed limits -- and designed speeds -- on residential streets to 20 mph or less. Introduce road diets and traffic calming measures to ensure compliance. Develop a system of bicycle boulevards, utilizing these quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.
- » Just under 10% of Norwalk's roadway network was reported as having unknown speed limits. Work with CTDOT and/or your Regional Council of Governments (WestCOG) to improve your inventory of speed/volume data for all roadways to help the City more accurately assess the need for bikeway improvements on those roads.
- » Increase the amount of high quality bicycle parking throughout the community, and to upgrade the quality of existing bike parking to meet APBP standards. Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. (See [www.apbp.org/bicycle-parking-solutions](http://www.apbp.org/bicycle-parking-solutions)).
- » Partner with the Bike / Walk Commission to use the detailed data they have collected to create an official city-managed bike parking inventory or audit that identifies current conditions of all public bike parking. Your audit/inventory should include the current state of bike parking in terms of quality (APBP-compliance), quantity, equitable distribution across the community, and accessibility for all types of bikes including cargo bikes and adaptive cycles. Much of this data already exists thanks to your local advocates, and the City is encouraged to use this information to improve bike parking across Norwalk. The City should also formalize an official process for local businesses and the general public to request new bike racks directly from the City, starting with the Commission's existing Bike Rack Wish List.
- » Consider launching a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.
- » Encourage your neighboring communities of Darien, New Canaan, Wilton, and Westport (and possibly Fairfield County as a whole) to also apply to the BFC program. Norwalk can serve as a local leader and mentor for other jurisdictions, and gaining more new BFCs in the region can help identify opportunities to collaborate, such as on connecting trail projects, regional transit, or advocacy efforts to the state, WestCOG, and/or the county.
- » Bicycle safety education should be a routine part of education for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming and on-bike learning opportunities at all K-12 schools. Providing bicycles in schools for on-bike education is strongly encouraged to ensure that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household. The State of Connecticut has worked with other Bicycle Friendly Communities in CT to implement in-school bicycle education and Safe Routes to School programming – explore how to partner with CTDOT to bring this programming to Norwalk. (Learn more at <https://portal.ct.gov/DOT/Programs/Safe-Routes-to-School-SRTS-Program/SRTS---Home>)
- » Reinstate the summer camp and bike rodeo youth cycling educational opportunities that existed in Norwalk prior to the COVID-19 pandemic.



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### FEEDBACK TO IMPROVE, CONTINUED:

- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit [bikeleague.org/ridesmart](https://bikeleague.org/ridesmart) for more information.
- » Begin the process of creating a new Bicycle Master Plan or updating your 2012 Bike Plan. Regularly updating your bicycle plan is key to improving conditions for bicycling, adhering to evolving best practices and national standards, and institutionalizing processes for continual evaluation and improvement. Ensure the new plan includes specific and measurable goals and performance measures to track progress, and is supported by a dedicated budget.
- » Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to changes in your community's road or bicycle network. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.
- » Continue efforts to improve data-driven road safety operations, including the use of TMP's roadway and intersection Crash Rate system. Adopt a goal to eliminate traffic fatalities and serious injuries and support this goal with a comprehensive road safety plan and/or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety.

### MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Fa23>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** [https://bikeleague.org/BFC\\_Resources](https://bikeleague.org/BFC_Resources)
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>
- » **The League's Benchmarking Project on Biking & Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **National Bike Month Resources:** <https://bikeleague.org/bikemonth>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>