



Route 7-15 Norwalk

PUBLIC INFORMATION MEETING (PIM)

Meeting Summary

Norwalk Community Room (City Hall)

Date: June 24, 2025

Time: 6:30 pm

Meeting Overview

An open house began at 6:30 PM. There were numerous boards positioned throughout the Community Room. Project team staff were available to answer questions and explain the details of each board. The formal presentation began at 7 PM. After the presentation, the open house continued from 7:30 to 8:30 PM.

Presentation Overview

The meeting presentation included an overview of the following topics, with the lead presenter identified:

1. Introduction – Neil Patel (CTDOT)
2. Title VI - Civil Rights - Neil Patel (CTDOT)
3. Project Overview - Reid Shankweiler (Stantec)
4. Preliminary Design Update - Reid Shankweiler (Stantec) and Jeff Pfaffinger (CTDOT)
5. Right of Way Process - Kathleen Ericson (CTDOT)
6. Next Steps - Jeff Pfaffinger (CTDOT)

Summary of Comments Received During the Open House and Open Comment Period

During the open house, comments were received orally, on post-it notes placed on boards, and via a comment form. Additionally, the public was encouraged to submit comments via email, the project website, and by phone.

Overall, the general feedback from the public was positive on the current level of the project design and modifications made since the environmental documentation stage of the project. Many attendees at the meeting expressed support for the project design, with strong support for the Creeping Hemlock and Glover Avenue realignment, the overall landscape design, and an intent to enhance the landscape along the Merritt Parkway.

Additionally, there was strong support for enhancing bicycle and pedestrian facilities on local roads. Comments reflected strong community support for incorporating the Norwalk River Valley Trail (NRVT) within the project. Many residents emphasized the benefits of living in a walkable and bike-friendly community, citing increased property values, improved mental and physical health, and reduced reliance on automotive traffic. Many attendees at the meeting expressed concern that the bicycle and pedestrian facilities adequately reflect the needs of all user types including children, the elderly, and those taking utilitarian trips. The current condition of Main Avenue was frequently described as a dangerous corridor. Attendees were pleased to see bicycle and pedestrian amenities and supported, where possible, that the facilities be physically separated. Design ideas included protected bike lanes, raised cycle tracks, and fully separated multi-use paths. Concerns were raised about merges and turn lanes that cross bike paths, as well as at-grade trail crossings near on/off-ramps to the Merritt Parkway and Route 7. The general sentiment was a desire to ensure safe access to destinations like the train station, Glover Avenue, and local shopping centers. Overall, commenters call for a safer, more connected, and future-oriented transportation network that prioritizes both mobility and quality of life.

Regarding the design of Route 7, concerns were raised about the traffic signals on the route, with questions about the potential for increased congestion and crashes. A few attendees suggested retaining the original cloverleaf interchange or using roundabouts as an alternative.



Route 7-15 Norwalk

The following are summary comments organized by theme.

Broad Support for NRV Trail

- Many commenters express strong support for including the **NRVT** in the project.
- Emphasis on **off-road, fully separated, and protected bike and pedestrian infrastructure**.
- NRV is seen as critical for **health, safety, environmental benefits**, and as an alternative transportation route.
- Walkability and bike infrastructure are associated with **higher property values, better public health, and community cohesion**.

NRVT Alignment Preferences and Requests

- **Support for NRV northerly alignment along Route 7** with additional support of spur route connected to Main Avenue. There was a desire to consider or coordinate a **fully connected facility** beyond the project limits for the NRV.
- **Multiple commenters expressed support for including both the Route 7 alignment and the spur to Main Avenue.**

Bicycle and Pedestrian Infrastructure

- The existing **Main Avenue** conditions are widely considered **unsafe for biking**, especially for children.
- Requests for **physically protected bike lanes, raised cycle tracks, or multi-use paths** instead of on-street bicycle lanes.
- Concerns were raised with the on-street bicycle facilities due to traffic volumes and speeds. A specific area identified was the northbound Main Avenue bicycle lanes. Suggestions were made to evaluate the potential for eliminating the bike lane proposed on Main Avenue northbound and instead providing a shared-use path along the east side of Main Avenue.

Traffic and Interchange Design

- Concern about **new traffic signals on Route 7** leading to **more congestion and accidents**, especially near Grist Mill Road.
- Some prefer the **original cloverleaf interchange** over the proposed signalized intersections.
- Questions raised about the **necessity of interchange modifications** and whether the **number of lanes is excessive** at Route 7 and Main Avenue signals.

Design and Engineering Suggestions

- Strong push for **NACTO-compliant design**: protected intersections, raised crosswalks, and better sightlines.
- Requests for **turbo roundabouts, pedestrian refuges, and clear signage**.
- Suggestions to use **abandoned or unused pavement** for bike/ped amenities or landscaping.
- Concerns about **at-grade trail crossings with the new on/off-ramps**.
- Specific asks to include safe access to **local destinations like Stop & Shop, Glover Ave, and the train station**.