



GREENWAYS norwalk MASTER PLAN

DRAFT | NOVEMBER 2019



ACKNOWLEDGMENTS

WITH SPECIAL THANKS TO:

Public participants who provided feedback to help define the final recommendations for this document.

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EXECUTIVE SUMMARY

01

GREENWAYS MASTER PLAN REPORT

INTRODUCTION:

The Norwalk Greenways Master Plan serves as a guiding document for connecting trails, sidewalks and greenways throughout the community. This planning exercise identifies priority locations, presents methodologies and recommendations, and sets the City policy for implementation of the plan.

This document works to identify a network of non-motorized, off-street facilities intended to provide safe routes for transportation and recreational purposes for a variety of users. The network distinguished routes between neighborhoods, civic uses, commercial services and employment centers throughout the community and into future growth areas. The plan will be integrated into the City's Comprehensive Plan and will serve as a policy document for implementation of the greenway network.

The data collection and analysis section of the report identifies existing components of the City's sidewalk and trail network, proposes critical components and missing linkages, and prioritizes the completion of the system. Each route of the overall system may have a different typology, purpose and standard. This could be a series of sidewalks and separate recreation trail, or a combination of standards of surfacing material, width and placement. There will not be one standard for the entire greenway network, but rather a set of standards for each type and treatment of route.



Figure 1.1: Community Benefit - New Sidewalk in Norwalk

HOW TO USE THIS DOCUMENT:

The City of Norwalk should use this document to establish policy regarding the installation of non-motorized connected routes throughout the community. City staff will be able to objectively impose the requirements on developers, owners and City projects alike. The policy will be clear to those developing and building in the community and should be treated as any other City requirement.

Upon adoption, the City should utilize this plan to budget for the physical improvements identified as priorities. The plan will also be used to establish an overall timeline for implementation of the project identified. The plan will be used to demonstrate the community-based need for improvements to potential funders and funding programs.

The sections that follow serve as a guide and will provide a plan for implementation. The order of steps to implement the master plan include:

Task 1) *PRIORITIZING IMPROVEMENT PROJECTS WITHIN THE CITY'S CAPITAL IMPROVEMENT PLAN BUDGET*

Task 2) *ENGAGE DEVELOPERS AND ENCOURAGE THE INCLUSION OF GREENWAY TRAILS WITHIN COMMUNITY DEVELOPMENT PLANS*

Task 3) *FEASIBILITY ANALYSIS AND DESIGN OF RECOMMENDED PROJECTS*

Task 4) *BIDDING, CONSTRUCTION AND MAINTENANCE*

PROCESS:

The process was led by City staff in collaboration with the Greenways Workgroup. The design team executed an outreach planning process centered on understanding the community wants and needs relative to the greenways.

THE PROCESS WAS DESIGNED AROUND FOUR KEY PRINCIPLES:

Involve community members, property owners, stakeholders and city staff in a collaborative outreach process that listens to the community.

ENGAGE

Provide the appropriate levels of education for project participants to make informed decisions. Share information throughout the project, and document feedback. Refine potential outcomes as the project progresses.

INFORM

Analyze community input, determine community values, and make recommendations consistent with the values of the community at specific intervals.

RECOMMEND

IMPLEMENT

Provide a framework of prioritized improvement recommendations. Identify the necessary tools for developing for implementation. Provide a justification for the improvement.

COMMUNITY ENGAGEMENT PLAN:

A thorough planning process must engage those whom it will effect. A primary goal of the Greenways Master Plan is to prioritize greenway improvements, based on the needs of the Norwalk community. To facilitate this goal, the design team developed a community engagement plan that would utilize a variety of outreach tools. The overarching strategy was to create a ‘buzz’ about the project, get community members talking about the project, educate them along the way and create opportunities to gather their input. Like most plans, the success of the plan hinges on having support to implement it

By facilitating face to face meetings, bringing meetings to community members and utilizing online avenues, participants had multiple opportunities to provide feedback during the project due to a flexible process.

- — **NORWALK GREENWAYS WORKGROUP - 10 PARTICIPANTS**
(MONTHLY MEETINGS)
 - — **NORWALKTOBERFEST**
(+/- 10 PARTICIPANTS)
 - — **COMMUNITY PEP RALLY**
(+/- 30 PARTICIPANTS)
 - — **ONLINE SURVEY**
(343 PARTICIPANTS)
 - — **PUBLIC OPEN HOUSE**
(35 PARTICIPANTS)
 - — **PARKS AND RECREATION COMMISSION MEETING**
 - — **PLANNING & ZONING COMMISSION MEETING**
 - — **CITY COUNCIL PRESENTATION**
- 

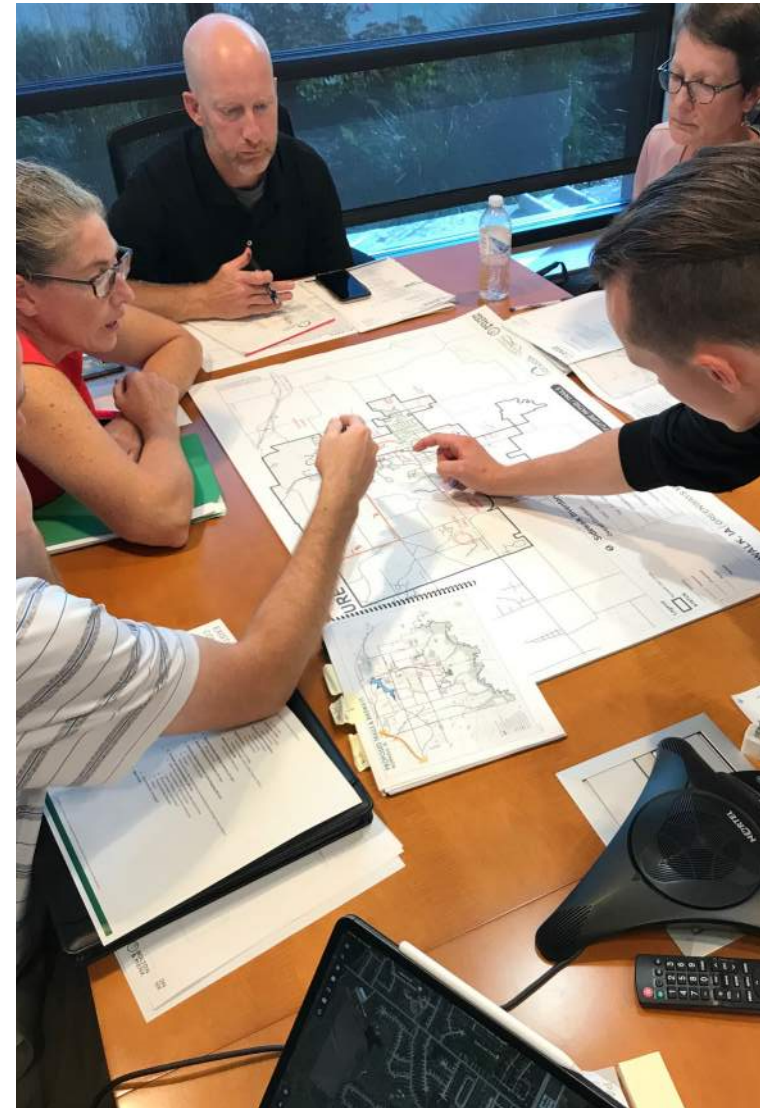


Figure 1.2: Norwalk Greenways Workgroup Meeting

VISION, GOALS, AND OBJECTIVES:




TIMING AND SIGNIFICANCE

Due to Norwalk's rapid growth, the recent completion of the City's Comprehensive Park and Open Space Plan, and the upcoming Comprehensive Plan update, the need to identify and address long-term priorities relating to connectivity, walkability, and future trails became increasingly evident. With trails being identified as a top 10 goal for Norwalk, a Greenways Workgroup was formed. Based on the input received, the following vision statement was formulated.

VISION STATEMENT

“**The City of Norwalk seeks to identify and implement a connected network of non-motorized routes throughout the community for the use and enjoyment of users of all ages and abilities.**”

The Plan will advance many of the goals included in the Comprehensive Park and Open Space Plan. Relevant goals in the Plan include:

-  Establish a trail system which enhances the community's walkability, provides safe access to community parks and regional trail systems.
-  Establish accessible facilities which are compliant with current ADA regulations and guidelines.
-  Be a community derived plan for filling gaps in the greenway system with a prioritized implementation approach.

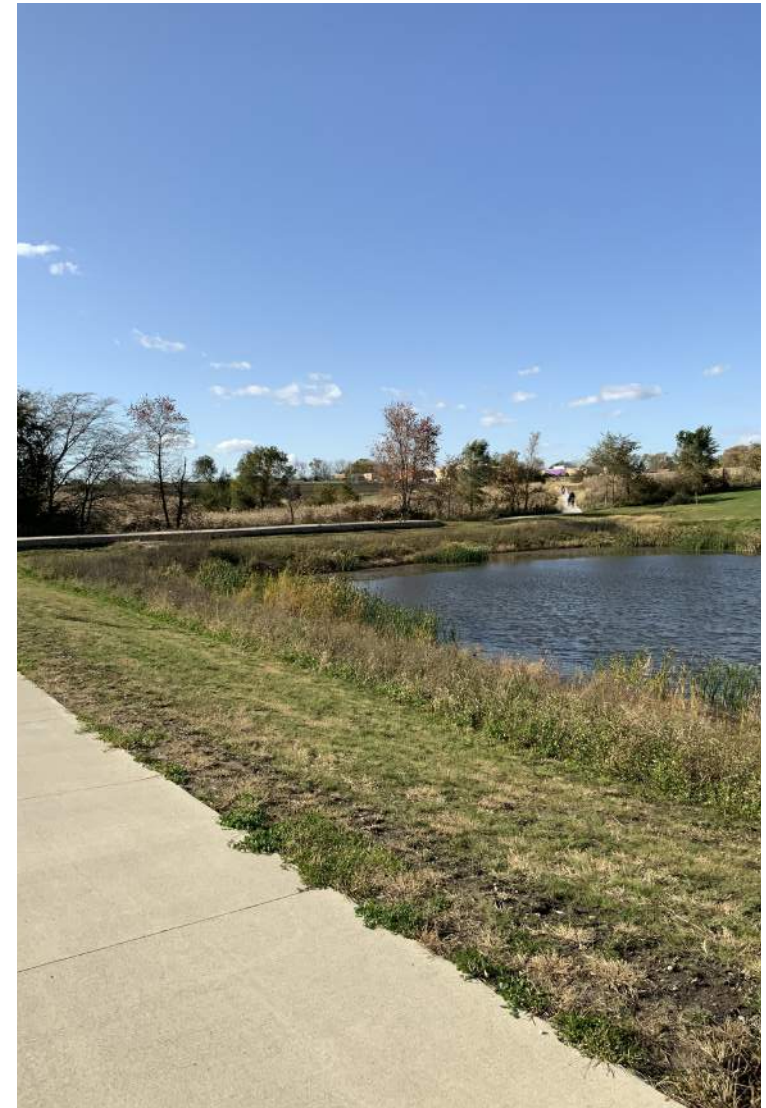


Figure 1.3: Norwalk Greenways Trail

KEY COMPONENTS OF THE PLANNING EFFORT:

- Inventory all non-motorized routes
- Identify missing linkages of the existing infrastructure
- Identify opportunities for route extensions to potential growth areas
- Identify nodes that should be connected to the greenway network
- Acknowledge that components of the greenway network have different standards and needs relative to level of service
- Establish a set standard for each type of segment/level of surface (surface type, width, placement)
- Prioritize identified improvement needs
- Establish a policy for the requirement by developers, owners and third parties to construct and/or participation in the construction of new facilities relative to development and redevelopment projects
- The greenway network should be useful for transportation and mobility abilities
- The greenway network should be useful for recreation purposes
- The greenway is intended for use with all modes of non-motorized users.
- The greenway network will be made up of a variety of segments types commonly known as sidewalks, paths and trails
- Establish an implementation strategy for segments that are City and segments that are developer driven

OBJECTIVES & ANTICIPATED OUTCOMES:

-  IMPROVED WALKABILITY THROUGHOUT THE CITY OF NORWALK
-  BETTER CONNECTED TRAILS AND GREENWAYS
-  INVENTORY OF HAZARDS ALONG CITY TRAILS/SIDEWALK NETWORKS
-  IDENTIFICATION OF RESPONSIBILITIES/RESOURCES TO ADDRESS ISSUES
-  ADDRESS AGING INFRASTRUCTURE AND SAFETY CONCERNS AT CROSSINGS
-  DEVELOP AN IMPLEMENTATION STRATEGY FOR A CONNECTED NORWALK
-  ESTABLISH A USER-FRIENDLY, FORWARD THINKING PLANNING DOCUMENT

A SMART AND CONNECTED NORWALK



Figure 1.4: Anticipated Outcomes of the Plan

DATA COLLECTION & COMMUNITY INPUT

02

INTRODUCTION:

Planning for the Greenways Master Plan began with a strategic data collection process to inventory the location and pavement condition of existing sidewalks, trails, and greenways. Understanding Norwalk's existing off-street circulation network is essential to addressing the pedestrian and recreational needs and goals of the community. This inventory provided a foundation for examining the community's strengths and weaknesses relating to connectivity, walkability, bike-ability, and safe routes to schools, parks, and other key points of interest.

ROLE AND FUNCTION OF THE GREENWAYS WORKGROUP

The data collection process utilized the involvement of a Norwalk Greenways Workgroup that included local community members of different ages and abilities, residing in different areas of the community. Their role was to provide critical input, collect data, promote the project, and review progress at critical milestones.

In collecting data, the Greenways Workgroup functioned in a strategic manner. Each member was assigned a pre-determined area of the community and given specific evaluation criteria for evaluating sidewalk / trail conditions. Using their smartphone or tablet and a customized ESRI ArcGIS Online data collection application, volunteers could efficiently note the condition and width of sidewalks, as well as, sidewalk issues and the location of pedestrian ramps.

A pre-loaded sidewalk layer, digitized from recent aerial imagery, allowed users to select built segments of sidewalk / trail, make their evaluation and track their progress. This dataset was utilized as the baseline for the sidewalk inventory performed by the City of Norwalk and volunteers in the Greenways Workgroup.



Figure 2.1: Inventoried Sidewalk Gap Example

DATA COLLECTION CRITERIA

The Workgroup volunteers were trained to use the data collector and collectively reviewed the evaluation criteria to minimize subjectivity and reduce the margin for error. Sidewalk condition was evaluated based on the following criteria:

- **GOOD:** Sidewalk segment is generally free (no more than one) of trip hazards (grade / surface deviation of approx. 1" or greater). Fairly newer or newer looking concrete, not overgrown with grass / vegetation and no cracks or damage that would otherwise be considered a trip hazard.
- **FAIR:** Sidewalk segment has some trip hazards (2-4), but none of them would require the replacement of a significant segment of the sidewalk. Concrete appears older but other than a few trip hazards is generally in good enough condition that would not limit or prohibit navigation and use.
- **UNSATISFACTORY:** Sidewalk segment has numerous cracks or hazards (5+) and would take significant repair to make it accessible. In general, this segment should be replaced.

SIDEWALK ISSUES / CONCERNS

Sidewalk issues were categorized separately and identified as one of the following; missing sidewalk section, trip hazard, or other – a photo was also taken to assist in documentation. Similarly, pedestrian ramps had documentation photos taken and the ramp type was noted. This workflow allowed easy access to data as it was being collected and in turn, allowed efficient analysis once data collection was complete.



GOOD CONDITION



FAIR CONDITION



UNSATISFACTORY

DATA COLLECTOR SCHEMA

Below is a description of the full data schema used:

Sidewalk Layer

- Overall Condition (Planned/Incomplete, Good, Fair, Sidewalk Gap, Unsatisfactory)
- Width (ft)

Sidewalk Issues Layer

- Issue Type (Missing Sidewalk Section, Trip Hazard, Other)
- House Number
- Photo

Ped Ramp

- Ramp Type (Domes, No Domes)
- Photo

DATA INVENTORY

Understanding the conditions of sidewalk / trail pavement is essential. Not only for identifying where trip hazards exist or where missing segments are, but also for forecasting the life-span of the pavement and planning for replacement in the future. By having an inventory of the entire greenway network, the City can better plan for maintenance and upkeep of public infrastructure, as well as, educate and work with property owners to repair or replace sidewalks.

GREENWAYS MAPPING

The mapping section of this report illustrates the information that was obtained in terms of sidewalk conditions and examples of issues or concerns that were identified through the data collection and inventory process.

DATA COLLECTION IMAGES

CRACKS ON RAMPS AND SIDEWALKS:



OVERGROWN / UNSUITABLE FOR WALKING:



TRIPPING / SAFETY HAZARDS:



SIDEWALK ENDS / TREE BLOCKS PATH / UNEVEN OR SHIFTED WALKWAY:



Figure 2.2: Data Collection Images



Figure 2.3: Community Engagement at the Norwalk Pep Rally



Figure 2.4: Norwalk Workgroup Engagement

COMMUNITY ENGAGEMENT ACTIVITIES

The community outreach and engagement component of the project involved a collaborative process with City staff, community members, and stakeholders. With the completion of the Comprehensive Park and Open Space Plan, defining and identifying the need for trail and greenway connections has already been established. A key component of the Greenways Master Plan is further prioritizing where, when and how the City will implement the connected network. To guide that thought process, community members were engaged to provide input as to how people use sidewalks, trails and greenways, identify where they want to go and inform the City of what the priority improvements should be.

Below is a summary of the various community engagement activities that took place throughout the course of the planning process:

NORWALK GREENWAYS WORKGROUP MEETINGS

These meetings took place on a monthly basis and included the following workgroup participants: John Dagenais, Terri Frieberg, Ted Herselius, Ronald Jewell, Joe Kohls, Karen Kordick, Maren Lenhart, Dave McCloney, Nancy Kuehl, Stephanie Riva. These meetings also involved Robin Leaper, Norwalk's Parks and Recreation director, Luke Parris, the Community Development Director, and Elliot Klimowski, City Planner, and were facilitated by Bolton & Menk staff.

Components of these meetings included updates to the project schedule, a review of the greenways mapping inventory, survey updates, discussions relating to existing and proposed improvements to sidewalks, trails and greenways, and the identification of priorities and implementation strategies.

COMMUNITY POP-UP EVENTS

Throughout the course of the project, two community pop-up events were held. The first event was held at Norwalk City Park in conjunction with the community's Norwalktoberfest event.

NORWALKTOBERFEST

At the event, the project team had a booth set up with key information to inform residents and attendees about the project, a series of maps and graphics that were made available for review and comment, project flyers to hand out, and tablets allowing visitors to participate in the online community input survey. The project team received positive feedback on the project's progress, obtained additional feedback on the inventoried sidewalks and trails, encouraged attendees to participate in the project survey, while discussing community priorities in relation to the project.

SCHOOL PEP RALLY

The second pop-up event was held at Warrior Stadium during the Norwalk Homecoming Pep Rally. The project team's booth was set up near the entryway to engage with community members as they entered the stadium. With the project survey, flyer, and additional project information being posted directly on the City of Norwalk's homepage, many residents were aware of the project and several had completed the online survey prior to attending the event. Many additional attendees completed the survey on-site, discussed the inventory and/or priorities for future trails, and reviewed or helped disperse the project flyer.



ONLINE SURVEY

The Norwalk Greenways Master Plan public input survey was designed to be a quick and user-friendly online survey. With a simple 10-question format and direct access to the survey from the City's homepage, participants were able to easily access the survey and quickly provide meaningful feedback to the planning process. Information obtained provided an overview of key demographics of participants, how they value trails in Norwalk, what community amenities they would like to walk or bike to and what they would like to see this plan accomplish. The online survey also provided an opportunity for participants to share general comments with the project team, which provided valuable feedback specific to various improvement ideas and recommendations.

WEBSITE UPDATES & FLYERS

Project information and updates were periodically made available on City of Norwalk's website. Within the Parks and Recreation webpage, an entire section on the Greenways Master Plan was added including the project logo, a link to the survey, the project flyer, and the description of the project:

“ *Trails is one of the top 10 goals for the City of Norwalk. One-year benchmarks for this goal is to have the great western trail engineered, prioritize the entire trail system, and to discuss internal and external funding. With this goal, the Greenways workgroup was created with volunteers from the community to help us collect data and provide input into the master plan. The city also hired Bolton & Menk to help with the city's Greenway Master Plan. The Greenways Master Plan can only be as good as the input we receive. Please take a few minutes to read about the project, take the survey, and tell your friends. We appreciate your involvement!* ”

Prior to the Pep Rally event, the project information and survey link were added to the City's homepage making the resources and input opportunities particularly visible and accessible to the public. At this time, information regarding the time and location of the open house were also added to the website. With these additions, the number of survey responses continued to increase greatly. The following page shows the flyer that was distributed.



Figure 2.5: Link to Survey & Plan Info on City Homepage

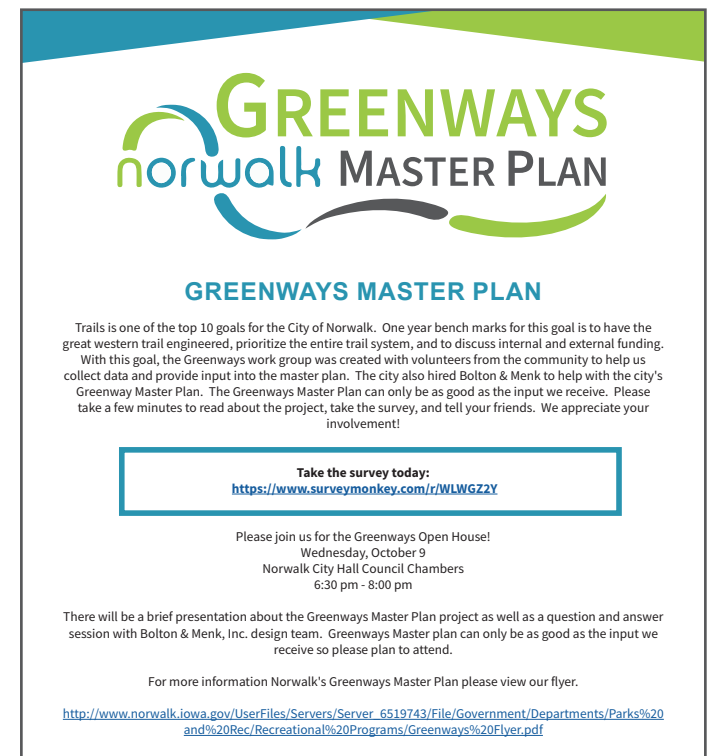


Figure 2.6: Project Information & Links on City Website

PROJECT RESOURCES



CITY WEBSITE

<http://www.norwalk.iowa.gov/>



PROJECT SURVEY

available on the City's website:
www.norwalk.iowa.gov/



NORWALK COMPREHENSIVE PARK & OPEN SPACE PLAN

http://www.norwalk.iowa.gov/government/departments/parks___recreation/comprehensive_park_and_open_space_plan



CITY COUNCIL PRIORITIES

http://www.norwalk.iowa.gov/government/mayor_and_city_council/city_council_priorities

RELATED INFORMATION



IOWA HEALTHIEST STATE INITIATIVE

<http://www.iowahealthieststate.com/>



CAPITAL CROSSROADS

<https://www.capitalcrossroadsvision.com/>



THE TOMORROW PLAN

<http://www.thetomorrowplan.com/>



WALK SCORE

<https://www.walkscore.com/score/norwalk-iowa>



LIVABILITY FACT SHEETS

<https://www.aarp.org/content/dam/aarp/livable-communities/livable-documents/documents-2014/Livability%20Fact%20Sheets/AARP-Livability-Fact-Sheets-0806151.pdf>



**BOLTON
& MENK**

<http://www.norwalk.iowa.gov/>



CITY OF
NORWALK, IOWA



CITY OF NORWALK

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Figure 2.7: Greenways Master Plan Project Resource Flyer (Side 1)

PROJECT GOALS

Create a community derived plan for connecting trails, sidewalks, and greenways throughout Norwalk.

Establish a walkable, pedestrian friendly and sidewalk/trail/greenway connected Norwalk in 10 yrs.

Develop a capital improvement plan for filling gaps in the existing sidewalk and trail framework.

Identify and prioritize improvements to promote efficient plan implementation.

PROJECT OUTCOMES

A comprehensive greenways master plan that identifies gaps, provides solutions for addressing issues and prioritizes opportunities for making Norwalk a more walkable and pedestrian friendly community.

The plan will help to proactively inform developers of future greenways throughout Norwalk, advance a Council adopted mission, and provide a tool to City staff to put the City in a better situation to obtain grant money for future planned projects.

DID YOU KNOW?

That 1/4 of all trips in the U.S. are → **1** Mile or less (yet most trips are taken by car)

<https://americawalks.org/learning-center/benefits-of-walking-2/transportation/>

Less than **5%** of adults → Participate in 30 min of physical activity each day

<https://www.hhs.gov/fitness/resource-center/facts-and-statistics/index.html>

Norwalk's Walk Score is currently → **52** (Out of 100)

<https://www.walkscore.com/score/norwalk-iowa>

Walking **20** Minutes per day → Can burn up to 7 pounds per year

<https://www.everybodywalk.org>

Iowa ranks → **26** of 50 states for overall well-being

<http://www.iowahealthiest-state.com/progress/>

Let's work together to improve!

MEETINGS AND INPUT OPPORTUNITIES

PUBLIC INPUT SURVEY

(Complete our online survey, available on the City's website: www.norwalk.iowa.gov)

NORWALKTOBERFEST

(September 21 | 2:00-6:00pm
Norwalk City Park)

SCHOOL PEP RALLY EVENT

(September 26 | 7:00pm
Warrior Stadium)

PUBLIC OPEN HOUSE

(October 9 | 6:30-8:00pm
Council Chambers at City Hall)



Figure 2.8: Greenways Master Plan Project Resource Flyer (Side 2)

PUBLIC OPEN HOUSE

The Public Open House for the Greenways Master Plan was held in the Council Chambers of Norwalk's City Hall. Community members and interested parties of all ages were welcome and encouraged to participate. Input was obtained in multiple ways including large-scale boards that attendees could directly write on, add a sticky note with comments and opinions, or place a dot or sticker on key intersections, points of interest, and more.

PUBLIC INPUT QUESTIONS

One particularly important means of obtaining input was asking attendees to review and answer two important questions:

WHAT DESTINATION DO YOU OR YOUR FAMILY WISH YOU COULD WALK OR RIDE A BIKE TO EASIER?

WHAT CROSSING, SIDEWALK OR TRAIL SECTION SHOULD BE PRIORITY NUMBER ONE?

The engagement opportunities listed above provided the project team with key information to guide the efforts of the Greenways Master Plan.

The combination of extensive data collection, mapping and analysis, and engagement opportunities provided the foundation for the project team to develop a community-derived planning document.



Figure 2.9: Public Open House Engagement



Figure 2.10: Public Input Questions and Responses

ADOPTING THE PLAN

PARKS AND RECREATION COMMISSION MEETING PRESENTATION

Upon completion of the draft master plan recommendations, the project team presented the information at a Parks and Recreation Commission meeting.

PLANNING AND ZONING COMMISSION MEETING PRESENTATION

Following the Parks and Recreation Commission meeting, the project team also presented the draft report to Planning and Zoning Commission. Both groups approved of the plan with minor modifications, which were incorporated prior to going to Council.

CITY COUNCIL PRESENTATION

With the review and buy-in of City staff and the required advisory commissions, the Norwalk Greenways Master Plan was finalized and presented for adoption of the City Council.

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INVENTORY MAPPING

03

INVENTORY MAPPING

This plan seeks to improve and promote the connectivity of trails and sidewalks within Norwalk and to neighboring communities. The usage of this network is intended to be diverse and consider multiple user experiences. At the same time, a primary element of the plan must address the existing network of sidewalks that contribute to the greenway network and the walkability of Norwalk.

The concept of a “walkable” community, is rooted in providing efficient, safe and reliable pedestrian access routes to destinations. Walkability is defined as, “a measure of how friendly an area is to walking”. At a community scale, to understand how walkable Norwalk is, our design team needed to understand where the community amenities and points of interest are that people might considering walking to. A critical metric for measuring what is considered an appropriate walking distance, is both a five minute walking radius (approximately 1/4 mile) and a ten minute walking radius (approximately 1/2 mile).

The following series of inventory maps identify the key points of interest within Norwalk, as well as, identify the 1/4 mile and 1/2 mile walking radii around the following:

- Parks
- Schools
- Churches
- Civic and Community Hubs

This information is overlaid on the sidewalk / path inventory data collected by the Greenways Workgroup, illustrating the proximity of community points-of-interest to the existing sidewalks / paths.

Per the evaluation criteria identified in section 2, the following is a summary of the existing sidewalks / paths / greenway trails within Norwalk:

- **Good (48.7 miles)**
- **Fair (13.7 miles)**
- **Unsatisfactory (.32 miles)**
- **Sidewalk Gap (20.9 miles)**
- **Incomplete / Planned* (4.2 miles)**

*Locations on properties/parcels planned but not yet built, which in most cases, will require a sidewalk or path at the time of construction.



Figure 3.1: Existing Sidewalk along Beardsley Road

EXISTING SIDEWALK / PATH CONDITIONS

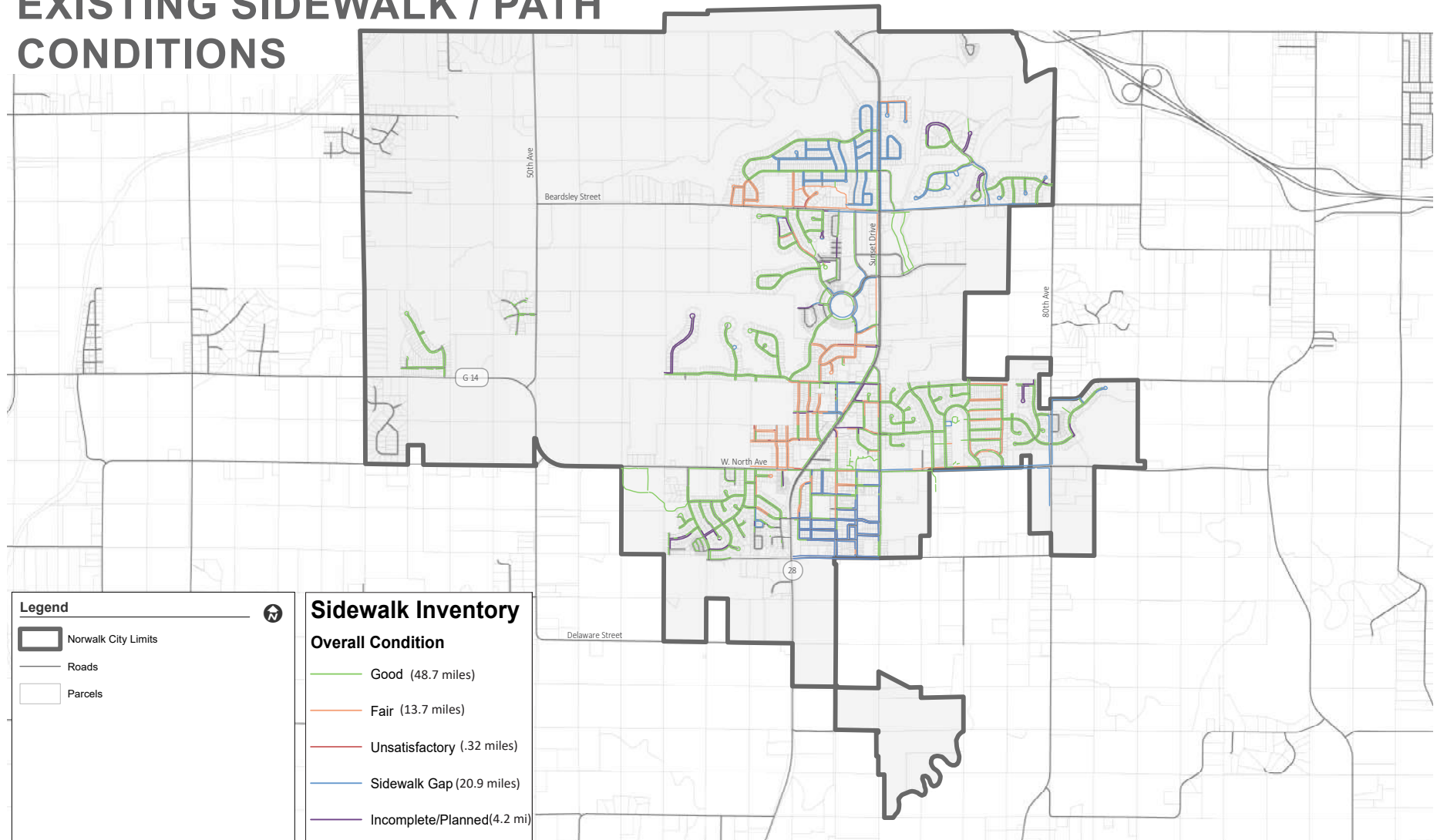


Figure 3.2: Existing Sidewalk / Path Conditions Map

PARKS

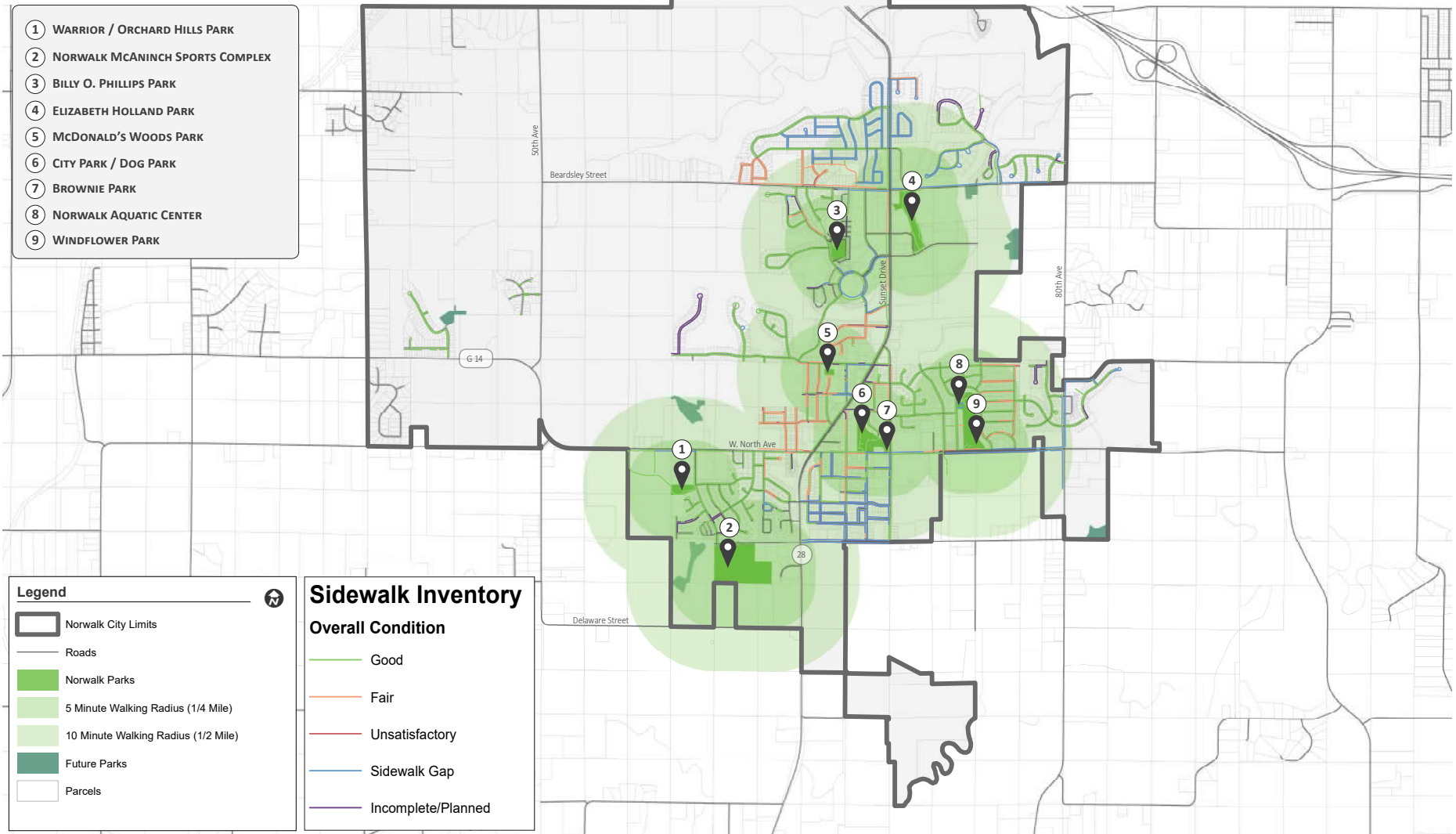


Figure 3.3: Park Service Areas Map

SCHOOLS

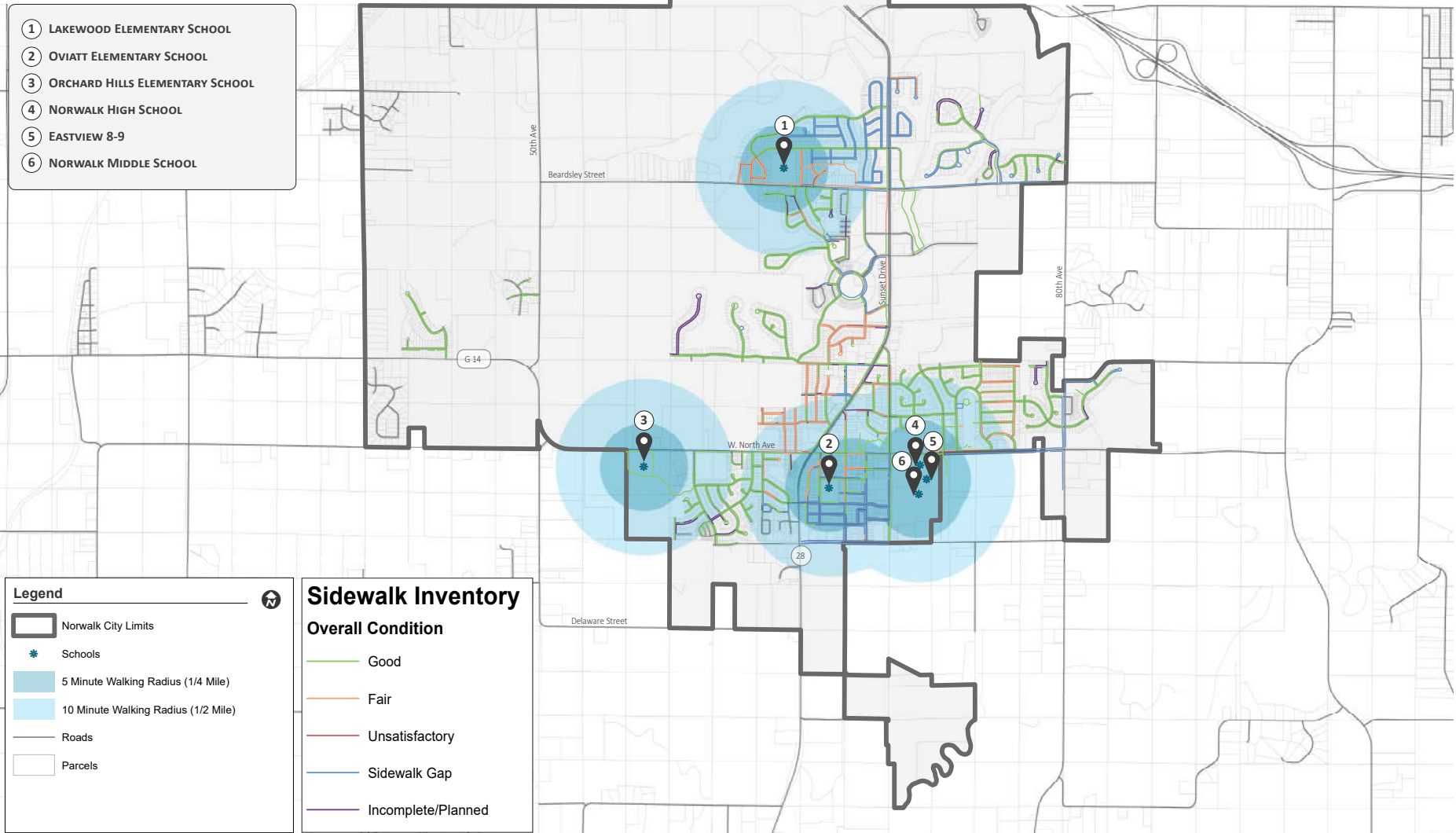


Figure 3.4: School Service Areas Map

CHURCHES

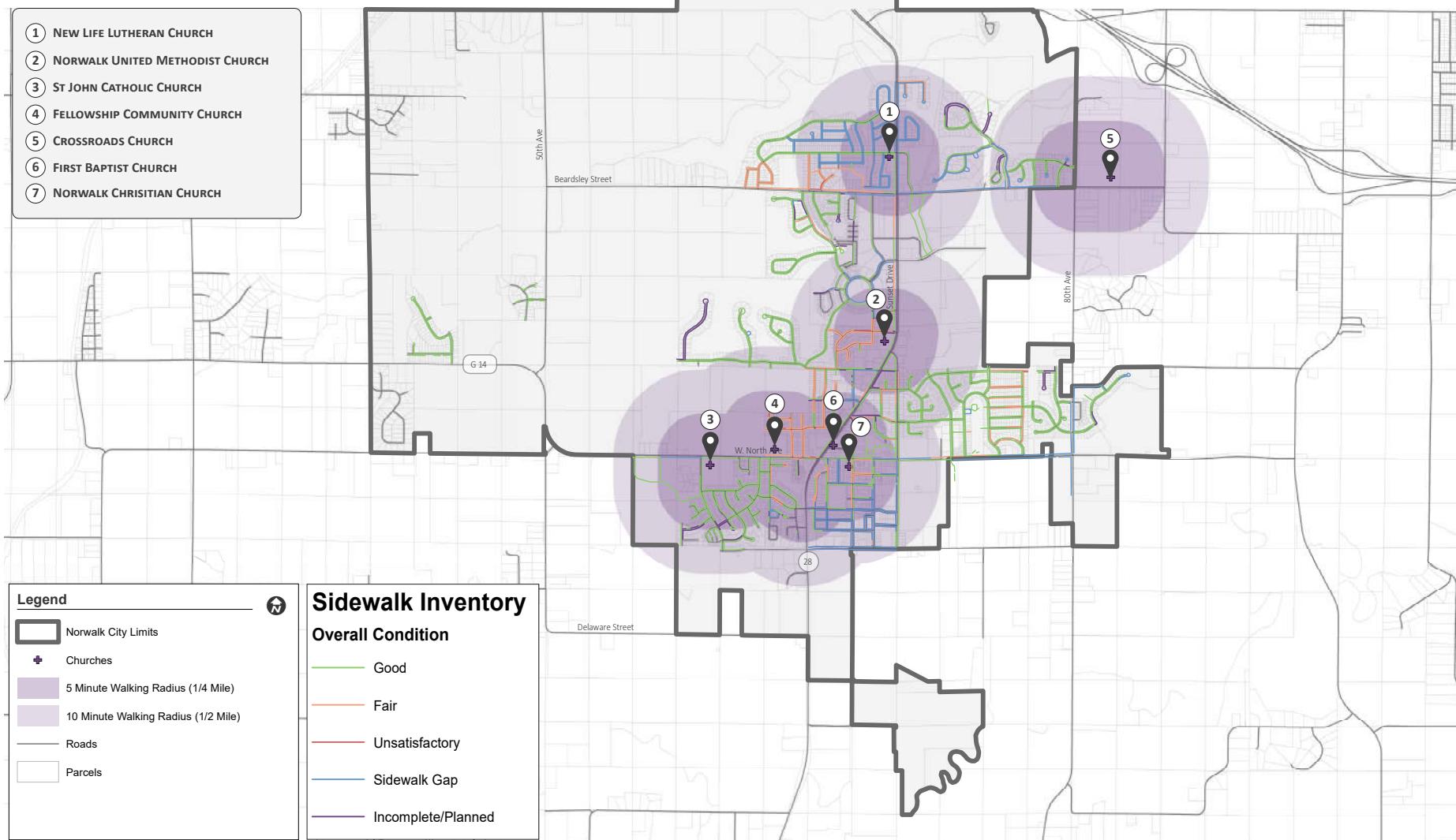


Figure 3.5: Church Service Areas Map

CIVIC & COMMUNITY HUBS

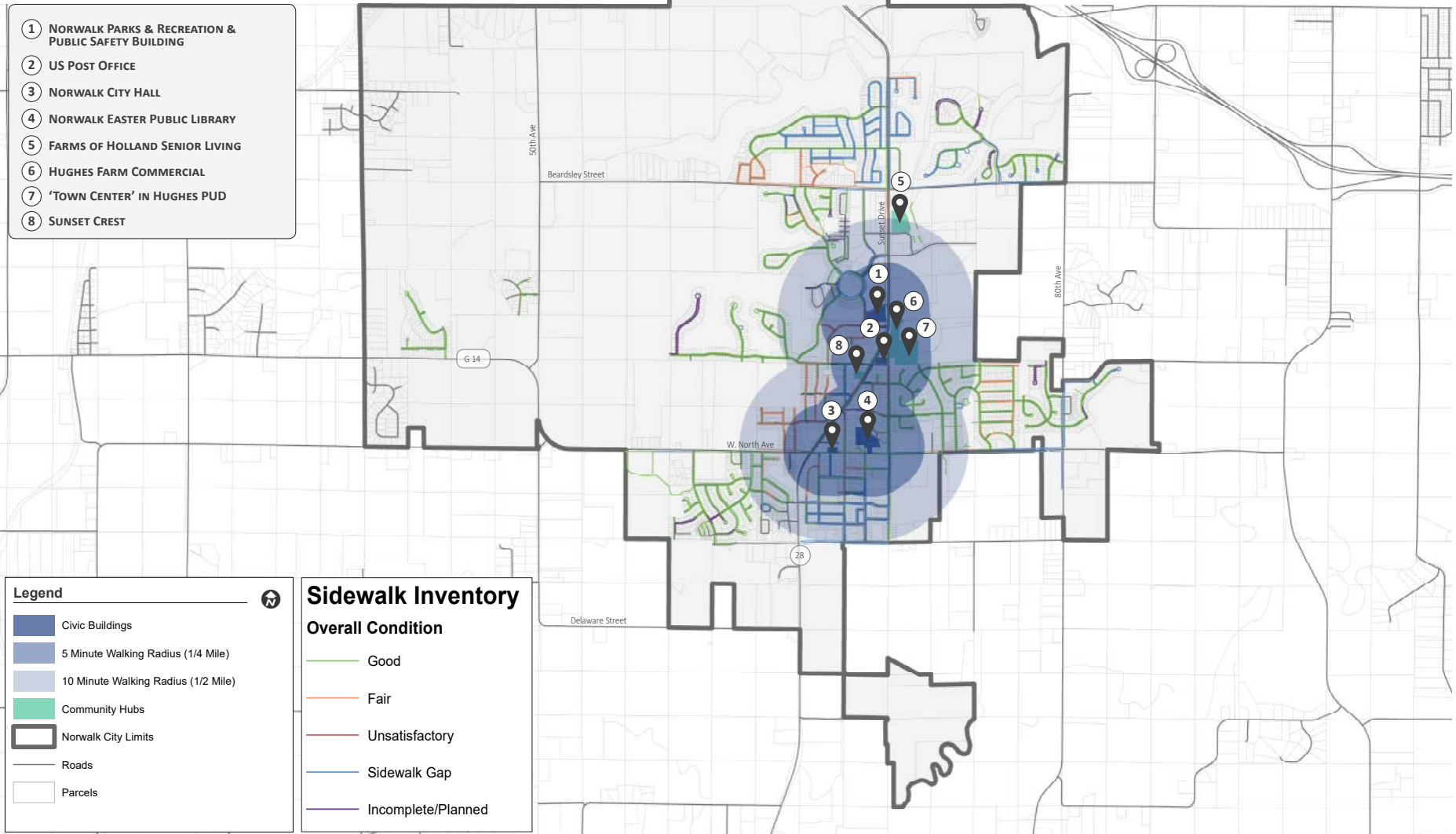


Figure 3.6: Civic & Community Hubs Service Areas Map

GAP ANALYSIS MAP

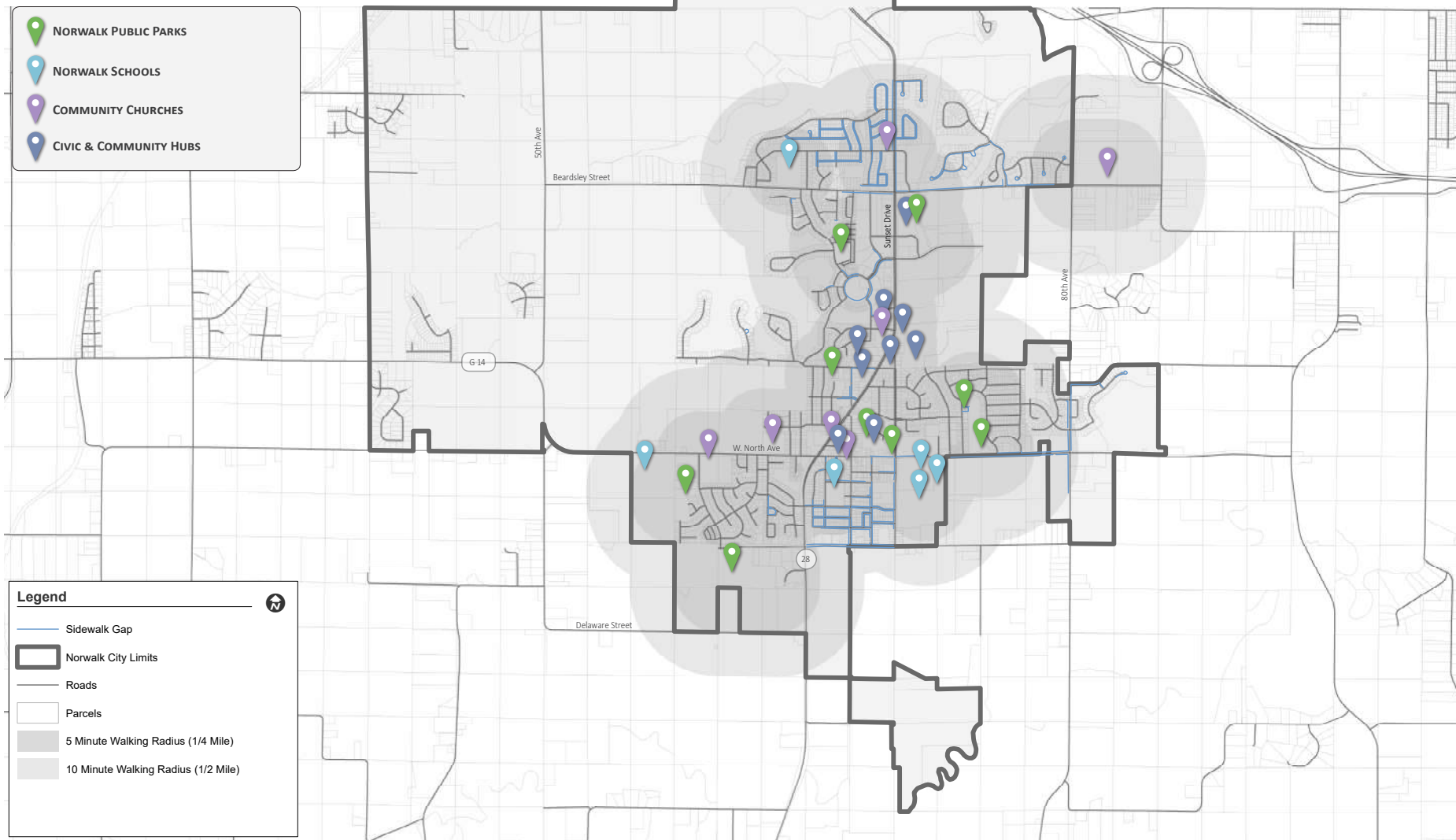


Figure 3.7: Gap Analysis Map

04

INTRODUCTION:

For the purposes of this plan, a Greenway is defined as 'A network, system, or framework of non-motorized routes intended to the use and enjoyment of all users and abilities.' This framework is essential to the health and long-term growth of the Norwalk community. The ability to walk or bike to school or church or a park, is critical to the success of new, as well as, established neighborhoods. For the system to succeed, it will depend on the incorporation of different treatments for making connections and removing gaps within the existing network, as well as for future expansion as Norwalk continues to grow. Not every route can be a 10' wide trail, nor should it be.

In addition to standard city sidewalks, the various pedestrian/ shared use facilities are defined in the Norwalk Comprehensive Park and Open Space Plan as follows:

TRAIL/SHARED USE PATH:

Trails are designed for people walking, running, biking, skating, or just enjoying the outdoors. Trails accommodate two-way traffic flow and are physically separated from motor vehicle traffic.

GREENWAY TRAIL:

Located in an independent right-of-way often follow waterways (greenways), utility corridors, or former railroad lines.

SIDE PATH TRAIL:

Located along the side of a road, essentially functioning as a wide sidewalk.



Figure 4.1: Warrior Park Greenway Trail



Figure 4.2: Sunset Drive Side Path

STANDARDS AND SPECIFICATIONS:

Design and specifications for sidewalks, bicycle and shared use facilities should follow the Iowa Statewide Urban Design and Specifications (SUDAS) to the fullest extent possible. Additional information can be found at <https://iowasudas.org/manuals/design-manual/#chapter-12-sidewalks-and-bicycle-facilities>.

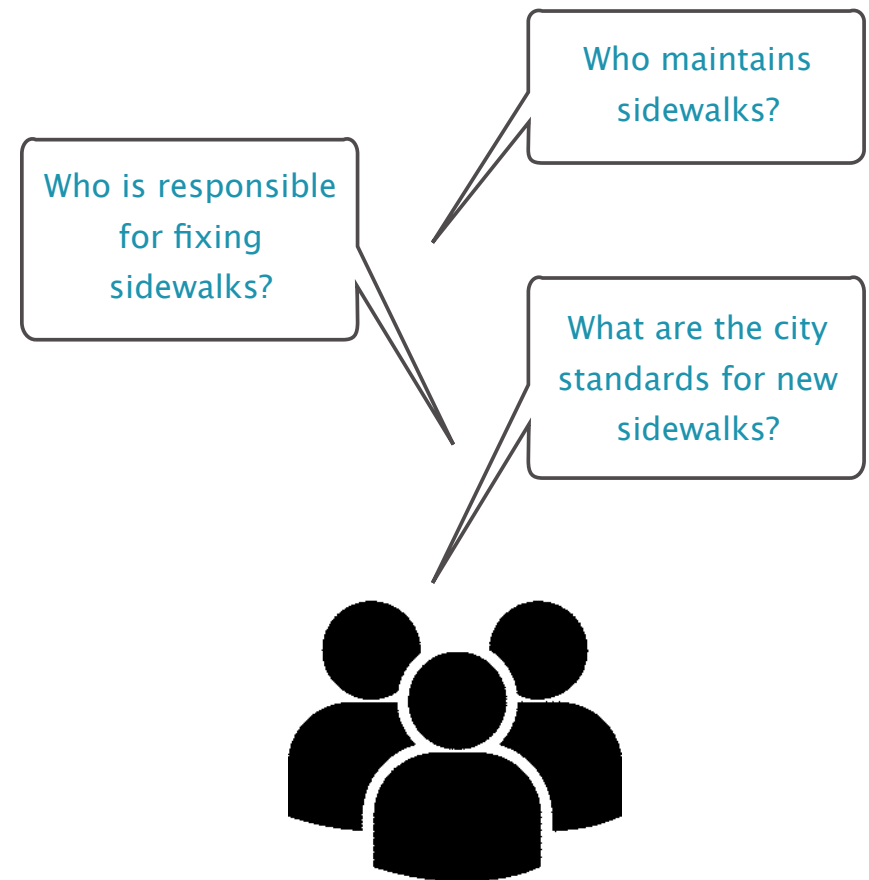
Additional considerations for trail / path placement and pavement marking are described in detail in chapter 3 of the Comprehensive Park and Open Space Plan.

CITY SIDEWALKS:

Sidewalks ranging in width from 4'-7' make up approx. 57 miles of the current Greenway network in Norwalk. As identified in the data collection phase of this process, conditions of existing sidewalks vary throughout the community. Aging pavements, cracked or heaved panels and missing sidewalk segments can be common occurrences which are often also misunderstood responsibilities of property owners. During community outreach activities, discussions about how to address issues with instances of deteriorating sidewalks and sidewalk disrepair were common.

FREQUENTLY ASKED QUESTIONS:

The following includes a summary of Frequently Asked Questions often asked by property owners and residents, pertaining to sidewalks. The chapter location following each response corresponds to the applicable municipal code chapter. The municipal code can be found online at: http://www.norwalk.iowa.gov/government/public_documents/codes



SIDEWALK FAQ:

1) WHO IS RESPONSIBLE FOR FIXING SIDEWALKS?

Property owners are responsible for repairing, replacing or reconstructing all broken or defective sidewalks. (Ch. 136.04)

2) WHAT IS THE CITY STANDARD FOR NEW SIDEWALKS?

Sidewalks repaired, replaced or constructed shall be constructed in accordance with the Statewide Urban Design and Specifications (SUDAS) and City's specifications. An official copy of the specifications is on file in City Hall. (Ch. 136.08)

3) WHO MAINTAINS SIDEWALKS?

It is the responsibility of the property owner to maintain a safe and hazard-free condition sidewalk within the lot lines. (Ch.136.04)

4) WHO IS RESPONSIBLE FOR THE REMOVAL OF SNOW AND ICE ACCUMULATIONS?

It is the responsibility of the property owner to remove snow, ice and accumulations promptly from sidewalks. If not completed within 24 hours, the City may do so and assess the costs against the property owner for collection in the same manner as a property tax. (Ch. 136.03)

5) WHAT ARE THE RULES REGARDING DEBRIS ON SIDEWALKS?

It is unlawful to throw glass, trash, or any other debris that may injure any person, animal or vehicle on sidewalks. (Ch. 136.16)



SIDEWALK FAQ (CONTINUED)

6) CAN WE SIMPLY WALK ON THE STREET?

Where sidewalks are provided, it is unlawful to walk along and upon the street. (Ch. 67.04)

7) ARE BICYCLES ALLOWED ON SIDEWALKS?

Bicycles may be used on the public sidewalks in a careful and prudent manner and except where signs state otherwise. (Ch. 76.14)

8) WHAT ARE THE RULES FOR SIDEWALKS CROSSING DRIVEWAYS?

All driveway approaches should be paved from the street to the sidewalk according to the Statewide Urban Design and Specifications (SUDAS). When a permit is granted for driveway updates, the driveway shall be paved to the existing sidewalk line within thirty (30) days from the removal, with no less than 6 inches of concrete. (Ch. 137.03)

9) WHAT IF WEEDS OR OVERGROWTH OF VEGETATION ARE MAKING SIDEWALKS UNSAFE?

A City official may notify the owner or occupant to address the issue within forty-eight (48) hours. (Ch. 52.03)

10) WHAT IF TREES ARE BLOCKING A SIDEWALK?

The owner should keep trees trimmed so that all branches will be at least 8 feet above the sidewalks. If the property owner fails to trim the trees, the City may serve notice to be taken within 5 days. If action is not taken, the City may perform the required action and assess the costs against the property for collection in the same manner as a property tax. (Ch. 151.03)



SIDEWALK REPAIRS:

The ability to create a ‘connected’ greenway network will rely on costs and responsibilities shared by both public and private interests. The repair and upkeep of existing and future sidewalks is a critical component of this partnership and as described in the City’s municipal code, is the responsibility of the property owner.

TRIP HAZARDS:

As identified by the Greenways Workgroup, there were approx. 313 trip hazards recorded during sidewalk mapping. In many instances, these trip hazards compromise the accessibility of the sidewalk and can present serious mobility and safety issues. Under certain circumstances, these issues may present a liability for the responsible party.

To promote the repair and improvement of damaged or failing sidewalks, the city must be proactive in the approach to addressing this topic with residents and property owners. It starts with educating community members about what their responsibilities are and then ensuring that community members are aware of the resources needed and available to correct the issues. For instance, in most scenarios encountered during the sidewalk inventory, trip hazards could be categorized as either a heaved or sunken panel, cracked pavement or deteriorated pavement.

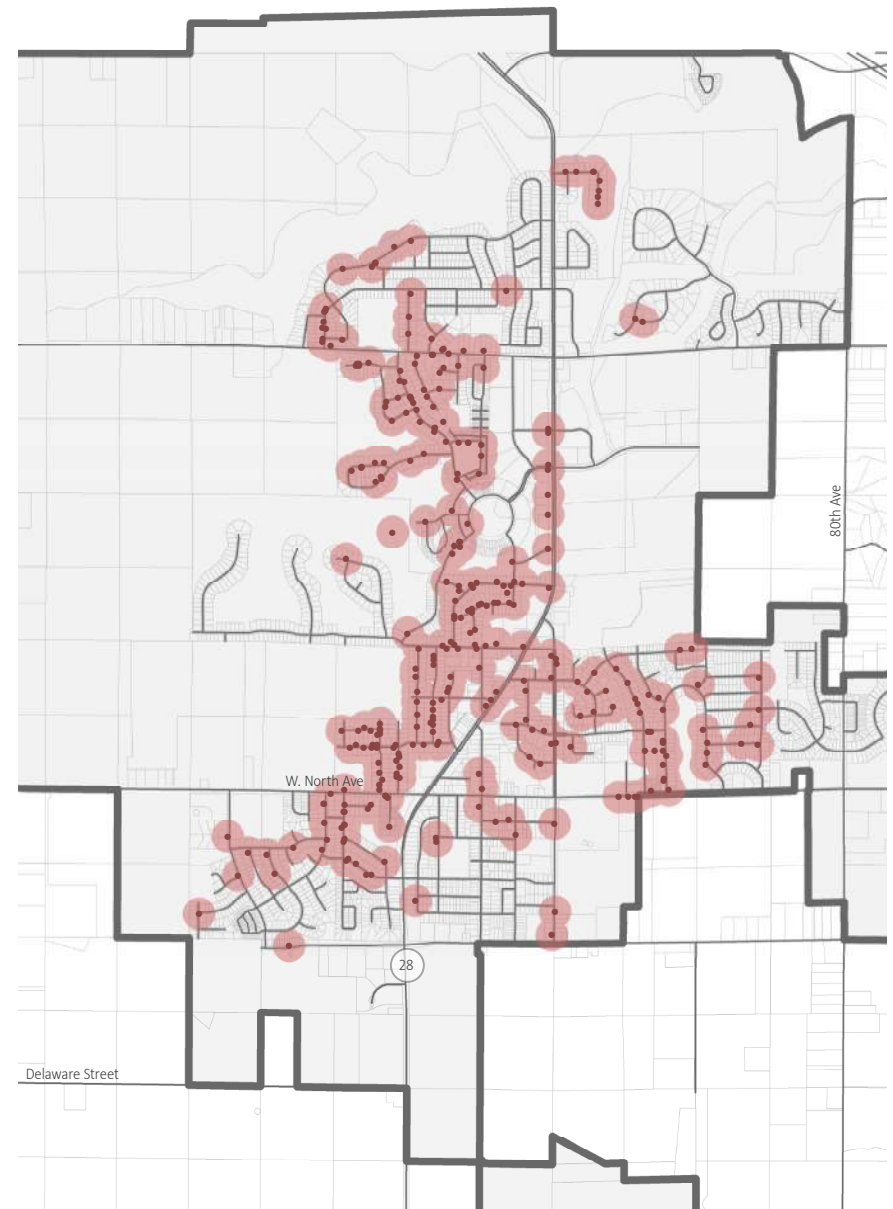


Figure 4.3: Norwalk Trip Hazards Map

SIDEWALK REPAIR TOOLKIT

Depending on the situation, the individual trip hazard may be a relatively simple fix or may necessitate the repair/replacement of a segment of sidewalk. The following identifies typical scenarios that were encountered during the sidewalk inventory, as well as, common remediation practices for repairing and eliminating trip hazards on existing sidewalks.

SUNKEN PANELS:

Over time, individual sidewalk panels can break away from the adjacent pavement and become depressed creating a vertical deviation. This can occur for a variety of reasons. If the adjoining sidewalk pavement is in-tact and does not show signs of stress and meets accessibility requirements, possible remediation practices include:

- **Pavement Lifting:** The process of hydraulically pumping a cementitious or foam material through a hole in the pavement surface, which causes the slab to raise.
- **Pavement Removing:** Replace the problematic panel, prepare subgrade and pour new pavement flush with adjoining sidewalk.

HEAVED PANELS:

In situations where only one edge of sidewalk panel has heaved or created a surface deviation, the edge of the protruding pavement may be beveled to create a smooth and accessible transition to the adjoining pavement.

- **Sidewalk Beveling / Grinding:**

This practice utilizes a “scarifier” to grind down the pavement of the effected slab to create an accessible transition to the adjoining pavement. This can be a cost effective solution to addressing this issue but does not repair the cause of the issue and may not be a long-term solution.



Figure 4.4: Cracked and Sunken Sidewalk Panel



Figure 4.5: Heaved Sidewalk Panel

CRACKED PANELS:

If a sidewalk panel is cracked, it invites water, weeds, and soil into the cracks. Over time, the cracks will likely become wider and allow the pavement to move more. In the situation where the cracks become wider than 1/4" or there becomes a vertical surface deviation, the cracked panels should be replaced. In-lieu of replacement, a short-term solution may include filling the cracks/joints with a concrete joint filler but this will require additional maintenance and upkeep.

ADDITIONAL RESOURCES:

For additional information on proceeding with repair or replacement of existing sidewalks, property owners are encouraged to contact the City of Norwalk Community Development office, 515-981-9530.

Due to the nature of this work, certain companies specialize in this type of work and can be sought out to inspect and make recommendations to a specific remediation practice for sidewalk repair. The costs for repairing sidewalks will vary depending on the complexity and quantity of the actual repair / replacement work.



Figure 4.6: Cracked Sidewalk Panels

NEEDS ASSESSMENT

05

NEEDS ASSESSMENT & SURVEY NARRATIVE

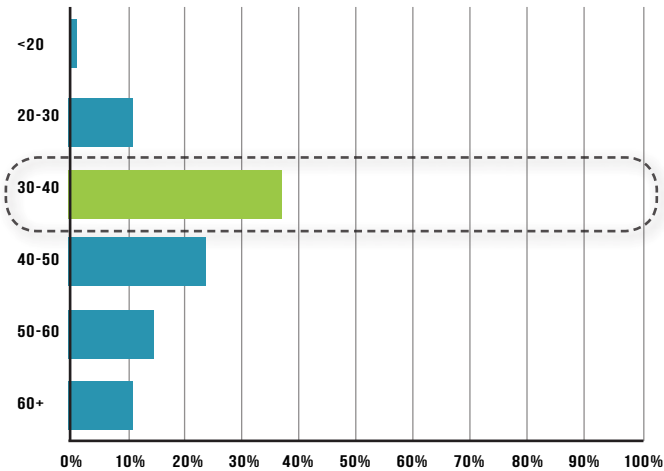
The overall results and findings gathered from the public input survey provide a framework for where and how the City's greenway network should be improved to align with community needs, interests, and values. The responses gathered allowed the project team to assess the community's greatest needs, and prioritize the improvements outlined in the Recommendations and Implementation section of the plan.

Common themes and key improvement suggestions from the survey included:

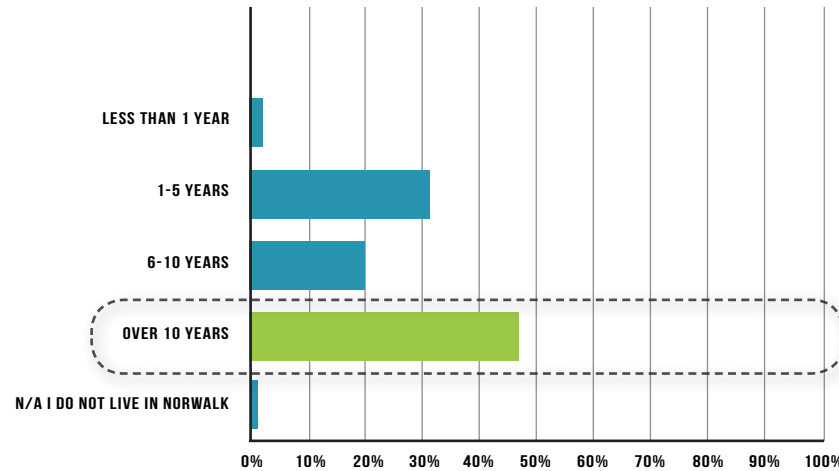
- **More greenway trails, free of vehicular conflicts**
- **Create a connected greenway network of sidewalks and trails, free of gaps and dead-end segments**
- **Provide a trail connecting to the Great Western Trail**
- **Connect neighborhoods with safe routes to Norwalk schools**
- **Eliminate sidewalk gaps in established neighborhoods**
- **Safe and efficient connections to community parks**
- **A more complete trail system, with wayfinding signage and mapping**
- **Diverse trail and recreational amenities, connecting Norwalk residents to community resources**

The following pages provide an overview of the survey results, highlighting the most selected option for each question, as well as a summary of the responses for questions that had the option for additional comments.

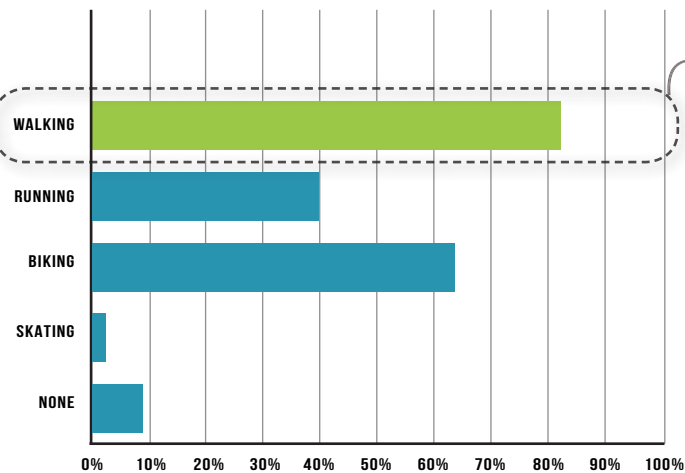
Q1. WHAT IS YOUR AGE GROUP?



Q2. HOW LONG HAVE YOU LIVED IN NORWALK?



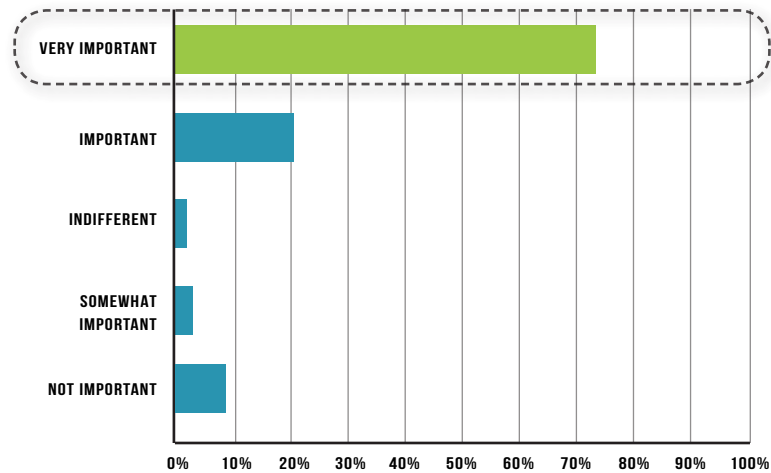
Q3. WHAT ACTIVITIES DO YOU USE THE CITY'S TRAIL SYSTEM FOR?



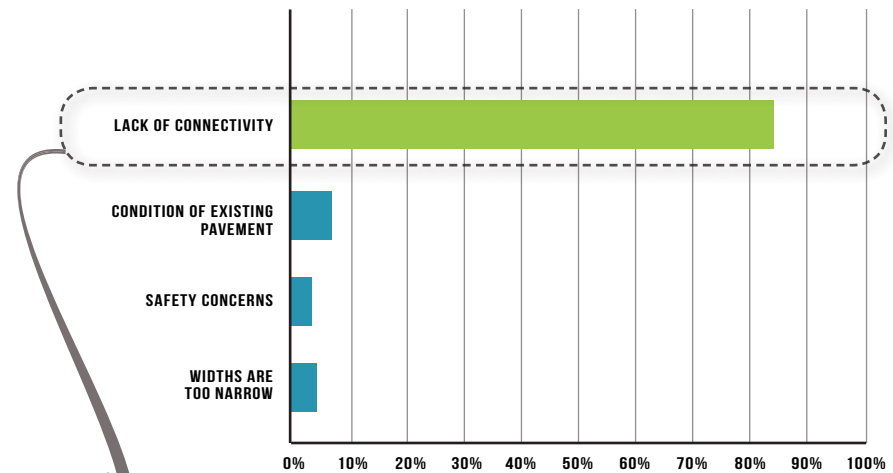
SUMMARY OF RESPONSES

- No trail close to our house
- Didn't know Norwalk had a trail system
- I would use for my family if there was complete and safe trails
- As a way to get to businesses
- Pushing my wheelchair
- We have a trail system?

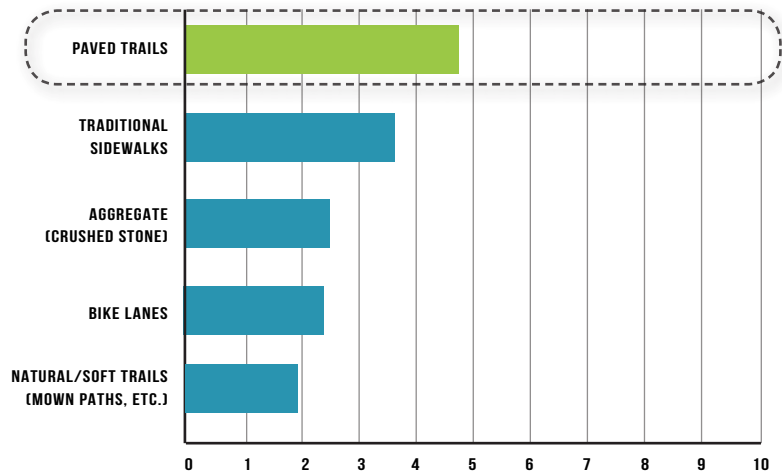
Q4. HOW IMPORTANT ARE SIDEWALKS, TRAILS AND OVERALL CONNECTIVITY TO NORWALK'S QUALITY OF LIFE?



Q5. WHAT DISCOURAGES YOU MOST FROM USING THE CITY'S TRAILS OR SIDEWALKS?



Q6. WHAT WOULD YOU LIKE TO SEE MORE OF? (PLEASE RANK)



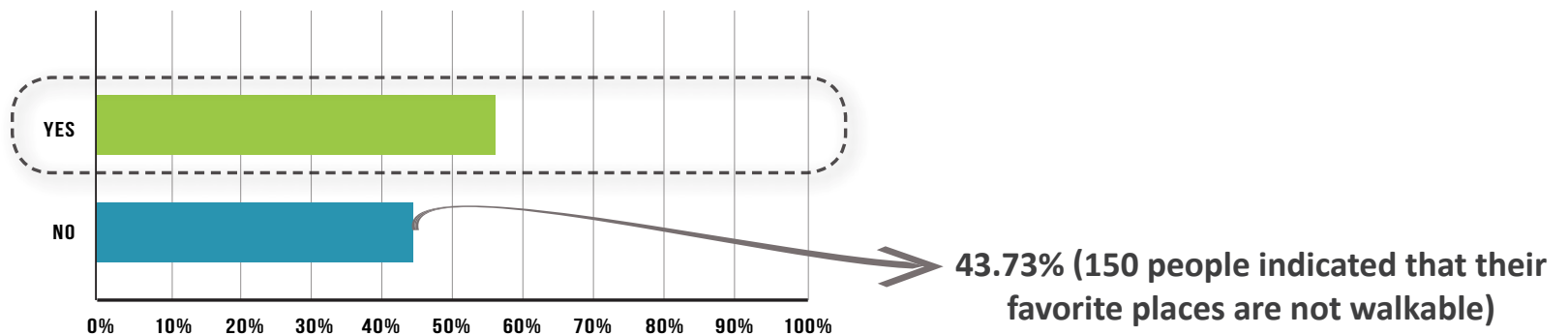
SUMMARY OF RESPONSES

- Not connected
- Missing sidewalks
- Lack of sidewalks all together
- Width variances
- No crosswalks
- We need trails - Sidewalks are not trails
- Not handicap accessible
- What trail system?
- All of the above

Q7. WHAT ARE YOUR FAVORITE PLACES TO VISIT WITHIN THE COMMUNITY?



Q8. ARE YOUR FAVORITE PLACES WALKABLE?



Q9. WHAT WOULD YOU LIKE TO SEE THIS PLAN ACCOMPLISH?

SUMMARY OF RESPONSES

- More connectivity
- Connecting trails to the great DSM trail system
- More sidewalks throughout neighborhoods (especially older neighborhoods)
- For my children to be able to bike safely
- To see residential areas connected to businesses and public areas
- A paved walkway around Windflower park
- Universal City sidewalks
- Trails to make it easier to stay healthy
- Practical improvements first before extras
- Safe biking/jogging routes
- See Norwalk get sidewalks that connect
- Have something that isn't right along a highway to not be too loud and see natural areas
- Safe routes for both pedestrians and bikes
- Connect to neighboring communities
- Signage and maps of areas available for public walking
- Give a better "nature" feel to Norwalk
- Well lit walking paths
- Sidewalks for kids to get to school on foot or bike
- Connectivity to the Great Western Trail** (Appeared multiple times)

Q10. ANY ADDITIONAL COMMENTS?**SUMMARY OF RESPONSES**

- A trail connecting to the Great Western Trail would be phenomenal! Another great idea would be to connect to downtown and Gray's Lake
- It is difficult to figure out where trails are. A more publicly available trail map would be great
- Prefer dedicated trails through wooded areas. Wide sidewalks in front of houses don't replace trails
- Lighting of paths seems to be an issue
- Find the funding, rank, and complete
- Crosswalks along Highway 28 are needed
- Please don't ignore the older neighborhoods
- Some major gaps where sidewalk is missing
- Require developers to put in sidewalks
- Any improvements to the Norwalk trails would be great. There are many active people in Norwalk and more trails would make is safe for the community
- The most significant improvement would be to provide access to the Des Moines metro trail system
- Do not want bike lanes on busy streets or highways. Safer on nature trails
- Highway 28 isn't very safe or easy to get across
- Sidewalk maintenance needs to be addressed
- Thanks for your coordinated efforts on this project!

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RECOMMENDATIONS & IMPLEMENTATION

06

INTRODUCTION

Implementation of the Greenway Master Plan is essential to the growth of Norwalk. A comprehensive approach to improving the greenway network is an important part of the 'fabric' of Norwalk. This plan is intended to create a framework for on-going investment in the non-motorized network of public and open spaces in the community. The network is important as a mode of transportation as well as a recreational amenity. It is also critically important that it provide safe, enjoyable routes throughout the community. Access to the greenway and sidewalk network is often perceived as a significant contributing factor to the quality of life of any community and as community members have informed this process, citizens of Norwalk greatly value sidewalk and trails within the community.

Walkability of a place is an indicator of the attractiveness of a community to residents and business owners. It is a part of a deciding factor when people make housing choices and business relocation decisions. For those using the network as a mode of transportation it identifies safe routes to institutions like schools, civic buildings, commercial areas and jobs. To those who enjoy the network for recreation purposes it provides a designated route where vehicular traffic is more aware of pedestrians and more likely expected to see pedestrians and cyclists at street intersections and driveway crossings.

The intention of the plan is to identify and to continue to invest in non-motorized routes throughout the community. This opportunity is beneficial to all ages, people of all mobility, different types of recreational users such as walkers, runners, cyclists, those using rollerblades and others.

IMPLEMENTATION ACTION ITEMS

The following identifies a series of recommended actions for implementing the Greenway Master Plan.

- **Priority should be placed on the implementation of greenway trails, over side paths, in all new developments. Reducing conflicts with vehicles at intersections and driveway crossings contributes greatly to a more positive user experience and has been expressed as a need by the community. Greenway trails should be considered in new development plans and align with recommendations of the Comprehensive Park and Open Space Plan and City of Norwalk Trail Plan.**
- **The City should prioritize the list of necessary improvements to the greenway plan. This includes all missing segments, places in need of repair, the need for improved pedestrian crossings (signals) and surface conditions. In addition to adoption of the Greenway Master Plan, the City should adopt the plan as an amendment to the Comprehensive Plan.**
- **The City should incorporate a work plan into the Capital Improvement Plan, as on-going annual work, in the same manner that street overlays or potholes are addressed. Over time this will contribute to the completeness of the entire network. This should apply to high priorities, City owned properties, and missing linkages in previously developed areas.**
- **Property owners are responsible for the installation and maintenance of the sidewalk abutting their property. This implementation is addressed at the time of new construction. An annual sidewalk inspection program can be developed by the City to evaluate existing sidewalk and notify owners of deficiencies and maintenance needs, in accordance with SUDAS.**

- Some places located within the network require the installation of a trail. Trails should also be the responsibility of the property owner in much the same way as a sidewalk, however the City should consider cost-sharing the difference between a sidewalk specification and a trail specification.
- Amend the City Subdivision Ordinance to require trail improvements within developments.
- The City should consider the acquisition of additional property to accommodate trail amenities as applicable, while reviewing new development proposals.

PROJECT RECOMMENDATIONS

As a result of the input gathering and planning process, specific improvement projects have been identified which represent a strategic approach for creating a connected Norwalk and the implementation of the Greenways Master Plan. These projects are intended to be a 'manageable', phased approach to implementing the plan. Each project will likely involve public and private partnerships, in many cases with responsibilities shared between the City, developers and property owners.

Each of the following projects were identified as "priority" improvements and are not intended to be implemented in the order that they are indicated. The timing of each project is a suggestion, based on immediate needs, current opportunities and potential funding in place at the time of this report. Every project will require additional studies and engineering. The City should be proactive in identifying potential funding sources that may apply to each, well ahead of the anticipated implementation timeframe. Funding, design and coordination may dictate the timing of each project and this list will require updating over time and projects are completed / adjusted.

PRIORITY PROJECT 1

Great Western Trail Connection

- 1.1 Multi-use trail along 50th Avenue from existing Great Western Trail connection to Beardsley Street. (10' Width)
- 1.2 Multi-use trail along Beardsley Street from 50th Avenue to Clearwater Drive. (10' Width)
- 1.3 Provide pedestrian crossing accommodations at Sunset Drive and Colonial Parkway intersection.

ANTICIPATED COST ESTIMATE:

\$3 Million

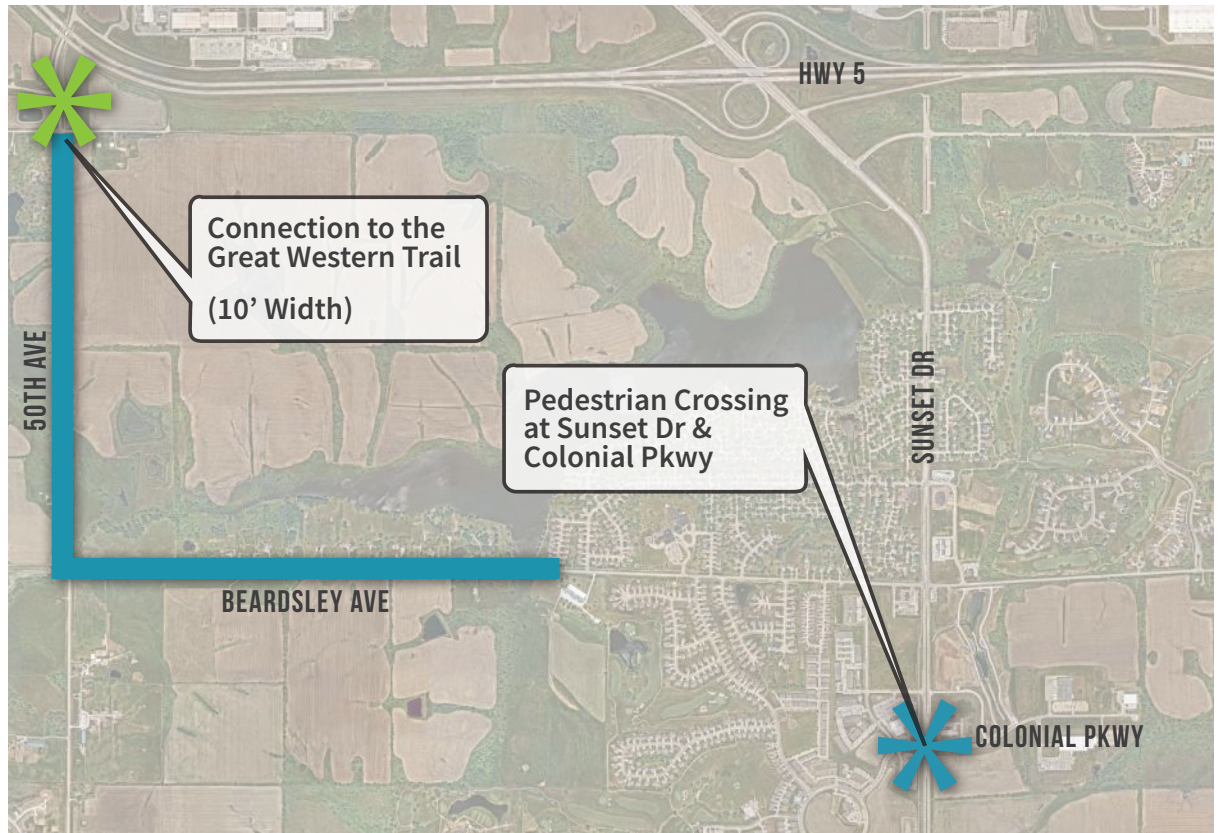


Figure 6.1: Priority 1 Project Map

PRIORITY PROJECT 2

Improve Connections to Norwalk Schools

2.1 Complete side path from Orchard Hills Elementary to Orchard Hills Drive. (10' Width).

2.2 Complete sidewalk gaps on Elm Avenue from Pine Avenue to Lane Avenue. (5' Width)

2.3 Provide pedestrian crossing accommodations at Elm Avenue and Sunset Drive intersection.

2.4 Complete sidewalk gaps on Elm Avenue from Oviatt Elementary School to trail along Cherry Street. (5' Width)

2.5 Complete sidewalk gaps on Lewis Avenue from Lane Avenue to Main Street. (5' Width)

2.6 Complete sidewalk gaps on Main Street from Marie Ave to Wright Rd. (5' Width)

ANTICIPATED COST ESTIMATE:

\$1.3 Million

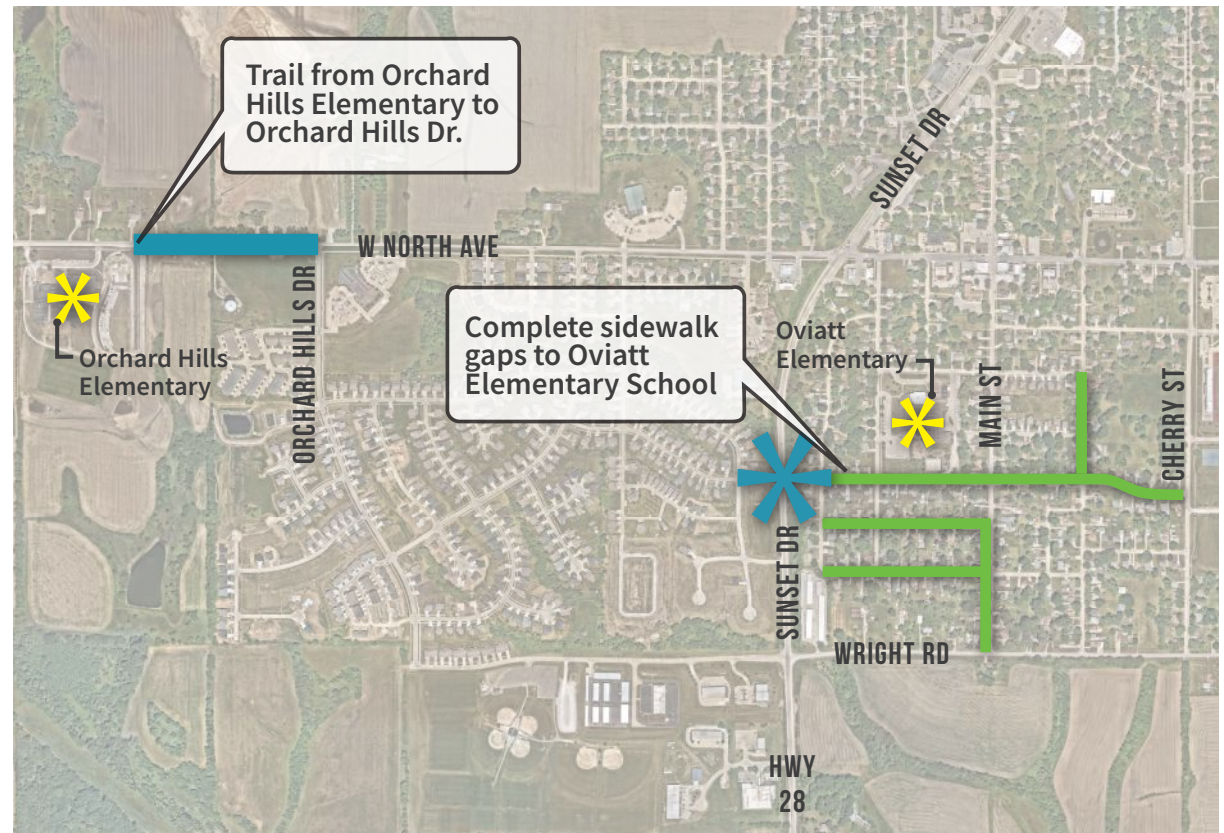


Figure 6.2: Priority 2 Project Map

PRIORITY PROJECT 3

Establish Connection Between Legacy Development, Sunset Drive and Colonial Parkway

- 3.1 Install side path along north side of Colonial Parkway from Sunset Drive to Colonial Circle. (10' Width)
- 3.2 Complete sidewalk on Cedar Street, connecting Turnberry Drive to Colonial Parkway. (5' Width)
- 3.3 Install sidewalk on Turnberry Drive from Sunset Drive to Cedar Street. (5' Width)

ANTICIPATED COST ESTIMATE:

\$500K

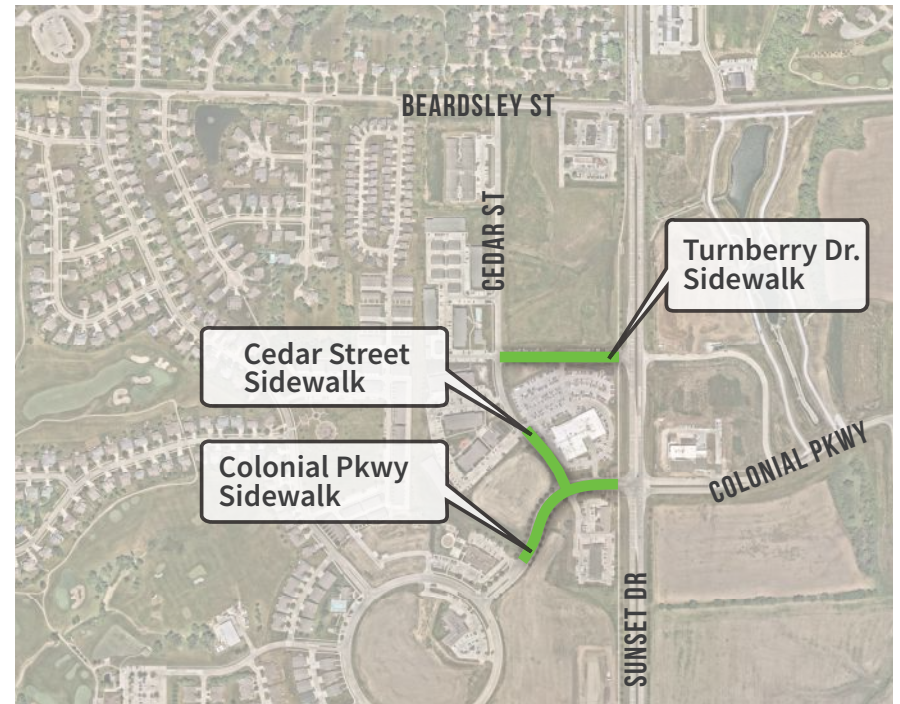


Figure 6.3: Priority 3 Project Map

PRIORITY PROJECT 4

Improve Pedestrian Connections at Beardsley Street and Sunset Drive

- 4.1 Connect Elizabeth Holland park trail across Sunset Drive. (10' Width)
- 4.2 Provide pedestrian crossing accommodations at Sunset Drive and Beardsley Street intersection.
- 4.3 Widen sidewalk along Beardsley Avenue from Clearwater Drive to Sunset Drive. (10' Width)
- 4.4 Provide sidewalk along south side of Beardsley Avenue from Berkshire Drive to Sunset Drive. (5' Width)

ANTICIPATED COST ESTIMATE:

\$1.5 Million



Figure 6.4: Priority 4 Project Map

PRIORITY PROJECT 5

McAninch Sports Complex Trail Connection

5.1 Install side path along Wright Road from Orchard Hills Drive to Sunset Drive. (10' Width)

ANTICIPATED COST ESTIMATE:

\$700K

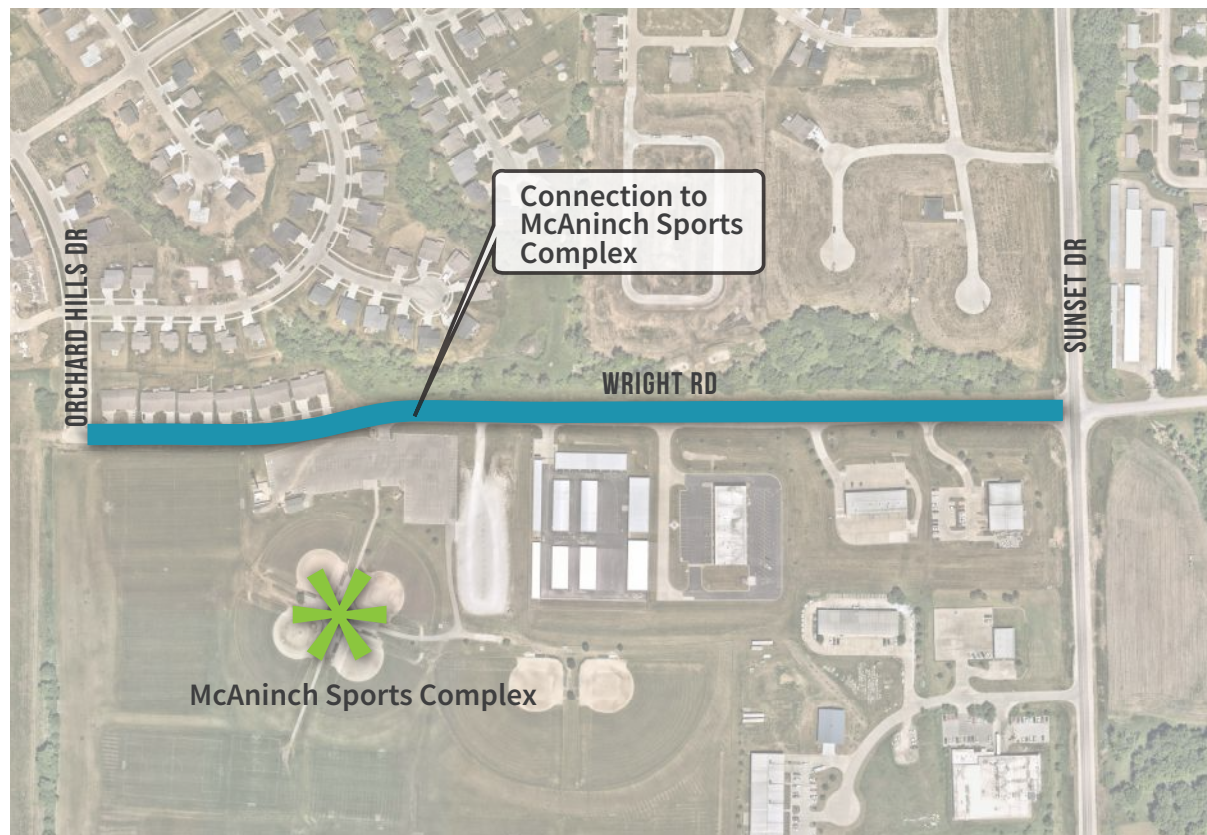


Figure 6.5: Priority 5 Project Map

PRIORITY PROJECT 6

Priority Sidewalk Gaps & High Rd. / Sunset Drive Crossing

- 6.1 Connect sidewalk from Lakewood Drive to Wakonda Drive via Candlewick Drive and Ponderosa Drive. (5' Width)
- 6.2 Add sidewalk along Golden Valley Drive from Lakewood Drive to Wakonda Drive. (5' Width)
- 6.3 Complete sidewalk along Shady Lane Drive to Sunset Drive. (5' Width)
- 6.4 Complete sidewalk from High Road to Shady Lane along Main Street. (5' Width)
- 6.5 Add sidewalk on High Road from Sunset Drive to Main Street. (5' Width)
- 6.6 Provide pedestrian crossing accommodations at High Road and Sunset Drive intersection.

ANTICIPATED COST ESTIMATE:

\$1.2 Million

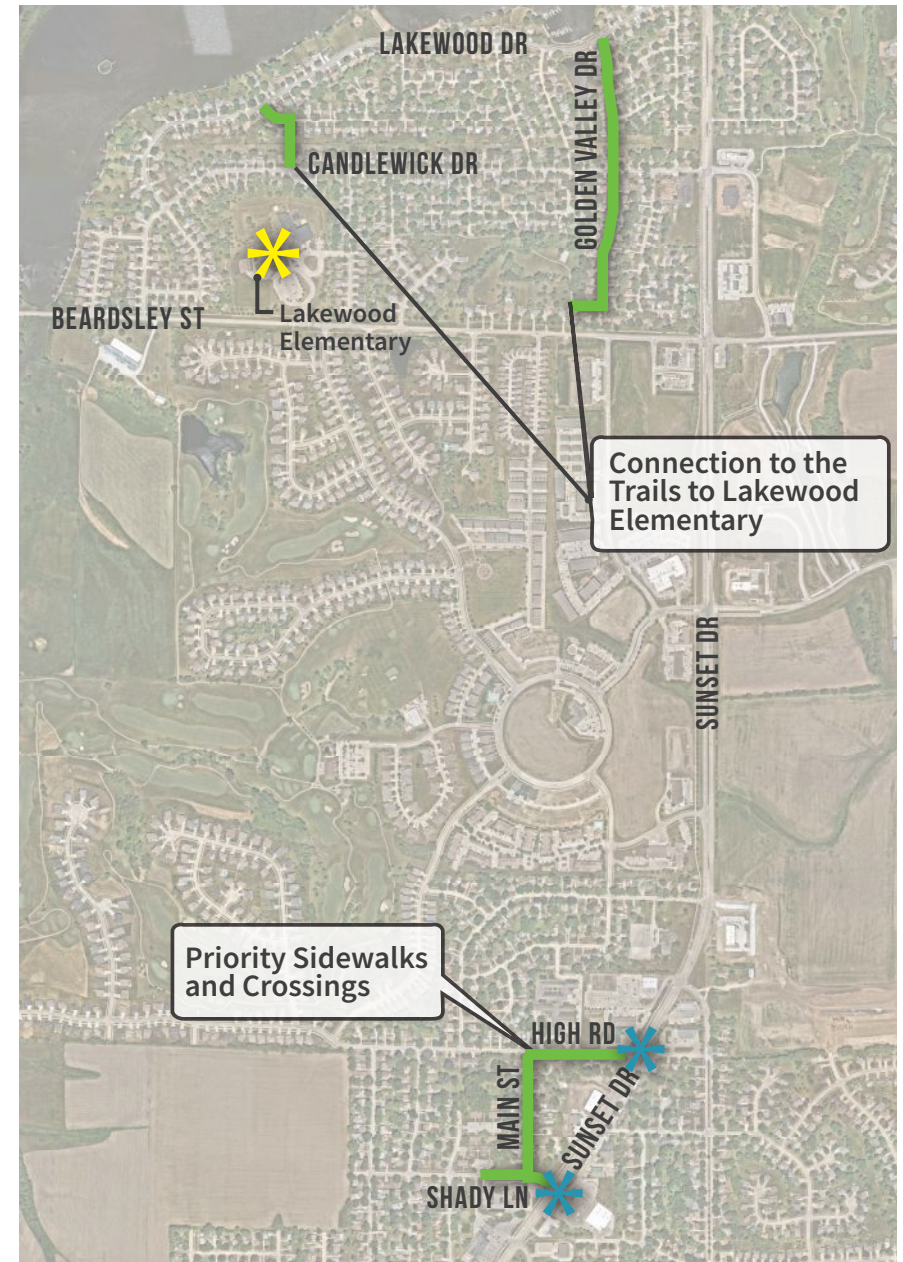


Figure 6.6: Priority 6 Project Map

PRIORITY PROJECT 7

Downtown to 80th Ave. Trail Connection

7.1 Connect Downtown, Windflower Park and 80th Ave. via trail. (10' Width)

ANTICIPATED COST ESTIMATE:

\$1.5 Million

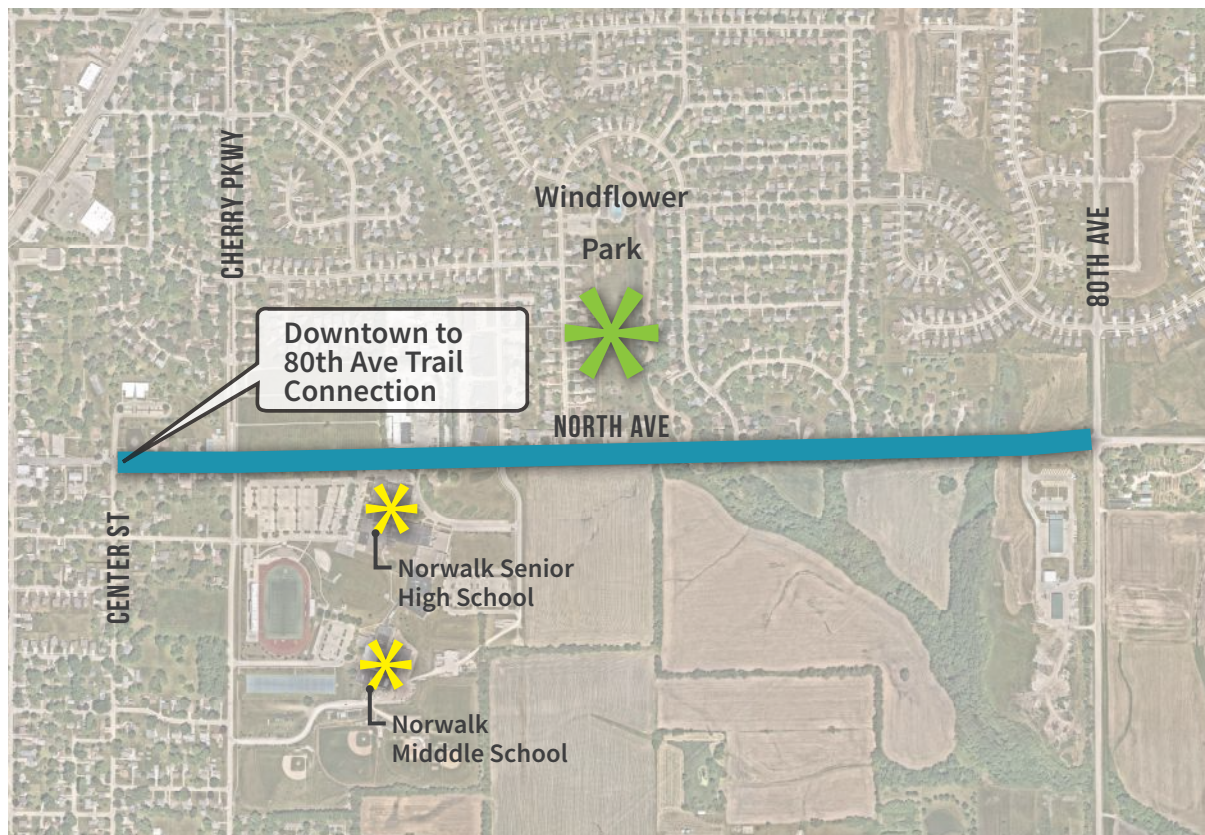


Figure 6.7: Priority 7 Project Map

PRIORITY PROJECT 8

Park Greenway Trail Improvements

8.1 Incorporate greenway trails into existing parks. Locations TBD in various Norwalk City Parks based on specific park improvement plans and timing.(10' Width)

ANTICIPATED COST ESTIMATE:

\$1.5 Million

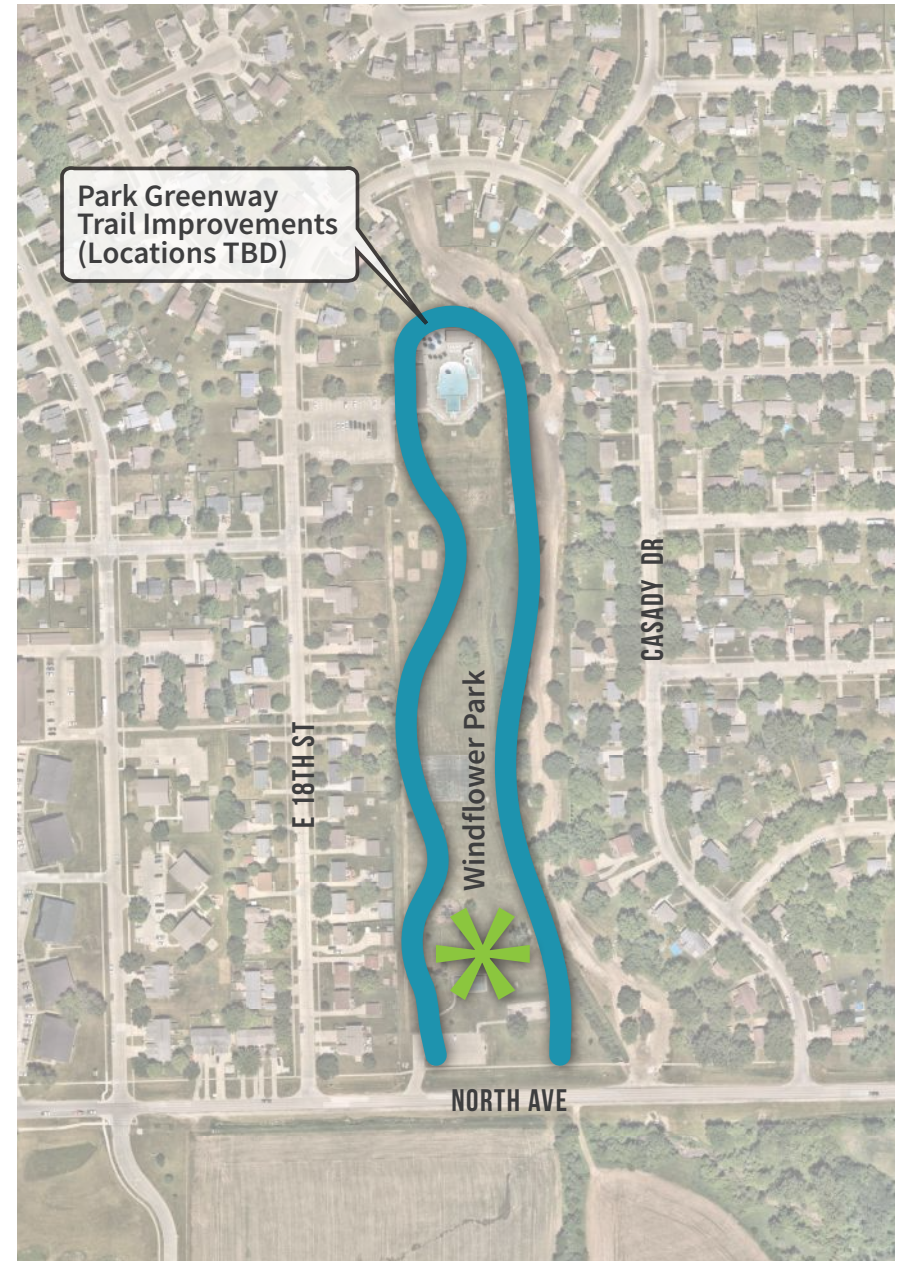


Figure 6.8: Priority 8 Project Map

PRIORITY PROJECT 9

West North Avenue Trail Expansion

9.1) Expand trail West on G14 from Orchard Hills Elementary to R45 and north to Beardsley Street. (10' Width)

ANTICIPATED COST ESTIMATE:

\$3.5 Million

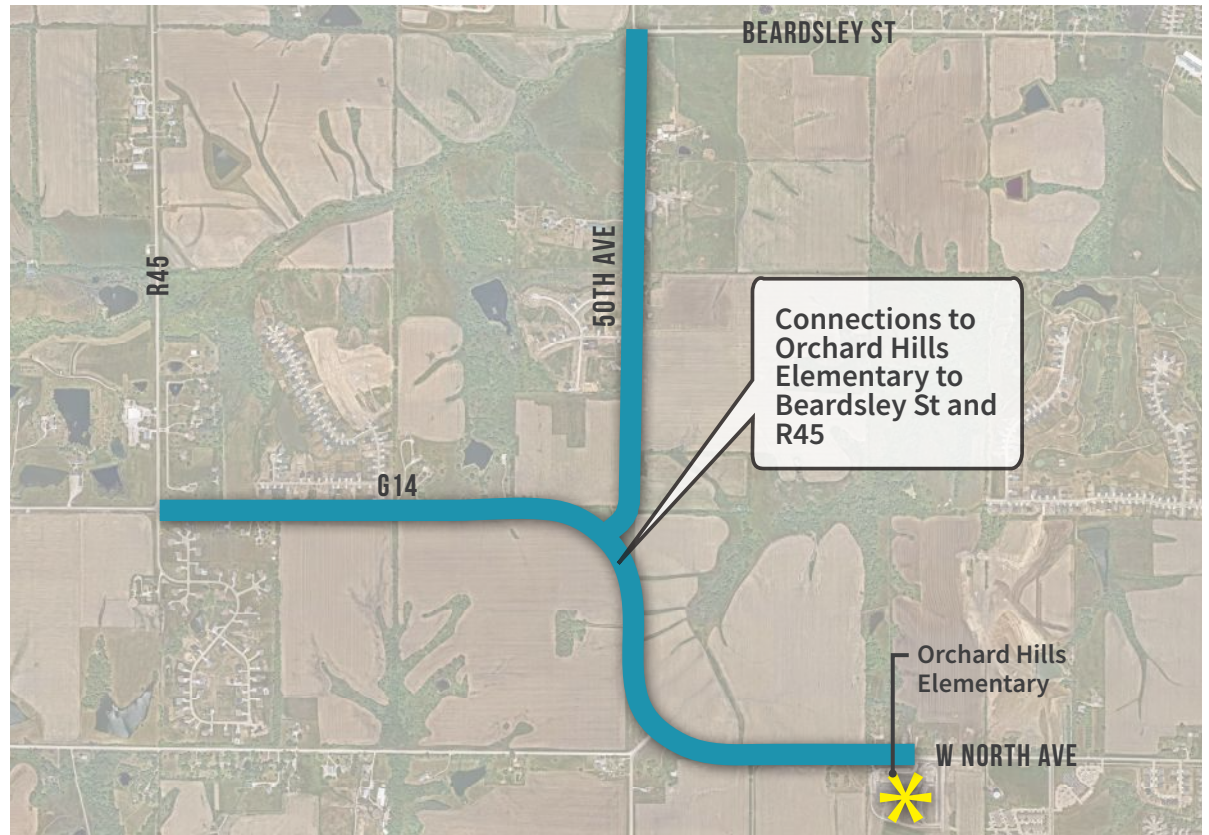


Figure 6.9: Priority 9 Project Map

PRIORITY PROJECT 10

North Sunset Drive & Echo Valley Connections

10.1) Establish connection for Columbine Drive to Wakonda Drive. (10' Width)

10.2) Extend trail east along Beardsley Street, connecting Elizabeth Holland Park to Echo Valley Trail. (10' Width)

ANTICIPATED COST ESTIMATE:

\$1.8 Million



Figure 6.10: Priority 10 Project Map

The following includes an implementation matrix which identifies each of the projects described above. This information identifies the project recommendation(s), the priority level, estimated cost and possible fiscal year programming.

Implementation Matrix

PRIORITY	FISCAL YR.	PROJECT RECOMMENDATION	PROJECT COMPONENTS	UNIT / QTY	COST EST.
1	FY 20/21	<p>1. Great Western Trail Connection</p> <p>1.1 Multi-use trail along 50th Avenue from existing Great Western Trail connection to Beardsley Street. (10' Width)</p> <p>1.2 Multi-use trail along Beardsley Street from 50th Avenue to Clearwater Drive. (10' Width)</p> <p>1.3 Provide pedestrian crossing accommodations at Sunset Drive and Colonial Parkway intersection.</p>	<ul style="list-style-type: none"> Connect Norwalk to Des Moines Metro and Central Iowa Trail System. Provide safe crossing of Sunset Drive / Highway 28 at Colonial Parkway. 	<p>1.1) 5,885 LF</p> <p>1.2) 5,870 LF</p> <p>1.3) Lump Sum</p>	\$3 Million
2	FY 21/22	<p>2. Improve Connections to Norwalk Schools</p> <p>2.1 Complete side path from Orchard Hills Elementary to Orchard Hills Drive. (10' Width).</p> <p>2.2 Complete sidewalk gaps on Elm Avenue from Pine Avenue to Lane Avenue. (5' Width)</p> <p>2.3 Provide pedestrian crossing accommodations at Elm Avenue and Sunset Drive intersection.</p> <p>2.4 Complete sidewalk gaps on Elm Avenue from Oviatt Elementary School to trail along Cherry Street. (5' Width)</p> <p>2.5 Complete sidewalk gaps on Lewis Avenue from Lane Avenue to Main Street. (5' Width)</p> <p>2.6 Complete sidewalk gaps on Main Street from Marie Ave to Wright Rd. (5' Width)</p>	<ul style="list-style-type: none"> Address key sidewalk gaps to provide safe connections to Norwalk schools. On streets where sidewalks do not exist, provide sidewalk on one side of street. Create safer pedestrian connections and routes for children to walk or ride a bike to school. 	<p>2.1) 1,240 LF</p> <p>2.2) 850 LF</p> <p>2.3) Lump Sum</p> <p>2.4) 1,500 LF</p> <p>2.5) 1,000 LF</p> <p>2.6) 900 LF</p>	\$1.3 Million

Implementation Matrix (Continued)

PRIORITY	FISCAL YR.	PROJECT RECOMMENDATION	PROJECT SUMMARY	UNIT / QTY	COST EST.
3	FY 22/23	<p>3. Establish Connection Between Legacy Development, Sunset Drive and Colonial Parkway</p> <p>3.1 Install side path along north side of Colonial Parkway from Sunset Drive to Colonial Circle. (10' Width)</p> <p>3.2 Complete sidewalk on Cedar Street, connecting Turnberry Drive to Colonial Parkway. (5' Width)</p> <p>3.3 Install sidewalk on Turnberry Drive from Sunset Drive to Cedar Street. (5' Width)</p>	<ul style="list-style-type: none"> Improve walkability, connectivity, and safety at Sunset Drive and Colonial Parkway. 	<p>3.1) 800 LF</p> <p>3.2) 300 LF</p> <p>3.3) 650 LF</p>	\$500K
4	FY 23/24	<p>4. Improve Pedestrian Connections at Beardsley Street and Sunset Drive</p> <p>4.1 Connect Elizabeth Holland park trail across Sunset Drive. (10' Width)</p> <p>4.2 Provide pedestrian crossing accommodations at Sunset Drive and Beardsley Street intersection.</p> <p>4.3 Widen sidewalk along Beardsley Avenue from Clearwater Drive to Sunset Drive. (10' Width)</p> <p>4.4 Provide sidewalk along south side of Beardsley Avenue from Berkshire Drive to Sunset Drive. (5' Width)</p>	<ul style="list-style-type: none"> Create safe pedestrian and user connections at primary intersection. Establish connection of Elizabeth Holland Park to regional trail system. 	<p>4.1) 315 LF</p> <p>4.2) Lump Sum</p> <p>4.3) 3,500 LF</p> <p>4.4) 1,500 LF</p>	\$1.5 Million
5	FY TBD	<p>5. McAninch Sports Complex Trail Connection</p> <p>5.1 Install side path along Wright Road from Orchard Hills Drive to Sunset Drive. (10' Width)</p>	<ul style="list-style-type: none"> Connect adjacent residential neighborhoods to sports complex. 	<p>5.1) 2,500 LF</p>	\$700K

Implementation Matrix (Continued)

PRIORITY	FISCAL YR.	PROJECT RECOMMENDATION	PROJECT COMPONENTS	UNIT / QTY	COST EST.
6	FY TBD	<p>6. Priority Sidewalk Gaps & High Rd. / Sunset Drive Crossing</p> <p>6.1 Connect sidewalk from Lakewood Drive to Wakonda Drive via Candlewick Drive and Ponderosa Drive. (5' Width)</p> <p>6.2 Add sidewalk along Golden Valley Drive from Lakewood Drive to Wakonda Drive. (5' Width)</p> <p>6.3 Complete sidewalk along Shady Lane Drive to Sunset Drive. (5' Width)</p> <p>6.4 Complete sidewalk from High Road to Shady Lane along Main Street. (5' Width)</p> <p>6.5 Add sidewalk on High Road from Sunset Drive to Main Street. (5' Width)</p> <p>6.6 Provide pedestrian crossing accommodations at High Road and Sunset Drive intersection.</p>	<ul style="list-style-type: none"> Improve pedestrian connections within established Norwalk neighborhoods. Reduce gaps in greenway network and provide safer, more efficient connections to Norwalk trails. 	<p>6.1) 530 LF</p> <p>6.2) 2,125 LF</p> <p>6.3) 500 LF</p> <p>6.4) 1,050 LF</p> <p>6.5) 740 LF</p> <p>6.6) Lump Sum</p>	\$1.2 Million
7	FY TBD	<p>7. Downtown to 80th Ave. Trail Connection</p> <p>7.1 Connect Downtown, Windflower Park and 80th Ave. via trail. (10' Width)</p>	<ul style="list-style-type: none"> Provide trail connection of downtown Norwalk to growing eastern neighborhoods. 	<p>7.1) 5,900 LF</p>	\$1.5 Million
8	FY TBD	<p>8. Park Greenway Trail Improvements</p> <p>8.1 Incorporate greenway trails into existing parks. Locations TBD based on specific park improvement plans and timing. (10' Width)</p>	<ul style="list-style-type: none"> Diversify the greenway network with trails within Norwalk's established park system. 	<p>8.1) 6,000 LF</p>	\$1.5 Million

Implementation Matrix (Continued)

PRIORITY	FISCAL YR.	PROJECT RECOMMENDATION	PROJECT COMPONENTS	UNIT / QTY	COST EST.
9	FY TBD	9. West North Avenue Trail Expansion 9.1) Expand trail West on G14 from Orchard Hills Elementary to R45 and north to Beardsley Drive. (10' Width)	<ul style="list-style-type: none"> Expand Norwalk's greenway network to connect to neighboring communities. 	9.1) 15,500 LF	\$3.5 Million
10	FY TBD	10. North Sunset Drive & Echo Valley Connections 10.1) Establish connection for Columbine Drive to Wakonda Drive. (10' Width) 10.2) Extend trail east along Beardsley Street, connecting Elizabeth Holland Park to Echo Valley Trail. (10' Width)	<ul style="list-style-type: none"> Connect established Echo Valley neighborhood to Norwalk trail system. 	10.1) 2,500 LF 10.2) 2,500 LF	\$1.8 Million

FUNDING:

Funding the improvements needed for implementation can be accomplished in a variety of ways. In many instances the owner of property will be required to make the improvement, in compliance with adopted City regulations. In other instances, or to accelerate the installation of the improvement, other sources should be considered. The use of grant funds is often an option and typically requires a percentage of the local matching dollars. Commonly the improvements will be part of the Capital Improvement Plan and paid for with a variety of local sources include, general fund, local option sales tax (LOST), bonds, TIF Revenues, if applicable). The use of grants and matching grants is a good way to leverage local expenditures. Grant funding sources are always subject to availability and eligibility but may include:

- i. **AARP grant**
- ii. **Wellmark grant**
- iii. **Fed trail funds for key connections STGB/Fast Act (MPO)**
- iv. **Safe Routes to Schools**
- v. **Community foundations**

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RESOURCES & APPENDIX

The following includes a list of resources that were instrumental in the preparation for this report and provide additional information which may be useful in the implementation of the Norwalk Greenways Master Plan.

PROJECT RESOURCES

- Comprehensive Park and Open Space Plan

http://www.norwalk.iowa.gov/UserFiles/Servers/Server_6519743/File/Government/Departments/Parks%20and%20Rec/Norwalk%20Comprehensive%20Park%20and%20Open%20Space%20Plan%20final.pdf

- SUDAS

<https://iowasudas.org/>

- Norwalk Municipal Code

[http://library.amlegal.com/nxt/gateway.dll/iowa/norwalk_ia/codeofordinancesofthecityofnorwalkiowa?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:norwalk_ia](http://library.amlegal.com/nxt/gateway.dll/iowa/norwalk_ia/codeofordinancesofthecityofnorwalkiowa?f=templates$fn=default.htm$3.0$vid=amlegal:norwalk_ia)

- Norwalk City Council Priorities

http://www.norwalk.iowa.gov/government/mayor_and_city_council/city_council_priorities

RELATED INFORMATION

- Iowa Healthiest State Initiative

<http://www.iowahealthieststate.com/>

- Capital Crossroads

<https://www.capitalcrossroadsvision.com/>

- The Tomorrow Plan

<http://www.thetomorrowplan.com/>

- Walk Score

<https://www.walkscore.com/score/norwalk-iowa>

- Livability Fact Sheets

<https://www.aarp.org/content/dam/aarp/livable-communities/livable-documents/documents-2014/Livability%20Fact%20Sheets/AARP-Livability-Fact-Sheets-080615l.pdf>

FIGURES IN THIS REPORT

1.1 Community Benefit - New Sidewalk in Norwalk

1.2 Norwalk Greenways Workgroup Meeting

1.3 Norwalk Greenways Trail

1.4 Anticipated Outcomes of the Plan

2.1 Inventoried Sidewalk Gap Example

2.2 Data Collection Images

2.3 Community Engagement at the Norwalk Prp Rally

2.4 Norwalk Workgoup Engagement

2.5 Link to Survey & Plan on City Homepage

2.6 Project Information & Links on City Website

2.7 Greenways Master Plan Project Resource Flyer (Side 1)

2.8 Greenways Master Plan Project Resource Flyer (Side 2)

2.9 Public Open House Engagement

2.10 Public Input Questions and Responses

3.1 Existing Sidewalk along Beardsley Road

3.2 Existing Sidewalk / Path Conditions Map

3.3 Park Service Areas Map

3.4 School Service Areas Map

3.5 Church Service Areas Map

3.6 Civic & Community Hubs Service Areas Map

3.7 Gap Analysis Map

4.1 Warrior Park Greenway Trail

4.2 Sunset Drive Side Path

4.3 Norwalk Trip Hazards Map

4.4 Cracked and Sunken Sidewalk Panel

4.5 Heaved Sidewalk Panel

4.6 Cracked Sidewalk Panel

6.1 Priority 1 Project Map

6.2 Priority 2 Project Map

6.3 Priority 3 Project Map

6.4 Priority 4 Project Map

6.5 Priority 5 Project Map

6.6 Priority 6 Project Map

6.7 Priority 7 Project Map

6.8 Priority 8 Project Map

6.9 Priority 9 Project Map

6.10 Priority 10 Project Map



GREENWAYS norwalk MASTER PLAN



Real People. Real Solutions.