

HAMDEN BOARD OF TRAFFIC AUTHORITY
MINUTES OF THE SPECIAL MEETING
OCTOBER 25, 2012

Attending: Raeann Curtis, Michael Iezzi, Gerald Migliaro, Mitchell Strickland, Police Chief Wydra

Absent: Deputy Chief Cappiello, Robert LaTorraca, Town Attorney Gruen

Call to Order – The meeting was called to order at 6:14 p.m.

Traffic Calming – Chairman Iezzi asked for an open vote to have an open session and was advised that this was not possible due to this being a Special Meeting. Chairman Iezzi stated that he was adding this. “Is there anyone in the audience who wishes to address the Commission?”

Mr. Mordechai Gordon, 52 Mather St. came to this meeting because he wasn’t invited to other meetings regarding the traffic calming decisions that would impact his home. He recognizes the problem but is concerned he will lose a parking space in front of his home.

Ms. Leah Glaser, 85 Mather St. commented that this project has been in the works for years with the neighbors and when a decision was made they realized Mr. Gordon had not been part of any discussions or made aware of the upcoming changes and they wanted everyone on board with the plan and was very happy that Mr. Gordon was able to make this meeting.

Ms. Denise LaFramboise, 12 Waite St. not about anything on the agenda but feels that all have been on the table and would like to see movement. The Spring Glen Civic Association is very anxious for the Traffic Authority to continue moving on the recommendations. For what it is worth she is very happy to see a Special Meeting and hope to see more in the future.

Mr. David Hennigan, 64 Waite St. – thanked Chief Wydra for inviting him to this meeting He is very interested in experimenting with speed bumps especially in the areas of parks and they are looking also for feedback from the public.

- a. Mather St., Belmont and King Streets – Chief Wydra advised the Commission that the theme of the Traffic Calming is ball fields and parks and other areas that they know are of concern. Chief Wydra advised the Commission that this area has been on the radar since Mayor Jackson took office and has generated a lot of interest and conversation. The work to be done is a multi-department

collaboration and coordinating. Mather St. is referred to as the 5 Corners and has problems related to speeding, violations of failure to obey signs and pedestrian traffic. There will be bumping out the area in front of 52 Mather, stop bars, line painting, and removal of a tree that obstructs the "Stop" sign on Mather St. Chief Wyra doesn't think the parking space Mr. Gordon refers to will be lost. Chief Wydra stated that the placement of a new center line will dictate where the parking place will be. Mr. Gordon noted that the painting of a white line on Putman Street came to mind in terms of creating something like that for Mather St. At this time Chief Wydra provided a drawing indicating all the proposed changes. The quick overview is crosswalks, sidewalks, not only ADA but also expansion of sidewalks, stop bars, removal of a tree and then again bumping out. Mr. Gordon "the tree is which tree?" *Resident not identifying herself* "it's across from" (could not understand what was being said). Chief Wydra asked Mr. Gordon if he weighed in on the grass issue and he said yes a little bit. Again, *Resident not identifying herself* stated "we talked to him about it and did get verification from the Whitneyville Tree and Beautification Garden Club that they will take responsibility for maintaining that space." Chief Wydra noted that frequently there are cars parked in the present spot and they are in violation, 25 feet to the corner is a violation and on some level the department has thrown its hands up because they know parking is a premium. In speaking with the Mayor's office today he informed the residents present that they will do all they can to keep the space there they are sensitive to the situation. Chairman Iezzi in reviewing the drawings it appears 8 changes have been proposed to rectify the problem which include crosswalk, curb cut ramp, concrete sidewalk, concrete curb, loam & seed, stop bar, no parking signs and the cutting of the tree. The question of materials was briefly discussed for the crosswalks. The crosswalks will not be raised, that is when they heat up the ground and apply the product it doesn't last as long. Mr. Robert Pattison, 21 Barrett St., inquired about the sidewalk crossing is solid has color been considered almost like solid stop bars, the illustration shows stripes. Chief Wydra stated the stripe is the cross walk and to his knowledge that is still the recommendation. Mr. Pattison indicated there are variations in New Haven color ones that bring it to the attention of the driver. Chairman Iezzi asked the Chief for his recommendation for the proposed changes. Chief Wydra recommends that the Traffic Authority adopt the plan that was presented to them for approval, at least for an initial Traffic Calming plan for that intersection. Chairman Iezzi stated that it will be re-evaluated as necessary as it is going on as there may be some slight changes. Mr. Migliaro motioned to approve the Traffic Calming initiative for Mather, Belmont and King St., seconded by Mr. Strickland. Ms. Curtis inquired where the money for the project would be coming from and Chief Wydra responded that it is coming from Capitol funding that was allocated by the Legislative Council. Ms. Curtis inquired about how much was allocated and Chief Wydra wasn't sure of the amount and noted that part of the funding will come from a different account other than the Traffic Calming. Various monies will be involved due to sidewalks being involved in the project. Chairman Iezzi, any further discussion. No further discussion and the vote called. ***The motion carries unanimously.***

- b. Treadwell St. and DeNicola Park – This area has been on the radar for some time also. DeNicola Park has a high volume of users and that they are neighborhood residents and they walk to the park. There is a high volume of vehicle and pedestrian traffic and the goal is to slow traffic. The proposal is ADA sidewalks, placing speed humps at Lake and Clifford Streets on opposite sides of the streets and speed humps by the park that will cross the entire street. This plan again was put together with engineering support, and Mr. Ted Brazza. At this time the Chief welcomed the people in the audience to review the plan provided to the Commission and make comments. The speed humps they are recommending are of a portable variety purchased from Traffic Logics and thus the recommendation is portable bolt in speed humps they are more of an experimental version. They can be for all seasons. Chairman Iezzi inquired if the Traffic Authority would be voting on a preliminary proposal with 9 very significant changes to provide more safety measures at DeNicola Park. The residents indicted to the Town representatives who were measuring the area that they are very pleased to see action being taken. *Resident not identifying herself* stating “I don’t know if I am allowed to speak” as a user of the park she..... (not audible.) Chairman Iezzi reviewed the plan and as the Chief indicated it is very simple. Mr. Migliaro inquired why half humps and the Chief explained that they are only needed on the approaches to the park and not after passing the park. *Resident not identifying herself*, “can I just ask a question, why is, well, it’s true a lot of the neighborhood is over on this side (indicating to the drawing) but quite a lot of the neighborhood is over on this side so I’m guessing those people, I guess they could cross here to get to the park, but I’m thinking it might be nice to have more than either one crosswalk in the middle or one on each side, you see there is this here, but the people coming from this direction they’re not going to walk all the way over here to, (multi people talking) but that is a crosswalk already,” Chief Wydra, yes a four way, a traffic light. Chairman Iezzi inquired if all the Commission members have reviewed the drawing. Chief Wydra recommends that the Traffic Authority approve this plan that has been presented. He feels it is a great plan and he also feels that the way it will be implemented gives them options very quickly if they wanted to modify it since the humps are portable it makes them more appealing, that is his strong recommendation for the approval. Mr. Strickland moves to approve the plan recommended the Chief for Treadwell St. and DeNicola Park, Speed humps, Ahead sign, Arrow, Crosswalk, No Parking signs, Painted Crosswalk, Arrow at Speed Hump, Stop Bar, seconded by Ms. Curtis. ***The motion carried unanimously.***
- c. Waite Street and Bassett Field – Chief Wydra stated that this area has generated a great debate for many years for his perspective especially with parking or the lack thereof. There are times when the field is in full bloom during the baseball season. This is a plan that requires great support from Engineer and Public Works. Now Waite St. he is told in the next couple of weeks will be paved so this plan that you will see is conditioned on the paving be accomplished. It is not advisable to act on the plan until the paving is complete. This is another area where the town wants very much to approve pedestrian safety, they know that children cross the street frequently before and after games or events, crossing

between cars and that is just a tragedy waiting to happen. This is another situation where they want to apply speed humps to calm traffic and slow it down. They want to install a crosswalk that will connect the parking lot across the street from the field, it makes sense because a hole in the fence was created and there is a worn out path across the street so this will help protect the residents. The Chief provided a drawing with all the proposed changes, location of speed humps, location of crosswalk, paint, signs all the speed humps require paint, warning purposes. This is a location where the Chief is recommending permanent installation form of speed humps. A permanent speed hump presently exists on the opposite end of Waite St. and there is one on Helen St. right now, this is another location he is recommending them for. Chairman Iezzi noted the two speed humps on upper Waite Street and inquired if they are involved in this plan, the Chief stating no. Chairman Iezzi inquired what the purpose of those speed humps are? Chief Wydra stated that the installation of those speed humps did not come from way of approval of the Traffic Authority or from him. Chairman Iezzi inquired if they could be removed and the Chief feels this may be a legal question and that Chairman Iezzi should review that with the Town Attorney. Mr. Hennigan inquired about the speed humps on the upper section of Waite St. it occurs to him that since we are going to get citizen commentary on these items a more gradual speed hump in this area that slows cars down to about 10 -15 miles an hour might be better than one that slows them more than that and creates more of an impact. Chief Wydra noted this is an outstanding point and he can't say because he wasn't involved in that discussion or decision and he doesn't know if they meet the measurement guidelines and there are guidelines and they have every intention of meeting those exactly. *Resident not identifying herself*, I actually, just going off what Mr. Hennigan is saying too, I just wondered I you considered, um, a raised crosswalk which is more of a speed table which might you know kind of kill two birds with one stone, um, I just wondered because those are gentler on cars and there actually, they make kids crossing the road a little bit more visible too. *Another resident not identifying herself*, it also makes them very aware of why they are slowing down. (multiple residents talking at one time.) Chief Wydra noted he can't disagree but there is higher cost involved with that option, I can't, I can't argue against her point but cost is a factor. *Residents not identifying herself*, how much, do you have any idea what the cost how much more are you talking about. The Chief doesn't have that figure and he would first refer that to the town engineer. Chairman Iezzi inquired if this project is something that can be approved this evening because he does want to approve it. Is it something that is not made contingent but have the Chief look into it and if it does become another item that it can be brought back and be approved. Chief Wydra noted the Commission can be creative with their approval. Mr. Pattison stated that speed cables can be driven over pretty fast at 35 mph at times so for safety sake "he" actually thinks that the shorter more aggressive humps should actually be better for slowing traffic down personally I hit one at 30 mph and just remember it's there and it happens pretty quickly. The second point in regards to the speed bumps the shorter ones make a lot more noise and may not be applicable to residential neighborhoods but that's not really a problem here

because there aren't any houses on either side of that. The third point I would like to make is not so much the Police Commission but police activity, the town installed new sidewalks on the east side of Waite St. and they created a pretty high curb and to date it has actually done a pretty good job of keeping people from parking on the sidewalk which is an issue widespread around the county, so I would just ask you to let the Police Chief do his aggressive, or the departments aggressiveness on making sure the people don't park there and when they do they get a ticket. It's an ongoing problem and too many people use the park at any one time so parking is always an issue. The fourth thing is in regards to your question to upper Waite St. the reason the speed humps are there it's a one way street and without those speed humps the traffic travels through there at an incredible, it's a speed slalom course, the speed humps were installed there, I don't know the political mechanism on how they got there but the fact is that when it was turned into a one way street to slow down the cut thru and the neighborhood cross traffic the speed increased dramatically and the speed humps were the resolution for that. Chief Wydra recommends that the Traffic Authority approve the plan as it's been presented but certainly willing to accept whatever conditions you put on it. Mr. Strickland motioned to approve the recommendation of Chief Wydra for the Traffic Calming plan for Waite St. and Bassett Field, no parking anytime signs, speed hump, ahead signs, arrow, crosswalk, crosswalk, 16" wide bar, 18" wide space, stop bar, lane arrow, X-ING painted on pavement 50' from crosswalk, seconded by Mr. Migliaro. ***The motion carried unanimously.***

Adjournment

At 6:50 p.m. Mr. Strickland motioned to adjourn, seconded by Ms. Curtis. ***The motion carried unanimously.***

Recorded by,

Catherine E. Gempka
Commission Clerk