

**Joint Committee on Community Safety**  
**June 18, 2008 Summary**  
**Audiotape of the meeting is available at Town Clerk's Office**  
**Minutes are available at Town Clerk's Office**

**1. Call to order:** 7:07 pm

**Present:** Mitch Page, Dave Nagel, Myra Cohen, Kris Nasinnyk, Kevin Borrup, Tim Manke  
**Absent:** Steve Bafundo, Meg Casasanta, Pam Raynock, Jan Joseph, Dave Tompkins  
**Also attending:** Ken Freidenberg, Director of Human Services

**2. Approval of 5/29/08 Summary – Unanimously accepted**

**3. Public Participation - Residents shared concerns about their neighborhoods. The following are a summary of their comments:**

- In response to last month's meeting the school bus stop at Fisk and Lloyd was changed. Residents were appreciative that they were listened to.
- Continued concern about speeding, police presence and response time for non emergency calls.
- A petition from the Fisk Drive neighborhood will be presented to Town Council and include a.) A request that the town apply for Safe Routes to Schools grant. b.) More calming traffic approaches and c.) A request to increase the number of police officers.
- Pictures of the neighborhood were presented.
- A digital sign showing cars speed was placed by Police
- Officer Webster passed out post cards warning drivers about their speed.
- Not enough sidewalks, better use of crossing guards.
- Marking (painting) of crosswalks.
- Concern about Ruth Chaffee area and student walkers.
- Residents expressed their frustration, but are very willing to partner with the town.
- Director Ken Freidenberg explained the Q-Alert system on the Town website and encouraged residents to use this to register their concerns, complaints, compliments and suggestions.

**4. Town Planner, Ed Meehan – Mr. Meehan acknowledged the traffic problems in town and gave some history of development. Newington has 2000 people per square mile and has the fourth most traffic in the area. Some areas in town were not built with sidewalks development peaked in the 80s. He described collector streets feeding into the smaller streets. The State is responsible for construction and maintenance of all state roads and they also determine speed limits on local roads. About five years ago the Town Planning and Zoning Commission had the Town Engineer do a cost estimate regarding the gaps and identified over one million dollars to improve the sidewalks closest to the parks and schools. This did not include Maple Hill and Cedar Streets; the report gave five different options at an estimated cost of two million. It will take a major effort to address the gaps. The State is not a partner as they will not share in the costs with the town. In 1978 traffic on the Berlin Turnpike at Russell Road had 25,000 cars a day, today 39,000. Cedar Street and Main had 19,000 vehicles in 1978, today 39,000. If you factor Rt. 9, CCSU, a**

significant rise in traffic. Engineering data does not recommend speed bumps. Other traffic calming options are crosswalks, speed humps, bump outs, warming strip, paving blocks, rumble strip effect, round-a-bouts. Narrowing the travel way is a good traffic calming approach. Currently, \$45,000 in the Capital Improvement Plan for sidewalks with the priority being the most hazardous. Budgeting in the Capital Improvement Plan would be the place to try some different traffic calming options for existing neighborhoods. There was further discussion about Safe Routes to Schools grants recognizing that if the Town wishes to apply it means going through a planning process bring together stakeholders including residents, town and school staff. Website: [www.ctsaferoutes.org](http://www.ctsaferoutes.org) (See Getting Started).

**5. Richard Raport, West Hartford Bike Plan** - Mr. Raport presented some background on how his committee was started and became a Town Council Committee with approximately 10 members. Over a six month period they wrote the West Hartford Plan. He spoke about the resistance but in the past year the Mayor and several Town Council people were receptive and supportive. He spoke of the culture change that is needed on the East Coast. He commented that motorists behave better when there are more pedestrians and bicyclists. The West Hartford Bike Plan is 75 pages and he presented the Committee with a disk to share. Ken Freidenberg will put it on the town website for residents to view.

**6. Charter Revision** – Mitch Page will attend the Charter Revision Committee meeting on June 26. Mitch Page and Myra Cohen commented that a town ordinance is being considered to make the Safety Committee permanent.

**7. Neighborhood Issues/Concerns** - It was decided that Mitch Page and Ken Freidenberg would work with the neighborhood residents to bring together the appropriate stakeholders to develop an application for Safe Routes to Schools. Kevin Borrup emphasized that this DOT program is really misnamed as it should be Safe Routes in the Community. It was commented that this Committee looks at all safety issues and acts as a conduit for information from residents and refers to the appropriate departments and agencies. The Safety Committee would not be the group to take on this grant.

**8. Other Business** – None

**9. Public Participation** – Residents and Committee members commented on the cable access TV show last night that had Mitch Page and Sandy Frey talking about safe streets, biking and walking.

**10. Adjournment**

The meeting was adjourned at 8:45PM



Respectfully Submitted: Ken Freidenberg, Director of Human Services  
Next Regular Meeting: Thursday July 17 at 7pm Helen Nelson Room