



# Public Information Meeting Minutes

**PROJECT NO:** 1901742

**DATE:** 4/6/2021

**PROJECT:** Shoreline Greenway Trail

**ATTENDEES:**

[illegible]

**REPORTED BY:** Sarah Pellegrini

*The minutes will be distributed to all attendees. These minutes were prepared based on the reporter's interpretation of the issues discussed and are not a transcript. Should there be any items for clarification, revisions and or additions, please contact Ken Radziwon within seven days of the meeting or they will remain as submitted.*

*Note: This Public Information Meeting was held completely virtual. Any questions within these meeting minutes may contain spelling errors and shorthand as they are saved in the same format they were asked over Ring Central.*

## **Purpose**

The purpose of the meeting was to present the Shoreline Greenway Trail Project with the public and discuss any questions or concerns they may have. All Meeting Materials can be found on the Town's website using the following link:

<https://www.townofeasthavenct.org/home/events/70346>

## **Presentation**

1. Brief introduction made by Mayor of East Haven, Joseph Carfora. Joseph Carfora stated he had another commitment and was not able to be present for the duration of the presentation.
2. Barbara Brow, organizer and chairwoman of the East Haven Shoreline Greenway Trail Team provided an introduction on the history of the Shoreline Greenway Trail.
3. Brief introduction is made by Jonathan Bodwell, East Haven Town Engineer.
4. Ken Radziwon (BL Companies) presented the project beginning with the use of the Ring Central Application, introduction of the team, overview of the project, goals of the project, overview of the proposed plans, constraints and opportunities, project financials and general project schedule.
5. At this time, Ken Radziwon began answering all questions that were posted within the chat window or raised within the Q&A session. All questions and overarching comments can be found below with their respective answers.

## **Questions and Comments from Attendees:**

6. **Lorena Venegas: Where is the itemized budget for the project? How is the work going to be bid?**
  - a. Because the project is in the early stages of design and still dynamic, an itemized estimate is not shown in the presentation. However, the approximate total cost of the project is provided within the presentation which can be downloaded on the Town's website. Additionally, the Town does have an itemized cost that may be obtained by reaching out to the Town Engineer.
  - b. <https://www.townofeasthavenct.org/home/events/70346>

7. **Lorena Venegas: How is the work going to be bid?**

- a. The project is bid through the Town via a fair bidding process. A set of bid documents will be put together and published on several websites and newspapers accessible to any interested parties. The project will be awarded to the lowest bidder.

**8. Lorena Venegas: How many total light posts will need to be changed?**

- a. A total of four utility relocations may be required. However, the project is in the early stages of design and the utility companies have yet to be contacted. They will be contacted at a later date when the design is at a more progressed stage.

**9. Lorena Venegas: How many trees will be uprooted?**

- a. The plan currently shows no trees to be uprooted but will be confirmed within the meeting minutes which will be made available on the Town's website.
- b. **Clarification:** *Currently, one tree may potentially be removed along Austin Avenue, at approximately Sta. 39+75 LT.*

**10. Lorena Venegas: How many mailboxes need to be moved to the street?**

- a. The precise number of mailboxes to be relocated was not easily available during the meeting, however the relocated mailboxes are called out within the project plans uploaded to the Town's website. We will provide an exact number of mailboxes within the meeting minutes which will be made available on the Town's website.
- b. **Clarification:** *A total of 29 mailboxes are proposed to be relocated to the front of the walk. However, this is dependent upon coordination with USPS.*

**11. 62 Coe Avenue: How do we know where our homes are? Are they listed on this [plan]? Can you specify house numbers, please.**

- a. You may find your home address on the project plans provided. They are listed in greyscale with a "N/F" in front of the address. The "N/F" is a legal term that stands for Now and Formally.

**12. Lorena Venegas: The Corner at Wilkenda and Coe is known to have deaths on bicycles, motorcycle accidents and car accidents to the light post.**

- a. The design of the Wilkenda at Coe intersection is not currently in the scope of the project. It is strongly recommended to discuss these safety concerns with the Town associated with this intersection.

**13. Lorena Venegas: Can you explain how you are going to stop Coe Avenue traffic on Austin? This is a straight speedway currently.**

- a. There are no stop signs at the proposed crossing at Coe Avenue and Austin Avenue. The design calls for bumpouts in order to slow traffic down and shorten the length users have to cross, bright yellow-green fluorescent signage and striping. That being said, it is up to law enforceable to ensure all speed limits are obeyed.

- 14. Maryjane: There are vibrant yellow cross walk signs with push buttons that have flashing lights to alert drivers that there is someone waiting to cross**
- BL Companies performed a warrant analysis and determined that Rectangular Rapid Flashing Beacons (commonly referred to as RRFB's) are not warranted on this particular mid-block crossing due to a combination of the posted speed limit (30 mph), ADT less than 9000 vehicles per day (Coe Avenue experiences approximately 3,800 vehicles per day), all within a single lane in each direction. However, other countermeasures will be implemented such as retroreflective signage, bumpouts and reflective striping.
- 15. Lorena Venegas: Has the police department provided a traffic study on Coe? I am very concerned with high volume of traffic, ATVs, golf carts, bicycles.**
- It is unknown if the police department provided a traffic study. This is a question to be directed to the Town & Local enforcement.
- 16. Lorena Venegas: Other shoreline greenway trails are not like this at all. Other towns it is reset much farther in, and there is special wood fencing in other towns, but nothing here.**
- The Shoreline Greenway Trail travels through a myriad of areas, both highly vegetated/forested and urbanized areas. The varying scenery of the trail is a feature that attracts many different types of pedestrians.
- 17. Lorena Venegas: How many properties will have property taken, is it voluntary or by eminent domain?**
- The current design has 14 properties impacts. However, the design itself is still in the beginning stages and very dynamic. BL Companies is working with the Town to potentially create solutions to lessen the impact to private property owners. If property is taken, the State of Connecticut process outlined within the presentation will be followed which shall offer compensation for land required.
- 18. Lorena Venegas: Who is the supplier of gravel at the DC Moore school? The grade of gravel that is at DC Moore is rough grade, is the gravel going to be covered with concrete or tar on top of the wetlands.**
- The supplier of gravel at the DC Moore school is not known at this time. BL Companies is not responsible for any trail construction adjacent to the wetlands by the DC Moore school. Refer to the project plans on the Town's website for the limits of construction. It is recommended to consult the Town for more information regarding this portion of trail.
- 19. HVell: Is it possible to install speed humps at the intersection of Bradford Avenue. There are issues with on-coming traffic running the stop-sign and speeding through this intersection.**
- The design of the Bradford Avenue at Coe Avenue intersection is not currently in the scope of the project. The issue must be resolved with the Town and local Law enforcement. BL Companies will suggest to the Town to investigate and implement the best possible solution such as bump-outs, advanced warning signage, or speed humps.

**20. 62 Coe Avenue: Do we lose parking space in front of our property? Where will guests park? There is an apartment complex being built across the street from my home and that will take street parking too.**

- a. The current proposed design of the Shoreline Greenway Trail will not impact existing parking spaces or shoulder widths on Coe Avenue. Future iterations of the design may decrease the shoulder width in order to lessen private property impacts. This has not been investigated to date.

**21. 62 Coe Avenue: Where do we find the plans for the trail? Can you please share the links in the chat?**

- a. The plans are uploaded to the Town of East Haven's website.
- b. [https://www.townofeasthavenct.org/sites/g/files/vyhlf531/f/uploads/t-1901742-present-public\\_info\\_meeting\\_final-04-06-2021.pdf](https://www.townofeasthavenct.org/sites/g/files/vyhlf531/f/uploads/t-1901742-present-public_info_meeting_final-04-06-2021.pdf)

**22. Unknown: The rendering as well as the plans within the PowerPoint are difficult to understand. Is there a way for the PDF you are sharing to be uploaded to the Town's website?**

- a. Yes, BL Companies will provide the Town with the PDF of the project plans to be uploaded to the Town's website.
- b. <https://www.townofeasthavenct.org/home/events/70346>

**23. Bill Richardson: Why would we not construct the Shoreline Greenway Trail on the East side of Coe Avenue?**

- a. A study has previously been conducted to determine the most feasible location to construct the Shoreline Greenway Trail. Due to steep slopes and other existing conditions along the east side, the west side of Coe Avenue was determined to be the optimal location for the trail.
  - i. **Bill Richardson:** This makes sense. In this case I agree that speed humps should be installed at the intersection of Coe Avenue and Bradford Avenue.

**24. Unknown: Has anybody done a traffic study on this?**

- a. BL Companies has not performed a traffic study along this corridor nor is scoped to do so. This is a question for the Town of East Haven.

**25. Unknown: Do people realize their mailboxes may be damaged when being moved to the front of the road?**

- a. Mailboxes very well may be damaged when relocated to the front of the sidewalk. However, this is a very common event in New England in any Town. Relocation of the mailboxes to the front of the sidewalk is dependent on coordination with the USPS.

**26. Unknown: Why do the sidewalks have to be 5' if they are all encroaching on people's properties?**

- a. A minimum width of a 5-foot width is specified by ADA and PROWAG guidelines. If this is not followed, the Town will not be eligible for funding.

**27. Unknown: Does the State have a plan to move all the powerlines underground? Why not wait until money is available for this to be done correctly?**

- a. BL Companies cannot speak on behalf of the State, however relocating the overhead utilities to underground is very expensive. The project cannot be put on hold until this is possible because the funding provided for this project will lapse.

**28. General confusion arises regarding the original design for the Shoreline Greenway Trail versus the current proposed design presented. Barbara Brow, chairwoman of the Shoreline Greenway Trail makes a statement to clarify as follows:**

- a. The original design was to cut through the wetlands which is Land Trust Property. A member of the Shoreline Greenway Trail Committee, Bill Richardson, and herself (Barbara) spoke with the owner of the Land Trust in 2005. The land trust was under the jurisdiction of Dr. Charles Schlegal. Charles was very pro Shoreline Greenway Trail and granted them the land to use to construct the trail. Charles passed away last June, and the Land Trust blocked the Shoreline Greenway Trail from being built in July. DEEP and DOT said they would set up a meeting to rectify the situation, but the meeting never occurred. Thus, the Shoreline Greenway Trail Team had no option but to reroute the trail to this current design.

**29. Lorena Venegas expresses general concern about the project impacting inland wetlands.**

- a. BL Companies design does NOT impact existing wetlands. Refer to the project plans uploaded to the Town's website for project limits. Any concerns about wetlands is strongly recommended to be brought up to the Town.

**30. HVell: Are you using a GANT chart? Can you provide a firm date for when speed humps may be installed being the project manager?**

- a. No, Microsoft Project is being utilized for the scheduling of the project. As of April 7<sup>th</sup>, 2021, BL Companies does not have authorization to proceed to the next phase of design. Once the authorization is approved by the Town and State, the schedule will be updated. Any suggestions brought up in this meeting must be brought to the attention of Town and discussed.
- b. The Town Engineer expressed favorability of addressing the vehicular speed issue as well as the lack of obeying existing stop signs at the Bradford at Coe Avenue intersection. However, they must be discussed with the East Haven Police Department before any dates are provided.