

2016 07 14 Minutes Bike & Pedestrian Alliance of Clinton

Eliot House, Thursday, July 14, 2016, 7:30 pm

Debbie Lundgren, Carrie Allen, Paul Egan, Ginny Simmons in attendance.

Meeting was called to order at 7:38 pm by Debbie Lundgren.

Minutes were reviewed. Paul moved to accept the minutes, Carrie seconded, and the motion passed unanimously.

Old Business:

Debbie reported on meeting with Pete Neff regarding bike/ped signage project. Pete thinks he will be able to put up signage this year on our three highest priority routes: Liberty-Glenwood-to Iron Works; Iron Works to Killingworth border, including loop around Ben Merrill-James Vincent-Kelseytown Bridge-Kelseytown; North High-Cow Hill to Killingworth border.

Carrie and Debbie provided an update on the Indian River bridge project. Eric Knapp has found a way forward for a simple footbridge, based on the fact that town flood plain regulations refer to structures, which are defined as constructions with walls and a roof, in which case the bridge is exempt. We are now considering two sites – one is in the direct path which pedestrians have worn. This site is at a wide point in the river and would require a 50-55' bridge. Approximately 100' further upstream, there is a narrower site with a large boulder on the side that might serve as a foundation for one side of the bridge. This site would require a 30' bridge, which would be less complex and less expensive. The site is roughly 200' from the edge of the IRRRC. However, it is behind a guard rail. Phil Sengle (from the Traffic Authority) checked out this site and thought the guard rail could be modified to allow pedestrian access. He will check with Officer Carbone and get back to us. He suggested that BPAC then get on the agenda of the next Police Commission (Traffic Authority) meeting. We can set that up through Wendy McDermott. Pete Neff also believed the guard rail modification would not be a problem. He will check out the site on Wednesday morning, July 20. Pete said Public Works could put up signage along Cream Pot Road directing pedestrians to the footbridge, should it become a reality. He didn't think a crosswalk at the intersection with Hurd Bridge would be effective in slowing down traffic, but will do it if requested by the town. He offered to help with the bridge design and/or construction where possible. We will try to get this bridge built in time for the students to use it this fall. We still must get a plan approved by the BOS and IWC. Debbie will get dimensions and a materials list of the 30' bridge at Chatfield Hollow, and Carrie will get a cost estimate of the materials from Landon Lumber in Madison. If we can go with the 2nd bridge site, this is the design we will use.

Ginny contacted Pamela Bisbee Simonds, one of the original Shoreline Greenway founders and active in the Guilford branch. Pamela is willing to come to our August 10 meeting to discuss how to get started with the Clinton Greenway. Several BPAC members will be on vacation, but it was tentatively decided to go ahead and meet with Pam at the August meeting.

The CVS drive-through was briefly discussed. BPAC will send a thank-you letter to Eddie Alberino for providing the pivotal vote against landing a floating zone on the parcel of land between Hull Street and St. John Extension. Because the CVS group will still be presenting their proposal for a drive-through at the public hearing on August 1, it was decided that we should attend to monitor the outcome.

Action on the Route 81 Corridor Study Grant was tabled until the town is ready to decide whether to provide its 10% share of the funding.

Action on pushing for a town bike/ped connectivity policy was tabled until a later date.

Everyone was encouraged to log their biking miles in the National Bike Challenge website.

New Business:

The 2016 International Walk to School Day event (IWTSB) is coming up in October, so BPAC must set up a meeting with the new superintendent in August to get that process going. We'll need a volunteer to accompany Debbie to the meeting to provide continuity for next year, when there will be a new BPAC chairperson. This issue must be resolved in the August meeting.

The need for traffic enforcement in town was discussed, particularly on the issues of speed limits and crosswalks. It was pointed out by several members that motorists largely ignore pedestrians trying to cross Route 1 in the crosswalks. BPAC needs to work with the police department to set up 'sting' operations to raise awareness of the law that motorists should stop for pedestrians entering a crosswalk. The importance of this project was recognized but tabled until we complete some of the projects now underway.

Paul proposed that the Unilever property is in a perfect location to draw in visitors through the train station, once the pedestrian bridge across the train tracks is in place. He suggested mixed use – perhaps an art gallery, condominiums, restaurants, and shops. Ginny pointed out that such a plan had been proposed several years ago, but stymied by the presence of toxic waste on the site. A later plan for an indoor hockey rink was stymied for the same reason. Further investigation is needed to determine the current status of that property.

Paul moved to adjourn the meeting, Ginny seconded, and the motion was passed unanimously.

The meeting was adjourned at 8:55 pm.

Minutes were submitted by Debbie Lundgren.