

The following comment were received after the meeting via email between 7/12/2021 and 7/14/2021 to close the public comment period. Email addresses and phone numbers (when provided) have been redacted for privacy. Dates and times are email receipt by the Town.

7/12/2021 1:09 p.m.

Subject: Walkable Sidewalks Project

Dear Mr. Austin,

I would like to comment on the proposed sidewalk on Davis Street. I totally support this. I live off Ridge Rd, 47 Fernwood Rd. And I walk in the neighborhood. Walking on Davis Street scares me. I'm in my 70s and am in good condition but get very nervous walking there. There is a rise on Davis Street, at the East Rock Park entrance, so traffic cannot see people on the side of the road, and cars drive fairly fast there. If there is any possibility that a sidewalk can be put there, that would be so much safer.

Thanks,

Joe Spellman

47 Fernwood Rd

7/12/2021 3:26 p.m.

To Mr. Mark Austin and the city of Hamden,

I recently became aware of efforts to install new sidewalks, bicycle accommodations, and traffic calming measures along Davis Street. I am writing in strong support of these initiatives.

I live at 44 London Drive, and I travel along the short segment of Davis street from the Ridge Road intersection to the East Rock Park entrance on a nearly daily basis. I ride my bicycle every weekday along that route and I often walk to East Rock Park with my 3 and 5 year old children.

In its current state, Davis Street is extremely unsafe and hostile for pedestrians and bicyclists.

Every time I go to East Rock Park with my young children, I have to cautiously time the light and the traffic and then sprint with them across Davis to get to safer ground. This feat is additionally difficult because the automotive traffic on Davis is often 10 to 15 miles per hour over the speed limit, and drivers are often zipping over a blind hill, unable to adequately slow down for pedestrians. As a result of this danger, I have significantly reduced the amount of times that I my children and I visit the area. Davis Street desperately needs sidewalks, crosswalks, and traffic calming to make the area better suited to public use.

Even as a bicyclist, the addition of a sidewalk and traffic calming is sorely needed. Every weekday, I turn left off of Davis onto Farnum Drive, and most days, I again have to carefully time the traffic due to speeding drivers who are far above the speed limit and blind to potential bicyclists. Additionally, passing through the Davis and Ridge intersection and leaving the East Rock Park entrance toward Ridge road are easily the most dangerous maneuvers I have to attempt on my ride, which includes Whitney Avenue traffic in New Haven during rush hour. Traffic calming measures and an established pedestrian crossing platform into East Rock Park would dramatically reduce my physical risk and psychological stress on my daily commute.

I've also chatted with a number of neighbors who will hopefully provide public comments as well. I have yet to speak with a neighbor who does not consider Davis street to be dangerously hostile toward pedestrians and bicyclists. The proposed changes are something that will significantly benefit all the neighborhoods north of Davis.

Based on my own personal research on urban design and economic sustainability for cities, I would also like to comment that I strongly support the walkability proposals for Augur, Benham, Davis, and Treadwell together. There is lots of research that strongly demonstrates that the a city's dedication to walkability strongly corresponds with increased commercial activity and corresponding tax revenues, civic pride and a sense of community, public health, and mobility and quality of life for children and senior citizens. And none of that is to mention how the number one factor in community unemployment levels and economic depression is the lack of adequate public transportation, which includes pedestrian and bicycle infrastructure. While there are no small businesses along Davis Street, Hamden will only benefit from the greater walkability in many areas.

I'm proud to have recently become a Hamden resident, and I'm thrilled for this new project. I strongly support Mr. Austin's proposed plan, and I believe I can speak for the majority of my neighbors who feel the same.

Sincerely,

Joran Booth, Ph.D.

44 London Drive, Hamden

7/12/2021 3:26 p.m.

Hi, my name is Kim and I live on 44 London Drive. I am writing in support of the proposed walkable sidewalk project on Davis. It would be really meaningful for my young family to be able to feel like we can safely cross to east rock park.

-Kim

7/12/2021 3:43 p.m.

Hello Mark,

Thank you for the exciting impending improvements toward the safe walkability of our city. As a resident for six years, I've experienced firsthand the need for these updates that will enhance the safety first and foremost and also the aesthetic of our community. Sidewalks show care, promote recreation, health and connect communities: I am so grateful.

I look at these improvements with my two small children and my mother in mind: The current roadways are not at all safe for strollering, biking children or slow-moving elderly who could benefit from a smooth and designated thoroughfare and a crosswalk that they can navigate. To enter the Park, I currently sprint across the road and hike up the grassy mound at the Ridge/Davis intersection (dragging a stroller), or await a pause in the blind-hill portion of the park road-entry on Davis where you cannot readily see what's coming eastbound. And it's worse on a bike.

We're greatly looking forward to the Davis St sidewalk and much over-due crosswalk improvements: I hope they extend into the park entry/Farnum. I've long longed for East Rock Park's thru-roads and summit to be pedestrian family-friendly and send a huge THANK YOU for the last 18 months of walking without fear of being ran off the road. I would never stroller my kids on Farnum Dr and now can: it's a true gift to walk out our doorstep and access such a naturescape just a half mile away.

On a side(walk) note: have there been discussions of a crosswalk at the intersection at the Ridge Road fire-station, where Hartford turnpike and ridge road intersect? Crossing that as a swift runner is really hazardous, doing so with little kids en route to Bassett Playground is a nightmare.

I hope my feedback is helpful and am beyond grateful for the work you're doing. My tiny pedestrians thank you as well.

Jen Williams,

118 London Dr

7/12/2021 8:53 p.m.

Dear Mr. Austin,

We live at 130 Davis Street and have a few concerns.

First, there should be a crosswalk across Davis to the corner of the Old Hartford Turnpike. There is a lot of foot traffic from the houses on the Rogers Road loop. There is also a trail head for East Rock Park that starts at the dead end. Small children now live at 129 Davis. They need a safe way to get to the sidewalk. We didn't see one on the plan.

Second, the section of sidewalk from the bridge to the intersection is in poor repair. It is hazardous and poison ivy encroaches from the watershed property. Winter is also an issue. You will expect us to keep the sidewalk in front our property clear in the winter. The section from the bridge to the intersection has never been completely cleared after snowfalls the entire time we have lived here, which is 38 years. In snowy winters it can be impassable for months. Pedestrians are forced into the road. If the town won't keep the stretch clear, they should be making sure the entity responsible is. The sidewalk won't be continuous if that section is not taken care of.

Third, the light at Davis Street and the Hartford Turnpike should be put back on call. It was switched off the call soon after the 40 inch snowfall. The result of the switch is traffic is backed up to the top of the curve multiple times a day. The cars are bumper to bumper along our property. The car exhaust is heavy. With the increase and concentration of pedestrians occurring on our side after the sidewalk is installed, this is a health hazard. The pedestrians will be walking along a long line of idling cars. It was much less of a problem when the light had a call from the Hartford Turnpike.

Another effect of the light change has been increased traffic speed. Drivers are frustrated with the wait at the light especially when there is little or no cross traffic. Drivers see the light turn yellow as they round the curve. A disturbing number of drivers floor the accelerator and go through on red. We have even seen a school bus run the red light in this way.

Lastly, please make sure the installation really takes into account how steep the land is. We don't want runoff to be an issue. We can't change the slope of our property. We have planted to stop erosion and

slow down the runoff to the street. Losing some shrubs will be a small price to pay for not putting our lives at risk to walk off our property but we also want the sidewalk to be maintainable. Keeping runoff from freezing in the winter can be a problem if it is not installed properly.

Jonathan and Claire Ingersoll

130 Davis Street

7/13/2021 12:01 p.m.

I fully support sidewalks on Davis Street. It is extremely dangerous for both pedestrians and bikers. I've been walking this street for 30 years with great risk to my safety. There is no excuse for having this kind of neglect. The only thing worse is the extreme number of potholes. It rivals New Haven.

Sandra Greer

Fernwood Rd

7/13/2021 3:21 p.m.

Mr. Austin,

Good afternoon. I reside at 263 Augur street with my husband and two children. I have lived and owned this home for more than 20 years. I reviewed the plans for traffic calming and am baffled as to how this helps slow drivers down. Currently, Augur street is a cut through speedway for drivers. The stop signs are irrelevant as most people don't even slow down for them. My kids are not allowed to play in front and I walk them to the bus stop. I did not see any plans for speed humps in the prints. I would be overjoyed to have one in front of my house. If I'm understanding this correctly, the idea is to zig zag parking to make people slow down as they would have to weave? Unfortunately, I think ultimately there will just be more cars hit (and more people taking off). The use of speed humps has been amazing on NH streets and even on Haverford in Hamden. I am definitely for anything that will calm traffic here and slow drivers down, however I do think that the addition of humps will deter drivers from using Augur as a cut through raceway.

Thank you,

Kami Mikelis

7/13/2021 3:42 p.m.

Dear Mr. Austin,

I finally had a chance to watch the recorded zoom meeting from a couple weeks ago and take a look at the design reports. Thank you for making it so easy for residents to access these materials. You also deserve a medal for facilitating that sometimes contentious meeting and keeping everyone focused while acknowledging the varying viewpoints! I'm sorry I was unable to attend the meeting live, but I'm glad I have this opportunity to provide my feedback via email.

I live on Treadwell Street so the proposals for Treadwell are of greatest interest to me.

- The bridge over the reservoir sounds great. Since this part of the road is the most narrow, it is also the most dangerous to walk or ride over. It can be downright scary walking through this pinch point since not only is the road most narrow there and there is no shoulder to run into if a car gets too close, it is also the bottom of hills in all three directions (Leeder Hill too) so cars are usually going much faster than they should as they go over this section. The diagram looks like there will be vertical railings of some sort on the bridge and I hope this remains part of the final plan. I am very concerned about the potential hazard the speeding cars pose at this area for pedestrians and bikers.
- I didn't see a plan for a crosswalk connecting the new sidewalk on Treadwell to either sidewalk on Leeder Hill. I think this should be added since there are a lot of people who live in the condos on the south side of Treadwell (and the closest crosswalk isn't until you get to the DiNicola Park/playground in the opposite direction) as well as the condos and senior housing on Leeder Hill. I'm sure many of the people living in these residences would appreciate a safer way to cross Treadwell to get to the bike trail.
- Creating the new sidewalk on Treadwell is very exciting, but I thought I read or heard that part of the focus of this project is to make sidewalks more accessible for people in wheelchairs. The eastern terminus of the proposed new sidewalk appears to join the short stretch of existing sidewalk to the west of Martin Terrace. However this sidewalk ends right before Martin Terrace. There is a small patch of grass after the end of the sidewalk and then a curb to Martin Terrace, making it very difficult for a person using a wheelchair to access this sidewalk. Additionally this small stretch of existing sidewalk is not in good condition. If a primary goal of this project is to increase accessibility for residents of varied physical abilities, improving this portion of the sidewalk all the way to Martin Terrace would be helpful. (I have seen elderly people in wheelchairs try to get on the sidewalk here and across the street at Leeder Hill actually topple over, needing to be rescued by another passerby. It isn't safe for the numerous residents of the senior housing communities nearby as well as anyone else with a disability.)
- Overall, I am thrilled that there will finally be a safer way for all the pedestrians and bicyclists in Whitneyville to access the bike trail. I think more attention needs to be paid to the high speed at which cars drive down the hill next to where the new sidewalk will be between Leeder Hill and the commercial strip mall as well as how fast cars go in either direction on Treadwell after barreling down the Leeder Hill hill. But this is a great step in the right direction. At least we won't have to walk in the street and/or poison ivy on the shoulder anymore!

Some comments on the other streets' projects:

- I'm excited that a sidewalk will finally be on Davis Street! Personally I don't care which side of the street it's on. Even though I come from the north, as long as there is a crosswalk, I would be perfectly happy to walk on the south side to get to the park. New Haven's "dysfunction" (as someone put it in the meeting) is not a valid excuse to install a sidewalk in a less equitable location.
- I love that the project is planning to add exclusive bike lanes (as opposed to just the "sharrows") on Benham from Mix Ave to Dunbar Hill. I wish the town would add these in more places (like streets that actually lead to the bike trail, such as Treadwell) rather than

this street that doesn't go to anything like that. It seems kind of random. Also, by excluding the small part of the street between Mix Ave and Dixwell, you are leaving out the part of the road that is the least safe and MOST IN NEED of a protected bike lane for the safety of bicyclists.

- Has your team considered any traffic calming ideas besides alternating where parking will be allowed on Augur? I understand the theory behind this proposal, but I fear it will result in the eastern-most parked car in each block of parking getting rear-ended frequently. I used to live near there and my car was already hit while parked on the street. (Of course no one left a note, but that's another story!) Alternating the side of the road where drivers are supposed to go seems like a dangerous recipe for more parked cars to be hit.

I know I've written a lot. As you can see, I have a lot of opinions on this topic! Thank you for reading this and most importantly, thank you for your work to make Hamden a safer and more walkable community. If there are future meetings or updates on this topic, what is the best way for me to stay informed?

Sincerely,

Adrienne DeVos

7/13/2021 4:03 p.m.

Mr. Austin,

Good afternoon. I reside at 263 Augur street with my husband and two children. I have lived and owned this home for more than 20 years. I reviewed the plans for traffic calming and am baffled as to how this helps slow drivers down. Currently, Augur street is a cut through speedway for drivers. The stop signs are irrelevant as most people don't even slow down for them. My kids are not allowed to play in front and I walk them to the bus stop. I did not see any plans for speed humps in the prints. I would be overjoyed to have one in front of my house. If I'm understanding this correctly, the idea is to zig zag parking to make people slow down as they would have to weave? Unfortunately, I think ultimately there will just be more cars hit (and more people taking off). The use of speed humps has been amazing on NH streets and even on Haverford in Hamden. I am definitely for anything that will calm traffic here and slow drivers down, however I do think that the addition of humps will deter drivers from using Augur as a cut through raceway.

Thank you

Kami & Edward Mikelis

7/9/2021 11:20 a.m.

Dear Mr. Austin,

I hope that this finds you well.

As a decision on the placement of the sidewalk on Benham St. draws near, please allow me to submit to you two final documents.

1. A petition signed by 44 Hamden residents opposing the placement of the sidewalk on the north side of Benham St.

2. A letter from our landscaping company, Denny Landscaping, from Harlan Denny, the President of the company, to Sr. Ann Maria Sforza, our facility manager regarding the proposal to put a sidewalk on our property at 261/265/295 Benham St.

We are very grateful for your consideration of these documents and the work you are doing on this project for the good of Hamden.

Blessings, Sr. Mary

Sr. Mary Lee, ASCJ

Vice Provincial/Treasurer

7/13/2021 5:09 p.m.

Dear Mr. Austin,

Thank you for your work on the sidewalks project. My wife (copied here) and I reside on the South Side of Davis Street between Rogers Road and Hartford Turnpike. Though we were unable to attend the recent hearing, we understand that there was lively discussion about the placement of the sidewalk. We write to express our strong support of the proposed design, placing the sidewalk on the north side of Davis Street. Sidewalks on the north side of Davis Street will directly connect existing sidewalks on the Davis St. Bridge and on Ridge Road, enabling most efficient use of designated resources.

We also request that provisions be made for a crosswalk across Davis at Hartford Turnpike. This is necessary to connect the existing sidewalk network south of Davis (Hartford Turnpike, Wilton Road, Rogers Road) to the planned sidewalks. This is an extremely dangerous intersection, and a crosswalk would enable residents south of Davis to access the sidewalks safely.

We are grateful for this development project and the improvement to Hamden!

Sincerely,

James and Tara McPartland

110 Rogers Road

7/13/2021 8:28 p.m.

TO: Mr. Mark Austin (Town of Hamden),

I just heard that the town is looking into changing how automobiles should park on Augur Street. We have been homeowners on Augur Street for more than 28 years and have raised 3 sons on this street who road their bicycles throughout the neighborhood and walked across Augur to go to their grandmother's home. We as a family we highly recommend that the town install speed bumps instead of alternating which side of the street to park. Alternate parking will cause confusion to drivers pedestrians and will likely cause major accidents or potential deaths. Drivers will now have to switch from side to side as they drive down Augur from block to block. The thrill seeking drivers will love weaving up and down the street. It will not deter them from speeding. It will simply give them another unsafe way to drive along an OBSTACLE COURSE. In addition, the automated garbage trucks will not be able to be used to collect garbage any longer. These trucks only pickup garbage on the side of the

street where automobiles are not parked. Garbage collections will require more human resources to collect the garbage. Right now, the garbage cans are quickly serviced on the right side of Augur using automation which is the most efficient and is a cost effective way to collect garbage.... one drivers and one automated collection truck. The collection is very quick. The left side of the street requires one driver, two helpers and one truck. The process is very slow, costly and garbage litters the middle of the street by the two helpers who lifts the garbage cans. Snow plowing will become more difficult when vehicles are parked on different sides of Augur on ever other block. Where will the snow plows push the snow? It is going to cause a nightmare for the snow plows drivers switching the plows from side to side every block. I think you should consult with the management of the garbage collection and snow plow staffs before making these major changes. What looks good and sounds good do not always work to the benefits of citizens and town workers. And, the cost of the changes simply increase property taxes and increase safety issues which lead to law suits. Speed bumps work to control automobile and motorcycle traffic. Drivers learn very quickly not to drive fast on street that have speed bumps. Drivers tend to avoid driving on neighborhoods streets which have speed bumps. By the way, we all still live on Augur Street and between me, my wife Karen and our three grown sons we have 5 cars btween us because we all work at different locations. Parking, garbage collection and snow removal has not been an issue for us as a family for all of our years living here. However, are concerned about how fast some cars and motorcycles are driven on Augur Street. We believe, speed bumps could correct this issue and will cost less to install. Like automated toll road collection, there need to be an automated neighborhood speeding ticket system. First three tickets would be small fines but will increase as drivers get additional speeding tickets. These fines could be added automobile property taxes or registrations.

Just a few more questions? Which side of the street will children and adults ride their bicycles? Will they have to switch sides of the street every other block. Where will the bike lanes be marked?

Thank you for giving us the opportunity to provide input.

Sincerely,

George and Karen Howard & 3 Sons

7/14/2021 7:02 a.m.

Dear Mr. Austin,

I am sorry I realized there is another important point. The sidewalk looks like it will cover the shutoff for our water service. It comes in between our driveway and the 140 driveway. It has been 23 years since I have dealt with it but it looks to me to be under the outline of the sidewalk. If not, it is very close. When the new high pressure gas line was installed, Call Before You Dig mislocated the line by 40-50 feet. I trust the town will require an accurate map of all the lines and shutoffs before it begins and my shutoff will not be made inaccessible.

Claire Ingersoll

7/14/2021 7:12 a.m.

Mr. Austin,

For the past 24 years, I have lived off Lane Street a scant four blocks from the proposed project. My wife and I walk in the neighborhood frequently. By profession, I have been involved in safety and health for my entire life (I just retired). I am a board-certified Certified Safety Professional in Comprehensive Practice and a Construction Health and Safety Technician, as well as a former volunteer firefighter and EMT. I hope to bring that experience to bear on one small portion of the project. I oppose—vehemently—construction of a sidewalk on the north side of Benham Street between Cherry Hill and Circular, as described in Option C.

As you likely know, drivers come down Benham (on the north side of the street) pretty fast, particularly if they'd caught the light at the top of the hill green. Three quarters of the way down the hill, Benham curves to the left. In my years in the neighborhood, I can recall several occasions—usually in winter—when drivers failed to negotiate the curve and went off the road to the north. On at least three of those occasions, vehicles struck one of the two utility poles where the road curves. How unfortunate would it be for a pedestrian to be on a sidewalk there. While I'm on the subject of those poles being struck, I hasten to point out that the poles carry high-voltage power (from the Mix Avenue substation) and phone lines that serve a quarter of the town. Repairing those poles often takes days—days without power or phone for hundreds of families. I urge you to install guardrails around those poles as part of this project.

Any of the proposal's other options, A, A-1, B or D would be fine; I prefer Option D. There must be a sidewalk on Benham from Cherry Hill to Circular (with crosswalks leading to it), and, depending on the configuration, some of it may require stairs. Also, if you don't know already, I should tell you that it is not unusual for students from Sacred Heart to walk from the school to Mix or Dixwell Ave., and they need a sidewalk on the north side of Benham. (By the way, it would behoove the town to promptly clear the sidewalk over the bridge in the winter.

I also urge you to ask the state to make changes at Benham and Dixwell. There is no pedestrian walk signal to facilitate crossing Benham north-south on Dixwell. This is particularly hazardous on winter mornings, with students crossing in the dark while wearing dark clothing. The walk signal at that intersection only covers crossing Dixwell east to west, in front of the diner, so a second problem there is that there is a bus stop near Edible Arrangements. Pedestrians, pushing shopping carts from PriceRite, often cross in the middle of the busy block. Moving the bus stop south of the diner would encourage pedestrians to use the existing crosswalk and pedestrian signal at the intersection.

Thanks for your consideration,

Walt

Walter B. Tucker Jr., CSP, CHST

10 Larkspur Lane

7/14/2021 10:54 a.m.

Dear Mr. Austin,

I write in support of the proposed Davis Street sidewalk. My understanding is that the proposal is for a sidewalk to be constructed on the north side of Davis Street that will connect the existing sidewalk ending at Hartford Turnpike to the sidewalk on the one-way section of Davis Street. As some who

frequently walks to and from East Rock Park and avoids Davis Street because of the lack of a sidewalk, I would wholeheartedly welcome this addition. Having a sidewalk that runs continuously from Whitney to State would really add to the walkability of southern Hamden.

Thank you for your consideration of my opinion.

Deborah Teason

61 Woodstock Road

7/9/2021 11:20 a.m.

July 13, 2021

Dear Town Engineer Austin,

I am Chair of the Traffic Committee of the Whitneyville Civic Association. I am writing to express the Association's strong support for your plan to install sidewalks on Davis Street. Currently, that heavily-trafficked, narrow, curved road is impossible for pedestrians to navigate safely. Yet many of those who live on that street, and those who enjoy walking in the area, have voiced their desire to be able to access East Rock Park at the eastern end of Davis and the businesses on Whitney Ave. to the west without having to get into their cars to do so.

In addition to supporting the installation of sidewalks, we are urging you to address safety issues throughout the length of Davis by installing pedestrian crossings at all major intersections, including Hartford Turnpike and Davis. We understand that there may be issues with the age of the existing traffic lights on Davis and whether they can be updated to include pedestrian crossing lights. You have promised to look into this to determine feasibility. We are eager to learn what you discover.

We appreciate your efforts to address this critical need to make our beautiful neighborhood more pedestrian friendly - it's vitally important for supporting the health and safety of our residents and reducing the negative impact of car traffic on the environment.

On a related matter, we have learned of Hamden Hall's concern over the safety of its students as they cross Eli Rd from Whitney to their newly acquired building off Eli. As you know, this issue was discussed at the Traffic Authority meeting on Monday, July 12. Cars leaving Davis to travel north on Whitney using Eli, often speed and do not stop at the stop sign. To make matters worse, drivers' attention is focused on looking to the left to view north traveling cars on Whitney so they can merge into traffic. There is a concern that they aren't noticing Hamden Hall students trying to cross. We understand that you are working with the Chief of Police to consider including measures to address this safety issue in the walkable sidewalks project or to identify other funding sources for it. We respectfully request that you keep us informed about what you learn.

Again, thank you for your efforts to keep our residents safe.

Sincerely yours,

Helen Ward

Chair, Traffic Committee

Whitneyville Civic Association

7/13/2021 3:56 p.m.

Hello again Mr Austin

Today is the cutoff for input on the sidewalks so I wanted to outline my opposition to the sidewalk on the south side vs. the north.

1. Based on outdated ten year old study. I have watched since the last meeting and I have seen 2 people walking from Mix on the Sacred Heart side.
2. No other neighborhood has 5 ft wide sidewalks.....not even Mix Ave with Arden House. Spring Glen, Ridge Rd, and West Woods all have normal width sidewalks. Are we targeted because we are not an affluent neighborhood?
3. I would like to suggest fixing existing walks in town. For example the walk on Mix Ave across from the rink is always covered and needs to be redone. This money could be used for that repair and replacement.
4. Seems like the town is set on disrupting many homes on Benham when the logical choice would be the Sacred Heart side where it disrupts nothing but grass. Cross walk could go at their main entrance and sidewalk could be on south side from there down to Dunbar area.
5. With our high taxes (over \$7000) for our small home it just seems like the town does things TO the taxpayers not FOR them. Taxes are out of control here.
6. Since Sacred Heart pays \$0 in taxes the upkeep of the sidewalk pales in comparison to the many dollars we all spend on our property taxes. They already have maintenance people and all the equipment to clear the walk while the homeowners do not and puts a further financial burden on the taxpayers of this town.
7. The Sacred Heart girls are always hopping the fence and walking or running towards Mix....why not connect the sidewalk on that side for them to use?

Please reconsider and take these points into consideration. I believe I have made valid points.

Regards,

Lori and Duane Smith

7/13/2021 4:25 p.m.

Dear Mr Austin,

Thank you for the public meeting, it was very helpful.

My husband and I live on Davis Street with our 2 young children.

We are very much in favour of a sidewalk on Davis Street. We would use it with the children for safe access to Whitneyville on foot and to the park.

We would prefer the sidewalk to be on the south side but the north side would work well for us too. The most important thing for us are safe places to cross Davis St and the Turnpike. Davis St is busy and noisy, so measures to calm the traffic would also be welcome, but our priority is safety for the children. A proper crossing with lights at Davis Street and the Turnpike so that we can get to the north side to join

the sidewalk and then to the bridge to join the sidewalk there into Whitneyville would transform our access - and make us much more likely to use local businesses in Whitneyville due to the improved access.

We would welcome bike lanes on Davis Street and any other measures to make the roads safer for non-motorised users.

many thanks for your consideration.

all best wishes,

Ruth

Ruth Coffey and Sunil Amrith

129 Davis Street (formerly owned and shown on your plan as belonging to the Ortmanns)

7/14/2021 9:04 p.m.

Dear Mr. Austin,

I appreciate the efforts you and the town are making to construct sidewalks in our neighborhood. I support a Davis Street sidewalk for safety reasons, since the Davis Street bridge is the only way in the immediate vicinity to connect with Whitney Avenue and greater New Haven/Hamden, and currently pedestrians have to walk either on the Street or on narrow uneven parkways.

I live on the Southside. My property fence is on the easement line and I have no obstructions, so It is personally ok with me to have a sidewalk on either side of Davis Street. And I do sympathize with some of my Northside neighbors that have mature plantings in the easement areas. However, I believe that a Northside sidewalk is far more practical from an engineering and connectivity perspective.

1. To the West of Hartford Tpke to the bridge on the Southside, there would be a sharp embankment requiring a substantial project. A sidewalk already exists on the Northside.
2. To the East of Rogers Road, there is limited Hamden right of way on the Southside, as it is part of East Rock Park. I do not know if New Haven (ERP) would agree to a sidewalk on ERP property.
3. Ridge Road sidewalks connect to the Northside, but not to the Southside. Most of the connected population is also on the Northside.
4. The sewer drains are on the North side, so I believe that water runoffs (potentially impacting the RWA) down the hill will be less severe if the sidewalk is on the Northside.

As to crosswalks, in addition to the proposed Northside crosswalk across Hartford Tpke, we need a crosswalk across Davis Street, presumably at the same stoplight. If a "WALK" light cannot be provided (you indicated prohibitively high costs), then the light should be reprogrammed to remove the left turn signal, so that when it appears "red" to an eastern observer, it is also "red" to a western observer. Currently, a "green" turn signal and "green" forward to eastbound traffic is "red" to westbound traffic, which is extremely dangerous to pedestrians who cross Davis Street thinking eastbound traffic will stop, especially since this is a blind corner. Whether a sidewalk gets built or not, this dangerous situation needs to be rectified.

Roger Ibbotson

75 Hartford Tpke