
TOWN COUNCIL MEETING

FEBRUARY 10, 2004

6:30 P.M.

AGENDA

Blessing

1. Pledge of Allegiance and Roll Call
 2. Correspondence
 3. Consent Agenda
 - a. Consider and Approve Tax Refunds (#507-581) Totaling \$14,459.20 – Asst. to the Tax Collector
 - b. Approve and Accept the Minutes of the January 5, 2004 Swearing In Ceremony
 - c. Approve and Accept the Minutes of the January 13, 2004 Town Council Meeting
 - d. Note for the Record Anniversary Increases Approved by the Mayor
 - e. Note for the Record Mayoral Transfers Approved to Date
 - f. SET A PUBLIC HEARING for February 24, 2004 at 8:00 P.M. to Amend Chapter 62 of the Code of the Town of Wallingford Entitled, "Alcoholic Beverages" as Requested by Councilor Stephen W. Knight, Chairman of the Ordinance Committee
 - g. SET A PUBLIC HEARING for February 24, 2004 at 8:15 P.M. to Amend An Ordinance Which Appropriates Funds for the Planning & Design of Town-Wide – The Purpose of the Amendment is to Fund Phase B of the School Building Project (Legal Title of Ordinance to be Available on 2/10 from Bond Counsel)
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- h. SET A PUBLIC HEARING for March 9, 2004 at 7:45 P.M. to Amend Chapter 190 of the Code of the Town of Wallingford Entitled, "Solid Waste" as Requested by Councilor Stephen W. Knight, Chairman of the Ordinance Committee
 - i. SET A PUBLIC HEARING for March 9, 2004 at 8:00 P.M. to Amend Chapter 203, Article II, Veterans Tax Exemption" as Requested by Councilor Stephen W. Knight, Chairman of the Ordinance Committee
4. Items Removed from the Consent Agenda
 5. PUBLIC QUESTION AND ANSWER PERIOD
 6. Consider and Approve Appointing the Wallingford Public Celebrations Committee for a Term of Two Years to Expire February 2006 as Requested by Chairman James Vumbaco
 7. Consider and Approve One (1) Appointment to the Committee on Aging for a Term of Three (3) Years to Expire 1/23/07 as Requested by Chairman James Vumbaco.
 8. Consider and Approve the Appointment/Re-Appointment of Constables (7) for the Town of Wallingford for a Term of Two (2) Years to Expire 1/25/06 as Requested by Chairman James Vumbaco
 9. Consider and Approve One (1) Appointment to the Position of Alternate on the Inland Wetlands Watercourse Commission to Fill a Vacancy in a Term Which Expires 3/1/04 as Requested by Chairman James Vumbaco
 10. Report Out from the Director of Public Works and Director of the Wallingford Senior Center or his Designee Regarding the Freezing and Leaking of Water Pipes at the Senior Center as Requested by Chairman James Vumbaco
 11. Discussion and Possible Action Regarding Implementing One Way Traffic Flow North on North Whittlesey Ave. between the Intersection of Center Street & Church Streets; South on South Whittlesey Ave. between the Intersection of Center Street And Prince Street; and to Reverse the Flow of One-Way Traffic on North Orchard Street to South between Center Street and Church Street; and to Switch on-street Parking to the Alternate Side of the Roadway on North Orchard Street as Requested by Vice Chairperson Iris Papale and Councilor Stephen W. Knight.

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12. Consider and Approve a Transfer of Funds in the Amount of \$36,500 from South Turnpike Rd. and Mansion Rd. Safety Improvements Acct. #300-1403-484-0000-05 Year 2001-02 to Quinnipiac River Linear Trail – Phase II Acct. #302-1403-815-3051-00 Year 2001-02 – Town Engineer
 13. Consider and Approve a Transfer of Funds in the Amount of \$71,000 from Self-Insurance Workers Compensation Acct. #001-1602-800-8310; \$20,000 from Property/Casualty – Gen. Government Acct. #001-1603-800-8250; and \$10,000 from Property/Casualty – Board of Ed Acct. #001-1602-800-8410 for a Total of \$101,000 to Hypertension – Fire Acct. #001-1602-800-8410 – Personnel Dept.
 14. Consider and Approve a Transfer of Funds in the Amount of \$500 from Custodial Services Acct. #001-4001-901-9014 and \$2,000 from Salaries Acct. #001-4001-101-1000 for a Total of \$2,500 of Which \$500 is Transferred to Maintenance Buildings And Grounds Acct. #001-4001-560-5100 and \$2,000 is Transferred to Overtime Acct. #001-4001-101-1400 – Parks & Recreation
 15. Consider and approve a Transfer of Funds in the Amount of \$1,100 from Self-Insurance Claims Acct. #001-1603-800-8280 to Computer Acct. #001-1320-999-9912 – Town Attorney
 16. Consider and Approve a Transfer of Funds in the Amount of \$10,000 from General Purpose Contingency Acct. 3001-7060-800-3190 to Contribution SCOW Acct. #001-3070-600-6882 – Mayor's Office
 17. Consider and Approve Amending the Special Fund for S.C.O.W. Increasing Revenues from \$77,563 to \$80,819 and Expenditures from \$77,563 to \$80,819 Due to the Recent Receipt of an Hispanic Philanthropy Grant – State and Federal Program Administrator
 18. Executive Session Pursuant to Section 1-200(6)(B) of the CT. General Statutes to Discuss Pending Litigation in the Matter of the In and Out Market v. Town of Wallingford Tax Appeal – Town Attorney
 19. Consider and Approve Settlement of the Tax Appeal Matter of the In and Out Market v. Town of Wallingford as Discussed in Executive Session – Town Attorney
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TOWN COUNCIL MEETING

FEBRUARY 10, 2004

6:30 P.M.

ADDENDUM TO AGENDA

20. Executive Session Pursuant to Section 1-200 (6)(D) of the CT. General Statutes Pertaining to the Purchase, Sale and/or Leasing of Property – Mayor

TOWN COUNCIL MEETING

February 10, 2004

6:30 P.M.

A regular meeting of the Wallingford Town Council was held on Tuesday, February 10, 2004, in the Robert Earley Auditorium of the Wallingford Town Hall and called to Order by Chairman James Vumbaco at 6:30 P.M. Answering present to the roll called by Town Clerk Kathryn F. Zandri were Councilors DiNatale, Doherty, Farrell, Knight, Papale, Parisi, Spiteri, Testa and Vumbaco. Mayor William W. Dickinson, Jr., Comptroller Joseph Swetcky, Jr. were also present.

In place of the Blessing there was a moment of silence.

The Pledge was given to the Flag.

ITEM #2 – Correspondence

ITEM #3 – Consent Agenda

ITEM #3a Consider and Approve Tax Refunds \$14,459.20 – Asst. to the Tax Collector

ITEM #3b Approve and Accept the Minutes of the January 5, 2004 Swearing In Ceremony

ITEM #3c Approve and Accept the Minutes of the January 13, 2004 Town Council Meeting

ITEM #3d Note for the Record Anniversary Increases Approved by the Mayor

ITEM #3e Note for the Record Mayoral Transfers Approved to Date

ITEM #3f SET A PUBLIC HEARING for February 24, 2004 at 8:00 P.M. to Amend Chapter 62 of the Code of the Town of Wallingford Entitled, "Alcoholic Beverages" as Requested by Councilor Stephen W. Knight, Chairman of the Ordinance Committee

ITEM #3g SET A PUBLIC HEARING for February 24, 2004 at 8:15 P.M. to Amend An Ordinance Which Appropriates Funds for the Planning and Design of Town-Wide – The Purpose of the Amendment is to Fund Phase B of the School Building Project (Legal Title of Ordinance to be Available on 2/10 from Bond Counsel)

ITEM #3h SET A PUBLIC HEARING for March 9, 2004 at 7:45 P.M. to Amend Chapter 190 of the code of the Town of Wallingford Entitled “Solid Waste” as Requested by Councilor Stephen W. Knight, Chairman of the Ordinance Committee

ITEM #3i SET A PUBLIC HEARING for March 9, 2004 at 8:00 P.M. to Amend Chapter 203, Article II, “Veterans Tax Exemption” as Requested by Councilor Stephen W. Knight, Chairman of the Ordinance Committee

Motion was made by Ms. Papale to Approve the Consent Agenda as presented, seconded by Mr. Farrell.

VOTE: All ayes; motion duly carried

ITEM # 4 Items Removed from the Consent Agenda - Withdrawn

ITEM #6 Consider and Approve Appointing the Wallingford Public Celebrations Committee for a Term of Two Years to Expire February 2006 as Requested by Chairman James Vumbaco

Motion was made by Ms. Papale to Approve Appointing the Wallingford Public Celebrations Committee, seconded by Mr. Parisi

Anthony Avitable
Michelle Bjorkman
Alicia Cassidy
Pat Combs
Rosalie Cross
Joseph DaCunto
Lorraine Devaney
Barbara Dsupin
Uria Fishbein
Jean Holloway
Barbara Kapi

Linka Lewis
Wes Lube
Carolyn Massoni
Joan Ives-Parisi
Beverly Poletti
Jane Rizzo
Anthony Vechitto
Dulcey Worth
Philip Wright, Sr.
Geno J. Zandri, Jr.

VOTE: All ayes; motion duly carried.

ITEM #7 Consider and Approve One (1) Appointment to the Committee On Aging For a Term of Three (3) Years to Expire 1/23/07 as Requested By Chairman James Vumbaco

Motion was made by Ms. Papale to Approve Lillian Blake to the Appointment to the Committee on Aging, seconded by Mr. Parisi

VOTE: All ayes; motion duly carried

Chairman Vumbaco congratulated Lillian Blake. (Applause)

ITEM #9 Consider and Approve One (1) Appointment to the Position of Alternate on The Inland Wetlands Watercourse Commission to Fill a Vacancy in a Term Which Expires 3/1/04.

Motion was made by Ms. Papale to Approve David May, Jr., to the Position of Alternate on the Inland Wetlands Watercourse Commission, seconded by Mr. Testa.

VOTE: All ayes; motion duly carried.

Chairman Vumbaco congratulated David May, Jr.

Oath of Office was given by Kathryn F. Zandri, Town Clerk

(Applause)

PUBLIC QUESTION AND ANSWER PERIOD

Chairman Vumbaco Reported: I would like to report to the community that Public Works did go to Cook Hill Road to look at the issue of the sump pump being pumped out into the road. Public Works did some clearing today and are still investigating the situation. We appreciate their efforts. Chairman Vumbaco asked if there was anyone who would like to speak regarding this matter?

Geno Zandri – 9 Balsam Ridge Circle. I would like to thank Henry. They had Quite a crew out there today working on the ice problem. There's another issue to deal with Cook Hill Road. At the bottom of cook Hill there is an abandoned gas station and this definitely qualifies to deal with our Blight Ordinance that we have. I was hoping that there is something the Town can do about getting that station cleaned-up. There's a busted door, and glass every-where. It's on a main artery and is an eye sore being right next to the Oakdale Theatre. There are a lot of out-of-town people that probably see this. I feel we should address this situation. Thank you.

Pat Melillo, 15 Haller Place, Yalesville - I've been doing a study and found that across the country there are problems with bullet-proof vests. Have we checked the bullet-proof vests that the Wallingford Police have?

Chairman Vumbaco: I can't answer your question. The Chief of Police is not here, but we can make a proposal and ask him about the vests.

Bill Wideman, 124 So. Whittlesey Ave. – I am here tonight to give my opinion about making So. Whittlesey a one-way street.

Chairman Vumbaco: We'll be addressing that issue after we have addressed a few Agenda Items and that will be the time for you to come-up and speak.

Pat Melillo – Regarding the Wallingford Housing Authority relative to a suggestion that I made a few weeks ago. Are we eventually going to make sure that we pass an ordinance that will enable the Wallingford Town Council to have legal authority over the Wallingford Housing Authority to supersede them and have legal jurisdiction. I think that this is important because it affects so many peoples' lives. I would like to make a motion that we get an ordinance going as soon as possible to make sure that the Wallingford Town Council has legal jurisdiction over the Wallingford Housing Authority.

Chairman Vumbaco replied: I appreciate your comments Pat, but legally the State of Connecticut is the body that over-see the Housing Authority. The Council can only appoint the Members of the Housing Authority Commission. The Town will not be doing an ordinance to over-ride State Authority.

Pat Melillo – What about getting together with our State Representatives.

Chairman Vumbaco: I believe that Mary Fritz is looking into getting some laws written that would give more strength to the State as far as dealing with issues that we are facing, but I'm not sure what that is yet.

Pat Melillo: It seems to me that the Wallingford Town Council should have legal jurisdiction. I feel we have to change a lot of things, a lot of these laws are geared to the way they should be – especially legal jurisdiction. There are too many laws that don't do the job the way they're suppose to and that annoys it and me should annoy a lot of people. Whatever we can do, let's do it to change things to the way they should be – the laws should be geared for the benefit of the tenants. Is the Attorney General Looking into this situation?

Chairman Vumbaco answered: That's what has been reported Pat. Yes he is.

Pat Melillo asked: Is there any way we can get together with the State Attorney General, State Representatives and have a session?

Chairman Vumbaco recognizes Wes Lube.

Wes Lube: Thank you Mr. Chairman. I do want to tell you that relative to Pat's comment and Mary Fritz's invitation, I have had the pleasure of attending a meeting in her office in Hartford on Monday of last week. Present at that Meeting were Rich Kehoe and Paul Benarusky from the Attorney General's Office and members from the DECD. An interesting comment was made during our meeting which lasted several hours. They said that the State is trying to back out of responsibility for the Housing Authorities all over the state. They would love it if someone else stepped-in and at the same time they acknowledge a general reluctance on the part of all the towns to do so. But, don't feel that you are competing with the State. Anything that you would like to usurp, they'll be very happy to see you do it. As Chairman, you appointed a Over-Sight Committee for the Housing Authority and two members attended a transitional meeting two weeks ago. That was followed the next day by an authority meeting. It happened that the Housing Authority Meeting was the same night that the Town Council meets. Consequently, if that pattern continues and I believe it will, the Over-sight Committee will never be at the Housing Authority Meetings. Unfortunately

receiving their minutes only does not suffice because their minutes are not verbatim as the Council's Minutes. They are merely the actions that are taken. To read their minutes is not the same as being there and hearing the debate and the conversation over these various issues. I'm sorry that situation exists, but hopefully as Chairman you'll address it. One of you has to try to amend your meeting dates – that's the only solution I can think of.

Chairman Vumbaco: Wes, I think that Iris who chairs that committee has an answer for you.

Iris Papale: The Housing Authority meets at their regular meeting which is the fourth Tuesday of every month at 5:30 P.M. Our meetings start at 6:30 P.M. Gerry Farrell, who is also on the committee and Jim have talked about it and we will take turns. If we both cannot be there, one of us will be there the fourth Tuesday at 5:30 and leave around 6:30. So, if there are important items that we should be aware of they will be put on first. They are aware that we can be there for one hour. We'll give reports when we deem it's necessary at a Council Meeting

Wes Lube: We'll see if that works.

Ms. Papale: I'm sure it will.

Chairman Vumbaco: Thanks Wes.

Robert Sheehan 11 Cooper Avenue – Seeing that it's a nice Spring day today, is there any report on the Little League field situation?

Chairman Vumbaco: I don't have any information

Mr. Sheehan: I heard last there was a plan or movement to use some of the ball fields located at Mosey's Y Beach School at the far end, to do over and use the fields to alleviate the problem. Have you heard anything on that?

Mayor Dickinson: There is a plan – John Gawlak has met with Wallingford Little League. Officials and Public Works has been involved in preparing. I believe it will be seven or eight fields that Little League will be assigned and I believe that schedule has been put together and discussed with the leagues. So, at this point

for the most part settled. There will be seven or eight fields they will be utilizing.

Mr. Sheehan: Will they be ready for this season?

Mayor Dickinson: It's my understanding – yes.

Mr. Sheehan: Thank you.

Pat Melillo - Asked about the Simpson property and if there was any more Vandalism?

Henry McCully, Director, Public Works Dept. – We do have recurring vandalism on the property. Broken windows, which we board-up. We cut the grass in the Spring and keep it as presentable as possible. We did have a mandatory walk through a couple of weeks ago for people who are potentially interested in developing that property. I can't tell you off the top of my head when that bid opening will be.

Pat Melillo – Thank you.

Question and Answer Period Ended.

ITEM #8 - Consider and Approve the Appointment/Re-Appointment of Constables (7) for the Town of Wallingford for a Term of Two Years to Expire 1/25/06 as Requested by Chairman James Vumbaco.

Chairman Vumbaco stated that six out of seven Constables were present to take the Oath for Appointment/Re-Appointment.

Motion made by Ms. Papale to Approve the Appointments/Re-Appointments of (7) Constables to the Town of Wallingford. Seconded by Mr. Knight.

VOTE: Farrell abstained; All other ayes

Oath of Office was given to the Constables present by Kathryn F. Zandri, Town Clerk. (Applause)

William Choti
Robert Jacques, Sr.
Howard Marshall

Joseph DaCunta
John LeTourneau
Timothy Wall

Chairman Vumbaco stated that William Nolan had just arrived and asked him to come forward to receive the Oath of Office. Mr. Nolan apologized for being late. Kathryn F. Zandri, Town Clerk, gave the Oath of Office to Mr. Nolan. (Applause)

ITEM #10 – Report Out from the Director of Public Works and Director of Wallingford Senior Center or his Designee Regarding the Freezing and Leaking of Water Pipes at the Senior Center as Requested by Chairman James Vumbaco.

Ms. Papale made a motion to have a Report Out from the Director of Public Works and Director of the Wallingford Senior Center as Requested By Chairman Vumbaco.

Chairman Vumbaco stated: Before Henry McCully gives his report, I wanted to let you know that I have gotten several calls, as some of the other Councilman have, about the Issue of the leaking, freezing of pipes at the Senior Center. This is the second year that this has happened and it's the proximity of the same area. I wanted to let everyone know of the situation and what we are doing to correct it. I also asked Henry to provide the Council with the costs of the last time and this time in corrective action.

Henry McCully – As part of my report, I will verbally give you the cost I have accumulated that information.

A little history on the circumstances that surround the lounge. January 18, 2003, we did have a sprinkler head that froze. It was discovered very quickly and it was prior to a show that was on Saturday, down at the Senior Citizens. A resident reported it, Public Works responded with the Fire Department and we quickly shut the water off. The water damage was contained to the lounge library area. The damage was \$1,900.

The reason we had the frozen sprinkler head, was because there's a vent that allows air to pass up through the building and we discovered that there was some dislodged insulation there. In this particular room, as in the other rooms, we have insulation in the roof system itself – 6.6" of insulation. The area above the ceiling is heated which prevents the fire suppression system from freezing. But we had a very cold day last January and ice accumulated in the pipe, barely pushed the dial, that is on the actual sprinkler head. When a fire activates a sprinkler head, the whole thing drops out and you get a sudden drop in pressure in the water and that sends off a flow alarm that's in the mechanical room which sets off the fire alarm and you can respond very quickly and shut the water off. This didn't happen last year where the sprinkler had a little damage and was in tact. The water simply just squirted out all over the floor. The timely stopping of this allowed us to contain the damage to the \$1,900.00. When we investigated, we did discover a piece of insulation had been dislodged from the soffit area allowing cold air to pass into this area to cause the freezing and therefore the damage. The insulation was back in place and as an added precaution we added a little more insulation and closed the area up. On January 12, of this year, I got a call from my superintendant on my way into work, about 8:20 A.M. that we had a serious leak at the Senior Center. I went down there and we had exactly the same situation. We had a sprinkler head that was partially open, didn't activate the flow meter and we really don't know how long the water leaked out of there. It probably leaked for a good two days because the water was going out of the building. I would say close to half of the building had water in it – an inch or so. Upon further investigation, we did find cold water service to an outside spigot on the south side of the building was also frozen and leaking. I checked the specifications on this pipe. This pipe was supposed to be insulated whereas the fire suppression pipes were not insulated as they are above the ceiling that is heated. That is something that we have addressed and our insurance company will address to the contractor on this job. After we got there, I met with Bill, public works personnel, the fire dept. were a great help in moving furniture, items out of the room and anything that was in danger of being damaged. We rented some pumps and cleaned it out as best as we could and as quickly as 10:30 a.m., Risk Management Dept. had a contractor that does this special clean-up in these events to come down and vacuum the water up and start the repair process. The total damage for this flooding, is an estimate, because they're not finished yet, will be in the neighborhood \$100,000.00. There's was carpet damage, wood and cabinets were damages. The sheetrock was wet in the rooms that were flooded. The computer room, administrative offices, and library area. We decided to remove all of the

sheetrock that was wet because we would probably have to deal with potential mold problems down the road which could present a health problem to the seniors. It had to be cut, replaced, taped and painted. I was down there today and I would say that the contractor would probably be done in approximately a couple of weeks.

What have we done to prevent this from happening in the future? We've installed six heat sensors that are tied directly into our burglar-alarm system. This will alert us to any drop in temperatures in various areas of the building, so that we can be alerted before something like this happens. We also heat taped this area, which adds additional insulation and will direct more heat to this area to prevent this situation from happening again.

Mike Spiteri asked: Henry, has anyone looked into the possibility of switching that system over to a dry system so the water would be in the trunk line in the backroom until there was a necessity for it to go to the sprinkler heads? I know in some instances that's how they design systems so they won't have freeze-ups in the ceilings.

Henry answered: I'm not familiar with a dry system but I can say this is very unusual and it's the first time I've had to deal with it. The only other building that I have with a sprinkler system in it is 6 Fairfield Boulevard and I have never had a problem there. This seems to be an isolated problem to this one room and I believe that our inspections and our precautions should prevent this from ever happening again. I forgot to mention that as part of our investigation, we did investigate the rest of the building, the entire perimeter of the building to make sure that insulation issues such as this do not exist in other areas and we found none.

Vincent Testa asked: Was it determined that the construction was done up to specification when you did all your reviews? Did we take a look to make sure that nothing was missed during the construction of the building and that everything was the way it was supposed to be so that this may not have happened?

Henry replied: The cold water service to the outside spigot, that I mentioned in my report, was not insulated. It was supposed to be insulated. It was insulated above the ceiling but it was not insulated where it was exposed to the outside wall. So, it basically had 2 inch Styrofoam between the pipe on the outside and we found a space where this spigot broke through the wall allowing cold air to penetrate it. That's something our insurance company will be taking up with Enfield Builders.

Vincent Testa: As far as all the ceiling work is concerned where the sprinkler-heads were in both of these rooms over the last two years, was it determined that the insulation was properly done to building specifications?

Henry: Yes. Other than the dislodged area – what happens is you could have a tradesman up there doing some electrical work, and they pull it out, and then they don't put it back. It's isolated strictly to that area. Mr. Testa: What type of insurance coverage do we have.

Henry: It's a \$5,000.00 deductible.

Chairman Vumbaco: Henry, I have one question to follow-up on that Insurance. The \$95,000.00 net, whose budget does that have to come out of?

Henry: That comes out of the Risk Management's Budget.

Pat Melillo – Did we get a guarantee on that job?

Henry: Yes, we did. This is the sixth coldest January on record.

Pat Melillo: Why don't we check more often as a preventive maintenance? Inspect more often relative to this type of situation and that way we can be on top of the situation relative to preventive maintenance.

Henry: This is the sixth coldest January on record. I believe the precautions that I stated previously should cover any unforeseen circumstances & another very bad winter, and all areas that we can possibly cover.

John Gomes: One of the Councilors brought-up the dry system. I don't think that anyone is aware of the dry system – sprinkler system. What it is, it's air in the system. It will never freeze. I'm a licensed sprinkler contractor and in building traits. It may behoove you to get an estimate to convert the system. You may save yourself \$95,000.00, even though it's in the insurance clause. But, still in all, can it be prevented? Yes. Will it happen again? Maybe not, but it might happen again. I think to get an estimate for a conversion from a wet to a dry system would not be an expensive matter.

Henry: We certainly can look into that.

Bill Ryce, Sr. 160 Cedar Street: Henry, who did the engineering on this job?

Henry: Salomone out of Hamden. They were the designers of the AGAC mechanical systems.

Bill: Who was the contractor and who was the designer?

Henry: The Architects of Lazarus and Sargent. The designer of the AGAC mechanical systems was Salomone & Sons out of Hamden and the general contractor was Enfield Buildings, out of Enfield, CT.

Bill: Have we gone back to the contractor with this problem? What is Lazarus and Sargent have to say about it?

Henry: I have a meeting with a Representative of Enfield Builders. It's going to be tomorrow or Thursday. I've had a couple of meetings with Steve Lazarus, and Sam Sargent was at the last one going over the specifications. There was plenty of insulation provided to prevent this sort of problem. I don't know if I've mentioned in the report that when the last freeze-up happened we had a lack of heat in that particular room. The heat wasn't off completely, but the temperature was very cold in there. When you take the very cold weather and lack of heat in the building you get a 6 below zero and sustained cold. We definitely had an exposure there.

Bill: This is a very cold winter. But, when you do construction in New England, you know that this kind of situation can happen from time to time as far as the cold is concerned. I think somewhere along the line there's been poor engineering or poor workmanship. I believe we should be going back to the people who were responsible for both instances and get it straightened out. When we talk about heat tape, that's like putting a band-aid on a major laceration. I do not believe that we ought to be running a four million dollar installation with heat tape. Thank you.

Robert Sheehan 11 Cooper Avenue – Did I understand you to say that you put more insulation in this pipe and now you're going to direct more heat to it?

Henry: Plus we wrapped it with heat tape.

Mr. Sheehan: Since this happened on a weekend and we don't know when whether it was a Saturday or Sunday. I assume you turn the thermostat down – the last person out of the building on a Friday to make sure the building isn't running it's 72 or even 68 degrees.

Henry: It's a computerized system that has set backs and automatically comes on to warm the building prior to occupancy.

Mr. Sheehan: But that's on a timer. When the clock hits it doesn't work on a temperature mode. If the temperature gets down to 50 degrees it doesn't kick-on like a thermostat.

Henry: That's correct.

Mr. Sheehan: I'm just saying that if your going to do this. Then you're going to have to run the heat or reprogram it – I don't know how your going to do it. You might have to have someone check that building periodically on the weekend and/or when you're expecting an unusual cold spell. Maybe it would take an hour to have someone go down and check. If the building is too cold inside, you just turn up the heat for a little while.

Henry: As I mentioned earlier, we will be installing six (6) heat Sensors. If it drops below the setting, Bill Viola, will know that we have an area that is very cold and he would be summoned to go down and investigate. If he found that there was no heat we have an emergency number to be called.

Bill: Just to clarify, the heat doesn't turn off completely. The way it's set-up is at 5:00 P.M. it would drop down from like 72 to 62 degrees, to save energy, but you'd never turn the heat off completely in the building.

Mr. Sheehan: No, you wouldn't do that. I'm saying if you can do that where you can put a sensor in where it tells you that a temperature dropped in a certain area, then you have to send a guy down there to turn on the heat. I think there's got to be a better way. It seems like there's a simpler way to do this without getting too technical. It gets cold in my house you turn up the thermostat or you turn it down. If it goes below 68 it turns on automatically. I don't know why it doesn't work in that building.

Mr. Parisi: Bill, I thought you said that the heat drops down to 62 Degrees and maintains that temperature while the building is not occupied.

Bill – After 5:00 P.M. in the evening, the thermostat setting drops down to conserve energy.

Mr. Parisi: So it should never get be so cold that there is freezing. Isn't it in the design of the building in this area that there is a problem?

Henry: Bob, if you have a roof top unit that goes off. It happens in the Town Hall when you have these large buildings you have four units there. If one shuts down or a damper gets stuck, that will restrict airflow to a certain area. You have no way of knowing, unless you're in the building physically checking it. The heat sensors are not going to go on at 55 degrees, but if it gets down into that range, it can be 40 degrees; we would know it's well below what the set-back unoccupied time is. We'd be able to go there and see if the unit is not pumping any heat, then we can call our contractor.

Mr. Parisi: Then it's going to notify him at his house?

Henry: It will go right through monitor controls.

Mr. Parisi: 24 hrs. a day.

Henry: Yes.

Bill Ryce, 160 Cedar Street – Jim, I assume you will have Henry come back to the Council and report his findings and what will be done about this.

Chairman Vumbaco - Henry will issue a final report.

ITEM #11 Discussion and Possible Action Regarding Implementing One Way Traffic Flow North On North Whittlesey Ave. between the Intersection of Center Street & Church Streets; South on South Whittlesey Avenue between the Intersection of Center Street and Prince Street; and to Reverse the Flow of One-Way Traffic on North Orchard Street to South between Center Street and Church Street; and to switch on-street parking to the alternate side of the roadway on North Orchard Street as Requested by Vice Chairperson Iris Papale and Councilor Stephen W. Knight.

Ms Papale made a motion to Discussion and Possible Action Implementing One Way Traffic Flow North On North Whittlesey Ave. between the section of Center Street & Church Streets; South on South Whittlesey Ave. between the Intersection of Center Street and Prince Street; and to Reverse the flow of one-way traffic on North Orchard Street to South between Center Street and Church Street; and to Switch on-street parking to the alternate side of the roadway on North Orchard Street as Requested by Vice-Chairperson Iris Papale and Councilor Stephen W. Knight.

Mr. Stephen Knight commented: The reason for my request that this be brought back was generated from a meeting that was held in Room #315, 2 to 3 weeks ago on this subject. What prompted the meeting was the second alternative to the original plan, which was to make South Whittlesey one-way south, bound and North Whittlesey one-way North bound for one block each. This item came up early last Fall if not earlier and the proposal was made as outlined. There was significant discussion and it was voted down by the Town Council. Several months later it was brought-up again and voted down again. The alternative which was described to us in both opportunities was that we were going to have to provide better site lines for those automobile drivers that were coming out of South Whittlesey and North Whittlesey. Once the original plan was turned down twice, the police department started to plan for and construct the alternative. The alternative essentially was to eliminate 11 parking spaces on Center Street, North and South of the Whittles on both sides of the street. At that time, the people most affected by such a change contacted many people in the Town Hall including no doubt every Councilor here. A meeting was scheduled and held a few weeks ago with the Chief of Police, Town Engineer, Councilors who were able to attend and many of the merchants and residents who are most affected by Plan B, if you will, the elimination of the 11 parking spaces. It was one of the most productive meetings I've ever attended. A lot of information was forth coming, a great deal of discussion took place and the shot of which was that at the end of the meeting it was decided that the best course of action would be to bring this back to the Town Council for another look. That's where we are now. I am on the list as one of the requestors because I was one of the Councilors that felt that the original plan was the most feasible. I don't think that there is a plan available that doesn't impact someone somehow that either lives or works in that area. However, I felt and especially feel after attending this meeting that three years of study that took place prior to the plan being presented was the most fruitful and that's where we are now.

Iris Papale commented: I also asked for the action to be put back on the Agenda, because I was one of the Councilors that did not vote for the implementation of the one-way traffic flow on North Whittlesey Avenue and South Whittlesey Avenue. I did attend the meeting that was held at the Town Hall, and I was not aware until I was at this meeting what the situation would be for the merchants of the Town of Wallingford that are between Whittlesey Avenue and Orchard Street. I know there Maybe residents will be disappointed with my actions, because I am going to change my vote. First of all, it's not that I did not think that the Chief of Police would do what he ended up doing, taking the 11 parking places. I didn't vote for it at the time, and I still feel that it's an extreme way to do things. But now, I understand there are site lines and there are many things to go along with it. But, to take the parking spaces more than half-way down Center Street, I still don't understand it, but I am still going to change my vote, because even though I may not agree 100% with what's being done, I feel I have no other choice because this is the livelihood of people that have been in business for so many years. I also thought it would be a proper motion to bring it back to the Agenda, because we do have three new Council people and they are the ones that are going to be living with this and should have the privilege of voting one-way or the other. I have no idea how everybody's going to vote. But, I'm not exactly pleased with the way things went because to take 11 parking places is an extreme. When I saw the signs there, I knew that is was going to be done. I really feel and understand the difficulty for the people on Whittlesey Ave. Nobody likes change, but I think about this in the way that people have to get used to the change and people have to end up closing their livelihood - their business. Therefore, I feel that I have no other choice and I wanted to bring it back on the Agenda to let everyone know why I'm voting to make the one-way streets.

Mr. Farrell – Mr. Chairman, I have a question for the Mayor. I listened to what Ms. Papale said and I sympathize with the plight that the Council is in. In effect, we are being asked to choose between the residents and the merchants, that's the way the Chief has set this up with his poles for the signs planted in the ground. Assuming the Chief did go forward with putting up the signs and eliminating the 11 parking spaces. Is he the ultimate authority on that? The Council has voted twice on this matter. The Chief disagrees with it. The Chief in my own mind now seeks to undermine the prior two votes of the Council, but assuming the Chief goes forward with his plan, is there a right-of-appeal from his actions?

Mayor Dickinson replied: First of all, the Traffic Authority for the Town of Wallingford is Chief of Police and he receives advise from the Town Engineer

John Thompson. But the Traffic Authority is the Chief of Police. He is the only one with authority to deal with matters of this kind. There is an appeal process, there are a variety of alternatives maybe in the Statutes, but it would go back to the Council. So, no matter what direction you go it comes back to the Council. If it is an Appeal, however, then the determination would have to be whether in some way at least I would believe he violated some standard. If he has upheld standards, and the Council would uphold something that is not an appropriate standard, then the question would be, does that expose the Town to liability because something other than what is a recognized traffic control standard has been implemented. But there is an appeal process.

Mr. Farrell commented: Seemingly that's a question for down the road. I'm just trying to look for an exit strategy for Councilors who on the one hand don't want to hurt the merchants and on the other hand feel it's intensely unfair to the residents and really feel that the deck has been stacked against them by the Police Chief.

Mayor Dickinson: Well, and certainly someone can look at it that the Police Chief is a bad guy in this. I don't look at it that way. It's a public safety issue. The issue came to the Police Dept. because of complaints about the conditions at that intersection and the frequency of near misses or collisions. As a result of that investigation, inquiry was done over a period of months and even years. As a result of that, conclusions were arrived at. This was not something that just happened and the Police Chief just decided, well I think it's time to make Whittlesey a one-way. It came from outside interests saying we are experiencing a difficult situation here. Shouldn't something be done? Upon that inquiry, applying the standards that are appropriate for this type of decision and professional standards. The Police Chief and Town Engineer arrived at a conclusion. I believe the Chief to be acting within certainly the bounds of his authority, but within the dictates of the rule regulations standards that he should use. Now, if he were not using appropriate standards, then I think he would be subject to rightful criticism. But if he is applying appropriate standards then even though it's something everyone doesn't want, one direction or another, he's not doing anything other than his job. Because if it continues to be an unsafe condition, then someone would come forward and say, why didn't the Police Dept. do something about this - if we had a very serious injury or accident there.

Literally, no one wins in this, because what we are trying to do is prevent something that is a terrible circumstance that then would create all kinds of immediate action. So we are trying to avoid that and precautionary matters always get debated more because nothing has happened. You're trying to prevent something from happening. So there is more freedom to discuss it. I can't see the Police Chief as trying to do anything other than his job.

Mr. Farrell continued to comment: Well, I guess what troubles me is that we've had the Chief before us a couple of times, and we've suggested some half-way measures that there was a real desire on the last Councils' part to look at right-turn-only. The Chief adamantly opposed that and said that right-turn-only was unenforceable. I argued that one-way streets are equally unenforceable, if one is, the other certainly is. I just see this as not fully considered. I also look at the fact that there is something in this plan that has nothing to do with safety.

If you look at the proposed, double parking on the two Whittleseys, I don't know where it's a safety measure. If you're going to make them one-way, apparently you're going to put parking on both sides of the street. In my mind, that makes it an unsafe street. But yet, that's part of the Chief's and John Thompson's plan to stick that in there. I don't know where that comes from. I can't perceive that it comes from safety, because to me it means that the roadway that a vehicle can travel has now been made narrower. It means that if a child is playing and the child doesn't understand not to go out into the street, the child now has more cars blocking a driver from seeing him. Mayor, you, the Chief and I sat at the Downtown Focus Group and we heard someone come in and say that one-way streets are the death of downtown. We also heard just about every person at that meeting saying that the biggest issue in the center of Town is parking. Well, we are just about to eliminate one municipal parking lot by doing the one-way street differently on North Orchard. That additional lot that the Town owns is now going to become superfluous. WCI went to great lengths to get the signs up pointing to some of those lots. You're not going to be able to get to that lot anymore from downtown. Are we going to sell that lot? I think that there's more than meets the eye here. There's other merchants on Center Street who worry that the Chief is going to move along with his analogy about the site lines and move to Meadow and Williams Street, which again are bad intersections. Is the Chief going to be taking parking spaces away from there. I'd rather see an over-all plan here that you can tell me that it's been three years in the making. To me some of those things taking into consideration the parking lots doesn't seem to work into this and that the double parking was somehow slipped into this which is a total non-safety issue and

merits that we should look at this further. We heard in the Downtown Focus Group discussion & got a real feel that there should be a downtown wide debate on traffic and parking issues. But, if we step out and do what the Chief wants, to some degree, we have sealed our fate. We are going to end up with a whole series of one-way streets. I feel that the Council should look at more of an over-all strategy. I know we need to move forward with something, but maybe the something we move forward to becomes more palatable to everybody if they have had a piece of the discussion.

Mayor Dickinson said: If I could just respond to the Right Turn on Red. It would still result in loss of parking spaces. It might not result in a loss of 11 Spaces, and it might be a lesser number, but I doubt that number will be any less acceptable or more acceptable to the merchants. Whether it's seven or six verses Eleven, there still would be a loss of parking spaces because they are not site lined. If there were reported problems at the other intersections, they would become the subject of an analysis. But we have not received those complaints at the other intersections. It's one of these things, obviously, where everyone can't be happy. The question is to what level, to what height, do we raise the public safety issue. The Chief as part of his job is coming forward with two alternatives and obviously everyone won't be happy with either one of them. I think there is a duty to do something with regard to improving safety.

Mr. Farrell: Well than, why not the traffic light route? I realize that that is an expensive item. But putting aside for the moment how much it will cost. I've heard one alternative after another suggested to the Chief and he said essentially no. What is his position on a traffic light?

Mayor Dickinson: I can let him speak. I know in speaking to John Thompson about it, John shared the list of eight (8) conditions. Eight warrants that have to met for the State to approve a traffic light, because all traffic lights have to be approved by the State of Connecticut Department of Transportation. John shared with me that he did speak with the State and they told him they would not be approving a light in that circumstance with what he described as the warrant, the failure to meet the warrant. Whether someone likes it or not, the fact of the matter is, it does not meet the standards for a light. How far do we go with something that we know that is just not going to get approved.

Mr. Farrell: I did read the letter that John Thompson wrote on the warrant issue and I guess to some degree it all depends which way you want to skew your data. For instance, one of the big issues is a crossing guard. John Thompson does use that issue to, in essence, say that it doesn't meet the warrant. Because there is a crossing-guard we would not meet as criteria – Warrant Number #5. That's only part of the time that Holy Trinity School has a crossing-guard. Anybody who knows their full operation, knows that they have CCD Classes in the evening. As we speak, I believe Mrs. Parisi is there right now teaching Catechism. There is no crossing-guard on duty right now. Again, I make my point. It's all in how you skew your data. If you want to tell the State, well there is a crossing guard there, when that's only true part of the time, you're not going to convince the State to give you the light.

Chairman Vumbaco: Before we go any further, I would like to invite Mr. Thompson and Police Chief Dortenzio to come-up. I'm sure there are going to be some questions from the Public as well as the Council.

Mrs. Doherty asked: On this original proposal, are there any parking places that you're taking away downtown?

Police Chief Dortenzio: Which original proposal? There was more than one. Are you talking about the one dealing with the one-way streets?

Mrs. Doherty: Yes, with the one-way streets.

Chief Dortenzio: We actually added parking spaces and not eliminated them if I remember correctly.

Mrs. Doherty continued: I'm on Center Street, I'm talking about where the merchants are. I just want clarification. Are there any parking places?

Chief Dortenzio answered: I don't believe that there are any that are eliminated.

John Thompson, Town Engineer: Under the plan that's currently being proposed, That's the signal modification at South Orchard St. and the conversion North and South and South Orchard. There will be no loss of parking spaces on Center Street.

Mrs. Doherty states: North Orchard Street access, your one way will be the opposite way.

Mr. Thompson answers: If you look at the plan, I'll give you a highlight of why we did this. I want to try to indicate the specific areas that were being subject to change. The plan that you have up there is the area that we are talking about for changes, going from Rt. #5 on the left to North Main Street on the right, Church Street horizontally across the top of the drawing and Prince Street across the bottom. All the streets that are highlighted in green are going to remain exactly the way they are today in terms of the direction of travel. The three Streets that are highlighted in the purple color are the three streets that are the subject of the discussion for the directional change. The parking lot that I believe that Councilor Farrell referred to, is the lot that exists just North of Center Street, between South Orchard Street and William Street. Is that correct Mr. Farrell?

Mr. Farrell replies: It's behind Pete Zacarrellos's.

Mayor Dickinson interjects: I think he's talking about the one in North Orchard between North Orchard and North Whittlesey. To reach that, you would have to come down Church Street and then South on Orchard, the opposite direction now.

Mr. Thompson continues: Or you can go up Center Street and take a left on to North Whittlesey and enter the lot at that point. Are you going a little further? Perhaps, depending on the direction your coming from. The lot would still be accessible from both North Orchard Street and North Whittlesey.

Mr. Thompson: As I think the Mayor indicated, change is a difficult subject.

Mr. DiNatale: I just have a few comments. First, I'd like to say thank you. I appreciate the efforts that both of you have made in helping us understand, as well as the residents, in the amount of time contributed to this issue. Especially, John, I've spent many hours in your office and many hours on the phone with you to try to understand this, as a new Councilor, and trying to get up to speed on this. The way I look at this, is that I see that as professionals, you both have done your job as the Mayor pointed out. There's a problem and you responded to that problem. I look at you and I see one empty seat and I think there is one person missing in this puzzle and it's the person who's looking at the master plan, where we are looking at the

businesses and the parking lots and not necessarily the traffic and the safety. You both have done your job. You know we need to look at these businesses in the master plan. I'll even throw out whether another municipal lot is warranted or how accessible the existing ones are. I feel that you have sort of touched up on those issues and again I stress that you have done your job. But, the master plan was our job, maybe we fell short on this. The decisions that we make tonight either way are not a win, win for anyone here. I think that the businesses need some help down there and we need to look at the bigger picture. This doesn't really begin to address it and again it's not the traffic, you've done your job. On this side of the table, perhaps, we haven't done ours. We haven't looked at that bigger picture in addressing the needs of the businesses, as well as the residents in that area. I think that's something we need to consider. Mr. Farrell mentioned an overall plan or you can call it a master plan in how we perceive this area to grow. Thank you.

Mr. Knight: I would like to respond to a couple of things that Gerry said. One of the things that he characterized this issue is one in which those that are the most affected have not had an opportunity to participate in the decision making. Of all the traffic issues I've ever seen, and all the towns I've never lived in and those are considerable, I have never seen more publicity or more discussion on an implementation of a change in traffic plans than I have this one. We've had two Town Council Meetings on this subject. We've had a very comprehensive meeting with anybody and everybody that was interested in attending. The Police Department went to the extent of conducting a survey at the request of the members of the Town Council, Residents on both Whittleseys and the return was somewhere in the neighborhood of 15% or 20%. I think it's disingenuous to suggest that this has not been made public, that it's being done in a fashion without regard to the opinions of those who are affected. I would suggest that those who are considering a light might be a solution at Whittlesey, might consider the fact that as it has been mentioned by the Mayor and can be reiterated by John Thompson. The State as it's been proposed and discussed by John, at this point would not look kindly on such a plan. Secondly, common sense will tell you that it's the very steepest part of Center Street and we do live in New England where four or five months a year we are subject to very inclement weather. If anybody has ever come up Ward Street in the middle of a snowstorm and approached South Orchard where there is a light, you do so with trepidation. If you're Northbound, you are afraid that if you get stuck at that light you'll never get started. If you're Westbound, going downhill on Ward Street approaching that light, you pray that it doesn't turn red because you're not sure you'll ever be able to stop in time. That is a serious safety

consideration. That's what this issue is all about. It is all about safety and I reiterate what I said in the prior meetings. The Police Chief and Town Engineer between them probably have 50 or 60 years of training and professional experience making these decisions. They didn't make it lightly, and they went through three years of applying their considerable knowledge of these subjects. As John discussed in the meeting that took place about three weeks ago, the fascinating aspect of this was the standards by which all these decisions have to be made. Once a situation like this is identified where there is a safety issue and it's been brought to the public's attention, and it has become the subject of scrutiny by the authorities. Those authorities have a responsibility to find a solution to the problem. On this they have spent an in ordinary amount of time, finding the solution, attempting to mitigate the affects as best they could while still maintaining the profession standards that they have as professionals and we have as public officials. I look forward to more discussion tonight, but felt that I had to take issue with the idea that this has not been widely publicized.

Mr. Farrell: Steve, you can say what you want and we both know that the experts can come to different conclusions. I think we have a bigger audience here tonight than we've ever had on this issue. That's no thanks to the experts. I guess you forgot Mr. David Cella, who's out in the audience again this evening, who owns multiple properties on North and South Whittlesey who never received the so-called survey. Thank you.

Chairman Vumbaco: Before we go to the Public Question and Answer Period Ms. Papale will read two letters. from individuals that were not able to attend and/or are here and prefer that the letter be read by Council.

Letters were read into the Minutes by Iris Papale.

ITEM #5 – PUBLIC QUESTION AND ANSWER PERIOD

Jack Agosta, Yalesville – Last night, I went down Whittlesey Avenue and on the right hand side of the road there were cars parked all the way up to the side. On the left hand side there were two cars parked there. I could not see the road from either side. When I pulled out to take a left turn I was out almost in the middle of the road. That's a safety problem. I don't think there's any other place in Town that's more scary than the corner on Whittlesey Avenue I also see the other side of it, that these people have

lived there a long time and I know that I wouldn't want to live on a one-way street. The other alternative that the Chief has talked about is to take away those parking spaces. I don't think that's very fair to the people that live on Center Street. You have three family houses there and there won't be enough spaces for parking. I drove on these streets tonight and there wasn't much traffic, but during the day there's an enormous amount of traffic. I went down Whittlesey Avenue and down the further part of Whittlesey Avenue and it's worse than driving down Orchard Street. There's a problem right there. I think no matter what you do it's a no win situation. But, something has to be done.

Joanne Piedmont, 77 So. Whittlesey Ave.- I've been living either on North or South Whittlesey Ave. for 55 years, which is a lot longer than some of you people have been alive. I've been driving for 43 years so I've used that intersection enumerable times and I do have a few comments about this matter. First of all, I think this is a very bad decision to make these one-way streets, and I have some good reasons.

No. #1, as Gerry Farrell said that when they park on both sides of the street it will be very difficult for children to be seen crossing the street and it's also going to be a danger to cars parked there. One-way streets from what I've seen are invitations to speeding, because you're not concerned about a car coming in the other direction. The other thing will also cause more problems at the intersection of Prince Street. Having lived on South Whittlesey for 31 years in recent time, I've found I can hear cars flying down the street from inside my house. Thank goodness the stop sign was put in at Prince Street a number of years ago. But in my 55 years of living there, I have not witnessed one accident at the corner of Center Street, nor have I gotten into any kind of near misses as people are talking about.

No. #2, Prince Street, if any of you ever use it, especially between So. Whittlesey and So. Orchard Street is ridiculous. If you are driving down that Street and someone is coming up the street, you have to say OK who goes first, you or me. That street cannot handle anymore traffic with the Town Hall here now. Prince Street has become a nightmare. Sending the traffic in one direction is going to make people more likely to head all the way down to Ward Street, which as other people have mentioned, is a terribly bad intersection and that's the one that should be addressed instead of Center Street. Or as an alternative to Ward Street, people will take Union and Franklin Streets which again are very narrow.

I think that there are some answers to this problem. I don't know that the State is going to be willing to put in a traffic light and I can understand the concern about trying to stop on the ice at that intersection. But having sat at the traffic at the corner many times waiting for cars to stop coming down the street so I can turn and then discovering that once that line going down hill is cleared, the up hill line has started. It seems to me what would make a great deal of sense is simply to time the intersections better so that both of them are coming up and down at the same time, thereby giving people on the side streets a chance to get out. The other thing is you can limit parking time on Center Street. Leaving for school in the morning at 7:15 a.m. and coming home at 4:00 in the afternoon, I see some same vehicles there all day long. We used to have parking space and meters. I'm sure people don't want to bring those back. I remember as a child, my mother and I driving from 64 So. Whittlesey downtown on a Friday night, driving up and down Center Street, coming back home, parking our car in front of our house and then walking downtown because there were no parking spaces there. So parking spaces are not a new issue. Also, why didn't the Town jump at the chance at the old funeral home on the corner and buy that nice parking lot which is usually pretty empty. There's parking spaces behind Dime Bank behind from the first block from Center to Orchard Streets. There are parking spaces behind the next blocks. Stores cannot expect to have ten parking spaces directly in front of their stores. We are not a mall. We are a little downtown area and we ought to behave that way. Thank you.

Frank Sabbatini, 58 So. Whittlesey - I'm totally against the new revision and the one-way signs. If they did a survey, they missed my house and I think many other people did not get the survey. I would recommend if you're really serious about looking at this thing you would take everybody on Whittlesey and that's our road that's being affected and have them questioned by the Town Board not by the Police Dept. Whatever survey they did, I wasn't included and I am against this change. The other thing that I have thought about is that yes, visibility is a problem when you're coming out of So. Whittlesey, but I think 11 parking spaces are a little outrageous. If I wanted to promote my case, I'd say 12, 14, who's going to argue. I think 4 are all you really need to delete and you can get better visibility. Thank you. (Applause)

Tony Aroyo, 87 So. Whittlesey - I have to agree with Councilman Farrell. There should be a happy medium. I work for Traffic and Parking for a bigger Town in

Connecticut, and they didn't use so much space from the corner. We had a certain amount of feet that were used so that you could have line of site and to eliminate 11 parking spaces is going overboard. I think they can eliminate less. I agree with Mr. Knight about the light, and that at Ward Street you'd have to stop way ahead of time to avoid an accident. I think it would be the same thing in this case, but I think that if you got rid of some of the parking spaces, but not as many, you'd make a lot of people happier. Thank you.

Bill Wideman, 124 So Whittlesey Ave. - I've lived here for 9 yrs and prior to that, I lived on No. Whittlesey Ave. for many years. My four kids attended Holy Trinity School. I have one in 8th grade. I deal with the intersection daily. I would like to say that if someone took a survey, they missed my house also. I was not aware of this issue prior to the Town Meetings. I did read the results of those meetings at which it was voted down. Today, I've been told once again, there's a meeting tonight. The issue is coming-up again. Well this issue has already had two strikes against it. I hope if it's voted down tonight that it will be the third strike and it will be out and we won't have to go over this issue again. If it's voted in favor of, I plan to get my neighbors and plan to come to Town Hall and we'll have a meeting and bring it up again for Counsel. Because that seems to be the arrangement. I have nothing at all against the businesses. All my kids have bought their shoes at Sprafke's Shoes. My insurance company is Kovac Insurance. I believe in downtown Wallingford. I believe what we need is a traffic light and I believe what needs to be done, even if the State doesn't feel that its warranted, we need to tell the State that the Town of Wallingford feels that it's warranted and that this is the best solution for the businesses and for the residents. Eliminating 11 parking spaces and making the streets one way is ridiculous. It took me about 20 minutes today to get to Fleet Bank because of going around one-way streets to get to that parking lot the proper way. We have too many one-way streets as it is that are hurting the businesses. A traffic light would make it a safer corner, a safer intersection. My son had an accident at that intersection. He had an accident approximately two months ago. He pulled up to the stop sign to cross Center Street and he looked both ways - no traffic - he pulled out. A woman pulled out of one of the parking spaces and hit him. Because she wasn't going to a stop sign, she had the right-of-way my son was at fault. A one-way street would not have stopped that accident. Maybe eliminating those parking spaces would have, but I don't think that would have been fair, but a stoplight would have stopped that accident from occurring. Once again, it's not what the State of Connecticut wants; it's what the people of Wallingford want. If the traffic light is the

right answer, we should go for it and make them understand that's what is needed. Thank you.

Dawn DeFigueiredo, 30 No. Whittlesey Ave. – I'm speaking on behalf of the folks in my household. I have their signatures on the memo we put together.

We are strangely opposed to the implementation of a one-way traffic system in the areas of North and South Whittlesey Avenues with cross sections of Prince and Church Streets. It is understanding that the Police Dept. has authority over these changes and in speaking with the traffic officer seemed to have their minds made-up. With respect, I strangely urge Police Chief Dortenzio, the Town Council, as well as Mayor Dickinson, to consider the opinions of the residents opposed to and to find an alternative plan of action viable for all residents in the downtown area. Our family has owned this house for at least 50 years, at 30 No. Whittlesey. It is our opinion, that this traffic routing plan while attempting to resolve one issue will cause several other safety issues. The accident data significantly is worse in other areas than the aforementioned. I have not seen any supporting evidence that this proposed change proves the need yet for another one-way street in the downtown area as the only alternative. As a homeowner on Church and Franklin Streets as well, I personally have given this consideration. It is our agreed opinion, however, that the burden is strictly going to lie in the residential areas with site issues already existing today. This plan diverts traffic away from the businesses while creating a safety issue with stronger concern due to the high concentration of families and children in these areas. These streets simply cannot handle this type of traffic. Another concern is the increase of traffic on No. Orchard. Another area with a lot of families with children. It would also in my opinion become a major cut through for folks getting over to Center Street. One of the only in that area without a light without the one-way going in that direction. In addition to this, in the winter months, icy conditions are far worse on the secondary steep hills of Church and Prince Streets than Center Street, which is the best, maintained of all these streets. A more personal concern is property value. Has anybody given any thought to that or any statistics been placed on the table regarding property value. Does it affect our property value? Also, it is my understanding in addition, that the additional parking that would be allowed on both sides of the street are going to be allowed on both these streets? Today, many people park on the odd side of the street as far as half way up No. Whittlesey illegally when the school lets out, including blocking the fire hydrant. This is already a safety issue

when I'm backing out of my driveway. In addition, the buses from Holy Trinity cause a traffic issue, and safety problems when we are attempting to get to and from the house. The traffic officer has indicated to me that the school is not a factor in this, yet it is my understanding, if the plan goes through that no additional parking will be allotted until after the convent property. Therefore, allowing the buses the same parking privileges they have today, leaving the same problems unaddressed for the residents trying to get in and out. I do understand that the buses prefer to use the No. Whittlesey access, however, nobody is enforcing the existing parking arrangements today. We can only see further problems in the future. Our last point was about the alternatives. A blinking light, signs or even a decreased speed limit may be something for consideration. Thank you. Robert Sheehan, 11 Cooper Avenue – I am not in favor of this plan. As a retired businessman who did business on Center Street, I commend anybody who does business on Center Street. It's not the easiest place in the world to do business. You have to realize that downtown Wallingford is 95% residential and if you take traffic off of a highly traveled road and throw it into neighborhoods, this will increase public safety. It doesn't work in my book. Also, you give the impression here that if we make these streets one-way there's never going to be an accident anymore. Wrong. You're never going to eliminate an accident. The definition of an accident happens two ways, mechanical failure and human failure. Mechanical you can explain. Human you can't. I would rather travel Center Street everyday North or South and Church Street North and South or Whittlesey Avenue North and South. Your right Steve, in the wintertime there's no way I would attempt to go up or down Ward Street sometimes. Not unless the road is clear. In the winter-time Church Street is the slide for life and you have cars on either side of the Road. There has to be a better way. I realize that something has to be done, but this is not it. I wasn't here for the first meeting, but now you have Orchard Street thrown in and you want to make So. Orchard Street one-way. It's all residential in that area. You can't go a block off of Center Street where you run into houses. People have kids and kids play in the road. To create more traffic there makes absolutely no sense as does taking away 11 parking spaces for the businesses. I commend anybody who does business in the middle of Town. Their fighting the mall, they're fighting everybody and now they have to fight the traffic where nobody can park in front of their place. Makes no sense – too many one-way streets in town already. Maybe once this happens it may just progress down the street, maybe down to William and Meadow Streets. So maybe the solution is that we ought to get rid of parking on Center Street or get rid of all the cars. That road has been there for three hundred years. How did

did we made it this far without Whittlesey Avenue being a one-way street. Years ago you had to dodge a horse cart, the horse and a trolley car – I think it was a little harder then than it is today.

Dave Cella, 146 So. Whittlesey - I also have two other properties on Whittlesey Avenue. I'd like to start off by reading a letter from the merchant on Center Street. Dear Mr. Chairman and Members of the Town Council, due to surgery I cannot attend tonight's hearing, but I would like to voice my opinion. Since I normally spend 8 to 10 hours in my building at the corner looking from my window, I have seen many accidents happened and talk with people involved. I would like to go on record, as I am opposed to this change. It is my belief that this change would result in more accidents than we are currently experiencing at the corner of Church and Ward Streets. These two corners are both very difficult to see when approaching intersections. As far as removing a lot of parking spaces, I feel that this is an exercise to an excessive threat to certain people, so that certain people can get their own way. The only spot that would need to be removed is the one, which is too close to the corner of Center Street and So. Whittlesey in front of the Alarm Company where there is usually a truck or a large SUV parked creating a very difficult blind spot. The other parking space that possibly should be eliminated is the one on North Whittlesey closest to the corner in order to give the cars more room to move in to the right enabling them to see traffic coming down Center Street. This is especially important when there are school buses waiting in front of the school. Thank you for considering my letter. Sincerely, Ellen Mandes.

The interesting thing about this letter is that it is from a merchant on Center Street who sees that the one-way is not the solution. What I'd like to talk about is that we've been considering or the Town Council has been considering this. It's the third time it's come in front of the Town Council and basically there has always been two solutions. Either one-ways or removing 11 parking spaces. Obviously, we don't want to remove the 11 parking spaces. But we don't want the one-ways. That keeps getting said over and over again. What we keep running into is, well, you know if there were other options we would do it. But, it would require an appeal and an appeal is tough and we feel that it's not going to work. However, if there has ever been a reason to go for an appeal, if there's ever been a reason to look for an alternate solution, this is it. Everybody's asking for an alternate solution. That's the answer. It may be tough, it may take some time, but this is what we have to do. I respect the Town Councilors and the Police Chief's expertise. I think that they could handle the appeal well and it's been locked-up into these two proposals. Either

one-ways or removal of 11 parking spaces. There has to be an alternate solution. That is what is repeatedly being said and I encourage you to seek that.

Thank you. Charles Voss, 240 So. Whittlesey – I also own property at 91 No. Orchard Street. I too was in the loop of not receiving the survey. I would figure maybe they could have missed one house, but I don't think they could have missed two properties. My real question about this is are we trying to make it safer for people or are we trying to spread the accidents out. It seems what we are going to do is push the accidents from the center of Town and put them on the North and South with the other East/West Roads. A lot of people are poor drivers and if we're going to have poor driver accidents, they will happen no matter where they are crossing traffic. I had an accident at Whittlesey and Center Street. It was absolutely 100% driver error so please take me off the list as a statistic. It was poor driving. I admitted it to the officer at the time. I paid for the damages, but it was poor driving. It had nothing to do with the intersection. I'd like to know also where the complaints come from. The whole premise of this is that there were complaints.

Chief Dortenzio replied: The original complaint came a few years ago came to the Mayor's Office and like so many relate to traffic are directed to my office for investigation. However, during the course of this review of the accidents that have occurred at the intersection, the Lieutenant that runs our accident investigation unit took a look at some of the accident reports that have been on file and noted that quite a number of the motorists who are involved in accidents at the intersection cited the fact that they could not see when they pulled out from the intersection, which is directly attributable to the site lines that we have been discussing.

Charles Voss: I understand that, and is that not the case in other intersections.

Chief Dortenzio continued: Not to this extent. I suppose that this is an opportunity for me to comment on some of the things that have been brought up this evening. When we take a look at these issues, they are referred to my office. Apart from anecdotal experience, information from my experience as a person that in the early part of my career investigated motor vehicle accidents. I defer the analysis to a professional engineer, the gentleman sitting next to me, John Thompson. He has made his entire livelihood and education based on traffic engineering. So I refer these inquiries about the complexities of intersections and whether there are any hazards attended to those intersections to his office. He relies on some of the accident data and puts out mechanical traffic counters; and he goes out and shoots all sorts of angles and distances with

lasers, and takes and looks at the engineering diagrams that the Town possesses on our roads. But they also go out and take a look at the actual site. Because in many of the intersections that we receive complaints about know change is necessary in the traffic pattern or in the site lines with respect to parked cars. Frequently, on some of our rural roads it is a sign, a shrub, a tree and sometimes it's the topography of the land and it may be privately or publicly owned. Public Works may go out and trim those bushes or cut down that tree and the problem is eliminated by doing so and the accident count goes down accordingly. You've heard comment and certainly John is more capable than I am to describe all that he considers, but from my prospective I look for alternatives. There's been some suggestion tonight and in fact some people think they've read my mind and understand what I think or I intend to do. That's not the case. This has been nothing but an analytical study that did consider the impacts of the residents, did consider the impacts of the retail community, did consider on-street parking. It considered the topography, it considered the site lines, the school, and it considered a hundred different things over three years. When that report comes back to me, it gives me the viable alternatives. There are other alternatives. They don't work, but you count them as an alternative. But they've been ruled out and we focused on the ones that are expected to improve the problem. That's my responsibility. Yes, I have hard decisions to make and there are no correct answers. Somebody is going to be disappointed regardless of what alternative I choose. Unless I choose to ignore safety. The person who will be aggrieved then will be the person who gets hit at the intersection, and with a school on the corner I dare say that we would not have four meetings if instead of twenty cars, twenty children were hit. We would have fixed this a long time ago. So regardless of what we do – it was insinuated tonight, and I resent it, that somehow I called someone's bluff or threatened someone with the elimination of the parking spaces if the original plan was not passed. That's not true. It's blatantly not true. I sat right in this chair, several times it has been alluded to and pointed out precisely what the alternatives were and questions were asked of myself and of John, as to how and why the parking spaces on Center Street would be eliminated. Right down to how many spaces on each of the four corners. We provided that information, we provided maps, we provided the alternatives and we made the recommendation that we believe to be one-way streets was the best alternative of the ones that were viable. Not a perfect solution by any stretch of the imagination. Just the best of a lot. The site lines John can talk about at length. He did that at the meeting that was alluded to with some of the retail community, obviously, they found that to be quite interesting, not ever heard that. It is quite interesting. It's far more in depth than most people realize. But that site distance is a functionality of also speed. If you're talking about a rural road, the site

line is not as long as it is on a road like Center Street and perhaps John may want to elaborate on that. Charles Voss: I wasn't necessarily questioning your whole plan. I believe that you have the background to make the decisions that you're making. I also know that my address is 240 So. Whittlesey and I have a property at 91 No. Orchard. You also did a survey for us to answer.

Chairman Vumbaco interjected: There have been a number of people this evening that have said they have not receive the survey.

Charles Voss: Yes, that is what I was going to get to.

Chief Dortenzio: I have a list of all the houses that a police officer went to and delivered those surveys to. There seems to be some speculation that we covered from one end of Whittlesey as far down as it goes to the South to as far up as it goes to the North. We did not.

Charles Voss: That's why I brought in Orchard Street, 91 is only a half a block off of your one-way.

Chief Dortenzio: We surveyed the homes that were directly impacted as they are depicted on the map by the proposed change. We didn't go any further than that because we wanted to know the feeling of the people who are living on the section of street that was impacted. I have a list of the addresses that we went to and in some cases I have a list of the names that were on the mailboxes and we did get responses sporadically up the block. Now, again, somebody is alluded to the response rate. It was about 14%. That's higher than most surveys usually acquire in terms of a response. It's not as much as I would like to have had but nonetheless, I have copies of the letters, copies of all the addresses that someone deliberately went to and put it in the mailbox. Whether or not the letter looked like junk mail with all the other things that we all receive on a daily basis and it went to the same spot I can't predict. But we do have responses from a number of homes on each street. They are not contiguous; they're spread out the length of the block, so I have no reason to believe that that street wasn't covered as it was presented to me at the time. It was perhaps not your concern, but while I'm speaking some folks have made a reference to the fact that we are proposing that parking be permitted on both sides of Whittlesey Avenue. That's true we did propose that, but it's not a requirement.

Chairman Vumbaco: You answered the gentlemen's question. If you have a general comments, you can direct them this way please, I don't want to look like we are badgering.

Chief Dortenzio: I don't intend to badger him, I was trying to shed some light on the issue. Regarding parking on Whittlesey Avenue, when the proposal came back to me, it came back indicating that parking could be permitted on both sides of the street, if the street became one-way. It's not required. If the sentiment is we don't want the parking, then it does not have to go forward on both sides of the street. That is a direct result from the sensitivity we felt from both the retail and residential community for increased parking, not less. That's how this whole thing got shaped; I was trying to accommodate the wishes of one concern realizing there is no perfect solution. I mentioned the site lines, I covered the other issues, and I think that's enough for the moment.

John Thompson: If I may, I would like to address the site line, especially since Councilor Papale liked the presentation and Steve Knight was fascinated by the statistical. Maybe let the public finish and we'll get into whatever level of detail because I can talk about this all night and I don't think that's your desire. So, I'll defer to the public and then get into the level of detail that the Council would like to hear.

Mr. Voss: I do defer to their expertise in this field. I don't know when they're telling me they went to the affected people that it's just that one block. I don't think those are the only affected people. Your going to affect properties in other blocks, you're going to affect up and down, East and West. There is no one block of affected people. The only other questions that I had are tax. If we show a property value change, are we going to get a tax re-evaluation on it? Because, I have properties either side and I'd love to see a couple of dollars back in my pocket if my values change. Thank you.
Chairman Vumbaco replied: I don't have an answer on the tax issue but we'll try and get you an answer on that.

Carol Ryan, 200 Cheshire Road, Executive Director of Wallingford Center, Inc. - I would urge the Council to consider the extreme safety issue and to take the recommendations of the Engineering Dept., who have done a three year study. We have been waiting for this. They have done a thorough study. We of course are not happy and wish that there were a lesser way to do this. But when safety is a concern, you must take the appropriate measure. In regard to a couple of things that have been

said tonight, I resent the fact that its been characterized as a pitting of the merchants and the residents. I think there's been an effort to pit them against each other. But I don't believe that the merchants and the residents are in opposition. I think everyone is interested in safety at that corner. I think there have been some letters that have been sent to the residents and some of the facts are in error. They did not come from the Police Dept. or the Engineering Dept. I urge the Council to please think very seriously about this. It is a serious issue at that corner. Thank you.

Phil Sabo, 222 No. Whittlesey Ave. Ext. – I have four children that go to Holy Trinity School. My wife and I travel the road quite a bit. I am a little confused about as far as the Town having a safety issue with that intersection but, that the State doesn't seem to have a safety concern with that corner. Is that what I'm understanding here? The State's not concerned about it, or there wasn't enough concern as far as accidents go.

John Thompson answered: Specifically, in terms of accidents the complaint came to the Mayor's office and the Mayor's office referred to the Chief of Police. While Center Street is a State highway; the responsibility for enforcement of the local regulations, the investigation of accidents falls on the Wallingford Police Dept. The Wallingford Police Dept. conducted that investigation and it was one of the elements that were considered in coming-up with the series of alternative solutions for addressing the safety problem. To suggest that the State is not interested or aware that we are concerned about what is going on here may be a slight over-statement. I did discuss what we were doing here with them. We did discuss the implementation or the possibility of implementing changes to the signal of So. Orchard Street to accommodate the one-way traffic pattern. They knew what we were doing. As recently as this afternoon, after a meeting with Councilman Farrell this afternoon, I had a conversation again with the State about the possibility of a signal at the intersection. One of the things they asked me was whether I explored other options including one-way streets. We regularly discuss with the State what we are doing in the Town, but the primary responsibility for action originates with a Town initiated request.

Mr. Sabo: I've lived in Wallingford for 46 years. Down in front of the green, the gazebo area. What about taking one of the lights out of that area and moving it up to Center Street. I've never seen so many lights in one area. It also sounds like you had

more decisions to make on this subject as far as making it a one-way or removing parking spaces and you have chosen to address these two decisions. Were there more options?

Chief Dortenzio: There were other options. When the original set of proposals came back to me, I asked the same questions that are being asked tonight. What about a traffic light? John has alluded to part of it his discussion in his prior analysis. There are a set of standards, the Federal Government promulgates a set of standards by which intersections are judged to be appropriate or inappropriate candidates for traffic lights. So, when the original set of options came back to my office, I must admit I wasn't expecting one-way streets myself. It's not that it isn't viable, but I was expecting that a traffic light might be among the potential options. John and I talk on a regular basis and he explained to me that it is not negotiable and the technical reasons why. He talked to the State this afternoon and they have reinforced his position. That narrows the scope of things that I have at my disposal to consider. There was some reference about right turn only signs. Well, as is already been pointed out that does not preclude the elimination of parking spaces on Center Street. It would still require the elimination of parking spaces and from my prospective it is not an effective means to address the problem. Perhaps I look for this because of the nature of my business, but I find people turn right on red when they shouldn't. I see people turn left on red. We've had information provided here about driving the wrong way on posted one-way streets. Why would I believe that posting a sign is going to address the problem?

Phil Sabo: That's why we have a police dept. to enforce the law.

Chief Dortenzio: There are a limited number of us and quite frankly, I've said it before, and I'll say it again. Community safety is a shared responsibility. It's not solely the province of the police dept.

Phil Sabo: But I think in the summer time, if your looking at one-way streets verses a two-way street, how about doing a study there, where there more kids. I think you'll see more kids playing on a one-way street than a two-way street. That's my personal opinion. When you talk about studies, you have to have a little common sense as far as doing all these studies. The people doing studies don't know the Town of Wallingford and I feel that's something you have to look at also.

Chief Dortenzio: The studies have been done locally and they are reviewed by the State. They have their own engineers, they will take a look at the work we produce but they also have their own people take a look at it. They also supersede our judgment. It is a state highway. I can say we're going to put a traffic light in there, but that doesn't make it happen.

Phil Sabo: I'll wrap up by saying that I don't want to see any more stores close in the center of Town.

Chief Dortenzio: That's the first time that issue has been raised in any of these discussions.

Phil Sabo: Just remember that I've been living on Whittlesey Avenue in Town for a long time. Even when I come out of Holy Trinity on Hall Avenue, I still have a tendency to take a left when your not supposed to.

Bob Sprafke, 51 Jamestown Circle - I am the proprietor of Spratke Shoes on the corner of Whittlesey and Center Streets. I'm probably the one who has seen more accidents there than anyone else. I am the one who told many of the Town Counselors that I don't want to see anymore accidents. However, I know about shoes, I don't know about traffic. My suggestion is that you listen to Mr. Thompson, the Police Chief, who have come to a good conclusion.

Bill Wideman, 124 So. Whittlesey - I was not aware of the previous two Town Council Meetings where this was discussed. I'm sorry that I wasn't, because obviously they were interesting discussions and a lot of information was given out. Listening tonight, I get the clear feeling that the merchants don't want it, the residents don't want it and neither alternative that seems to be on the table is not acceptable to either party, so I would hope that we would pursue looking at a third alternative. Now if we don't meet the criteria for a traffic light from the State perhaps a four-way stop sign or four-way blinking red light would be the answer. Maybe we meet the criteria for that. I agree with the police chief when he says that if this were children's lives or other lives this would have been settled along time ago. If there is a safety issue, we need to come in with something. I agree with the prior speaker. He said if in the end it's a one-way street, I'm not going to like it, but I'll live with it. I'd rather see the Town Council take it as their charge to explore a third alternative before you bring this to a vote. Maybe go back to the table with the State and see what we can come up with in terms

of a traffic light, four-way blinker or someother alternative. Perhaps, and I don't know because once again I was not here at the prior meetings. Perhaps this compromise of only eliminating half the amount of parking spaces and I would imagine that goes into the site line issue which I'm sure we're going to hear about shortly, but maybe there is a way of only eliminating four parking spaces rather than eleven spaces. Maybe that's the compromise. But, I think what we are looking at here is that we need to do what's best for the people of Wallingford and if that means going to bat against the State, let's do it. Thank you.

Patricia Sitnik, 139 Prince Street – I spoke at length at the last meeting and I know you will remember some of the points I brought up and I'm not going to bring them up again. I guess hearing everyone; I would like to ask you not to vote on this evening, and to look again into the traffic light because they're so sophisticated now. It wouldn't even have to be an over-head one. It could be a pedestal type I think I would like to see you do that. If you do vote tonight for one-way on Whittlesey, I would like to ask you to do it on a trial basis. Try it for six or twelve months and then return back to evaluate. I am convinced that it is going to bring problems into the neighborhoods because there are many corners that are just as bad, very narrow and I guess deep down I keep thinking give them an inch, they'll take a mile. They'll find out lower Prince Street needs to be widened. This other street needs to be one-way because people can't get through. I think it's going to create a lot of problems. Living on Prince Street, I can foresee a lot more people going up the hill to Main Street on Prince Street. That'll create a problem at the corner of Prince and Main Streets. The bus arrives there every hour as it is and you can't see the site line. You have to wait before you go out. I originally got involved because I value the neighborhoods and I feel sorry for the people on Whittlesey Avenue. I think there's people going around blocks and on streets that they are not comfortable going on particularly in the winter. I also think, if we do it on a trial basis maybe we can come up with something for the merchants that will provide more parking that definitely needs to be done. Please don't vote tonight and look into a traffic light or if you vote for the one-way, please do it on a trial basis to see if in fact it is going to create other problems. Thank you.

John Kovacs, 50 Clearview Drive – I have a business at 28 Center Street, which is going to be affected by the parking. Safety is the issue, no doubt about it. From what I hear tonight, for all the surveys and investigations we did, it seems like there are only two alternatives. A one-way street or eliminate the parking. I'm not sure how far we can go the traffic light, but if those are the only two answers, we still need the

parking downtown to keep the businesses going. Take everything into consideration and I hope you make the right decision. Thank you for your time.

John LeTourneau, 3 Regent Court – I also am a business owner downtown. Just for clarification, there was an error earlier. Mr. Thompson, the municipal lot that is accessed off of So. Orchard Street is not accessible from Whittlesey. I think you're looking at two different properties. I think there's the leased municipal that goes behind Zaccarello's. It runs up as far as Sprafke's. That is accessible from Whittlesey, but it is partially leased. There's a lot farther down, it's across from the Synagogue on No. Orchard Street. I think there are about 15 spots in there, maybe a little more. But that does not go all the way through to Whittlesey. That's backed-up by residential. I just wanted to bring it up for clarification. It's a posted municipal lot. You can only get to it - I don't know how to explain it.

Mr. Parisi interjected: You can only get to it from Orchard Street.

Mayor Dickinson: There is a lot there; it's across from the Synagogue. There maybe 15 parking spaces. There's one house in between and then there's the lot behind all of the stores along Center Street. There is a small lot.

Mr. Kovacs – I think there are about 15 spots there. I just wanted to bring that point up. This is a tough issue. We heard a lot of comments tonight from both sides. There are no easy answers. I sympathize with the people on North and South Whittlesey regarding one-way streets. But as a merchant downtown, to lose 11 spots it would be a huge detriment to the downtown businesses. There is no easy answer, but maybe there are alternatives.

Wes Lube, Montowese Trail – Mr. Chairman, Am I correct that tonight's presentation differs from the last presentation and that we've added a change to North Orchard. Is that correct?

Chairman Vumbaco: I'm not sure. Chief, is that correct?

Chief Dortenzio answered: No, North Orchard Street was always a part of the original proposal. But I think the primary focus has been concerns along Whittlesey.

Mr. Lube: I wasn't aware that it was. But, by changing North Orchard, we avoid having two blocks going in the same direction.

Chief Dortenzio: It's also to have the traffic that is going to enter Center Street be controlled by a traffic light. There's a traffic light there now. One leg of the intersection South Orchard Street is two-way traffic so we come in or exit from Center Street. No. Orchard is one-way north bound away from center. So, if you're going to make a circular traffic pattern, it makes sense to have No. Orchard Street direction of flow comes back into Center Street and control it with the traffic light.

Mr. Lubee stated: So all of the traffic is coming into Center Street?

Chief Dortenzio answered: It would be controlled by a light and that's the safest.

Mr. Lubee asked: We don't use that philosophy with Meadow, how come?

Chief Dortenzio answered: Meadow Street is a "T" Intersection whereas Orchard Street is an offset intersection but the traffic can flow from South to North.

Mr. Lubee continued: Because of the location of the business there is a lot of Meadow Street traffic entering Center Street.

Chief Dortenzio: There is some traffic there and with William Street as well.

Mr. Lubee continued to ask: By changing No. Orchard, we know we are going to have two streets together going in the same direction. Why don't we also change Meadow? So that you have every other one.

Chief Dortenzio: We haven't thought about making it an even alternation but it's not beyond the realm of possibility.

Mr. Lubee stated: Whenever you're visiting a city that has a one-way configuration the every other philosophy always holds true so that you know that if you are going the wrong way, you can go around the block.

Chief Dortenzio: In some cities that's true, but it is not universally so.

Mr. Lubee remarked: No, but it wasn't even considered here.

Chief Dortenzio: It wasn't considered by me. We are looking at a very narrow problem. Some speculation has been made tonight that somehow I'm lurking in the shadows getting ready to change a traffic pattern on William and Meadow Streets. That's never been considered.

Mr. Lube continued to remark: Sometimes when we do these little things they have unintended consequences. But if you are being consistent, it would seem you ought to go all the way and annoy everybody.

Chief Dortenzio: I was looking to annoy as few people as possible.

Ann Cosentino, 17 So. Whittlesey: I'm definitely going to be in the minority tonight. I would really like to see the one-way for safety reasons. There have been comments about the children. I can say that my children and I have almost been hit crossing Center Street as I am walking my five year old to school. I have lived there for the past seven years. I am a stay-at-home mom. The amount of accidents and the amount of close calls I see are incredible. I sit there on my porch during the warm weather and I cringe when I see people cross or turn. I went to turn up on a right-turn-only and I had to look through windshields, as the cars are parked down the street, so that I could see to make a right-turn-only yesterday. A couple of people mentioned speed going down on a one-way. People speed now. Will it make a difference? Maybe yes, Maybe no, but there are speeders that go down now. If we can eliminate the parking on the one side, that would be great because it would ease to safety on that one section. There are not a lot of children in the one block between. There a lot of couples with no children and a lot of businesses in that section. So, there are not an awful lot, but there are kids that do walk down that section back and forth to school. A week and a half ago after you voted it down the last time, there was an accident that ended up over in almost Sprafke's lot. I did see that. I would like you to take into consideration the safety factors. I do know we have almost been hit a couple of times crossing in our cars, when we are walking to school and that's been with the crossing guard. I have two teenage drivers, one who just who got his license and one who has had her license. I said this the last time I was here, they have strict orders not to go through there, at least for the first year that they have their license, because I'm terrified that something is going to happen to them. Thank you.

Mike Tiscia, 21 Cornwell Road – I own Michael's Tratoria Restaurant on Center

Street. I'm just concerned. I'm all for safety and I say put up the light and not worry about money. I think that should be done. Also, I keep hearing the State criteria. Does that mean the State doesn't say there are not enough accidents for that block to have a traffic light when you say it doesn't meet the State's criteria?

Chief Dortenzio: There's a series of criteria that are promulgated by the Federal Government that the State of Connecticut follows as do other states and it is incumbent upon the Town to follow them as well. It is not a simple analysis, it does get into speeds, accident counts, pedestrian accidents, over-all traffic flow, and perhaps some others that I'm not familiar with. This is an issue that John usually provides guidance to me on. But the bottom line was, as I said earlier, I had somewhat expected that this might be a potential option. It has been analyzed and the information that came back to me precluded that as a viable option, and as John pointed out, he spoke to the State folks as recent as this afternoon, and they indicated to him that the intersection will not qualify for a traffic light.

Mr. Tiscia asked: Meaning not enough accidents?

Chief Dortenzio: I don't know, I didn't have the conversation. I think it's probably a combination of a number of factors. Maybe John can elaborate. I wasn't a party to the conversation.

Mr. Tiscia: I think the Counsel should know that answer before we vote on anything. We're in a catch 22 here.

John Thompson: It's really not a catch 22 situation. There are guidelines that we have to follow for any new installation, that everybody has to follow for any new installation. There's eight warrants. They talk about volumes, about vehicle delay, pedestrian crossings, school crossings, crash experience and they talk about overall roadway network considerations. It's a very specific criteria. It has exact numbers of what we have to satisfy for eight hours, four hours, for a peak hour situation. It has very specific, very stringent guidelines that we have to follow. I, as a professional engineer, am obligated to follow certain criteria in my job. When I perform my duties for the Town of Wallingford, I'm obligated professionally to do that. When I find that something doesn't satisfy criteria, it's extremely difficult, if not improper for me to make a recommendation to professionally pursue something that is not warranted. I do not make a recommendation for a traffic signal. The only person in the Town

of Wallingford that can make an application for a traffic signal is Chief Dortenzio. It is my responsibility, my obligation to provide him with the best professional information that he needs to make that application to the State. My professional opinion in this situation is that this signal is not warranted. Therefore, how do I turn around and tell the Chief, go ahead and make an application to the State when I'm just going to spend time administratively putting together this application. I have to deal with the reality of the budget and a Mayor. Now were talking about considering \$100,000.00 expenditure when I don't believe that it's appropriate. I'm all too often in the Mayor's office asking for money on things that I really truly believe that are necessary and appropriate and for me to go and say Mayor, give me \$100,000.00 or the Chief \$100,000.00 whatever the situation is, for something that's not warranted. It's not prudent, it's not professionally responsible and it's something quite frankly, that I'm not prepared to do. Your Council is in a very difficult position. You've heard an awful lot of comments tonight, comments that are very legitimate, and a very concerned public. But, at some point you have to make a decision. I can tell you that over the past several years, the police dept. and my dept. has spent enumerable hours exploring what we believe to be all the viable options. Turn restrictions, mediums, flashers, parking prohibitions, and I believe we've looked at the full gamut. I haven't heard anybody come tonight and say, have you thought about something that we haven't already looked at. Had that been the situation, I'd be the first to say maybe we missed something. But, I believe over the past few years that we have given this a very thorough review. It's not in my opinion that it's something we've taken lightly. It's been very serious, we're here for the third time before the Town Council on the same matter. We had that meeting on January 22nd. with the merchants. Granted, I agree with Steve Knight. I thought it was one of the most productive meetings that I ever attended. There was a very good exchange of information. I hope that everyone came away from that meeting with a better understanding of what we use in analyzing this. We have a recommendation and we've made the recommendation. The bottom line is that we seem to have gotten a farther feel on all the traffic matters what started all of this and still ultimately needs to be dealt with is the budget transfer request. That's why we are before the Council. If we want to carry out this change we need the \$18,200.00 to make that change. That's why we are here. All of the other issues while they are important, quite frankly, fall within the Chief's purview. But, we need the Council to authorize it and in order to authorize it, you need to understand what's being asked for. That's all the dialogue that we've had for the past couple of hours and past several months. I'd be happy to answer any questions and elaborate in whatever detail that the Council would like in terms of better understanding any of the

technical criteria. I can spend and I'd be happy to spend hours, but I also have another item on the Agenda I'd like to get to.

Mr. Tiscia: I'm a merchant who is worried about parking in downtown Wallingford. I think it's crucial that we have the parking and after this corner, what's the next corner. That's my main concern. We can keep on going, there's no visibility here, there, and that's my main concern. I was just wondering if it met the State's criteria to have a light there.

Mr. Thompson: No, absolutely not.

Mr. Tiscia: Thank you very much.

Phil Sabo: You cannot put a price on safety.

Mr. Agosta: John, you just said that you're looking for a transfer of \$16,000.00, does that mean that we have a budget coming up for next year? If you put that in your budget and you put the \$100,000.00 and you put the light in, the light could go through, if the Mayor approves it?

John Thompson: Not necessarily, if we were going to put a budget item in for \$100,000.00 or whatever the number was, it would have to be with the understanding that I could go to the Mayor and say this signal: 1. is warranted, 2. that we are going to get permission from the State to do it, and 3. that I believe it's appropriate to do. The answer to all three of those questions is right now, no. None of those are able to be answered yes and thus putting it in a budget would be improper and the Mayor can answer for himself whether he would support it or not. But, I'd have a very difficult time asking for \$100,000.00 for something that I don't believe is an appropriate traffic control device.

Mr. Agosta: Say you do, say you can, because you would present it to the Mayor, put it in the budget and it gets approved by the Council, can the State of Connecticut stop you from doing it?

Mr. Thompson: Yes.

Mr. Agosta: Thank you

Chairman Vumbaco recognized Chief Dortenzio

Chief Dortenzio: I think it's an opportune time to shift the conversation about the light to perhaps how site lines are calculated. As it's now been elaborated on, I had a limited number of choices with which to work. Pick one or the other. As John has alluded to we thought the one-way plan for a number of reasons was the better of the two issues. While I didn't need anything other than money and it's not even in the Police Department's Budget, it's actually in the Engineering Department's Budget because they modify the lights on behalf of the Police Dept.'s instruction. The other alternative was the elimination of parking spaces. There have been a number of concerns about how many and how do you arrive at that number. While some people here this evening listened to that discussion at the meeting a few weeks ago, it might be of benefit for John to perhaps give us a cursory over-look in that for those who were not present. It is the other alternative and it is what I started to act on. When the money was not appropriated, it left me one other viable alternative to address the problem and that's why the poles went up. That was the only remaining viable alternative that was on the table. For the benefit of those who don't understand how that calculated, again, it comes back to me as a map with a recommendation of distances and a number of spaces and all I need to do from the Police Dept.'s standpoint is to have people act on that proposal.

Chairman Vumbaco: John, before you get into the site line, you mentioned the six, eight criteria warranted. Could you go through those again? Tell me which warrant it is and why you think it's not viable, so that the public knows and everybody that's involved know that the streetlight is somewhat of a dead issue.

John Thompson: The eight warrants that I'm going to describe come out of the Federal Manual On Uniform Traffic Control Devices. It's a book about three thick and it covers every conceivable type of traffic control device you might think of. The first warrant is identified as an Eight Hour Volume Warrant. What that says is that there must be so many vehicles on the main street, major street and in this case Center Street, for all purposes for this narrative. Center Street is going to be the major Street and Whittlesey will be identified as the minor street whether it's North or South. It states that you need for eight (8) consecutive hours, Five hundred (500) vehicles per hour passing in both directions traveling on Center Street. On a minor road for those same eight (8) hours, you need One hundred Fifty (150) vehicles per hour as one criterion. The other is for a Part B that's a different number consideration. In

analyzing this, we know how much traffic is traveling on Center Street. We have obtained the new data from the Connecticut Dept. of Transportation for all of the side streets in the study area, So. Orchard, No. and So. Whittlesey's, we actually put out traffic counters and we recorded traffic for a three or four day period. We broke it down by hour, direction and time of day. The first is an Eight Hour Volume Warrant that sets a very high standard of 500 vehicles for eight hours and 150 vehicles on a side street. Whittlesey Streets do not carry that. Center Street may satisfy that volume, but the side street volume is clearly below that. Moving on from an Eight Hour Volume Warrant it goes down to a Four Hour Volume Warrant and again there are very specific standard that say during the four hours that the major road must carry Five Hundred Fifty (550) vehicles in both directions and the side road must have One Hundred (100) vehicles for those four hours. We don't satisfy that criteria either. Moving on to the next one is a Peak Hour Volume Warrant that says during one hour, the peak hour in the morning, peak hour in the afternoon or peak hour on Saturday, there have to be so many vehicles traveling on that road. One hour we actually satisfied the mathematical requirements of that one hour mathematical warrant. However, within the manual it goes on to say that the single warrant shall only be applied in unusual cases. Such cases include but are not limited to office complex, manufacturing plants, industrial complexes and it goes on to site all the specifics. It does not include a typical roadway intersection in the One Hour Volume Warrants. The next warrant No. #4, is a Pedestrian Volume Warrant. That sets out a very specific criteria that says that during any Four (4) hours of the day you need 190 pedestrians crossing the road and you need less than so many gaps in the traffic which afford the pedestrian the opportunity to cross the road and the crossing location is not less than 300 ft. away from the closest intersection that operates on the traffic signal control. The signal at Center Street and Main Street, right up the hill falls within that 300 ft. So we don't satisfy the Pedestrian Volume Warrant for a number of reasons. No. #5, is a School Crossing Warrant and it establishes a crossing for schools, talks about the number of school children crossing without a crossing guard, with the proximity of a signal and that warrant, again, is not satisfied, that's the School Crossing Warrant. No. #6, Coordinated Traffic Signal Warrant, and that says that signals can be installed on a random spacing of a roadway network in order to maintain proper flow into plenty of traffic. If you look up at that map and working your way from left to right, you see signals down at the intersection of Center Street, Rt. 5, midway you see a signal at So. Orchard Street and then to the far right you see a signal at Center Street and Main Street. You can see the spacing of those three signals is exactly uniform. Introducing a signal at So. Whittlesey and No. Whittlesey would break-up that and thus not fall within

the introduction of a signal within a coordinate traffic signal system. No. #7, The Crash Experience Warrant and that states that you need five (5) accidents per year over a three year period that a correctable via the installation of traffic control signal. While we have had 20 crashes there over the past three years. Not all of those would be correctable via traffic control signal. Traffic control signals actually introduce rear-end accidents and because of the geometry which we talked about the downhill grade may not be desirable. The crash experience also brings into play that there has to be a certain number of vehicles traveling on the road at times coinciding with those crashes. We do not satisfy that. The final Warrant, No #8, is the Creation Of An Intersection, signalized intersection in a roadway network for a future planning purposes. I'm trying to think of a case in Wallingford that we all might appreciate and I can't off-hand. If we were designing new roads and we would want to put a signal into control access to future development, whether an IX Zone or Business Park that would be a warrant that we could apply. So looking at the eight standard warrants that come out of a MUTCD we do not satisfy any of the Warrants. It's a very clear mathematical analysis. Attorney Farrell indicated that the numbers can be slanted. I respectfully disagree, numbers are numbers and I don't know how one can slant the numbers. We apply them to a graph; we apply them to a chart and we interpret them. It's a very exact science, if you will, in terms of interpreting traffic volumes.

Everybody here tonight drove a car to this meeting. When you drive up to an intersection, a stop sign control intersection, most people look left, right to see approaching traffic and then make a determination as to whether they can safely make the maneuver, whether it is a left turn straight through or a right turn, you need to look and see approaching traffic. We again have standards that are given to us from the Department of Transportation developed by the Federal Highway Administration that takes that concept and applies it mathematically. It states a driver's eye is 3.5 ft. in the vehicle. The driver is situated so far back from the stop bar, because again, the driver's eye is not at the front of the vehicle. It's typically situated 10 or 12 ft. back from the front of the vehicle. It's at a certain height. The driver needs to be able to look left or right and see an approaching vehicle traveling at a predetermined speed and it creates a site line triangle. A very simple concept. Applying it to this intersection, I'll put you in a car driving on So. Whittlesey approaching Center Street. You pull up to the intersection, you're looking up Center Street and down Center Street. What you see from that stop bar are cars parked in front of the old WCI Building on the South side of Center looking to the

east and you see the vehicles parked on the South side of Center Street in front of Ellen Mandes facility. We went out and using these criteria, we physically stood there and measured how far we need to see applying these numbers and how many vehicle spaces would have to be removed in order to satisfy these criteria. Again, it was a very straight forward mathematical exercise. It wasn't done with any bias, prejudice, or attempt to remove anymore than necessary parking spaces. This is the third time that I have come before your Council. I said the same thing at the meeting with the merchants on January 22nd. Removal of parking spaces is perhaps the most difficult thing I've ever had to deal with in my profession. When we go out to look to remove spaces, it's not to remove anymore than is absolutely necessary in order to achieve what we call a safe site distance. That's a criteria that we followed and that's how we came up with a recommendation that was subsequently transferred to a drawing and created the recommendation for the removal of eleven (11) parking spaces.

Mr. Testa commented: One of the concerns I originally had was the flow of traffic away from Center Street and the impact it might have on Prince and Church Streets which has been raised this evening. The more I thought about it, the more I realized that there is nothing in this plan that I see that increases that traffic flow in either direction. Both streets are two-way right now. Everybody that's on Center Street and wants to go down Whittlesey, North or South can do so now and will continue to be able to do so if this is changed. There's no incentive to increase traffic flow towards the intersections anymore than there is already there now. With the possible exception of the change in Orchard Street because now you can't go North on Orchard, so I can see that potentially some more traffic might take a right off Orchard and go down Whittlesey to get to wherever they are going. Because Orchard is no longer a North bound available route. But in reality, this is not a plan that's going to increase traffic flow towards Church or Prince Streets necessitating in more accidents there. Same amount of people that want to leave Center Street are going to do so. It strictly restricts people that want to get to Center Street and have to get there a different way. In my mind it makes it safer to a certain extent, less traffic. Even when you're talking about safety for children, the whole idea of having two-way traffic parking down the whole length of those roads concerns me greatly regarding children and safety. But had it not been set up like that, I think it's certainly a lot safer for kids to be watching for traffic coming from one way rather than having to watch from both. That was brought-up a lot this evening and I think that it's important to keep that in mind. We are not redirecting traffic away from Center Street towards other intersections that are

potentially less able to receive that traffic. I did have a question on Orchard. Why was it determined that it was not able to remain a two-way road as it is now with the adjustments on the traffic lights?

John Thompson: Again, from the standpoint of the way Orchard Street operates, right now it's one-way away from the intersection. It's the only intersection that we currently have a traffic control signal. This has to go back to the State, even the modification of that signal has to be approved by them and my discussions are that we are going to get a favorable review on that. Because off-set in nature of the intersection and the way the signal has to be phased that it comes in on someone's approach. You'll have the Center Street phase you'll have a South Orchard Street and then a North Orchard Street. It just didn't lend itself to retaining a two-way traffic operation.

Mr. Testa asked: Too many flows at an offset intersection?

John: I think part of the reason that we didn't want a two-way operation was we would have to recommend the removal of all on street parking on South Orchard Street. Again, we truly evaluated this and what we could do that were going to have the least impact on the abutting properties.

Mr. Testa: I understand, but I'll reiterate the point about the traffic flow, I don't see an increase in danger and an increase in traffic away from Center Street.

John: You're absolutely right.

Mr. Testa: Because those people are all able to go that way now. On the final issue, in talking about the spaces. Potentially adding extra spaces on Whittlesey South and North. I'm a little concerned about the length of that street. Certainly, but if I remember correctly which is a stretch. There has to be a certain length of space from the corner up to the point where you actually have residences on both ways. I was thinking if you were to have the ability to add several spaces so there is parking on both sides of the street, say for the first four or five car lengths, once you reach the point where the residences begin, then we can eliminate that but at least you have an opportunity to add a few more parking spaces right off of center close enough to get to the shops. So that would be an advantage. But I am concerned about double-

parking all the way down that road. I think it's too much. I would like to see that held back on. I gave this a lot of consideration and wanted to share those thoughts. I am not immune to the concerns of the people on Whittlesey. I can appreciate your concern. My first concern of course is making the intersection safe and I could not abide by the plan to remove all the parking spaces. I think it's too much of an imposition on the merchants in downtown. I certainly would like to see us look at this further. I like Mr. Farrell's idea of taking a more holistic approach. I think we need to do that anyway. Availability of off-street parking and the traffic flow on the other streets and I think the suggestion to take a look at this again in maybe 6 to 12 months, wouldn't be a bad idea as well. Thank you.

Mr. Farrell asked: Is there a way of making this reversible. We do not have before us the transfer item. The \$18,000.00 that's been referenced. Someone may make a motion to waive Rule V to bring that before us. But right as it stands this moment that is not here. The Chief and John Thompson have made their argument for the one-way streets. Doesn't necessary connect immediately with the light on Orchard \$18,000.00 as I understand it. If we are interested in a holistic approach, our Chairman has made a point that he wishes the Council Committees more active. Mr. Testa is the Chairman of the Public Safety Committee. Seemingly, that's the most appropriate place to kick this. If all that the Chief was doing at this point is putting up signs for the one-way streets and was not tinkering with the light as yet, we have the opportunity to come back as the Public Safety Committee were to consider a holistic approach and reverse that. Signs are cheap in the grand scheme of things. But \$18,000.00 for a signal is not. Chief, is that something that you can live with as an interim solution?

Chief Dortenzio: After all that dialogue, I'm not sure what you're ultimate goal is?

Mr. Farrell: That if you so feel that the one-way streets are the only alternative.

Chief: I never said that.

Mr. Farrell: Well, what's left? What's on the table besides the one-way street?

Chief: The improvement of the site lines. Both of them are viable alternatives. I came before you in August on behalf of John's request for the money to support that request for the transfer and stated at the time that between the two alternatives I believe the one-way street was the most sensitive to all the parking concerns and the

least injurious, if you will, to the neighborhood. But, I've pointed out then and I've pointed out again tonight, that it is not the only alternative. The other alternative was the improvement of the site lines and leaving Whittlesey and Orchard Street as they are. I'm satisfied with either one.

Mr. Farrell: I guess I don't feel my question has been answered that assuming you got your one-way streets on Whittlesey, let's say for the moment and you didn't tinker with Orchard as yet. So the transfer was not necessary this evening, and that we didn't have to go out and spend \$18,000.00. At least it means that the Public Safety Committee, if it wished, could consider a holistic approach, because we didn't spend the \$18,000.00 to redo the Orchard Street intersection.

Chief: I don't know what the holistic approach means in the context that you're using it. The proposal that came to me included modifying the light so that when the traffic that would be north bound on Whittlesey wanted to go around the block and come back out onto Center Street. It would do so at a controlled intersection, controlled by a traffic signal. Because when that traffic comes around the corner it is quite possible that it is either they'll want to cross Center Street to go to South Orchard or make right or left hand turns. We wanted that to occur at a controlled intersection as opposed to going down to one of the lower Center Street intersections and create the same problems that those intersections that we now have at Whittlesey and Center Street, albeit with only one leg of the intersection.

Mr. Farrell: Mr. DiNatale had suggested at the beginning of the discussion that an over-all traffic plan, if you will, part traffic, part parking is appropriate for the downtown. Based on everything I've heard, especially at the Downtown Focus Group, that was Issue #1.

Chief: As you know, I am a part of that Focus Group and am aware of the concern for parking, which is why I came back with the proposal that I did. But it was not the only viable solution. I believe both will achieve the objective. It's just a question of which do we prefer. I came back with a recommendation that the money that was requested be transferred to John's budget for modification of the light was not approved. So I proceeded with the other viable alternative. I'm quite content with that. I agreed to hold up on putting the signs in difference to the retail merchants who requested the meeting of January 22nd. They wanted to be heard before this body again. I don't have a pending request here tonight. I'm here to answer any questions.

Mr. Farrell: Well, to go forward with the original solution that you had, you can't disagree that it requires an \$18,000.00 transfer by the Council.

Chief: I don't disagree with that. John put forth a request for a transfer of money I believe from contingency to one of his accounts back in August. The account that he uses to modify or maintain the traffic lights in Town, and I obviously was dependant upon that transfer before going forward with that proposal.

Mayor Dickinson: Mr. Chairman, Maybe I can help on this. I think that's the point that Gerry's raising. Just the point, can we implement the one-way traffic pattern on Whittlesey and not move ahead with the modification of the traffic light at Orchard? I don't know if that's a question for you, Chief, or perhaps a question for John.

Chief: From a Statutory process, I don't need any action by the Council to change the traffic direction on the streets. We've done that elsewhere in Town over the year and it's worked out just fine.

Mayor Dickinson: But I think the question is as it's now presented. It was to be both things occurring, both the traffic light at Orchard and the one-way at Whittlesey. The question is, can the one-way on Whittlesey move forward and wait with regard to the modification on Orchard and perhaps that's a question for John.

John Thompson: Possibly. I know that's not the answer you want to hear. Again, we're talking about currently there's traffic that travels South bound on No. Whittlesey approaching the Center Street intersection. That traffic, if we make No. Whittlesey one-way is going to go some place else. You have to take that as a given. There's a demand for the several hundred vehicles per hour that want to do that. That seventeen hundred car a day or whatever the exact numbers are want to get to Center Street. If we don't allow them to go on So. Orchard and enter Center Street at a traffic control intersection the other alternatives are they are going to go up to Main Street, they'll go up Church Street, make a right turn on Main Street and then go through the Center Street/Main Street intersection or conversely travel down Church Street to Meadow Street to try to get out to Center Street. Is it desirable to encourage more traffic to enter Center Street from Meadow Street? I would say, I don't think so. Would the possible diversion of traffic to the intersection of Main St. and Center Street a better situation in terms of where it's controlled? Possibly. Do we want to begin to over-burden the intersection of Center and Main with this additional diverted traffic. That's why I say possibly. I just don't know, I can't quantify how much is

going to go each direction and what the impact is going to be at those two intersections. I analyzed a certain scenario and that was diverting them to No. Orchard Street. If you want to consider another alternative, I guess it could be looked at.

Mr. Farrell: My point was that if you do just the one-ways on Whittlesey, it is something that can be un-done at a later date if there were a larger look, a holistic plan for the downtown. The minute you spend the \$18,000.00 people can rightly point the finger and say, shouldn't have you considered all of this before you spent the \$18,000.00? I think that's a legitimate enough point. I guess if you feel strangely about this enough that you'd walk away with, in my perception, 85% of what you were looking for, but still there's an opportunity to come back. I know that there are other requests from the downtown merchants to look at some of the other streets. I don't know if they've come to you. But certainly, I've heard requests to make William Street two-way. That there are problems with tractor-trailer traffic going through a residential neighborhood and deliveries being made to some of the stores. My point is if we want to have this holistic plan, we don't go out and spend 18,000.00 tonight that sort of negates any ability to change it later on. If you get your one-way streets, at least you can take down the signs at a later date. That's my own point.

Robert Parisi – I think we are losing our focus on this item. I'd like to ask my colleagues to consider this issue based on the very specific and technical perimeters and specifications that were used to measure this intersection. The number of accidents that have been documented and we should think of the children were being put at risk while we are more or less debating convenience. I've said it before and I'll say it again. I have sympathy for the residents; however, public safety has to be foremost in our minds. I am in favor of the proposal Mr. Chairman.

Steve Knight: I would like to refer to Gerry's suggestion to postpone implementation of the No. Orchard Street reversal. I've heard a lot of comments tonight that one-way traffic is very detrimental to downtown business development or retention. I think this would exacerbate and make worse the possibility that one-way streets do indeed inhibit people from coming downtown. If the implementation on the Whittleseys takes place, we are already having two streets draining traffic away from Center Street. I think one of the ideas was to allow people to wish to come back to Center Street and give them an option. By reversing Orchard St. and making it South bound it does just that. I too am very concerned that we would encourage traffic to go to a non-signalized intersection on Meadow Street. That intersection already is tough

and I don't think we need to load it up with traffic that would otherwise use Orchard Street.

Steve Knight made a motion to Waive Rule V for the purpose of making a motion to Consider and Approve a Transfer of Funds in the Amount of \$18,200.00 from Contingency General Purpose Account to Traffic Signal Modifications Account. Seconded by Mr. Parisi.

Vote: DiNatale and Farrell No; all other ayes, motion duly carried.

Steve Knight made a motion to Approve a Transfer of Funds in the amount of \$18,200.00 from Contingency General Purpose Account to Traffic Signal Modifications Account. Seconded by Mr. Parisi.

Chairman Vumbaco: I have a couple of questions. I was leading in the same direction as Gerry. I wanted to get this on the table so we could discuss it as a formal motion. Would it be that adverse? John, you said that the unknown factor is where is the traffic going to go. Your assuming that it's going to go down to No. Orchard Street, but you don't know. My concern would be if we spent the money, find out that's really not the case, and the people are still going off onto other areas, we've lost the ability to change our decision without wasting tax-payer dollars. That's my concern. I think that's the concern Gerry had. My thought process would be, if you do the one-ways, let the sub-committee work with you. Make that one of their number one priorities as soon as possible to see if in fact, there are other ways of addressing the other roads. Maybe you need to survey the traffic to see where it goes so that we know.

John Thompson: If you were to approve this transfer, it's going to take some time. We have to do a signal design and we have to get it to the State for their review and approval. That's going to take a number of months. If there were some way, and I don't know whether it's through the Public Safety Committee or through the downtown forum. If in fact, as you're suggesting that could be a number one priority, and we could work with them during that intervening time period. We have a lot of information, and I would be more than happy to work with them during that time period, and there is going to be a time period before we are prepared to implement it.

Chairman Vumbaco: I also wanted to take the suggestion of one of the speakers. At least we can review all the side streets and all of the potential issues that might happen

at the other intersections that everybody was talking about. I don't think we should ignore those. That should also give us some data from those intersections so that we can discuss it with the Public Safety Committee and this whole project. Is that workable?

Chief Dortenzio: I think so. My only concern is I already expressed it whether or not we transfer the accident rate from Whittlesey and Center Streets to William and Meadow and Center Streets. It's speculative, but as John pointed out the traffic is going to go to one of those intersections. The reason why we wanted to change the traffic direction on Orchard was to bring it out into a controlled intersection. We probably think that that would be most convenient for motorists if there were a light that's controlled there. They would prefer to come on to Center Street and make turning movements with a light as opposed to fight the traffic at one or the other controlled intersections. Is it doable? yes I think it is.

Chairman Vumbaco: If you do the approval tonight, we will get the one-way signs up so that we start diverting the traffic. We handle the safety issue immediately and then while you're in the process of doing the filings and the design, the Public Safety Committee can meet and see if they can develop some sort of plan with the downtown merchants and if we want to look at the over-all aspects. Thank you.

Mr. Parisi: I have one question. Is the Southbound signal on No? Orchard working?

John: There is no traffic signal there.

Mr. Parisi: That's going to be a problem then. Mr. Chairman, the traffic light is not operating for Southbound traffic on No. Orchard Street. So, if they implement this plan without the traffic light, there isn't going to be any traffic light to let people out of Orchard on to Center Street. He said it's not working on the Northern portion which faces So. Orchard Street.

John: My suggestion would be that we defer implementing anything until we have the whole plan ready to go and during that three, four or six months that we are doing the application to the State by developing a design, that we work with these committees and that we either make a decision to go forward with it, because we'll have the money in place, or if something better comes out of the intervening period than we can bring that back to the Council if that's appropriate.

Chief Dortenzio: I was going to ask the Chairman what he originally meant. Because I think now I'm confused and Jim might be as well. Was it your intention just to change Whittlesey and leave Orchard alone?

Chairman Vumbaco: Correct. Until John has the design and everything is done. I was suggesting to immediately change Whittlesey to the one-way's as you proposed, just leave No. and So. Orchard working the way they are now while you make your application etc. and the Public Safety Committee can meet. I think that way we will also be able to start seeing where the traffic is starting to flow and maybe our assumptions are wrong here.

Mr. Parisi: Mr. Chairman, with all due respect, it isn't going to flow properly if we don't have Orchard Street going the right way.

Chairman Vumbaco: Well, it's going both ways now.

Mr. Parisi: No it isn't, it's going one way North.

Chairman Vumbaco: You're right.

Mr. Parisi: The other question I have, Mr. Chairman, if they're going to apply for a specific program and six months later, a new program comes off, this thing is going to take two years. Am I wrong or right?

John: I'm thinking that we would be prepared to implement this no later than six months. We have a lot of legwork already done on a preliminary basis. We would advance that very quickly.

Mr. Parisi: I understand that, but if a new plan should evolve on 5-1/2 months you're going to have to reapply. I don't know what new plan could evolve to be very honest, but anything can seem to be possible.

John: Mr. Parisi, you're exactly right, and I think that if a better plan came about in a near term, that the investment, and it's going to an investment of our time, the Dept. of Engineering's time. We are not going to go outside and invest or obligate any monies to the Town. We are going to do this work internally. If something better comes about while we are doing that or while the State is reviewing it, the expenditure of time and effort in dollars, I think

is relatively small and is probably the best way to go. That we proceed immediately. But I do agree with you that implementing the one-way pattern now without having the ability to know where that traffic is going might be with all due respect somewhat shortsighted. I would rather see us implement the plan as proposed in its entirety knowing what we're doing.

Chairman Vumbaco: That's fine, I was thinking South side. I was skipping the North side actually. I apologize for that. There's been a lot of comment tonight from the citizens in the area thinking that the traffic is going to go other than where we are assuming where it's going to go. My only concern is that those intersections, and streets need to be looked at to make sure that once this is done that we haven't created more of a monster than what we currently have. That's my concern and if we could save \$18,200.00 while we are doing it, that's my concern. In fact, as you and Mr. Parisi pointed out we just have to go for it, I guess.

Chief Dortenzio: I share your concern, certainly the traffic volume at the other intersections were the topic of discussion between John and myself in the very early stages of this. When he first proposed the idea of the one-way streets. I asked him that question. Where are the traffic volumes and he came back with the answer and pointed out that traffic volumes are virtually the same. It's two-way now. However, my concern is human nature being what it is, if you can go around the block and have two choices, one being a controlled intersection and the other not, all those folks that are looking to cross the road and make left-hand turns would prefer to do it at a controlled intersection. It's safer and more convenient. Certainly, throughout this Process, we are very cognizant of the fact that when we do have an accident because of the speeds generally there is a complaint of injury, it may not be serious injury. But when there is a complaint of injury because of the traffic there's usually two police cars, two tow trucks; an ambulance, a fire truck, and you have gridlock on Center Street. It's not good for any of the businesses, because the customers can't get to them even if they desire to do so. So, it is incumbent upon us to find a pattern that allows the traffic to flow smoothly. It's in all of our best interest to do that.

Chairman Vumbaco: Thank you Chief. Any other comments

Iris Papale: Chairman, I just have one question. Chief, how will the residents of the Town of Wallingford know about this change. I feel that people won't even realize sometimes unless they watch this three hour drama here.

Chief Dortenzio: We've done this before, we've changed traffic direction to a one-way in Town before. When we do that we make it a point of putting up the signs. They are all covered until the day that the regulations actually change. We usually post a police officer at both ends of the street for the first day. We notify all the residents on the street. The streets that we have done before are residential streets not in the center of the business community. But clearly the signs will be up and plainly visible and we do have someone there to make sure that at least the first few hours we sort out who's parking facing the wrong direction now. Also, buses need to be notified. There's a procedure we go through to make that as safe as possible.

Chairman Vumbaco: Before we take a vote on this, do we need an official transfer filled out this evening or can we do this by the minutes and verbally and then have it done?

Mayor Dickinson: I believe you have the Transfer. You can use the same one.

Chairman Vumbaco: Steve has it. We'll use the same one.

Mr. Parisi: Mr. Chairman, which plan are we voting on? I'm a little bit confused.

Chairman Vumbaco: We waived Rule V, it's to approve the \$18,200.00.

Mr. Parisi: I'd like to hear it repeated.

Chairman Vumbaco: They're going to make So. Whittlesey & No. Whittlesey one-way off of Center Street. Reverse No. Orchard Street and put in the signalization.

Chief Dortenzio: We're in agreement now that we are going to do this at one time?

Chairman Vumbaco: Yes.

Vincent Testa: That was my question Mr. Chairman. Tomorrow morning you're not making Whittlesey one-way. However long it takes to get the approval and the adjustments made to Orchard Street, it will be at that time this plan will be implemented at one time. In the meantime, we can talk about alternatives. There's going to be no changes in traffic patterns, until the Orchard light can be reprogrammed and that may take three to six months.

Chief Dortenzio: I think it's six months.

Vincent Testa: We're just approving to do that.

Mr. Parisi: Wait a minute, that's not what you just said. I would like to be clear on this. Are you putting up one-way signs or not? You just told me you were putting up one-way signs, now you're telling him you're not. Please make it clear.

Chief Dortenzio: I'm beginning to wonder if I'm clear? My understanding is the last position is that we are waiting until the light is modified.

Mr. Parisi: So we're not doing anything?

Chief: That's right.

Mr. Parisi: That changed fast. O.K.

Chairman Vumbaco: That was on your request Bob, that we make that change.

Mr. Parisi: No, I asked for the streets to be

Mr. Farrell: Is the double parking gone from the plan?

Chief Dortenzio: Double parking doesn't have to be part of the plan. I understand that there is sentiment concerning the pros and cons of having additional parking verses additional safety. Originally, I admit, I thought that the parking would win out in that argument, but safety is a predominant concern. I didn't think that safety was going to be the issue that some people perceive it to be. I don't have a problem with parking restricted to one side of the one-way streets.

Mr. Farrell: Does that go for Mr. Thomas as well. I'm trying to understand if I have a yes answer there.

John: Well, obviously my teaching session this afternoon didn't convince you of the merits of having parking on both sides and I reiterate exactly what the Chief said. We thought we were doing exactly the right thing when we went out and measured and located every single additional space we could get in the conversion. If there's the

slightest hesitancy, and the people don't want it that live on these streets, we're not going to push it, because it's not integral to the over-all plan.

Mr. Farrell: I didn't hear any residents ask for additional parking on residential streets.

John: The only request, I don't remember what the gentlemen's name was, if there was a potential of getting additional parking in close proximity to the Center Street intersection and that's something we can look at on a separate issue. But I think it's very clear and the Chief can agree or disagree, but the residents do not want parking on both sides for the full length of No. Whittlesey or So. Whittlesey.

Mr. Farrell: That's what I heard. Thank you.

John: I think that's clearer.

Chairman Vumbaco: I think parking is it's whole future. I think we've covered the bases here. Kathy can we please have a Roll Call Vote.

Vote: DiNatale and Farrell No. All other ayes, motion duly carried.

Motion made by Ms. Papale to Move Item #16 and #17 up to the next order of business. Seconded by Mr. Knight.

Vote: All ayes, motion duly carried.

Chairman Vumbaco called for a recess at 10:00 P.M. so that Councilman Spiteri could leave the meeting.

Chairman Vumbaco called the meeting from recess at 10:21 P.M. All Council members returned from a brief recess with the exception of Mr. Spiteri.

Item #16. - Ms. Papale made a Motion to Consider and Approve a Transfer of Funds in the Amount of \$10,000 from General Purpose Contingency Acct. 3001-7060-800-3190 to Contribution S.C.O.W. Acct. #001-3070-600-6882- Mayor's Office

Ms. Papale made a Motion to Approve a Transfer of Funds in the Amount of

\$10,000 to Contribution S.C.O.W. Acct. #001-3070-600-6882.

Ms. Papale read into the Council Minutes a letter from S.C.O.W. from President Eileen Robles and Blanca Santana, Executive Director

Mayor Dickinson: Mr. Chairman, we have new Council people and I'd like to just refresh everyone. The Town receives a Grant of Money for the purpose of providing education services to the Spanish Community. That's handled through Don Roe's office, Program Planning. S.C.O.W. Inc. really is providing those services on behalf of the Town of Wallingford. So, the request comes through Don Roe and then ultimately me in order to cover the shortfall. The issue is they were expecting \$33,000.00, they're getting \$23,000.00 from the State. This is an example where the State has cut back on the money and it's because of it's availability and the local government is left to make the decision. Are we going to continue services at the current level or do they have to be reduced. I think in a neighboring community they've been reduced. I don't think certainly the history of the organization here and the number of people being helped that we should not respond. So, certainly they are here to answer any questions. But it is pursuant to a grant that the State provides for this service.

Chairman Vumbaco: Would you like to make a presentation?

Ms. Robles & Ms. Santana: Basically, we just wanted to introduce ourselves and answer questions.

Mr. Parisi: I just wanted to tell you that I'm very impressed with your efforts to raise your own funds to help your organization. I commend you very highly.

Ms. Robles/Ms. Santana: We're trying to do our best to encourage the community to get involved as well.

Lois Doherty: I'm glad to see that you're working with literacy volunteers now. Is this something you did before?

Ms. Robles/Ms. Santana: We started offering classes where I was the one doing the teaching and it became too impossible for me to do this. It was just too many hats to wear. I went to a United Way meeting and I spoke to Dass. I mentioned my situation and how she had volunteers that wanted to teach a

group. I thought that was perfect and I asked her to come to my office and they started classes in November, which worked out beautifully.

Ms. Doherty: Do you have any kind of Out-Reach in the community, as far as volunteering.

Ms. Robles/Ms. Santana: We work through the United Way, Diana O'Reilly, that's how we have been recruiting and also, by word of mouth.

Ms. Doherty: The reason why I asked, is a little over a year-ago one of my daughters volunteered. She has a Masters in ESL plus four years of Spanish. Unfortunately, she made several calls and made two trips down there and never got a response. I was wondering if you had an Out-Reach program where you take volunteers.

Ms. Robles/Ms. Santana: We do take volunteers. I don't know what happened with our communication. This is something that I will have to clarify in my office, and I definitely will look into this.

Item #17 - Ms. Papale made a Motion to Consider and Approve Amending the Special Fund for S.C.O.W. Increasing Revenues from \$77,563 to \$80,819 and Expenditures from \$77,563 to \$80,819 Due to the Recent Receipt of a Hispanic Philanthropy Grant State and Federal Program Administrator. Seconded by Mr. Farrell. Ms. Papale made a Motion to Approve Amending the Special Fund for S.C.O.W. Increasing Revenues and Expenditures from \$77,563 to \$80,819 due to a Hispanic Philanthropy Grant.

Vote: Spiteri absent, all other ayes. Motion duly carried.

Item #12 - Consider and Approve a Transfer of funds in the Amount of \$36,500 from South Turnpike Road and Mansion Road Safety Improvements Acct. #300-1403-484-0000-05 Year 2001-02 to Quinnipiac River Linear Trail Phase II Acct. #302-1403-815-3051-00 Year 2001-02. Seconded by Mr. Parisi

Ms. Papale made a Motion to Approve a Transfer of funds in the Amount of \$36,500 to Quinnipiac River Linear Trail Phase II Acct. #302-1403-815-3051-00 Year 2001-02.

Vote: Spiteri absent. All other ayes, motion duly carried.

Ms. Papale directed a question to Mr. Thompson, Engineer: I noticed that you've taken this money from the Safety Improvements from Mansion Road. When you put something into the Safety Account, I would think it would be something very important and therefore, my question is – Is the Town doing that? How is that being taken care of, if we take out the money?

Mayor Dickinson: Ultimately, that is a question certainly we had to wrestle with. In effect, the State of Connecticut provided \$120,000 to provide improvements at the intersection of South Turnpike at Mansion Road. Ultimately, to meet their design standards, we would have to spend over \$300,000 to get \$120,000. We decided that spending that kind of money to get the \$120,000 was just not worth the expenditure, time and the effort. So, we have abandoned that as a project.

Iris Papale: So, it's not going to be done at all.

Mayor Dickinson: It is not going to be done. To spend \$300,000 to get \$120,000, it seems to me there is something wrong with that state program.

John Thompson: The Safety Improvement Program is not going to be done. Public Works recently just over-layed the road. When the construction season starts this summer Public Works will be rebuilding Mansion Road. Both of those roads will have new roadway surfaces. In addition to the money, which was a very compelling issue, a recommendation was made to cancel a project. From the time we made application about four years ago for the Spot Safety Improvement Program we were experiencing nine or ten accidents a year at that intersection. Since that time, the accident rate has gone down to just under three accidents per year. Even with an increase in traffic volume, the accident rate has gone down. The cost has gone up almost four-fold over what it started out at and it just didn't appear to be a warranted expenditure.

Chairman Vumbaco: John, did we ever bid the project?

John Thompson: We bid it twice.

Chairman Vumbaco: What was the bid?

John Thompson: The first bid came in at about \$290,000. The second bid came in at

\$253,000. When you add in the design cost and all the administrative costs, that's the \$300,000 that the Mayor's alluding to. It got way out of hand.

Chairman Vumbaco: So, your professional opinion is that the intersection doesn't need work now because the accident rate has dropped?

John Thompson: It is going to have some improvements. Public Works is going to do some work on the roadway surface. Hopefully, we can coordinate the design. The basic problem is that there is a skewed angle coming in and there is a sight line obstruction on the northwest corner. We are hopeful that when Public Works goes in there that we can do that with Town forces.

Chairman Vumbaco: Were they planning on working on that part of the road anyway?

John Thompson: Yes.

Chairman Vumbaco: It's just a matter of adjusting the scope of the project?

John Thompson: Yes, I'm sending it further down. It was going to begin 100 ft. away from the intersection. Now the project will be taken all the way down to South Turnpike.

Chairman Vumbaco: So you're going to try to take land from the left side as your coming down the road?

John Thompson: We were never going to take land even as part of the State project. We have a fairly sufficient right-of-way there. We weren't acquiring any land.

Chairman Vumbaco: I didn't mean acquiring, I meant you're going to take a piece of the land that's there now and widen the road – straighten it out. Thank you.

ITEM #13 Consider and Approve a Transfer of funds in the Amount of \$71,000 from Self-Insurance Workers Compensation Acct. #001-1602-800-8310; \$20,000 from Property/Casualty – Gen. Government Acct. #001-1603-800-8250; and \$10,000 From Property/Casualty – Board of Education Acct. #001-1602-800-8410 for a total of \$101,000 to Hypertension – Fire Acct. #001-1602-800-8410 – Personnel Dept.

Motion made by Ms Papale to Approve a Transfer of funds in the Amount of \$71,000 from Self-Insurance Workers Compensation Acct. #001-1602-800-8310; \$20,000 from Property/Casualty – Gen. Government Acct. #001-1603-800-8250; and \$10,000 From Property/Casualty – Board of Education Acct. #001-1602-800-8410 for a total of \$101,000 to Hypertension – Fire Acct. #001-1602-800-8410 – Personnel Dept.

Terrance Sullivan – This transfer that is before you tonight is the second one this fiscal year and won't be the last. Fire Department Hypertension Laws in Connecticut, at least prior to 1996 require that the Town on behalf of Fire Fighters and Police Officers, including retirees and their surviving spouses for the rest of their lives be paid indemnity payment checks which would be salary, all medical bills, prescription, hospitalization and surgery. In the last several months, we have had the unfortunate occurrence of an existing current employee that has undergone some serious medical problems. He has had open heart surgery and has now returned to work on a light duty basis, but the prognosis is yet to be seen. All the bills associated with that care we have to pay for. We have a couple of fire retirees who have had other significant health events later on in life after they have left and we are on the hook for as long as they live for all their medical bills related to heart disease and hypertension/blood pressure. We are here because we have run out of money and we need the funds to pay any outstanding medical bills that we currently have and indemnity checks to get us through the end of March. We'll probably be back for the first or second meeting in April, because we have regular year-round indemnity payments that we have to make. All we can hope for is recovery for these people so that our costs are diminished. It's not good news. The good news is, I suppose, that we have the money in existing accounts so we don't have to go back to Contingency Funds. Kurt can answer questions you have regarding the act or about the expenses to date.

Chairman Vumbaco: Kurt, how is it that we have this money available. What's caused the fact that we can do the transfer?

Kurt Trieber – Basically, we are taking the money from two accounts that we budgeted for property casualty premiums and there was a savings once we went out to bid and came in. There was a savings in that account. We transferred some money last time and basically, we are through paying out premiums for the year up until the end of June when we get some audited payments in. There was extra money in that account to utilize for this transfer, as well as the bulk of where the money is coming from which is a normal operating account that covers our general workers comp. I

feel based on what we're tracking in our estimates and what we're paying that I can take that money from that account at this particular time.

Chairman Vumbaco: Is there anything going to be left in the Property Casualty Account after this transfer?

Mr. Trieber: Both the accounts that we're taking have approximately \$3,000 in each account. I leave that in there in case we do any vehicle changes and there is increased premiums bleeding vehicles or if the Board of Education has any special policies that need to be bought. We leave some money in there for that purpose. If that doesn't happen at the end of the year, then there will be about \$6,000 total in both of those accounts.

Chairman Vumbaco: One other quick question. What is the reason that the bids came in so much lower than what you thought it was going to be when you prepared your budget?

Mr. Trieber: When we put the budget together, it was a basis of estimates that we used and the percentage increase that we put in when we put it out to bid, we were able to use the market conditions at the time when we prepare the budgets at around this time of year. We get forecasts, we get estimates and as the year progresses we put it out later in the year to hopefully take advantage of any changes, hopefully, positive changes in the market. That's what happened this particular time.

Chairman Vumbaco: As you prepare to budget, you're not just estimating, you're actually going into the market and seeing what the current value is.

Mr. Trieber: We go to our broker. He goes to market and gets some estimates and we do forecasting from other vendors that do forecasting for us. We use a number of different tools to try and come up with an estimate. It is a difficult thing because you are betting on whether or not you're going to incur injuries that you don't know you have.

Motion was Seconded by Mr. Parisi.

Vote: Spiteri Absent; All other ayes, motion duly carried.

Mr. Parisi: Mr. Parisi, you asked about the Workers Comp. Rate?

Mr. Vumbaco: Yes.

ITEM #14 - Consider and Approve a Transfer of Funds in the Amount of \$500 from Custodial Services Acct. #001-4001-901-9014 and \$2,000 from Salaries Acct. #001-4001-101-1000; \$2,000 is Transferred to Overtime Acct. #001-4001-101-1400.

Ms. Papale made a motion to change Item #14 as follows:

Consider and Approve a Transfer of Funds in the Amount of \$500 from Custodial Services Acct. #001-4001-901-9014 – **WITHDRAWN**

Ms. Papale made a motion to Approve a Transfer in the amount of \$2,000 from the Salaries Acct. #001-4001-101-1000 to be Transferred to Overtime Acct. #001-4001-101-1400 in the amount of \$2,000. Seconded by Mr. Farrell.

VOTE: Spiteri absent; all other ayes, motion duly carried.

Chairman Vumbaco: John, do you want to make a presentation?

John Gawlak: I provided for you a justification of why we would need to transfer the \$2,000 to the over-time Salaries Acct. We are entering into one of our busiest periods of our calendar year and you can see broken down from February to June all the different things that are happening administratively and there are going to be occurrences that over-time is going to be required for three clerks.

Mr. Parisi: Mr. Chairman, when was this change for the dollar amounts?

Ms. Papale: just received it from the Mayor tonight.

Mayor Dickinson: The dollar amount wasn't changed. There were two transfers. One was \$500 and one was \$2,000. The \$500 request was withdrawn. We are just dealing with the \$2,000.

Ms. Papale: The \$500 was to go to the maintenance for the buildings and grounds. That one was withdrawn.

Mr. Parisi: I was just concerned that we didn't know.

Kathryn Zandri, Town Clerk: Do you then just want to draw a marker line through the \$500 and change the transfer?

Mayor Dickinson: We can. Actually the only action being taken by the Council will be on the \$2,000.

ITEM #15 – Consider and Approve a Transfer of Funds in the Amount of \$1,100 from Self-Insurance Claims Acct. #001-1603-800-8280 to Computer Acct. #001-1320-999-9912. Seconded by Mr. Farrell.

Gerald E. Farrell, Sr., Assistant Town Attorney: Good Evening, I am here to represent the Town Attorney's Office on this matter. Janis Small has written a letter that's included in your package. She makes the case that two litigations in which the Town is involved have now been approved for e-mail transmission of documents to all litigants because of the number of parties involved and we do need a computer to receive this type of transmission from the courts. I am also told that we may be back seeking some costs for a phone line that we would need but we would attempt to negotiate a contract that would have several free months at the inception with a little bit of luck it would not commence until the next fiscal year.

Chairman Vumbaco: Mr. Farrell, I have one question. This is to purchase a computer only, correct and the hook-up to the internet service is not part of this as of yet.\

Atty. Farrell Sr.: That's what I'm told.

Mayor Dickinson: I believe this covers the software.

Atty Farrell Sr.: Yes, it covers the software, but I don't think hooking it up to the internet service is covered.

Mayor Dickinson: I thought this covered all the expenses. The phone line expense is not in here.

Atty. Farrell Sr.: The phone line is separate.

Mr. Parisi: It's listed here in the papers

Atty. Farrell Sr.: It has the attached documentation to indicate the necessary equipment can be purchased for the amount requested. So it is just the phone line.

Chairman Vumbaco: But the equipment includes all the software that goes with maintaining security and all of that on the internet, correct?

Atty. Farrell Sr.: That appears to be true.

Motion by Ms. Papale to Approve a Transfer of Funds in the amount of \$1,100 to Computer Acct. #001-1320-999-9912

Seconded by Mr. Farrell, Jr.

VOTE: Spiteri absent; all other ayes, motion duly carried.

ITEM #18 – Executive Session pursuant to Section 1-200(6)(B) of the Ct. General Statutes to Discuss Pending Litigation in the Matter of the In and Out Market v. Town of Wallingford Tax Appeal.

Motion was made by Ms. Papale to go into Executive Session pursuant to Section 1-200(6)(B) of the Ct. General Statutes to Discuss Pending Litigation in the Matter of the In and Out Market v. Town of Wallingford Tax Appeal

Seconded by Mr. Knight.

VOTE: Mr. Spiteri absent, all other ayes, motion duly carried.

Council entered Executive Session at 10:45 P.M.

Present in Executive Session were all Councilors with the exception of Mike Spiteri. Also present in Executive Session were Attorney Gerald Farrell, Sr. and Mayor William Dickinson, Jr.

Motion made by Ms. Papale to Approve settlement of the Tax Appeal Matter of the In and Out Market v. Town of Wallingford. Seconded by Mr. Parisi.

VOTE: Spiteri absent, all other ayes, motion duly carried.

ITEM #20 Addendum to Agenda – Executive Session pursuant to Section 1-200(6)(D) of the Ct. General Statutes Pertaining to the Purchase, Sale and/or Leasing of Property.

Motion made by Ms. Papale to go into Executive Session pursuant to Section 1-200(6)(D) of the CT. General Statutes Pertaining to the Purchase, Sale and/or Leasing of Property. Seconded by Mr. Parisi.

VOTE: Mr. Spiteri absent, all other ayes, motion duly carried.

Present in Executive Session were all Councilors with the exception of Mike Spiteri, Gerald Farrell, Jr. and Vincenzo DiNatale. Also present in Executive Session were Jeff Bourne, Chairman of the Conservation Commission and Mayor William Dickinson, Jr.

Motion made by Ms. Papale to exit Executive Session. Seconded by Mr. Knight.

VOTE: Spiteri, Farrell and DiNatale absent, all other ayes, motion duly carried.

Motion made by Mr. Parisi to adjourn the meeting. Seconded by Ms. Papale

VOTE: Spiteri absent, all other ayes, motion duly carried.

There being no further business the meeting adjourned at 11:05 P.M.

Meeting Recorded and Transcribed by:

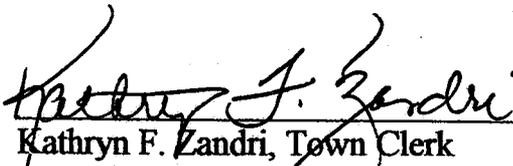


Anna Nolan
Interim Council Secretary

Approved by:


James Vumbaco, Chairman

April 13, 2004
Date


Kathryn F. Zandri, Town Clerk

April 13, 2004
Date