

**Titus Concept Plan Meeting**  
**October 14, 2021, 5:30 Town Hall and Virtual**

In Attendance:

**Cardinal Engineering:** Tim Cremola, Roy Seelye

**Town:** Jim Brinton, First Selectman, Dean Sargeant, Selectman

Michelle Gorra, Economic and Community Development

Dan Sherr, Robyn Gray and Kristen Atlas, Economic Development Committee

Wayne Hileman, Planning Commission

**Businesses:** Michael Ackerman, Zoe Velush-Rogers, Stacey and Pels Matthews, Peter Houldin, Sandra Natale, Julie King, Fran Keilty, Claudia Kalur

**Public:** Chris Charles

The meeting opened with Michelle and Tim reminding everyone that the plans are just in concept phase. We started the project with concerns for pedestrian safety and parking. We will discuss the ideas being presented so we can come to some consensus. We will come up with a plan we can agree on and then get a cost estimate so we can apply for grants. We will not go into design phase until funding has been secured.

Roy gave a little background and then presented the 3 options.

The current arrangement of Titus has 113 interior parking spots with no handicap accessible spaces.

According to our building code and the number of businesses present we need a minimum of 63 spaces and have a maximum of 146 spaces. We also need a minimum of 4 handicap accessible spaces. In many places the sidewalks are not accessible. All three options address this issue.

**Option 1-** Titus is 2-way, 127 parking on the interior. Including 4 handicap accessible spaces and two van accessible space. The interior of the lot is 2 way with the exception of Hickory Stick, Marty's and the bank (as is currently). The interior green space is greatly reduced.

**Option 2-** Titus is one way adding 9 parallel spaces. (Building code does not consider parking on the road) The interior lot is one way, creating 119 interior angled parking spaces including 5 handicap accessible spaces and 2 van accessible spaces. The green space is greatly reduced.

**Option 3-** Titus 2 way but cut into the space towards the river creating 21 parking spots. The interior of the lot is two way with 124 interior spaces including 5 handicap accessible spaces and 2 van accessible spaces. Some of the green space has been restored but it is still smaller than existing.

Note: 2-way travel needs 24 feet for travel, one way needs 15 feet for travel however angle parking 20 feet length for space while 90-degree parking needs 18 feet length for a space.

Code requires 2 handicap accessible spaces for the first 100 spaces one of which must be van accessible and 2 more for every 100 after that. If we consider the entire block globally as one lot we would need 4, if we pull out private lots they each need their own 2 spaces as well.

**Traffic calming on Green Hill Rd.**

The existing road has 12 ½ foot wide travel lanes with 7 ft. shoulders. The engineers looked at putting on-street parking to calm traffic by "narrowing" the road. However, there are few places to park that do not

interfere with sightlines. They proposed putting in medians that could be planted. This plan would make the travel lanes 11 feet wide with 4 ft. shoulders.

A traffic study was done and while there is some speeding it does not reach a level the State would consider high enough to intervene. A stop sign would require a more intensive traffic study.

Discussion:

- There are concerns with making Titus one-way. It might make the corner at the Supply more congested and would have people cutting through the interior of the lot adding to the confusion and decreasing safety. One-way is also a concern for some of the larger delivery trucks.
- People want to maintain or enhance the green space in the interior of the lot. Would like to use some placemaking design to improve the interior of the lot which everyone felt is more important than the few added parking spaces.
- There is unanimous agreement that the 21 spots on Titus would be a great improvement with little downside.
- There was also agreement that the medians in Green Hill are a good option.
- There was a question about the sidewalk behind the pantry. How would it be used and why was it not on the other side of the road? The engineers determined that there were so many driveways and parking lots on the other side of the road there would be very little sidewalk. This is safer and more connected for pedestrians.
- There was agreement that accessibility is important and that the improved sidewalks and parking are needed.

The engineers will take all the comments and put together a final concept. The final drawing will not include the private lots on Bee Brook Road.

Respectfully Submitted,

Michelle Gorra,