



**City of Chicopee  
City Council  
Public Works Committee**

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**Members**

Fred Krampits, Chair  
Frank Laflamme, Vice Chair  
Shane Brooks  
Gary Labrie  
Stanley Walczak

APPROVED 9-23-19

**MINUTES  
July 31, 2019**

The following are the minutes of a public hearing held Wednesday, July 31, 2019 at 6:30 PM at the RiverMills Senior Center, 5 West Main Street, Chicopee, MA 01020 in Classroom 30.

**Members Present** Krampits, Laflamme, Brooks, Labrie, Walczak

**Members Absent**

**Also Present** Dan Garvey (Associate City Solicitor), Elizabette Botelho (DPW Superintendent), Councilor Balakier, Holly Davis (Lt. Police Department), Daniel Stamborski (Fire Chief), Chris Chaban (Acting City Engineer), Ken Parsons (Transportation Director Chicopee Schools), Doug Ellis (City Engineer)

The meeting was called to order at 6:30 PM

In compliance with the Open Meeting Law the Chairman asked if anyone in the audience was recording the meeting. Hearing none the meeting continued.

**ITEM #1**

BE IT ORDERED THAT the Engineering Department appear before the Public Works Committee to discuss proposed traffic calming techniques for the Front Street Crosswalk Project.

**Councilor Krampits** read the report from Chief Stamborski. Report attached.

**Councilor Laflamme** stated that doesn't tell him what the distance is between the speed tables for them to slow down.

**Chief Stamborski** stated that Chief Nichols only gave his opinion.

**Councilor Brooks** stated that they are twenty feet apart in Amherst and it's more so for the athletic complex. He stated when you come over the crest you're right upon the bumps and the crosswalk is right between the two sets of speed bumps.

**Chief Stamborski** stated he does not think they did a good job at notifying drivers. He stated we need to make sure we have proper signage.

**Holly Davis** stated she went after work to Front Street and monitored the traffic. She stated she had an officer break, accelerate, and break again and he was able to accelerate up to thirty six miles per hour. She stated that even in an emergency we are not going much faster than that. She stated that Officer Conroy and his partner Officer Graham stayed and did test traffic study for fifteen minutes. She stated they had one hundred and sixteen cars go by and the speeds were from twenty four, twenty two to upwards of thirty six in the same area. She stated that the speed studies that have been done are thirty seven miles per hour.

**Councilor Balakier** stated he thinks the speed tables would help and people would be a little more cognizant of slowing down on Front Street.

**Holly Davis** stated there is a thing called a speed cushion that has a cut-away for Fire Trucks. She stated it might assist with school busses and bikers.

**Councilor Labrie** stated that his concern is someone in the ambulance.

**Chief Stamborski** stated it's not the most comfortable ride even in the brand new ones.

**Councilor Balkier** stated the speed bump versus the speed table it's not as steep.

**Elizabeth Botelho** stated it's a three inch rise over six feet and five to ten feet and it goes down. She stated that it's very mild.

**Chris Chaban** stated he has been working with Mass Dot on this. He stated there's a traffic control agreement with the state for Front Street. He stated any amendment with traffic control would have to get approved by the District two division of Mass Dot.

**Chris Chaban** stated it's difficult to come up with a square foot cost for this because the width of the road. Looking at speed tables for Front Street would be twelve thousand dollars a piece. He stated a raised cross walk that requires no utility work would be nineteen thousand a piece. An additional expense to that would be setting up handicap ramps, resetting curbs but its part of the nineteen thousand. He stated the third option would be a raised crosswalk. If there's utility work required like modifying the storm drainage, ramps, curb setting, striping and signage, we are looking at forty thousand dollars a piece. He stated you can put speed tables where you want them to be and it's the cheapest of all of them.

**Councilor Balakier** stated that if we get Chapter 90 money through Mass Dot there will be no cost to the city. He stated with the speed table we wouldn't have to worry about the utility issues.

**Chris Chaban** stated speed tables from beginning to end are twenty two feet. He stated we won't get approval for anything smaller on Front Street.

**Councilor Krampits** asked how many speed tables we would be considering putting in on Front Street.

**Chris Chaban** stated we are looking at four speed tables.

**Councilor Laflamme** stated is there Chapter 90 money for Grattan Street.

**Elizabeth Botelho** stated if it is approved it is eligible.

**Councilor Laflamme** asked if the plow would wear out the speed bumps.

**Elizabeth Botelho** stated they're recessed into the pavement. There will be signage and the plows will lift the blade. She stated that the Highway Department plows Front Street and Grattan Street. She stated that they will know where they are. She stated they are not scraped up during snow accumulation.

**Chris Chaban** stated proper signage would be assigned at the speed table.

**Councilor Brooks** stated will the Chapter 90 decrease our overall allocations. Will it be in addition to what we get because this is now another qualifying project.

**Elizabethte Botelho** stated that based on our accepted roads we get on an annual basis one point three million. She stated depending on what the state has available.

**Councilor Laflamme** stated he would like Grattan Street done.

**Chris Chaban** stated that we are in the process right now of doing more research on Grattan Street. He stated we are looking for traffic volume and more importantly the speed. He stated if the speed is too high it becomes a hazard.

**Elizabethte Botelho** stated that if Dot doesn't approve the modifications to the traffic control agreement we can't do it.

**Councilor Laflamme** stated he is in agreement with Front Street but the situation on Grattan Street is bad. He stated we need to do something; two people already died and there's a gentleman who's paralyzed the rest of his life. He stated that's three people in the last five years. He stated this is a serious issue. He stated that we're going to have to look at many more main drags in the future.

**Elizabethte Botelho** stated that if this is a successful solution and appropriate use of traffic calming and it actually does work, we should be looking at them.

**Councilor Balakier** stated we have three schools on Front Street and it is a high density area. He stated if we can put this here we can use it as a model for the rest of the city if it proves successful here.

**Chris Chaban** stated one of the concerns he has about Grattan Street is excessive speed and it would not be a good situation for a speed table. He stated that it could actually create more accidents with people coming up that hill, if you're going fast enough you can launch off the speed table. He stated that he does have some other ideas for that area.

**Councilor Walczak** stated he noticed crosswalks by the Complex that are really illuminated. He stated that if you're fifty or sixty feet away you can't miss them.

**Elizabethte Botelho** stated they are starting to use them on high traffic areas.

**Councilor Krampits** stated out of the three choices most people are in agreement with the twelve thousand dollars speed table.

**Chris Chaban** stated that the speed tables are more effective when they're in series. You may not get the results that you're looking for if they're farther apart. He stated that they know its coming and they travel slowly through the entire area. He stated its two thirds of a mile stretch between Wheatland Avenue just west of Chicopee High and Bell Street. He stated that's where all the congestion is.

**Councilor Laflamme** stated City Hall is going to get busier and busier especially with the apartments being done and we will be using the auditorium for functions. He stated that we are doing nothing down at this area of Front Street. He asked if we could add something there as well.

**Elizabethte Botelho** stated that there will some work being done around City Hall but not until they're done working on the outside. She stated that the sidewalk and shoulder are being occupied and there's not sufficient parking. She stated that they are going to be installing one of those signalized crosswalks and one on Grattan Street to improve the visibility of the pedestrians crossing.

Pursue installation of 4 speed sign tables on Front Street between Wheatland Ave. and Bell St. cost is \$12K each= \$48K

And the Mayor submit a letter to Mass Dot for permission of installation and to amend the current traffic control agreement.

Councilor Laflamme motion to approve – Councilor Labrie 2<sup>nd</sup> the motion – motion passed

Committee vote 5 – 0 favorable

## ITEM #2

BE IT ORDERED THAT the Engineering Department appear before the Public Works subcommittee to discuss proposed lane reductions for East Main Street, between Carew Street and the American Legion Bridge.

**Chris Chaban** stated that when we resurface this section of berm which will be under contract in August we're looking at what improvements we can make with regards to speed. He stated that we did a traffic study back in 2007 and traffic was ten thousand three hundred nineteen cars per day. Eighty fifth percentile speed average in both lanes was fifty one miles per hour. He stated we did another study in March of this year and traffic went up to eleven thousand one hundred and twenty, eighty fifth percentile and average percentile was forty four miles per hour. He stated that the condition of the road is affecting speed at this point. He stated that this was in March before the road was patched and two lanes were closed. He stated that forty four miles per hour is still too fast. He stated that we will do another traffic study once the road is repaved. He stated we are looking to reduce the road from a four lane to a two lane with a striped medium and bike lane. He stated with the road restricting he's expecting our eighty percentile to go down to forty miles per hour. He stated he's been working with Mass Dot and the State Traffic Engineer and he thinks it's a great idea. He stated the standard for a four lane highway is twenty thousand cars a day and we are well below that.

**Councilor Laflamme** stated that we are developing that whole area and it's going to get busier. He asked if an accident report has been done. He stated to approve something like this without any reports of accidents and how it will impact the businesses. He stated we should have a public hearing for the businesses and Western Mass Development.

**Chris Chaban** stated that this is the first discussion on this in a public forum.

**Elizabeth Botelho** stated that if communities want to continue to get funding we have to start adopting complete street mentality that means providing safe passage ways for bicyclist, pedestrians and vehicular operators. She stated that they were looking at the restriping because it's not a permanent modification to the right-away, so in the future if we saw that there wasn't growth we could look at bringing it back to accommodate a lot more vehicles. She stated that there's no justification for having that much travel space and speed is an issue there. She stated that when they did the traffic counts in March the asphalt plants

weren't even open yet and we weren't able to do the appropriate repairs. She stated even with the road in really poor condition we still saw the eighty fifth percentile of forty four miles per hour in both directions. She stated that there's going to be this demand for connectivity and passive recreation and we are going to have to accommodate that. She stated that this is one way of doing it without having to make a permanent alteration to the right-of-way. She stated it's just stripping.

**Chris Chaban** stated it affects the drainage structures and it's four times more expensive to reduce the actual pavement than to repave it the way it is and to stripe it differently. He stated there's nothing permanent here. He stated if business does start to boom in that area we could always open it up to a full lane highway.

**Councilor Brooks** stated would you have to retime the light on Carew Street heading towards the center of the city.

**Elizabeth Botelho** stated that you would still have the light. The striping would still provide for a through lane and a designated left turn lane. She stated that intersection wouldn't change other than the bike lane crossing.

**Councilor Brooks** stated that people would know immediately that's a one lane road.

**Elizabeth Botelho** stated yes.

**Holly Davis** stated about twenty years ago they widened that road to welcome business for the industrial park. She stated did they do studies to widen it for the coming of more businesses or for more access at that time.

**Councilor Krampits** stated he believes it was for the potential increase of traffic having a business park there. He stated that they expected a lot of folks to be coming from 291 and Indian Orchard and it never really developed.

**Holly Davis** stated that the Police Department does a large amount of traffic enforcement in this area and they meet with residents further up the street that have issues.

**Councilor Walczak** asked if the bike path was on both sides.

**Chris Chaban** answered yes.

**Councilor Krampits** stated that it's in his ward and he does get calls about speeding on East Main Street. He stated with all the issues that went on with the bike lane on Chicopee Street he has concerns.

**Elizabeth Botelho** stated that DOT's plan is to be able to walk to Burnett Road.

**Councilor Krampits** stated that we should have discussions with West Mass Development about the traffic change. His concerns about the reduction is when people try to come out of Robbins Road or Eaton Street and merging onto East Main Street. He stated there might be issues with people trying to get in there taking a right, trying to go into Indian Orchard or go over the Veterans Bridge.

**Councilor Laflamme** stated he needs to hear from West Mass Development.

**Holly Davis** stated part of traffic enforcement is education. She stated that there is a big component of the public understanding the changes and the education that's involved in it. She stated as you see on Chicopee Street all of a sudden there was a bike path. She stated when you go from two lanes to one lane we may ramp up enforcement, during that time there could be more crashes resulting because people are confused. We do have to make sure the public understands when there are changes.

**Councilor Krampits** stated that he would like to meet with West Mass Development and the other business's in that area and get some more feedback. He requested traffic data from Lieutenant Davis.

Meet with West Mass Development and other businesses.

Councilor Walczak motion to postpone to the call of the chair – Councilor Labrie 2<sup>nd</sup> the motion – motion passed

Committee vote 5 – 0 favorable

**ITEM #3**

Councilor Laflamme motion to approve the minutes of June 12, 2019 – Councilor Walczak 2<sup>nd</sup> the motion – motion passed

Meeting adjourned at 7:50 PM.

Chris

**From:** Lang, Bao D. (DOT) [mailto:bao.lang@state.ma.us]  
**Sent:** Thursday, July 11, 2019 11:33 AM  
**To:** Christopher Chaban  
**Cc:** Amaral, Daryl J. (DOT)  
**Subject:** RE: Chicopee speed tables

Hi Chris:

In accordance with the MassDOT design guide Section 16.3 and 16.7, speed humps/tables may not be appropriate for arterials. Both Front St and Grattan St are minor arterials. However, section 16.3 also states that under high vehicular and pedestrian volumes, traffic calming measures on arterial may be suitable. It seems you could make a good argument for the area on Front St with the school, church, library, elderly housing, and park. Not so sure about Grattan St (except for the 2 ped fatalities). A couple of things to consider:

1. Good to get emergency responders (police, fire, and ambulance) be on board with the hump/table? I believe Northampton fire did not like the hump that was installed because it increase their response time.
2. humps/tables are typically designed for 15-20 mph. The 85% speed of 37.5mph on Front Street may create noise from braking and accelerating. you may get complaints from nearby residents.

**Exhibit 16-2  
 Traffic Calming and Traffic Management Applicability by Roadway Type**

	Arterials	Major Collectors	Minor Collectors	Local Roads
<b>Street Narrowing</b>				
Narrow Lanes		Δ	■	■
Raised Curbs	■	■	■	■
Street Furniture	■	■	■	■
Street Trees	■	■	■	■
Street Lighting	■	■	■	■
Spot Narrowing	Δ	■	■	■
Medians and Crossing Islands	■	■	■	■
Curb Extensions	■	■	■	■
Road Diets	Δ	Δ	■	■
Building Sidings	■	■	■	■
<b>Horizontal Deflection</b>				
Chicanes			■	■
Crossing Islands/Short Medians	■	■	■	■
Mid-Block Traffic Circles			Δ	■
Roundabouts	■	■	■	■
Lane Offsets		Δ	Δ	■
<b>Profile Alterations</b>				
Speed Humps		Δ	Δ	■
Raised Crosswalks		Δ	■	■
Raised Intersections		Δ	■	■
Textured Pavement	■	■	■	■
<b>Traffic Management</b>	Δ	Δ	Δ	Δ

■ Often used for new design or retrofit programs in traffic calming settings  
 Δ May be suitable

The needs of the setting must be balanced with the regional mobility function of the roadway when considering traffic calming measures, similar to many other aspects of roadway design. Traffic calming measures discussed in this chapter are most appropriate for local roads and minor collectors. Additional measures suitable for local streets (but too restrictive for other types of streets) are not discussed in this chapter, but may be found in the references listed at the end of the chapter.

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*Traffic calming must strike a balance between local needs and local mobility.*

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In some circumstances, such as in a town center environment, where both high vehicular and high pedestrian volumes are present, traffic calming measures can be suitable for use on arterials. In some cases, these elements, such as crossing islands and curb extensions, can be

**From:** Christopher Chaban <cchaban@chicopeema.gov>  
**Sent:** Thursday, July 11, 2019 10:29 AM  
**To:** Lang, Bao D. (DOT) <Bao.Lang@dot.state.ma.us>  
**Cc:** Amaral, Daryl J. (DOT) <Daryl.Amaral@dot.state.ma.us>  
**Subject:** FW: Chicopee speed tables

Hi Bao,

Just checking in to see if you have had a chance to take a look at the request below. We will be having a Public Safety Committee meeting soon regarding these proposed speed tables. I would like to go in armed with MassDOT comment if possible. Whatever input you can offer given the available information will be helpful.

Thanks again.

**Christopher J. Chaban**  
Acting City Engineer  
Chicopee Engineering Department  
115 Baskin Drive  
Chicopee, MA 01020  
(413) 594-3416  
[cchaban@chicopeema.gov](mailto:cchaban@chicopeema.gov)



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**From:** Christopher Chaban  
**Sent:** Monday, July 01, 2019 12:03 PM  
**To:** Lang, Bao (DOT)  
**Cc:** Elizabeth F. Botelho  
**Subject:** Chicopee speed tables

Hi Bao,



Please see the attachments for some traffic calming techniques the City is proposing for the locations of Front St. and Grattan St. These roads are under traffic control agreement with MassDOT. Could you please review the concepts and whether or not these road classifications are suitable for the proposed treatment?

- Front St.:
  - (4) speed tables proposed between Bell St. to Wheatland Ave. (2/3 mile)
    - Raised crosswalks considered but not feasible due to the need for relocating drainage utilities
    - In some cases drainage cannot be relocated due to the utility crowded corridor
  - Section of road contains (3) schools, entrance to Szot Park, Public Library, a church, and elderly housing
  - ADT 10,925 (weekday)
  - Posted speed limit: 30 mph
  - 85<sup>th</sup> percentile speed: 37.5 mph (combined average both directions)
  - Terrain is somewhat 'rolling' especially by the Szot Park entrance.
  
- Grattan St.:
  - (1) raised crosswalk / speed table requested by City Councilor (2 pedestrian fatalities reported in recent years)
  - Traffic study has yet to be completed
  - Raised crosswalk or speed table under review

The speed tables and/or raised crosswalk would be constructed in compliance with section 16.7.1.1 (Exhibit 16-17-C. 22' Straight Ramp Speed Table) of the MHD Design Guide.

Thank you in advance for your comments.

Regards,

**Christopher J. Chaban**

Acting City Engineer

Chicopee Engineering Department

115 Baskin Drive

Chicopee, MA 01020

(413) 594-3416

[cchaban@chicopeema.gov](mailto:cchaban@chicopeema.gov)



## Carla Grace

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**From:** Fred Krampits  
**Sent:** Friday, August 16, 2019 2:05 PM  
**To:** Carla Grace  
**Subject:** FW: Raised Crosswalks / Speed Table meeting - reference materials  
**Attachments:** image002.jpg; image003.png

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**From:** Daniel P. Stamborski  
**Sent:** Monday, June 17, 2019 3:40 PM  
**To:** Christopher Chaban; Fred Krampits; Frank Laflamme; Shane D. Brooks; Gary R. Labrie; Stanley Walczak; William Jebb; Elizabethette F. Botelho  
**Subject:** RE: Raised Crosswalks / Speed Table meeting - reference materials

Good afternoon,

I spoke to Chief Nichols of Northampton and Chief Nelson of Amherst. They both are of the opinion that the "speed tables" do not significantly slow Fire apparatus if there is sufficient spacing. Amherst in particular has four of them at the Amherst college area. Chief Nelson did add that if there were more than four in that particular area, or if they were closer together that he would have an issue with them and that they would slow response times.

[cid:image001.jpg@01D50575.70BE7460]

Dan Stamborski, Fire Chief  
Chicopee Fire Department  
Cell: 413-250-5122  
Office: 413-594-1617

**From:** Christopher Chaban  
**Sent:** Tuesday, June 11, 2019 12:29 PM  
**To:** Fred Krampits; Frank Laflamme; Shane D. Brooks; Gary R. Labrie; Stanley Walczak; William Jebb; Daniel P. Stamborski; Elizabethette F. Botelho  
**Subject:** Raised Crosswalks / Speed Table meeting - reference materials

To all who may be attending the Public Works Committee meeting Wednesday evening to discuss the proposed raised crosswalks / speed tables on Front Street, please see the attachments for some reference materials from the Federal Highway Administration. This is some good information that covers the pros and cons of such installations.

Thank you.

Christopher J. Chaban  
Acting City Engineer  
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115 Baskin Drive  
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(413) 594-3416  
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## Carla Grace

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**From:** Christopher Chaban  
**Sent:** Friday, August 2, 2019 10:57 AM  
**To:** Carla Grace  
**Subject:** FW: Chicopee speed tables

Carla,  
Please see below for the content I read from at the Public Works Committee meeting on Wednesday as you requested.

Thanks.

**Christopher J. Chaban**  
Assistant City Engineer  
Chicopee Engineering Department  
115 Baskin Drive  
Chicopee, MA 01020  
(413) 594-3416  
[cchaban@chicopeema.gov](mailto:cchaban@chicopeema.gov)



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**From:** Lang, Bao D. (DOT) [mailto:[bao.lang@state.ma.us](mailto:bao.lang@state.ma.us)]  
**Sent:** Thursday, July 11, 2019 12:08 PM  
**To:** Christopher Chaban  
**Cc:** Amaral, Daryl J. (DOT)  
**Subject:** RE: Chicopee speed tables

Since there are TCAs the City will need MassDOT approval. Please send us a letter from the mayor requesting for our review of the proposal and determination if an amended TCA will be required.

can you email me the existing TCAs for my record?

thank you.

**From:** Christopher Chaban <[cchaban@chicopeema.gov](mailto:cchaban@chicopeema.gov)>  
**Sent:** Thursday, July 11, 2019 11:51 AM  
**To:** Lang, Bao D. (DOT) <[Bao.Lang@dot.state.ma.us](mailto:Bao.Lang@dot.state.ma.us)>  
**Cc:** Amaral, Daryl J. (DOT) <[Daryl.Amaral@dot.state.ma.us](mailto:Daryl.Amaral@dot.state.ma.us)>  
**Subject:** RE: Chicopee speed tables

Thanks, Bao,

Yes. We have been corresponding with our emergency services regarding this and they were tasked with contacting nearby cities that have speed tables in place. They will come forward with their findings at the upcoming meeting. If the Council votes to proceed with installation, is an approval from MassDOT required?