



Town of Glastonbury

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Richard J. Johnson
Town Manager

ITEM #7
05-25-2021 Meeting

May 21, 2021

The Glastonbury Town Council
2155 Main Street
Glastonbury, CT 06033

Re: Town Manager's Report

Dear Council Members:

The following will keep you up to date on various topics.

1. COVID-19

Attached is a copy of the most recent weekly report and summary of Town operations.

2. Capital Improvement Program

This topic involves funding options for the Town's highly successfully Capital Improvement Program. Specifically, the role of borrowing to complement the long-standing protocol of funding capital projects on a pay as you go basis through the Capital Reserve Fund. There are a number of scenarios for bond issues subject to approval at referendum. At this point, a Capital Planning Workshop is contemplated for early September at which time options and scenarios will be reviewed in detail. In the meantime, the Board of Finance continues to express interest in this topic and I would expect to review basic scenarios with the Board of Finance over coming weeks.

3. JB Williams Park

A project to update and reconfigure the parking area at the popular JB Williams Park is scheduled for this fall. The project components include resurfacing the parking area (processed gravel), post and wood beam fencing, new lighting, signage, landscaping and related improvements. This project will improve access, parking, way finding, appearance and complement this busy destination.

4. Town Offices

All Town offices will reopen on or by Tuesday, June 1st. This includes Town Hall. Health protocols will be in place for staff and visitors.

5. American Rescue Plan Act

The attached publication by the US Treasury provides a good overview of the American Rescue Plan Act. Glastonbury is expected to receive \$10M± for general government. These funds will be distributed 50% each in 2021 and 2022. A more detailed report on potential uses will be forwarded over coming weeks to serve as a basis for specific discussions.

6. Tailgating (Following Too Close)

In response to recent public comment, I asked Chief Porter to provide the attached summary concerning tailgating and aggressive driving.

7. Memorial Day

The Memorial Day Parade will step off at 9:00 a.m. on Monday, May 31st from the corner of Main Street and Welles Street. The parade will be followed by a ceremony at Hubbard Green.

8. Pollinator Pathways and Native Plantings

Council Member McChesney asked to discuss this topic on Tuesday evening. A pollinator pathway generally supports habitat and food sources for pollinating insects and wild life by linking corridors. This includes bees, butterflies, humming birds, etc. The attached pages describe the general concept and benefits. I understand Glastonbury Partners in Planting (GPIP) is interested in working to establish and encourage pathways and to get the word out on how property owners can support. Native plantings involve the use of natives when landscaping public and private properties. For Town projects, this approach has been supported for some time including the Riverfront Park, RCC, Nayaug Elementary School and others at which all or most plantings are native. Council Member McChesney will comment on this topic further.

Sincerely,



Richard J. Johnson
Town Manager

RJJ/sal
Attachments

News

Weekly Town Manager COVID-19 Update - May 21, 2021

Post Date: 05/21/2021 11:12 AM

Recent COVID-19 updates for the Town of Glastonbury are summarized in this weekly update.

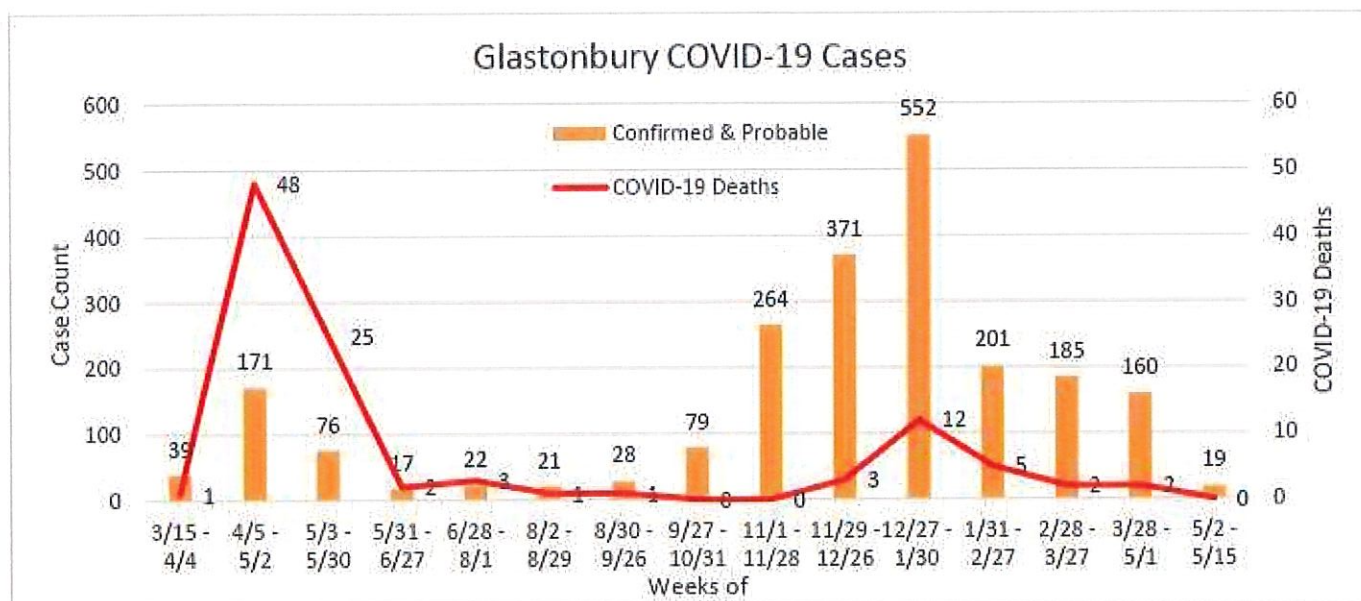
Glastonbury COVID-19 Figures

Numbers in (parentheses) indicate change from the previous week.

As per CT Department of Public Health (CT DPH) lab testing data available 5/15/21:

- 22,895 COVID-19 tests have been performed on residents (+193)
- Of the 22,895 tests, 2,205 (+20) are laboratory confirmed positive and probable cases of COVID-19
- Deaths are recorded using information from the Office of the Chief Medical Examiner. No new deaths were recorded this week, leaving the loss of Glastonbury residents at 105 people (+0).
- By gender, a total of 1,157 female (+11) and 1,048 male (+9) positive cases have been reported.

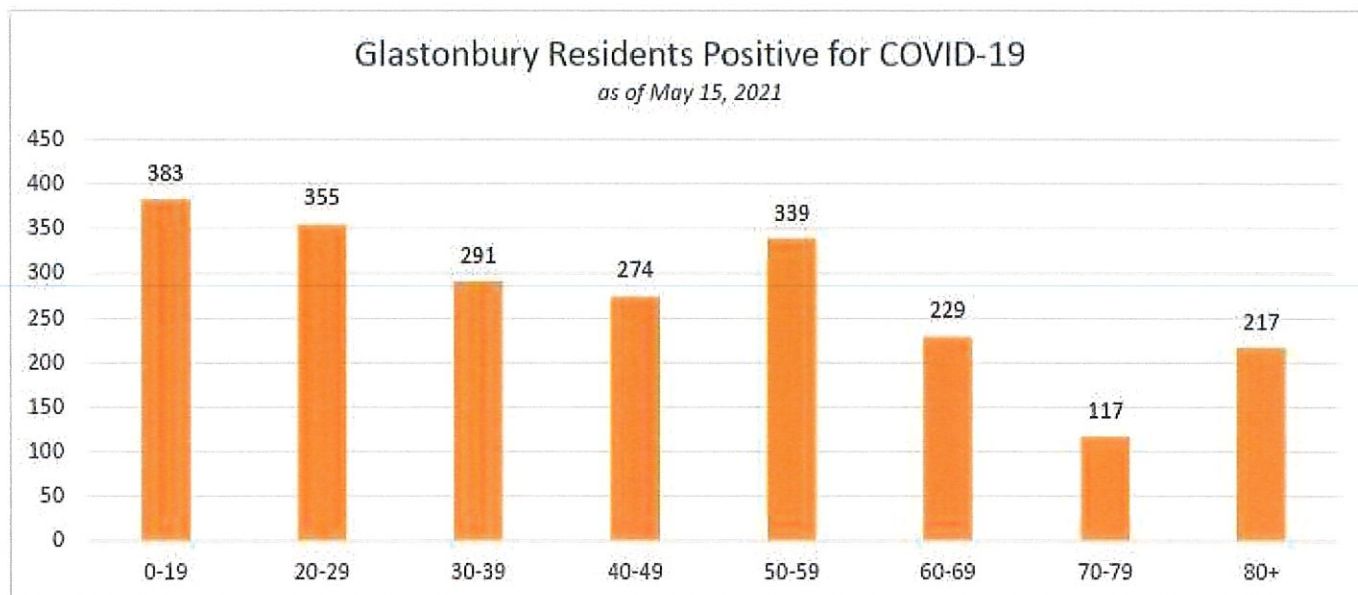
The graph below shows a count of residents with confirmed positive and probable cases and COVID-19 related deaths in approximate one-month timeframes beginning in March 2020. *Notes: COVID-19 deaths are depicted on a secondary Y axis with a separate (right hand) scale. The data in the last column only represents data for 5/2–5/15.*



The CT DPH’s weekly color-coded Town Alert System map shows positive COVID-19 cases per 100,000 population using a 14 day average. (Please note, the map does not include cases among people who reside in nursing homes, assisted living, or correctional facilities.) As of Thursday, 5/20, Glastonbury is currently in

Yellow with 6.4 cases per 100,000 and 8 of the 169 Connecticut cities and towns are in the Red zone with 15+ cases per 100,000 population.

The number of Glastonbury cases **by age group** is shown in the following chart:



- [View the Connecticut COVID-19 website, including resources & data points](#)
- [Latest COVID-19 Data on Nursing Homes and Assisted Living Facilities](#)

State of Connecticut Update on Masks and Face Coverings

- As of May 19, 2021, Connecticut's protocols regarding masks and face coverings were updated to align with the recently modified CDC recommendations. In general, the protocols that are currently in effect statewide include masks not required when outdoors, but will still be required indoors under certain conditions. For a complete list of protocols, please click on the following link: [**Executive Order No. 12A**](#)

Schedule your Vaccines in time for upcoming / summer celebrations

- With the summer months and several holidays quickly approaching, the Glastonbury Health Department is encouraging all residents to get their COVID-19 vaccine shots in time to achieve full vaccination status for these celebratory gatherings. As a reminder, an individual is not considered “fully vaccinated” until 2 weeks after their second shot (or first shot if choosing the Johnson & Johnson vaccine) is administered. Residents are encouraged to be mindful when scheduling your vaccines in anticipation of the upcoming holidays and summer gatherings – e.g. Father’s Day, Independence Day, and other summer festivities. Vaccines can be obtained from a wide array of local providers, pharmacies, and organizations. Please visit ct.gov/covidvaccine to find a clinic near you.

Upcoming COVID-Related Events

- [“Empowering Parents” Support Group](#) - May 26, June 9 and 23

Reminders:

- General vaccine information -[ct.gov/covidvaccine](https://www.ct.gov/covidvaccine)
- VAMS Enrollment scheduling form: <https://dphsubmissions.ct.gov/OnlineVaccine>

For an overview of how the pandemic continues to affect Town operations and programming, please visit www.glastonburyct.gov/covid19 and click on the 3 document links under the introductory paragraph. The Town will continue to provide any updates it receives through this weekly update and the Town website/Facebook page as applicable.

Sincerely,

Richard J. Johnson
Town Manager

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Coronavirus State and Local Fiscal Recovery Funds

The American Rescue Plan will deliver \$350 billion for state, local, territorial, and Tribal governments to respond to the COVID-19 emergency and bring back jobs.

The Coronavirus State and Local Fiscal Recovery Funds provide a substantial infusion of resources to help turn the tide on the pandemic, address its economic fallout, and lay the foundation for a strong and equitable recovery.

Funding Objectives

- **Support urgent COVID-19 response efforts** to continue to decrease spread of the virus and bring the pandemic under control
- **Replace lost public sector revenue** to strengthen support for vital public services and help retain jobs
- **Support immediate economic stabilization** for households and businesses
- **Address systemic public health and economic challenges** that have contributed to the inequal impact of the pandemic

Eligible Jurisdictions & Allocations

Direct Recipients

- States and District of Columbia (\$195.3 billion)
- Counties (\$65.1 billion)
- Metropolitan cities (\$45.6 billion)
- Tribal governments (\$20.0 billion)
- Territories (\$4.5 billion)

Indirect Recipients

- Non-entitlement units (\$19.5 billion)



Support Public Health Response

Fund COVID-19 mitigation efforts, medical expenses, behavioral healthcare, and certain public health and safety staff



Address Negative Economic Impacts

Respond to economic harms to workers, families, small businesses, impacted industries, and the public sector



Replace Public Sector Revenue Loss

Use funds to provide government services to the extent of the reduction in revenue experienced due to the pandemic



Premium Pay for Essential Workers

Offer additional support to those who have and will bear the greatest health risks because of their service in critical infrastructure sectors



Water and Sewer Infrastructure

Make necessary investments to improve access to clean drinking water and invest in wastewater and stormwater infrastructure



Broadband Infrastructure

Make necessary investments to provide unserved or underserved locations with new or expanded broadband access



For More Information: Please visit www.treasury.gov/SLFRP

For Media Inquiries: Please contact the U.S. Treasury Press Office at (202) 622-2960

For General Inquiries: Please email SLFRP@treasury.gov for additional information



Example Uses of Funds

Support Public Health Response

- **Services to contain and mitigate the spread of COVID-19**, including vaccination, medical expenses, testing, contact tracing, quarantine costs, capacity enhancements, and many related activities
- **Behavioral healthcare services**, including mental health or substance misuse treatment, crisis intervention, and related services
- **Payroll and covered benefits** for public health, healthcare, human services, and public safety staff to the extent that they work on the COVID-19 response

Replace Public Sector Revenue Loss

- **Ensure continuity of vital government services** by filling budget shortfalls
- **Revenue loss is calculated** relative to the expected trend, beginning with the last full fiscal year pre-pandemic and adjusted annually for growth
- **Recipients may re-calculate revenue loss** at multiple points during the program, supporting those entities that experience revenue loss with a lag

Water & Sewer Infrastructure

- **Includes improvements to infrastructure**, such as building or upgrading facilities and transmission, distribution, and storage systems
- **Eligible uses aligned to Environmental Protection Agency project categories** for the Clean Water State Revolving Fund and Drinking Water State Revolving Fund

Equity-Focused Services

- **Additional flexibility for the hardest-hit communities and families** to address health disparities, invest in housing, address educational disparities, and promote healthy childhood environments
- **Broadly applicable** to Qualified Census Tracts, other disproportionately impacted areas, and when provided by Tribal governments

Address Negative Economic Impacts

- **Deliver assistance to workers and families**, including support for unemployed workers, aid to households, and survivor's benefits for families of COVID-19 victims
- **Support small businesses** with loans, grants, in-kind assistance, and counseling programs
- **Speed the recovery of impacted industries**, including the tourism, travel, and hospitality sectors
- **Rebuild public sector capacity** by rehiring staff, replenishing state unemployment insurance funds, and implementing economic relief programs

Premium Pay for Essential Workers

- **Provide premium pay to essential workers**, both directly and through grants to third-party employers
- **Prioritize low- and moderate-income workers**, who face the greatest mismatch between employment-related health risks and compensation
- **Key sectors include** healthcare, grocery and food services, education, childcare, sanitation, and transit
- **Must be fully additive** to a worker's wages

Broadband Infrastructure

- **Focus on households and businesses** without access to broadband and those with connections that do not provide minimally acceptable speeds
- **Fund projects that deliver reliable service** with minimum 100 Mbps download / 100 Mbps upload speeds unless impracticable
- **Complement broadband investments** made through the Capital Projects Fund

Ineligible Uses

- **Changes that reduce net tax revenue** must not be offset with American Rescue Plan funds
- **Extraordinary payments into a pension fund** are a prohibited use of this funding
- **Other restrictions apply** to eligible uses

The examples listed in this document are non-exhaustive, do not describe all terms and conditions associated with the use of this funding, and do not describe all the restrictions on use that may apply. The U.S. Department of the Treasury provides this document, the State and Local contact channels, and other resources for informational purposes. Although efforts have been made to ensure the accuracy of the information provided, the information is subject to change or correction. Any Coronavirus State and Local Fiscal Recovery Funds received will be subject to the terms and conditions of the agreement entered into by Treasury and the respective jurisdiction, which shall incorporate the provisions of the Interim Final Rule and/or Final Rule that implements this program.

Tailgating and Aggressive Driving

Aggressive and distracted driving are a major public concern and have been the subject of numerous studies. Aggressive driving includes a series of offenses and violations such as tailgating. There are a number of theories as to the causes of aggressive driving including: traffic congestion, time pressures, retaliation, watching others break the rules and a culture of disrespect on the roadways.ⁱ

Aggressive and distracted driving are the leading cause of accidents in the United States. Rear-end crashes are the most frequently occurring type of collision, accounting for approximately 29% of all crashes (NHTSA, 2017)ⁱⁱ. Tailgating is a contributing factor in more than one-third of all crashes on the road. (TeenSafe, 2018)ⁱⁱⁱ. Over the previous three years, tailgating has been identified as the primary contributing factor in 29% of Glastonbury crashes.

According to insurify.com, a recent study found that Connecticut ranked #7 in the country with 22 drivers cited for tailgating per 10,000 drivers (the national average is 14 out of 10,000).^{iv} Glastonbury officers have cited 389 drivers for tailgating violations over the previous 3 years

Connecticut has enacted legislation to address aggressive driving, including changes that make tailgating a more serious offense if it results in an accident or a crime if it is intended to harass another. The following Connecticut General Statutes [in part] address tailgating and tailgating with intent to harass.

Sec. 14-240. Vehicles to be driven reasonable distance apart. (a) No person operating a motor vehicle shall follow another vehicle more closely than is reasonable and prudent, having regard for the speed of such vehicles, the traffic upon and the condition of the highway and weather conditions.

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(d) Any person who violates any provision of this section shall have committed an infraction, except that ... if the violation results in a motor vehicle accident, such person shall have committed a violation and shall be fined not less than one hundred dollars nor more than two hundred dollars.

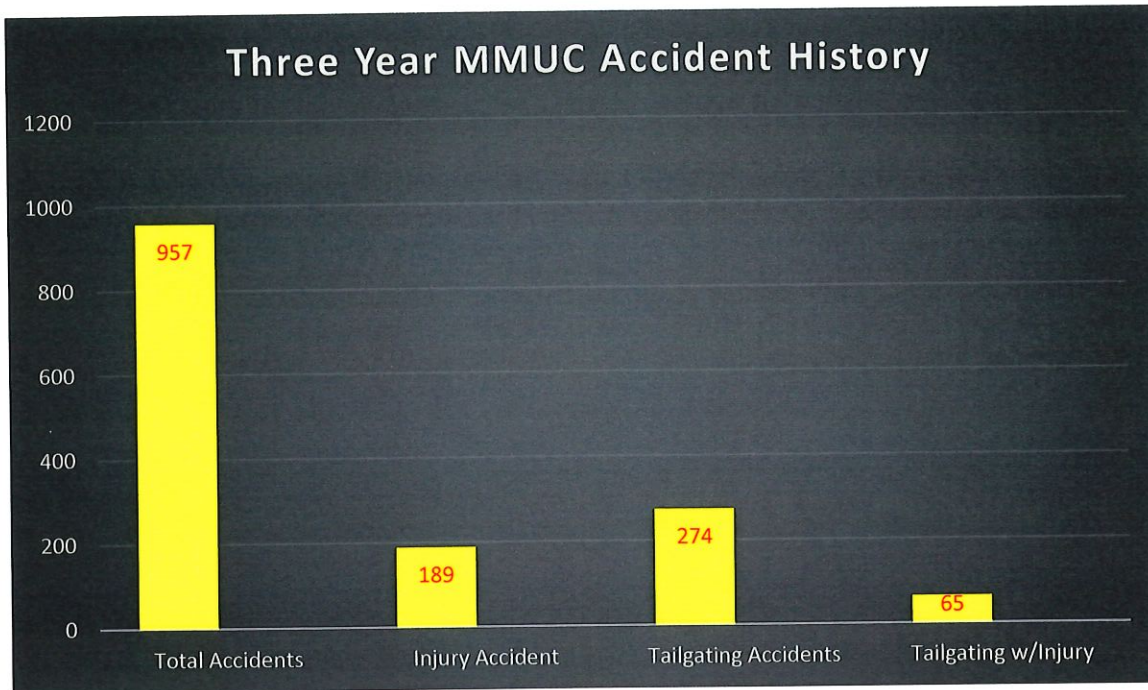
Sec. 14-240a. Vehicles to be driven reasonable distance apart. Intent to harass or intimidate. (a) No person operating a motor vehicle shall follow another vehicle more closely than is reasonable and prudent, having regard for the speed of such vehicles, the traffic upon and the condition of the roadway or highway and weather conditions, with the intent to harass or intimidate the operator of the preceding motor vehicle.

(b) Any person who violates the provisions of this section shall be fined not less than one hundred dollars nor more than three hundred dollars or imprisoned not more than thirty days or be both fined and imprisoned for the first offense and for each subsequent offense shall be fined not more than six hundred dollars or imprisoned not more than one year or be both fined and imprisoned.

When Connecticut police officers investigate motor vehicle crashes on public roads (and certain private property accidents), they complete a Model Minimum Uniform Crash Criteria (MMUC) report for each crash. The MMUC captures motor vehicle crash data elements and their attributes. The data is then transmitted electronically to the State of Connecticut Department of Transportation (DOT), and then to the UCONN Connecticut Crash Data Repository (CTCDR). Members can then perform complex queries of CTCDR data, which can help identify trends or patterns.

An analysis of Glastonbury's CTCDR data over the past three years is presented in the tables below. While tailgating crashes with injury only account for approximately 7% of all crashes, approximately $\frac{1}{4}$ of all tailgating crashes result in injury.

Three Year MMUC Accident History		
	Total	Percentage of Total
Crashes	957	100%
Injury Crashes	189	19.7%
Tailgating Crashes	274	28.6%
Tailgating w/Injury	65	6.8% (23.7% of all tailgating crashes)



Enforcing tailgating laws can be challenging for police unless there is a collision or evidence to support road rage. In virtually every rear-end crash, the driver who struck another from behind will be found at fault and cited for failing to drive a reasonable distance apart and causing an accident. Absent a collision, officers must be able to observe the vehicles in operation and then make a decision as to whether there is probable cause to charge the driver with tailgating. This is complicated, as the controlling laws are ambiguous, and require the officer to make a subjective decision

based upon his/her interpretation of what “reasonable and prudent” is, taking into consideration speed, distance, traffic, weather, and highway conditions. What is reasonable and prudent can vary significantly from driver to driver and vehicle to vehicle based in part on driver experience and vehicle capability.

Most drivers have been trained to leave a three second gap between the car in front (i.e. the three second rule), or one car length for every 10 mph. These are prudent recommendations, but they are not necessarily per se legally sufficient to support a charge.

Technology exists that can measure speed and distance between vehicles, and while the resulting data can be useful as evidence should a case go to court, it is expensive and the subjectivity problem remains, particularly with “close calls”. What is a car length? Is it reasonable to expect a driver traveling 40 mph to know the difference between three or four car lengths, or to continually and accurately calculate a three-second distance between the vehicle in front?

Most motorists have likely witnessed or been victims of tailgating instances so egregious that there could be little doubt as to its recklessness and illegality, but officers rarely see this, as drivers tend to adjust rather quickly their behavior upon seeing a police officer. Egregious cases are easier to enforce when an officer has occasion to witness the violation, or a resulting crash.

There are steps that can be taken to try to reduce instances of tailgating and other aggressive driving behaviors. Research has shown that a combination of intensive public education campaigns to encourage compliance and develop public support, and aggressive enforcement have been effective in reducing unsafe driving behaviors.

The DOT is experienced in promoting successful, mass education campaigns with Connecticut Police Departments, such as distracted driving, click it or ticket and DUI. Perhaps aggressive driving and tailgating can be added to the programs, and police can dedicate time to aggressively enforcing violations.

Support from prosecutors who are responsible for determining the outcome of contested citations is paramount. Citations that are “thrown out of court” may be detrimental to behavior modification and may discourage police from enforcement. Prosecutors can work towards agreeing on standards that will remove some of the subjectivity associated with enforcement, allowing for prosecution that is more successful. Technology can be purchased through Municipal fees Towns receive from infractions, grants and other sources.

ⁱ https://one.nhtsa.gov/people/injury/research/aggressionwisc/chapter_1.htm

ⁱⁱ

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812603#:~:text=There%20were%2037%2C133%20people%20killed,increases%20in%202015%20and%202016.&text=percent%2C%20from%201.19%20in%202016%20to%201.16%20in%202017.>

ⁱⁱⁱ <https://teensafe.net/>

^{iv} [https://insurify.com/insights/states-with-the-most-tailgating-violations/#:~:text=most%20tailgating%20violations.-,Insights,Traffic%20Safety%20Administration%20\(NHTSA\).](https://insurify.com/insights/states-with-the-most-tailgating-violations/#:~:text=most%20tailgating%20violations.-,Insights,Traffic%20Safety%20Administration%20(NHTSA).)



Pollinator Pathways

Establishing pollinator-friendly habitats and food sources for bees, butterflies, hummingbirds and other pollinating insects and wildlife

[Home](#)

[About](#)

[Pollinator Pathways](#)

[Pesticides](#)

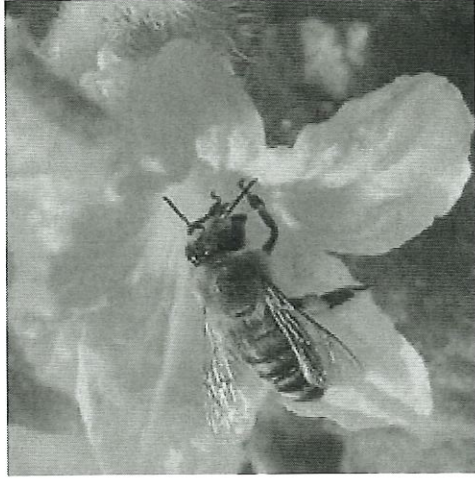
[Your Backyard](#)

[Invasive Threats](#)

[Resources](#)

[Get Involved](#)

[Upcoming Events](#)



How to “Bee” Part of the Pollinator Pathway

Create a way-station for pollinators!

- plant native pollinator-friendly trees, shrubs, and perennials!
- provide a source of clean water
- leave some dead wood and dirt patches for nesting bees

Rethink your lawn.

- leave the clippings on the grass as fertilizer rather than adding chemicals
- leave the leaves--many pollinators overwinter in leaf matter
- consider the use of slow-release organic fertilizers or none at all
- reduce lawn size by adding native plants
- mow less often
- no need for pesticides! this means a healthy lawn for your children and pets too!

Sign Up!

To Sign up, call (877-679-2463) or [email us!](#) and learn about planting parties, get resources about invasive and native plants, and be invited to community events!

This Pollinator Pathway project is organized by volunteers from town conservation organizations ([listed on each town's page](#)) working together to establish pollinator-friendly habitat and food sources for bees, butterflies, hummingbirds and other pollinating insects and wildlife along a series of continuous corridors. Most native bees have a range of about 750 meters, so the goal is to connect properties that are no farther apart than that. This project began in 2017 in Wilton, CT. Since then, pathways have been established in over 200 towns in CT, NY, MA, NJ, PA and the list keeps growing.

Without pollinators, we can't feed ourselves. Pollination enables the plants in our yards, parks, farms and orchards to reproduce. Imported European honey bees are the bees we think of most often, but there are over 4000 species of bees native to the United States, and they play a vital role in pollinating the plants we rely on in our communities. Pollinator populations are in sharp decline because of pesticide use and loss of habitat. Bee populations, both native and honey bees, have seen sharp declines. Monarch butterflies have declined by 94.6% in the last 20 years, according to the [US Wildlife Federation](#). A recent [German study](#) shows a 75% decline in all flying insects in the last 25 years. The threat to pollinators is a threat to us!

Because the Pollinator Pathway “de-fragments” the environment, it benefits our ecosystem as a whole. Our landscape has been chopped up, or fragmented, through urban- and suburban-ization. The problem is, we can no longer support sustainable populations of wildlife in our isolated parks and preserves alone, as Dr. Doug Tallamy, University of Delaware entomologist, [argues so eloquently](#) in his book [Bringing Nature Home](#). Luckily, there is a solution. If we begin to manage our own yards organically and with native plantings we can use them to connect parks and

preserves, creating crucial corridors for wildlife. That is the idea behind the Pollinator Pathway.

How to join:

Everyone can join by avoiding the use of pesticides and lawn chemicals and planting native, pollinator-friendly plants ([lists of pollinator plants native to the North East available here](#)). Residents can add anywhere from one pollinator-friendly tree, shrub or planter, to a small pollinator garden or a full meadow. Towns can create a pathway by following the steps laid out here.

Why do native plants matter? Our local pollinators have evolved to depend on our local plants. Our caterpillars and bees can't use trees from China and Japan. The monarch butterfly is a good example as it must have the milkweed plant to survive. Without the milkweed, there will be no monarchs, and we don't typically put these "weeds" in our yards. They have also been eradicated from fields by farmers, and now the monarch is in danger of extinction.

What to plant. [Here are our favorite plant lists.](#)