MINUTES OF MEETING HELD
BY STATE TRAFFIC COMMISSION
FEBRUARY 23, 2012

Present: Commissioner Reuben F. Bradford
         Department of Emergency Services and Public Protection

         Commissioner Melody A. Currey
         Department of Motor Vehicle

         Commissioner James P. Redeker
         Department of Transportation

         Deputy Commissioner Christopher Bergstrom
         Department of Economic and Community Development

The meeting was called to order in Conference Room A of the Department of Transportation, 2800 Berlin Turnpike, Newington, Connecticut at 10:05 a.m. on Thursday, February 23, 2012.

Mr. Sawicki, Executive Director of the State Traffic Commission, stated that anyone wishing to speak at today’s meeting is to have signed in on the sign-in sheet as you entered the room. He added that any information presented at today’s meeting will be retained in the State Traffic Commission Office in accordance with the Freedom of Information Act.

1. Mr. Sawicki stated that the first order of business is to approve the minutes of the January 19, 2012 meeting of the State Traffic Commission.

   Upon motion of Commissioner Bradford and seconded by Commissioner Currey, it was voted to adopt the minutes of the following meeting:

   January 19, 2012

2. Mr. Sawicki recommended approval of the following regulatory items. These items are in substantial conformance with the regulations of the State Traffic Commission, have no unresolved issues, and the Local Traffic Authorities are all in agreement with the recommendations.

   Upon motion of Deputy Commissioner Bergstrom and seconded by Commissioner Currey, it was voted to approve the following Traffic Investigation Reports, copies of which are on file in the Office of the Commission.
Bethel – STC #009-1111-01

Grant permission to the Town of Bethel to establish a 25 mph speed limit for both directions of travel on Sympaug Park Road from the Bethel Public Works Department Parking Lot northerly to Route 53 (Turkey Plain Road), a distance of 0.26 miles.

Durham – STC #037-1111-01

Approve a change in the speed limit from 30 mph to 25 mph for both directions of travel on Maiden Lane, in the Town of Durham, from Route 17 easterly to Haddam Quarter Road, a distance of 1.84 miles.

Newington – STC #093-1112-01

1. Rescind all previously approved lane use control at the intersection of Route 175 (Cedar Street) and Route 173 (Willard Avenue) in the Town of Newington.

2. Approve the following lane use control at the intersection of Route 175 (Cedar Street) and Route 173 (Willard Avenue) in the Town of Newington:

   - N/B Route 173: A combination right-turn and through lane, A left-turn lane
   - S/B Route 173: A right-turn lane, A through lane, A left-turn lane
   - E/B Route 175: A combination right-turn and through lane, A through lane, A left-turn lane
   - W/B Route 175: A right-turn lane, Two through lanes, A left-turn lane

3. Approve a revision to the traffic control signal with an exclusive audible pedestrian phase at the intersection of Route 175 (Cedar Street) and Route 173 (Willard Avenue) in the Town of Newington to add emergency vehicle pre-emption.

4. Approve the installation of a “No Turn on Red” sign on Route 173 Northbound at the intersection of Route 175 (Cedar Street) and Route 173 (Willard Avenue) in the Town of Newington.

5. Approve the installation of a “No Turn on Red” sign on Route 175 Westbound at the intersection of Route 175 (Cedar Street) and Route 173 (Willard Avenue) in the Town of Newington.

6. Approve a revision to the traffic control signal at the intersection of Route 175 (Cedar Street) and Route 173 (Willard Avenue) in the Town of Newington to include all-red emergency flashing operation.
Newington – STC #093-1112-02

1. Rescind all previously approved lane use control at the intersection of Route 175 (Cedar Street) and Mill Street Extension in the Town of Newington.

2. Approve the following lane use control at the intersection of Route 175 (Cedar Street) and Mill Street Extension in the Town of Newington:

   E/B Route 175
   - Two through lanes
   - A left-turn lane

   W/B Route 175
   - A combination right-turn and through lane
   - A through lane

3. Approve a revision to the traffic control signal with an exclusive audible pedestrian phase at the intersection of Route 175 (Cedar Street) and Mill Street Extension in the Town of Newington to add emergency vehicle pre-emption.

New Milford – STC #095-1111-01

Grant permission to the Town of New Milford to establish a 20 mph speed limit for both directions of travel on Taylor Street from Summit Street northerly to the End of Improved Section, a distance of 0.18 miles.

Norwalk – STC #102-1202-02

Grant the City of Norwalk permission to revise the existing fully-actuated traffic control signal with an exclusive pedestrian phase, programmed flashing operation (11 p.m. to 6 a.m.), emergency vehicle pre-emption, and countdown pedestrian signals at the intersection of Strawberry Hill Avenue at Norden Place to include the Beacon Street at Strawberry Hill Avenue intersection and revised phasing and timing.

Shelton – STC #126-0907-02

1. Rescind all previously approved lane-use controls on Route 108 (Shelton Avenue) at Aspetuck Trail and Maler Avenue.

2. Approve the following lane-use control at the intersection of Route 108 (Shelton Avenue) at Aspetuck Trail and Maler Avenue.

   A. Route 108 (Shelton Avenue) – Westbound
      - A combination through and right-turn lane
      - A left-turn lane

   B. Route 108 (Shelton Avenue) – Eastbound
      - A combination through and left-turn lane
      - A right-turn lane

3. Approve a revision to the traffic control signal at the intersection of Route 108 (Shelton Avenue) at Aspetuck Trail and Maler Avenue in the City of Shelton to include the Maler Avenue intersection approach.
4. Approve the installation of a “No Turn on Red” sign on Maler Avenue at the intersection of Route 108 (Shelton Avenue) in the City of Shelton.

5. Approve the installation of a “No Turn on Red” sign on Aspetuck Trail at the intersection of Route 108 (Shelton Avenue) in the City of Shelton.

**Stamford – STC #135-1111-08**

1. Grant permission to the City of Stamford to revise the existing traffic control signal with emergency pre-emption and an actuated pedestrian phase at the intersection Stillwater Road at Palmers Hill Road.

2. Approve a “No Turn on Red” sign on Palmers Hill Road eastbound at the intersection of Stillwater Road.

**Stamford – STC #135-1111-09**

1. Grant permission to the City of Stamford to revise the existing traffic control signal with emergency pre-emption and an actuated pedestrian phase at the intersection Stillwater Rd at Palmers Hill Rd.

2. Approve a “No Turn on Red” sign on Cold Spring Rd westbound at the intersection of Stillwater Rd.

3. Approve a “No Turn on Red” sign on Stillwater Rd northbound at the intersection of Cold Spring Rd.

**Stamford – STC #135-1111-10**

Grant permission to the City of Stamford to revise the existing emergency pre-emption traffic control signal with an actuated pedestrian phase at the intersection of Route 137 (Washington Blvd.) at Fire Station No. 5 (Woodside Firehouse).

**Stamford – STC #135-1111-11**

Grant permission to the City of Stamford to revise the existing traffic control signal with emergency pre-emption and an actuated pedestrian phase at the intersection of Summer Street at Hoyt Street.

**Stamford – STC #135-1111-13**

Grant permission to the City of Stamford to revise the existing traffic control signal with emergency pre-emption and an actuated pedestrian phase at the intersection of Summer Street at First Street and Woodside Street.

**Stamford – STC #135-1111-21**

1. Grant permission to the City of Stamford to revise the existing traffic control signal with emergency pre-emption and an actuated pedestrian phase at the intersection of US Route 1 (West Main St) at Stillwater Ave.

2. Rescind all previously approved lane-use controls at the intersection of US Route 1 (West Main St) at Stillwater Ave.
3. Approve lane-use controls at the intersection of US Route 1 (West Main St) at Stillwater Ave as follows:

   US Route 1 (West Main Street) northbound: A shared through/left-turn lane
   
   US Route 1 (West Main Street) southbound: An exclusive right-turn lane
   A through lane

**West Haven – STC #156-0901-01**

Approve a revision to the traffic control signal at the intersection of Route 162 (Jones Hill Road) at Colonial Boulevard and Morgan Lane in the City of West Haven to include emergency pre-emption, countdown pedestrian indications and an audible pedestrian signal.

3. **NEW BUSINESS**

**Salisbury – STC #121-1201-01**

Mr. Sawicki stated that the State Traffic Commission received a request from the Town of Salisbury for the removal of a passing zone on Route 112 in the vicinity of the Interlaken Inn. Based on a review, it was recommended that no change be made to the passing zone on Route 112.

The Local Traffic Authority did not concur with the recommendation, and was invited to the meeting.

Mr. Sawicki asked if there was anyone in attendance to address the Commission. Receiving no response Commissioner Redeker recommended that this item be tabled and the Local Traffic Authority be given another opportunity to attend the next meeting. Upon motion by Deputy Commissioner Bergstrom and seconded by Commissioner Currey, it was voted to table this item.

4. **MAJOR TRAFFIC GENERATORS**

a. **Glastonbury – STC #053-1108-01**


Mr. Sawicki asked the Commission to verify that they received a copy of a letter that was sent from Mr. Boice regarding The Shoppes at Avalon. The Commission confirmed that they did receive a copy of the letter.

Mr. Jim Boice, who was representing himself, addressed the Commission. He stated that he was not against the development, but had the following concerns (responses to Mr. Boice’s concerns are in italic):

1. If anything could be done regarding the traffic in the area.

   *Mr. Boice was directed to contact the town regarding this concern.*

2. If the concept of shortening the Route 2 east bound ramp onto Griswold Street was reviewed or pursued.
Ms. Tracy Fogarty, P.E., Transportation Principal Engineer in the Division of Traffic Engineering, explained to the Commission that the concept of shortening the ramp was informally reviewed by the Department and one of the concerns the Department had was with the stopping sight distance if the ramp was shortened. The plans that were submitted and reviewed, and are before the commission today, do not include that concept.

3. There are too many parking lots on Main Street and they should be combined to have only a few access drives onto Main Street. Should have abutting property owners use the Avalon drives to exit onto Main Street.

Ms. Fogarty said that the Department of Transportation does not have the authorization to make the town require the parking lots be combined nor does the Department have authority to require the town to make improvements.

Mr. Sawicki said if the driveway access on Griswold remains and just a connection is made, then it would be an access of convenience and would not require State Traffic Commission (STC) approval, but if the driveway on Griswold is closed and all the traffic is being rerouted through the connection, then it would need to come to STC for approval.

4. The left turn lane on Main Street into Griswold Street is too short.

Mr. Boice was directed to contact the town regarding this concern.

5. If the connection to the ramp from the driveway were approved, who would come to the State Traffic Commission for the change in access – the town or the developer?

If this connection were to be pursued, then it would require a review by the Department of Transportation and possibly a review and approval of the Commission.

6. Do pedestrians on Main Street have sidewalk access to the development?

Mr. Scott Hesketh, the consultant for The Shoppes at Avalon, said that there are sidewalks provided into the site from Main Street.

Commissioner Redeker had a question about the trip generation and if Saturday was the only day that was studied. Ms. Fogarty said the review also included weekdays, but Saturday is mentioned because it was the highest volume generated to the site.

There was some discussion regarding whether the property was for sale. Mr. Boice mentioned in his letter that the property was listed as being for sale. Deputy Commissioner Bergstrom questioned if the property was before the Commission to develop the property or was the property being approved so it could be sold with the approval in place. Mr. Hesketh indicated the property is for lease and that the land was not for sale. The developer’s intention is to lease the property, but is also soliciting it as a joint venture for any interested parties.

Commissioner Currey asked if this development received planning and zoning approval. Mr. Hesketh said “yes” it received planning and zoning approval.

Commissioner Bradford recused himself from voting on this item.

Upon motion of Commissioner Redeker and seconded by Commissioner Currey, it was voted that the State Traffic Commission (STC) issue a certificate to John Alan Sakon and A & F Main Street Associates, LLC for The Shoppes at Avalon, a 70,215 square-foot gross floor area mixed-
use development with 427 parking spaces, located at 131 and N2B Griswold Street, 8E Main Street Rear and 2980 Main Street in the town of Glastonbury stating that the operation thereof will not imperil the safety of the public based on the following conditions. These conditions are based on and refer to the following plans prepared by F.A. Hesketh & Associates, Inc., entitled:


1. That the right-in/right-out only site driveway on Griswold Street be constructed in substantial conformance with the referenced plans.

2. That intersection sight distances be provided and maintained from the site driveway on Griswold Street in accordance with Town standards.

3. That the in-only site driveway on Main Street be reconstructed in substantial conformance with the referenced plans.

4. That the main site driveway on Main Street be reconstructed in substantial conformance with the referenced plans.

5. That intersection sight distances be provided and maintained from the main site driveway on Main Street in accordance with Town standards.

6. That a traffic signal be installed on Main Street at the main site driveway.

7. That State Traffic Commission approval be obtained for the installation of a traffic signal at Main Street and the main site driveway prior to installing the traffic signal.

8. That an easement be granted to the Town of Glastonbury, at no cost, to place and maintain traffic signal appurtenances on private property at the intersection of Main Street and the main site driveway prior to the issuance of an encroachment permit.

9. That signs and pavement markings on the site driveways on Griswold Street and Main Street be installed and maintained in substantial conformance with the referenced plans, and in accordance with the “Manual on Uniform Traffic Control Devices,” latest edition.

10. That signs and pavement markings on Main Street and signs on Griswold Street be installed in substantial conformance with the referenced plans, and in accordance with the “Manual on Uniform Traffic Control Devices,” latest edition.

11. That Main Street be widened in substantial conformance with the referenced plans.

12. That all work on roadways that are owned and maintained by the Town of Glastonbury be performed in conformance with the standards and specifications of the Town.
13. That all conflicting pavement markings in the area of roadway work and in the area of new pavement markings be eradicated to the satisfaction of the Town of Glastonbury.

14. That a chain-link non-access fence be installed along the development’s frontage along the Route 2 eastbound, Exit 6 off-ramp in accordance with the Department of Transportation’s fencing policy.

15. That an encroachment permit be obtained from the Department of Transportation’s District 1 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

16. That prior to the issuance of a Certificate, a bond be posted and maintained in the amount of $327,000 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit process.

17. That future internal connections between the site property and adjacent properties be allowed and not precluded subject to agreement between the property owners, and that no access to the site property from any adjacent properties be established without review and/or approval of the STC.

18. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance and prior to the issuance of an encroachment permit.

19. That an application for a certificate of occupancy for any portion of the development not be submitted to the Town of Glastonbury until all the conditions of this report have been completed or subsequent STC approval allows otherwise.

20. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development’s traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

There being no further business before the Commission, Mr. Sawicki recommended that the meeting be adjourned.

Upon motion of Commissioner Redeker and seconded by Commissioner Currey, it was voted to adjourn at 10:30 a.m.

Melody A. Currey  
Secretary of Commission  
Commissioner of Motor Vehicles

Newington, Connecticut  
February 23, 2012  
Minutes Compiled By:  
David A. Sawicki  
Executive Director