

TOWN OF MANSFIELD
Traffic Authority
Minutes of the Meeting -- December 4, 2008

Present: Hart, Hultgren, Meitzler, Padick, Jackman

Town road speed limits – the master spreadsheet in the Town Manager's office is yet to be updated. Hart suggested when it is updated it should be placed in the Common Work directory for general use.

89/195 church exit sign and pedestrian crossing concerns – pending at DOT.

Route 44/Codfish Falls Road intersection concerns – a report from DOT was received and reviewed. Hultgren will send a copy to the Friedmans.

Advance green at 32/275 intersection – pending at DOT.

Request for “walk left” signs on Hunting Lodge Road, Hanks Hill Road and Hanks Hill Road – Hultgren circulated a page from the MUTCD showing standard “walk on left” signs that could be used. Research on what other communities are doing regarding the use of these signs is continuing. Coordination with UConn on a public education campaign for pedestrians was suggested. Hultgren will bring it up at next week's Parking Advisory Committee meeting at UConn.

Centerline striping policy – Hultgren reported that some research had been done on striping centerlines of roads, but more remained to be done. He will try to enlist the help of the CT Transportation Institute.

Bus stop on Route 275 (WB) near the Community Center – a map showing where a temporary stop would have to be located to gain DOT approval (minimum sight distances met) was reviewed and approved. It was noted that if the stop was made permanent (and hence had a pull-off area), it could be moved closer to the CC exit driveway.

Hunting Lodge/Birch Road 3-way intersection – Hultgren circulated traffic data for the WB approach to this intersection noting that the speed of the traffic was not excessive (avg = 23; 85%=27). Given the

high volume for road (4750 ADT) concern was expressed about the queue for a stop sign WB on Birch backing up into the roundabout. A second roundabout could be placed here, but it would be costly. Hultgren will check the accident data for this intersection and unless there is a high number reported, will write Mr. Silander that the requested stop sign can not be approved, but we will continue to monitor this intersection.

Hunting Lodge speed concerns near and north of Goodwin School – The ADT and speed data were reviewed and discussed. Hultgren reported that the combination of the speed data, his observations and the police observations was that the speeds along this section were not a significant problem. Nonetheless, because of the school's presence and the relatively high volume (2114 ADT) the following was decided upon for this section: 1) Check the location of the northernmost school zone sign to see if it should be moved further north (extending the school speed zone to the north) 2) obtain accident data for this section of roadway and review it 3) continue spot enforcement for speeding and 4) check with the DOT safety office to see if another grant for a radar speed sign (like the one in front of the MMS on Spring Hill Road) could be obtained for southbound traffic in front of the school.

Storrs Center 195 modifications – a progress plan was reviewed by members. A number of concerns over the apparent introduction of curbed medians were raised. Hultgren will write these up and email them to Cynthia vanZelm of the MDP and the consultant:

- 1. As a result of our previous review comments, we believe that all of the median islands in the original STC submittal were either mountable or painted. This is important because by making 195 into a "neighborhood" street, it will be challenging for emergency vehicles to negotiate through the project area. With mountable medians, etc., these vehicles will have more options to get by pulled-over vehicles. It now appears that un-mountable median sections are back into the concept drawing. This is quite disconcerting as per the previous review session comments about medians.*
- 2. In any event, we cannot tell from the progress drawing where the medians are mountable, where they are curbed, where they are flush and where they are painted. In the next drawing we are asked to review, please label these items clearly so that we can tell exactly what is being proposed. (Given our comments before and in 1) above, unless it is explained to us why we need the curbed medians, we would rather not see them.)*

2. *As a related concern brought out by the changes noted in 1) above, since we feel the mountable or painted medians are necessary for emergency service vehicles to negotiate the area, we need to know that these areas will not be full of signs or bollards or light posts that will make their use by emergency vehicles impossible. While we understand these are still concept drawings, we need to know about signs or bollards or other impediments that might be understood as needing to be placed in these medians, thus preventing their use by e-vehicles.*
3. *The 180 degree turn into the Market square for a fire truck approaching from the south (the closest station) does not appear to be feasible. If the sidewalk area on the inside of this turn is made mountable, there still needs to be enough clearance between the median and the far edge of the access roadway curb to turn the truck in. This should be demonstrated.*
4. There are additional medians shown on this plan around and South of Mansfield Road. Our original "submittal" drawings do not go this far south. Our above comments about the need for and the type of medians in the roadway would apply here as well. Please provide clear labeling or a better key so that types of curbs, elevation of medians, mountable/not, painted, etc. are evident.
5. We see that the crosswalk leading from the Town Hall's north lot to the existing shopping plaza has been moved south and is now 200 feet or less from the crosswalk at the Route 275 intersection. The recently built "angled" brick walk from the Town Hall ends right at this crosswalk and was designed partially with the crosswalk in mind. Can you give the reasons why it should be moved -- and do these reasons outweigh the reasons for putting it there in the first place?

2nd Street light at the 195/44 intersection – Hultgren reported that the streetlight on the SE corner of the intersection was now on a signal pole and would have to be removed during the new signal construction. CL&P determined that no one was paying for the existing light, and DOT said to CL&P they would not pay for it. Hultgren was authorized to request a second streetlight at this intersection and request the DOT pay for it since it was a major intersection of two state highways.

CL&P Business Policy Revision – for information only.

Ponde Place update – Padick informed members that a re-submittal for the Ponde Place development on Hunting Lodge Road was expected this spring and there was preliminary talk of a signal at North Eagleville and Hunting Lodge Roads. Hultgren asked why a roundabout wasn't being considered, as the Town has had student studies of this intersection for the feasibility of a roundabout. No action was taken.

The meeting was adjourned at approximately 11:50 AM.

Lon Hultgren
Director of Public Works

Cc: Traffic Authority Members, Town Clerk, 2008 Traffic Authority File