



OFFICE OF  
Vernon Traffic Authority

# TOWN OF VERNON

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**Town of Vernon**  
Vernon Traffic Authority  
Vernon Police Department  
725 Hartford Turnpike  
Vernon, CT 06066  
Community Room  
July 11, 2013

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## Minutes - DRAFT

Meeting called to order at 6:08 P.M. by Chief Kenney. Those in attendance were Bob Kleinhans, Pauline Schaefer, Jon Paul Roden and Fire Marshall Ray Walker. Absent were Mason Thrall and Bob O'Gara.

1. Approval of Minutes of May 9, 2013 meeting.

- *A motion was made by Ray Walker and seconded by Pauline Schaefer to approve the minutes of the May 9, 2013 meeting. Motion passed unanimously with one abstention.*

2. Traffic Statement – Proposed Hotel – 359-365 Kelly Road

- Mr. Richard Meehan from DLS Traffic Engineering LLC. and Victor Antico, General Manager of the Holiday Inn Express were present to discuss the traffic plans and patterns for the proposed hotel to be located at 35-365 Kelly Road.

*After a brief discussion, a motion was made by Jon Paul Roden and seconded by Pauline Schaefer to approve the proposed traffic plan for the proposed hotel located at 359-365 Kelly Road. Motion passed unanimously.*

3. Included in the Vernon Traffic Authority packet was the reappointment of Ray Walker to the Vernon Traffic Authority, an application for building apartments on One Ellington Avenue in Vernon and the agenda for the cancelled June 13, 2013 meeting.

*Motion was made by Pauline Schaefer and seconded by Ray Walker to adjourn the meeting at 6:22 P.M. Motion passed unanimously.*

Respectfully submitted,

*Peggy A. Jackle*

Peggy A. Jackle  
Recording Secretary

## Kenny, James

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**From:** Carlson, Anne-Marie  
**Sent:** Monday, September 23, 2013 2:18 PM  
**To:** Kenny, James  
**Cc:** Schambach, Jeff; Kleinhans, Robert  
**Subject:** Prospect Street Firehouse - Additional Signage Requested

Hello Chief,

We are submitting this request to the Traffic Authority for consideration.

Thank you,

Anne-Marie

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**From:** [CALLSW@aol.com](mailto:CALLSW@aol.com) [<mailto:CALLSW@aol.com>]  
**Sent:** Friday, September 20, 2013 9:51 AM  
**To:** Carlson, Anne-Marie  
**Subject:** Fwd: Prospect Street Firehouse

AM,

Please read the following

I am not sure if U guys can help!

Thanks

Bill

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**From:** [541scba@gmail.com](mailto:541scba@gmail.com)  
**To:** [callsw@aol.com](mailto:callsw@aol.com)  
**Sent:** 9/19/2013 11:09:40 P.M. Eastern Daylight Time  
**Subj:** Prospect Street Firehouse

Chief,

We are having a problem at the firehouse with cars being parked on the street directly across from our bay doors. The signage is very poor along this stretch of the road, and of the few no parking signs that are there no one pays any attention to them. I believe some of the problems stem from the next door food kitchen and the police have been called to take care of this but it is still an issue.

Could the town post some firehouse and no parking signs in the area and maybe they could also paint the curbs across the street yellow which might help people realize that this is no parking area.

We were also told last year that the town would be painting yellow lines on the road in front of the station, but that they would go to at least the center of the roadway. They did paint yellow diagonal lines in the roadway that go out from the curb about 3 feet which I feel is not enough.

One last item, as we know the firehouse is located on the inside of a curve on Prospect Street. For years and probably more than that, the traffic fly's around this corner on a regular basis. Recently we have had a couple of close calls when backing into the firehouse or when leaving and also when we leave the firehouse in our own pov's with cars coming around this curve to fast. Can the town put up some large Firehouse ahead, slow down

signs at the beginning of the curve? Not sure if any of this would help but it would be a good start in the right direction

Thank You,  
Scott Shepard  
Captain ET-541

**Section 5C.03 Intersection Warning Signs (W2-1 through W2-6)****Support:**

- 01 Intersection signs (see Figure 5C-1) include the crossroad, side road, T-symbol, Y-symbol, and circular intersection signs.

**Option:**

- 02 Intersection signs may be used where engineering judgment indicates a need to inform the road user in advance of an intersection.

**Section 5C.04 Stop Ahead and Yield Ahead Signs (W3-1, W3-2)****Standard:**

- 01 A Stop Ahead (W3-1) sign (see Figure 5C-2) shall be used where a STOP sign is not visible for a sufficient distance to permit the road user to bring the vehicle to a stop at the STOP sign.
- 02 A Yield Ahead (W3-2) sign (see Figure 5C-2) shall be used where a YIELD sign is not visible for a sufficient distance to permit the road user to bring the vehicle to a stop, if necessary, at the YIELD sign.

**Section 5C.05 NARROW BRIDGE Sign (W5-2)****Option:**

- 01 The NARROW BRIDGE (W5-2) sign (see Figure 5C-2) may be used on an approach to a bridge or culvert that has a clear width less than that of the approach roadway.

**Section 5C.06 ONE LANE BRIDGE Sign (W5-3)****Guidance:**

- 01 A ONE LANE BRIDGE (W5-3) sign (see Figure 5C-2) should be used on low-volume two-way roadways in advance of any bridge or culvert:
- A. Having a clear roadway width of less than 16 feet, or
  - B. Having a clear roadway width of less than 18 feet when commercial vehicles constitute a high proportion of the traffic, or
  - C. Having a clear roadway width of 18 feet or less where the approach sight distance is limited on the approach to the structure.

**Option:**

- 02 Roadway alignment and additional warning may be provided on the approach to a bridge or culvert by the use of object markers and/or delineators.

**Section 5C.07 Hill Sign (W7-1)****Option:**

- 01 An engineering study of vehicles and road characteristics, such as percent grade and length of grade, may be conducted to determine hill signing requirements.

**Section 5C.08 PAVEMENT ENDS Sign (W8-3)****Option:**

- 01 A PAVEMENT ENDS (W8-3) sign (see Figure 5C-2) may be used to warn road users where a paved surface changes to a gravel or earth road surface.

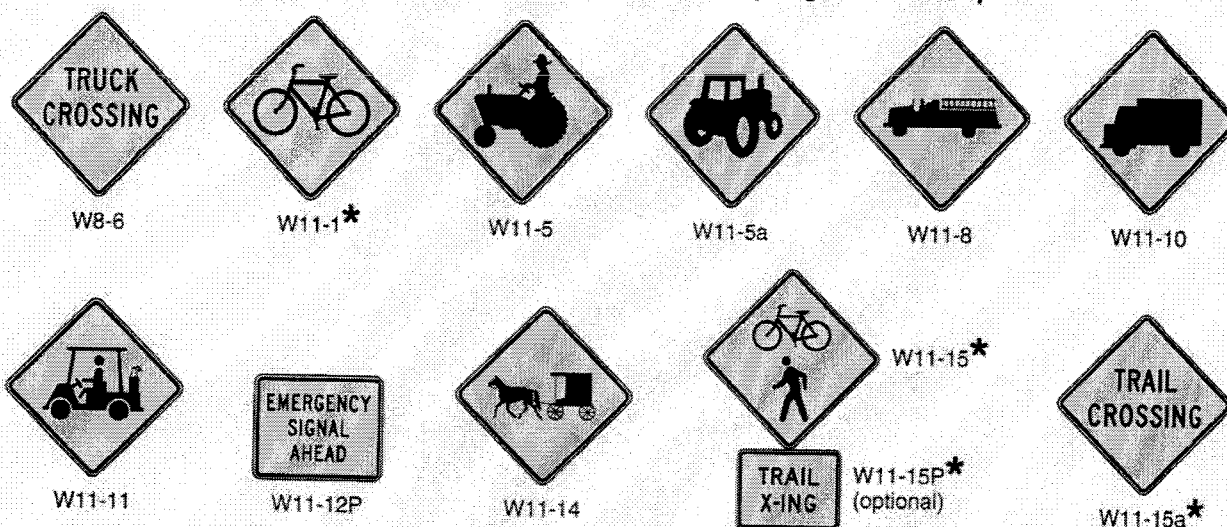
**Section 5C.09 Vehicular Traffic Warning and Non-Vehicular Warning Signs (W11 Series and W8-6)****Guidance:**

- 01 Vehicular Traffic Warning signs (see Figure 5C-2) should be used to alert road users to locations where frequent unexpected entries into the roadway by trucks, bicyclists, farm vehicles, fire trucks, and other vehicles might occur. Such signs should be used only at locations where the road user's sight distance is restricted or the condition, activity, or entering traffic would be unexpected.

**Option:**

- 02 Non-Vehicular Warning signs (see Figure 5C-2) may be used to alert road users in advance of locations where unexpected entries into the roadway or shared use by pedestrians, large animals, or other crossing activities might occur.
- 03 A W7-3aP, W16-2P, or W16-9P supplemental plaque (see Figure 5C-2), with the legend NEXT XX MILES, XX FEET, or AHEAD may be installed below a Vehicular Traffic Warning or Non-Vehicular Warning sign (see Sections 2C.49 and 2C.50) to inform road users that they are approaching a portion of the roadway or a point where crossing activity might occur.

Figure 2C-10. Vehicular Traffic Warning Signs and Plaques



\* A fluorescent yellow-green background color may be used for this sign or plaque.

#### Support:

- 02 These locations might be relatively confined or might occur randomly over a segment of roadway.

#### Guidance:

- 03 Vehicular Traffic Warning signs should be used only at locations where the road user's sight distance is restricted, or the condition, activity, or entering traffic would be unexpected.
- 04 If the condition or activity is seasonal or temporary, the Vehicular Traffic Warning sign should be removed or covered when the condition or activity does not exist.

#### Option:

- 05 The combined Bicycle/Pedestrian (W11-15) sign may be used where both bicyclists and pedestrians might be crossing the roadway, such as at an intersection with a shared-use path. A TRAIL X-ING (W11-15P) supplemental plaque (see Figure 2C-10) may be mounted below the W11-15 sign. The TRAIL CROSSING (W11-15a) sign may be used to warn of shared-use path crossings where pedestrians, bicyclists, and other user groups might be crossing the roadway.
- 06 The W11-1, W11-15, and W11-15a signs and their related supplemental plaques may have a fluorescent yellow-green background with a black legend and border.
- 07 Supplemental plaques (see Section 2C.53) with legends such as AHEAD, XX FEET, NEXT XX MILES, or SHARE THE ROAD may be mounted below Vehicular Traffic Warning signs to provide advance notice to road users of unexpected entries.

#### Guidance:

- 08 If used in advance of a pedestrian and bicycle crossing, a W11-15 or W11-15a sign should be supplemented with an AHEAD or XX FEET plaque to inform road users that they are approaching a point where crossing activity might occur.

#### Standard:

- 09 If a post-mounted W11-1, W11-11, W11-15, or W11-15a sign is placed at the location of the crossing point where golf carts, pedestrians, bicyclists, or other shared-use path users might be crossing the roadway, a diagonal downward pointing arrow (W16-7P) plaque (see Figure 2C-12) shall be mounted below the sign. If the W11-1, W11-11, W11-15, or W11-15a sign is mounted overhead, the W16-7P supplemental plaque shall not be used.

#### Option:

- 10 The crossing location identified by a W11-1, W11-11, W11-15, or W11-15a sign may be defined with crosswalk markings (see Section 3B.18).

When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

**Guidance:**

- 02 *Engineering judgment should be used to establish intersection control. The following factors should be considered:*
- A. *Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
  - B. *Number and angle of approaches;*
  - C. *Approach speeds;*
  - D. *Sight distance available on each approach; and*
  - E. *Reported crash experience.*
- 03 *YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:*
- A. *An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
  - B. *A street entering a designated through highway or street; and/or*
  - C. *An unsignalized intersection in a signalized area.*
- 04 *In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:*
- A. *The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
  - B. *The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
  - C. *Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*
- 05 *YIELD or STOP signs should not be used for speed control.*

**Support:**

- 06 Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

**Guidance:**

- 07 *Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.*
- 08 *A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.*

**Support:**

- 09 The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:
- A. *Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;*
  - B. *Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and*
  - C. *Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.*

**Standard:**

- 10 **Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:**
- A. **If the signal indication for an approach is a flashing red at all times;**
  - B. **If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or**
  - C. **If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.**