

February 19, 2023

Dear Ms. Edwards, Town Planner and Members of Planning and Zoning Commission,

I am unable to attend the scheduled public hearing on February 21, 2023 concerning consideration of the Special Permit Application-(SPU #674) for 1303,1193,1177 West Street. I would like to submit written comment.

I have lived in Southington since 1956 and on Curtiss Street since 1984. My husband and I chose Southington as the place we wanted to live in, raise our family and become part a supportive community.

I am against the approval of this application.

Traffic on Curtiss Street has continuously increased through the years with each approved application. Those that have impacted this area the most:

Hart Street was developed as residential area from a small dead-end street. It was connected to (West Street) RT 229. The entrance and termination of Hart Street was always located at the intersection with Kane Street. Due to the development of the entire area traffic increased immensely and that traffic uses the lower end Curtiss Street to exit or enter (North Main Street) RT 10.

In addition, the Stop & Shop approval on North Main Street, the Executive Boulevard Development, Target-Lowes Plaza along with the development of the property located at the West and Curtiss Street intersection currently where a day care center, medical buildings, hotel and food establishments are located with access to Curtiss Street. These have all led to increased vehicular traffic on Curtiss Street.

When reviewing the traffic studies (performed June 29, and June 30, 2022 after the close of the school year) and supporting documentation submitted for this application concerning automobile crashes from 2019-2021 which were gathered based on numbers during the Covid pandemic period I question the validity of portraying accurate numbers. The impact would be much greater if current information was used. I have found when attempting to travel on West Street

between 3:00 to 5:30 it can be described as highly congested with standstill Southbound traffic until reaching the I-84 West entrance ramp. The installation of a left turn lane on West Street unto Curtiss Street, controlled with a signal light will create additional congestion on West Street northbound.

Concerning resident safety. Curtiss Street has two narrow lanes without shoulders or sidewalks. The posted speed limit is 25 miles per hour which is often ignored. This speed along with sharp curves on either end of the street creates a hazardous environment for pedestrians. Youth utilize various group bus stops along Curtiss Street. One stop is located on the corner of Curtiss and Juniper. In order to reach this stop options are; walking in the road or on front lawns which due to snow are not accessible all year.

Speaking on my own experience as an adult when walking on Curtiss Street I have had to move up on grassy areas of front lawns and wait for vehicles to pass before continuing. It is dangerous even to get mail from the mailbox, we have had to replace over 10 mailboxes in the last 5 years due to vehicles constantly hitting them, some of the boxes only lasting a few weeks.

I have spoken at public hearings in the past and remember quite clearly that John Berry said “West Street would never become another Queen Street”. I now have concerns of Curtiss Street becoming a cut through street with excessive traffic to access Route 10 and Route 229 and another Queen Street! This street was not designed to handle large amounts of traffic. If I were to look at this area in Southington again, due to changes that occurred and if this Special Permit Application is approved, I can’t say I would choose Southington again as the place we wanted to live in, raise our family and become part a supportive community.

With the utmost respect,

*Josephine Pisarsky*

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