

**BOROUGH OF NEWTOWN
NEWTOWN, CONNECTICUT**

Minutes of the regular meeting of the Borough of Newtown Board of Burgesses on **Tuesday, February 9, 2016** in the Borough Office at Edmond Town Hall, Newtown, CT. Warden Gaston called the meeting to order at 7:36 p.m.

Present: Warden James Gaston, Second Senior Burgess Jay Maher, Burgess Anthony Baiad, Burgess Chris Gardner, Tax Collector Jodie Enriquez, Treasurer Paula Brinkman, Clerk Ann LoBosco, Tree Warden Rob McCulloch

Absent: Senior Burgess Joan Crick, Burgess Betsy Kenyon, Burgess Bill Lucas, Zoning Officer Jean St. Jean

Also Present: One member of the public

Burgess Gardner made a motion to accept the January 12, 2016 minutes, seconded by Second Senior Burgess Maher and unanimously approved.

Public Participation: Jane Vouros (29 Main Street), representing Town & Country Garden Club, spoke about the 3 traffic islands which the club maintains (Main Street, Glover Avenue and Queen Street). She stated that the club is having difficulty keeping up with the watering of the plants. They have asked Newtown Hook & Ladder for help in the past when watering was needed. Ms. Vouros asked the Burgesses to consider paying \$100.00 per week for 12 weeks to Newtown Hook & Ladder for their help in watering. In turn, the Garden Club will offer their services to the firehouse. Burgess Baiad complimented Ms. Vouros and the club for the outstanding job they do in maintaining the islands. Second Senior Burgess Maher agreed that the club does an amazing job and the islands are beautiful. The Board is in support of Ms. Vouros' proposal. Warden Gaston stated that planning for the budget will begin next month and he will ask for a motion to approve at that time.

Warden's Report: Warden Gaston received a letter from the Borough of Danielson regarding changing election regulations for the nine Boroughs in Connecticut (Att. A). In order to reduce costs and hold elections more efficiently, the suggestion is to hold elections at the Annual Meeting. Warden Gaston asked the Burgesses to think about this for discussion at a future meeting.

As requested, Warden Gaston sent a letter to the Police Commission on behalf of the Board of Burgesses addressing the flagpole study (Att. B). Warden Gaston summarized the letter and discussion followed. The Board of Burgesses invited the Police Commission to meet for further discussion of their proposal.

Tree Warden: Mr. McCulloch did not have much to report. The bamboo hearing resulted in a positive outcome. In the spring, it can be determined whether the treatment process was

successful. He also said that the trees along Main Street are due for pruning this year and asked that it be considered during the budget discussions over the next few months.

Tax Collector's Report: Tax Collector Enriquez reported the following for January 2016 (Att. C): Total Taxes Due for the List of 2014: \$187,871.54; Current Taxes: \$183,130.91; Back Taxes: \$4,669.44; Interest: \$2,346.33; Liens & Fees: \$396.00. Total Submitted to Treasurer to Date: \$190,525.00. Current Taxes Collected: \$183,130.91 representing 96.7%.

Burgess Baiad made a motion to accept the Tax Collector's Report for December 2015, seconded by Second Senior Burgess Maher and unanimously approved.

Treasurer's Report: Treasurer Paula Brinkman read the January 2016 report (Att. D): A deposit of \$11,000.00 was made this month from Tax Collector Jodie Enriquez making a total of \$190,525.00. Deposits from DEEP and Building/Zoning Fees were \$600.00 and \$25,952.77 respectively. A transfer of \$45,000.00 was made to cover this month's invoices. Interest on the 1 Yr. CD was \$31.23 making a total of \$73,750.43.

Second Senior Burgess Maher made a motion to accept the Treasurer's Report for January 2016, seconded by Burgess Gardner and unanimously approved.

Zoning Officer's Report: No report due to Zoning Officer St. Jean's absence.

Historic District: No report due to Burgess Kenyon's absence.

Sidewalks: Second Senior Burgess Maher had nothing new to report.

Streets & Parks: Second Senior Burgess Maher reported he will be putting out an RFP for the sidewalk in front of Trinity's rectory.

Old Business: None.

New Business: Warden Gaston had a conversation with Martin Blanco from the Flagpole Radio Café. They are now a 501c3 and are looking for support from the Borough in order to have more performances. Currently there is no line item for Cultural Arts in the budget; however, Warden Gaston asked the Board to think about the possibility of adding it to the upcoming budget.

Public Participation: None.

A regular meeting the Board of Burgesses will be held on Tuesday, March 8, 2016 at 7:30 p.m.
in the Borough Office in Edmond Town Hall, Newtown, CT.

There being no further business, Burgess Baiad made a motion to adjourn the meeting at 8:35 p.m., seconded by Burgess Gardner and unanimously approved.

Respectfully submitted,

Ann M. LoBosco
Borough Clerk



AH. A
Borough of Danielson
PO Box 726
Danielson, CT 06239

January 25, 2016

Borough of Newtown
James O Gaston, Warden
PO Box 164
Newtown, CT 06470-0164

Dear James,

As one of the nine Boroughs in the State of Connecticut that experienced less than spectacular election results (election results attached) we took it upon ourselves to contact the State of Connecticut Election Commission to discuss changes in procedures with regard to Borough elections. Currently because of regulations, we have to follow the election statutes that create an unnecessary financial burden on the Borough.

The State of Connecticut Election personnel we met with in Hartford were very receptive to a change in election regulations for the nine Boroughs. We suggested to the commission that we would be willing to develop new language which would make the voting process for the Borough of Danielson and our eight sister Boroughs less onerous and expensive.

The State Elections Commission has approved the enclosed text for the changes in the election regulations. That was the first step.

Now, we need the support of your Borough of Newtown and all other eight Boroughs to insure that this legislation when introduced in the state legislature this session, February 3rd to May 4th, will have enough support from the legislatures that represent your Borough. We are hoping that you will contact your state legislatures and lobby for this regulation change. Anticipating that you will be on board with this project we have taken the initiative and have enclosed materials which we believe will be useful to you when you approach your representative(s) and senator.

We, the council, wholeheartedly support this initiative. We anticipate personally lobbying our own representative(s) and senator who we know are interested in the welfare and future of the Borough of Danielson. Hopefully your representative(s) and senator's enthusiasm for this legislative change will get the support needed to ensure passage of this new legislation.

It is quite possible that you have a number of questions with regard to this project and where it is going. We will be happy to communicate with you at anytime.

Yours truly, -

Elaine B. Lippke, President
Borough of Danielson

enclosures

PROPOSED AMENDMENT TO ACT CONCERNING MUNICIPAL ELECTIONS

SUBSECTION CONCERNING BOROUGH ELECTIONS

Section 1. Section 9-164 of the general statutes is repealed and the following is substituted in lieu thereof (effective July 1, 2014).

(C) Notwithstanding any contrary provision of law, there shall be held in each borough biennially in odd numbered years a borough election. The meeting of said election may, by a vote of the legislative body of such borough, allow any borough at their discretion to hold elections at their Annual Meeting or other option to be established by each individual borough. Such election shall be held on or before the first Monday of May. Any person who is an elector within such borough may vote at such meeting. If however, a petition is filed pursuant to subsection (b) of this section not later than the one hundredth-eighty day prior to the date set for the town meeting, the borough municipal clerk shall warn and a borough municipal election shall be held as prescribed by said subsection.

VOTES CAST AT MUNICIPAL ELECTION

MAY 4, 2015

BOROUGH	TOTAL # OF VOTERS	# VOTED
BANTAM	363	7
DANIELSON	1796	11
FENWICK	73	52
JEWETT CITY	1470	87
LITCHFIELD	774	20
STONINGTON	719	62
WOODMONT	1036	63

NAUGATUCK: ELECTIONS HELD BIENNIALY IN NOVEMBER

NEWTOWN: NO RESULTS POSTED ONLINE FOR MAY 4th ELECTION

CONTACT INFORMATION

FOR QUESTIONS PLEASE CALL US:

Borough of Danielson

Elaine B. Lippke, President – 860.774.2527

Brenda Duchesneau, Administrator – 860.428.0442

Email: borough@sbcglobal.net

State of CT Election Commission

Moriah Moriarty, Special Assistant to the Chief of Staff – 860.509.6182

Email: moriah.moriarty@ct.gov

BOROUGH OF NEWTOWN STATE LEGISLATORS

State Rep: Mitch Bolinsky – 106th District – 860.240.8700

Connecticut House Republican Office

Legislative Office Building

Room 4200

Hartford, CT 06106-1591

State Rep: JP Sredzinski – 112th District – 800.842.1423

Connecticut House Republican Office

Legislative Office Building

Room 4200

Hartford, CT 06106-1591

State Rep: Dan Carter – 2nd General Assembly District – 800.842.1423

Connecticut House Republican Office

Legislative Office Building

Room 4200

Hartford CT 06106-1591

State Senator: Tony Hwang – 28th District – 800.842.1421

Legislative Office Building

Room 3400

Hartford, CT 06106-1591

CONNECTICUT BOROUGH CONTACTS

NAME	C/O	ADDRESS	CITY	STATE	ZIP	PHONE
Borough of Bantam	Richard Sheldon, Warden	PO Box 416	Bantam	CT	06750-0416	860.567.5681
Borough of Danielson	Elaine B Lippke, President	PO Box 726	Danielson	CT	06239-0726	860.774.2527
Borough of Fenwick	Francis Adams, Jr., Warden	PO Box 126	Old Saybrook	CT	06475-0126	860.388.3499
Borough of Jewett City	John Connelly, Warden	28 Main Street	Jewett City	CT	06351	860.376.7060 X211
Borough of Litchfield	Leon Losee, Warden	PO Box 913	Litchfield	CT	06759-0913	860.567.8866
Borough of Naugatuck	N. Warren "Pete" Hess III, Mayor	229 Church Street	Naugatuck	CT	06770	203.720.7000
Borough of Newtown	James O Gaston, Warden	PO Box 164	Newtown	CT	06470-0164	203-426-2500
Borough of Stonington	Jeffrey Callahan, Warden	PO Box 328	Stonington	CT	06378	860.535.1298
Borough of Woodmont	Ed Bonessi, Warden	31 Clinton Street	Woodmont	CT	06460	203.874.4430

AH. B

BOROUGH OF NEWTOWN
Post Office Box 164
Newtown, Connecticut 06470

WARDEN

James O. Gaston, Sr.

BOARD OF BURGESSES

Joan G. Crick – 1st Senior Burgess

Joseph J. Maher, Jr. – 2nd Senior Burgess

Betsy Kenyon

Anthony Baiad

William Lucas

Chris Gardner

BOROUGH CLERK

Ann LoBosco

BOROUGH TREASURER

Paula Brinkman

ZONING ENFORCEMENT OFFICER

Jean St. Jean

TAX COLLECTOR/ASSESSOR

Jodie Enriquez

Honorable Joel Faxon

Chairperson

Police Commission of the Town of Newtown

3-5 Main Street

Newtown, CT 06470

Re: Flagpole Study: Frederick P. Clark Associates, Inc.

January 25, 2016

Dear Joel and Members of the Police Commission:

Thank you for allowing the Board of Burgesses to express its view on the proposed draft Intersection Study, October 2015. Congratulations to the new members on the Police Commission, and please be assured we look forward to working with the entire Commission as it has historically been the case. As you know, in 2014, the leadership of the previous Police Commission promised to include the Borough government and zoning in any future flagpole involvement. Unfortunately, for whatever reasons, there was no corroboration or collaboration as has long been the case between the two government entities. Instead, the Frederick P. Clark Associates, Inc. was employed for nearly \$19,000, to conduct a "study." Frederick P. Clark Associates, Inc. made no inquiry or contacts with the Borough

government or zoning to understand the feasibility of its proposals. It would appear money has been spent on some proposals that lack feasibility. We sincerely hope the new Police Commission will return to the long history of cooperation and corroboration seen between the Borough and Town Boards and Commissions.

The Board of Burgesses is in receipt of a letter from Frederick P. Clark Associates, Inc. to George Benson, Director of Planning and Land Use of the Newtown Land Use Agency date January 12, 2015, stating it was employed to conduct a flagpole study:

“The purpose of this proposal is to assist the Town in consideration of possible minor modification to the intersection to enhance overall traffic operations, safety and aesthetics of the intersection while not having any negative impact on available parking along the south side of Main Street...”

Unfortunately, the Borough had to secure a copy of this from the Land Use Department. Neither the Police Commission nor Frederick P. Clark Associates, Inc. forwarded a copy to the Borough, nor to the public at-large. With all due respect, the letter appears misleading as the draft proposal is anything but “minor.” Clearly, the draft proposal of Frederick P. Clark Associates, Inc. is drastic and will destroy businesses, personal properties, the aesthetics of one of the key jewels that attracts persons to our town, and result in very significant costs in the terms of millions of dollars, particularly in light of the more than 25% overstated number of fender-bender accidents at the flagpole.

On January 12, 2016, the Board of Burgesses thoroughly discussed the Draft Plan and voted unanimously to oppose the Frederick P. Clark Associates, Inc. recommendation presented in its draft proposal. The reasons go far beyond aesthetics as noted in the *Newtown Bee* article, though such reasons are important. The reasons for unanimous opposition may be categorized as follows, in no particularly weighted order: 1) an overstatement of the number of flagpole related accidents and seriousness of the fender-benders; 2) the taking of, and/or imposition on private business and property, particularly, but not limited to 33 Church Hill Road, Dere Street Restaurant and Bakery, the Meeting House, and Trinity Episcopal Church; 3) significant imposition and loss to Main Street private homeowners; 4) invitation for more traffic on Newtown’s second most traveled road (I-84 is first), particularly truck traffic onto Main Street; 5) an anticipated increase in the number of rear-end accidents with the implementation of traffic lights at the intersections; 6) significant cuing impositions; 7) significant costs; and 8) significant loss of historic aesthetics. I was asked to construct a letter to the Police Commission reflecting these reasons for opposition.

Before addressing the categories the Board of Burgesses would like to reflect a few positive attributes. The Board thanks the Commission for addressing the issue of pedestrian safety. The new pedestrian signs are helpful. Repainting the crosswalk would be helpful. The latest traffic counts, as noted by the present Chairperson, were also updated since the last 2006 study. In short, such “minor modifications,”

helped make the intersection a safer location. The present Commission deserves recognition for these additions. Such additions already satisfy the stated *Purpose of the Proposal*, i.e. "minor modifications."

I] *Overstatement of Number of Flagpole related Accidents and Extent of Accidents*

The prior Police Commission leadership represented to the public that 55 related flagpole accidents occurred between 2012-2014. Through a Freedom of Information Act request the actual police reports as to these claimed accidents were requested and received. After review, it would appear more than 25% of these claims were overstated. Drunk driving, parking lot accidents, rear-end accident cases northbound - north of the accident, and backing accidents, totally unrelated to the flagpole intersection seemed to have been included. Excluding the 8 scraped flagpole contacts, rear-end/same directional collisions exceeded angle accidents each of the three years. Moreover, when comparing the number of accidents relative to the 25,000 vehicle per day volume on Main Street to other top ten accident areas again relative to volume, the flagpole intersection is not number two on the list as represented by past Police Commission leadership, but at the bottom half of the list.

Moreover, the significance of the accidents at the flagpole was minimal. From 2012-2014, as to the forty incidents there was but one incident of visible injury, and the vast majority of incidents had all vehicles driving away. Several people who struck the flagpole acknowledged that they knew the flagpole was there, but were not paying proper attention. One can speculate what extra activity was occurring in a vehicle when an operator knowingly strikes a stationary 100-foot flagpole in the center of the road.

II] *Taking of, and Imposition on Private Business and Property, particularly, but not limited to 33 Church Hill Road, Dere Street Restaurant and Bakery, Meeting House, The Meeting House, and Trinity Episcopal Church*

The Frederick P. Clark Associates, Inc. draft proposes a three to four foot cement barrier in front of 33 Church Hill Road resulting in the loss of numerous parking spaces for the businesses and narrow one way drive through between the business and barrier too narrow for service trucks necessary to facilitate the businesses. Unfortunately, this is an example of where good time and money was spent when a simple consultation with the Borough authorities could have provided essential information. Moreover, if the consultant, Frederick P. Clark Associates, Inc. had properly inquired of the Borough officials it would have learned the loss of the parking spots would result in the loss of zoning approval for the restaurant. Consequently, any such implementation of the proposal would likely result in the "legal taking" of the restaurant business and property ownership. More than \$3 Million dollars has gone into the renovation of the building and opening of the restaurant. Legally, any costs of the flagpole project would include the losses to the restaurant and ownership of the property. Additional costs will be discussed later.

In addition to the costs and impositions to the properties at 33 Main Street, significant imposition is expected to occur to the Meeting House and Trinity Episcopal Church. The proposal of Frederick P. Clark Associates, Inc. includes the taking of the Meeting House parking. This parking is an essential zoning requirement for the operation of the Meeting House activities such as weddings, concerts, religious activities, and ceremonies. Such revenue generating activities are critical for its upkeep and self-sufficiency. It has been represented that loss of the parking means loss of the revenue generating activities, and consequently, loss of the Meeting House itself.

The Draft proposal recommends creating a third lane on the south side of Church Hill Road and widening of the northbound east side lane so that traffic can freely turn east onto Church Hill Road. The additional stated purpose was to create a Main Street southbound left turn to encourage tractor-trailer truck traffic. The Board of Burgesses submits that this proposal creates several serious issues. First, this is exactly contrary to the long-standing Newtown traffic objective i.e, to direct truck traffic off of Main Street and onto Exit 11. In fact, there is I-84 signage directing truck traffic to use Exit 11. This proposal will clearly direct traffic onto Exit 9 and down the second most traveled road in Newtown and through the Historic District adding to cuing and constant braking noise day and night. The second serious issue results from the widening of the roads. Creating a third lane on Church Hill requires the leveling of a steep embankment and a significant retaining wall greater than that recently installed with the new sidewalks on the opposite side of the street. That project exceeded \$300,000 in costs. Not only are costs and aesthetics affected, but in close proximity to this significant ledge are the Trinity Episcopal Church Labyrinth and Memorial Garden. Safety and solitude are lost with a highway and open ledge up against them. Trinity has expended significant money to create such religious and contemplative areas. The expansion of a third lane of travel on Church Hill damages, if not destroys the purpose of the area.

Next, there appears no consideration of the fact that the new Hook and Ladder Fire Company facilities behind Trinity on Church Hill Road will now when exiting left be required to cross two lane eastbound lanes of travel created for the purpose of increasing traffic and speed turning from Main Street onto Church Hill Street. Common sense dictates that this creates an increased safety risk to Hook and Ladder firefighters.

The Draft further proposes a two way street for the southern fork of West Street. This proposal requires significant widening of the road and will significantly impair both the The Meeting House and The Holcombe House bed and breakfast owned by the Vouras'. The road would not contain sufficient roadside space, but would run directly up against the masoned stone wall of The Holcombe House and reach within feet of the Meeting House structure itself.

III] *The significant imposition and loss of Main Street private homeowners*

The draft risks opening Pandora's Box as to the loss of the entire historic district characterized by the New York Times as a fabric of "pristine early

American elegance.” There is no reason to believe that should the State of Connecticut get involved in this project they will expand the project to conform to the State Department of Transportation plan developed in the 1950’s to connect Bridgeport to Danbury with a full four lane highway. Presently, the flagpole area in Newtown and the wetlands in Monroe are the two factors that have seen the tabling this long term objective. In fact, this was one of the reasons our previous State Representative astutely secured statutory presence for the flagpole. What perhaps is not recognized is the fact that the State has a right of way on the East and West sides of Main Street up to the sidewalks. Such an expansion puts a four lane highway right on top of most Main Street residences. Surely, no resident will want to live on top of a four lane highway with the noise and traffic. In short the unique historic area that attracts many to the town will be lost, included in that loss would be Main Street Halloween and the Labor Day Parade. The town would have no say upon such a decision. The State DOT has confirmed in its not too distant past the interest in its four lane plan. The State DOT continues to expand Route 25 in Monroe. At minimum, it is likely a third northbound lane south of the flagpole would expand all the way to Queen Street. A third southbound lane north of the flagpole would extend to Mt. Pleasant Road.

IV] *The significant cuing impositions*

The proposed Draft includes traffic signals that will stop the flow of Main Street traffic and result in significant cuing both north and south of the flagpole. Such cuing lengths will extend past the General Store (north), and to 10-12 Main Street (south). This will significantly interfere with homeowners and business patrons exiting their respective driveways and parking lots. Actual recordings of such events occur when the flags on the flagpole are rotated, lowered and/or raised. Moreover, the constant braking of trucks throughout the night and day will create intolerable and unnecessary noise for Main Street historic homeowners. Again, the complete Main Street historical jewel of Newtown is placed in jeopardy and property values diminished.

V] *The anticipated increase in the number of rear-end accidents with the implementation of traffic lights at the intersections create*

A plethora of research concludes that typically the number of rear-end traffic collisions increase with the addition of traffic lights and/or stop signs. This has previously been concluded at prior studies. Moreover, the State of Connecticut, in addition to opposing traffic signals at the intersection for Main Street travel for the obstruction of continuous traffic flow purposes and safety reasons in cases of snow and ice (given the significant elevation in slope south and north of the flagpole) has opposed such signals due to the anticipated increase in numbers of rear-end accidents likely to occur. Of note, numerous other Departments of Transportation throughout the country recognize the same risks.

Disadvantages of Traffic Signals

While many people realize that traffic signals can reduce the number of angle collisions at an intersection, few realize that signals can also cause an increase in other types of accidents. It has been well documented that other types of accidents, notably rear-end collisions, usually increase when a signal is installed. Normally, traffic engineers are willing to trade off an increase in rear-end collisions for a decrease in the more severe angle accidents, however when there is no angle accident problem at an intersection, there is nothing to trade off and the installation of traffic signals can actually cause a deterioration in the overall safety at the intersection. This situation sometimes prompts the remark, "You mean you won't do anything until somebody gets killed?!" What is not fully understood is that traffic signals are not a "cure-all" and that the primary goal of all traffic engineers is to attain the safest and most efficient traffic flow feasible. In addition to an increase in accident frequency, unjustified traffic signals can also cause excessive delay, disobedience of signals, and diversion of traffic to inadequate alternate routes.

Traffic signals are much more costly than is commonly realized, even though they represent a sound public investment when justified. A modern signal can cost taxpayers between \$250,000 and \$500,000 to install, depending on the complexity of the intersection and the characteristics of the traffic using it. Of course there is a perpetual cost which is almost never considered - the cost of the electrical power consumed in operating a signalized intersection 24 hours a day. This averages about \$1,500 per year.

Washington County, Oregon – Land Use and Transportation

Is it true that traffic signals always make traffic flow smoother and safer?

No. They only make traffic flow smoother and safer when used in proper situations. Traffic signals cause traffic to stop where it may not have had to stop before. When used at an intersection where not justified, signals can cause frustration in drivers, who then seek alternate routes.

These routes usually are not built to handle increased traffic flow. In addition, drivers frustrated by unnecessarily long waits at signals may begin to disobey the law. Traffic control devices are most effective when perceived as reasonable by the motorists, bicyclists, and pedestrians that use them.

Out of pocket costs to me?

It costs the taxpayer \$250,000 to \$500,000 to purchase and install a traffic signal. Electric bills and routine maintenance amount to about \$8,000 a year. Drivers also have increased costs for fuel, time delay, and accidents. This adds to the reasons for installing signals only where clearly justified.

Washington State Department of Transportation

Can Signals Actually Contribute to Accidents and Congestion?

Definitely. Even though they are valuable tools, traffic signals are not a cure-all for every problem intersection. A signal in the wrong location can contribute to:

- Rear-end collisions
- Excessive delays
- Unnecessary travel on alternate routes
- More congestion

Virginia Department of Transportation

While many people realize that traffic signals can reduce the number of angle collisions at an intersection, few realize that signals can also cause an increase in other types of accidents. For example, it has been well documented that other types of accidents, notably rear-end collisions, usually increase when a signal is installed.

Normally, traffic engineers are willing to trade off an increase in rear-end collisions for a decrease in the more severe angle accidents; however, when there is no angle accident problem at an intersection, there is nothing to trade off, and the installation of traffic signals can actually cause a deterioration in the overall safety at the intersection. Traffic signals should not be considered a "cure-all" for traffic congestion, and the primary goal of all traffic engineers is to attain the safest and most efficient traffic flow feasible.

In addition to an increase in accident frequency, unjustified traffic signals can also cause excessive delays, disobedience of signals and diversion of traffic to inadequate alternate routes.

Traffic signals are much more costly than is commonly realized, even though they represent a sound public investment when justified. A modern signal can cost taxpayers between \$80,000 and \$100,000 to install, depending on the complexity of the intersection and the characteristics of the traffic using it. On top of this, there is the perpetual cost of the electrical power consumed in operating a signalized intersection 24 hours a day. This cost now averages about \$1,400 per year.

"Are Traffic Signals Really a Cure-All?", published by the Arizona Department of Transportation.

As noted previously, the majority of collisions between motor vehicles are same directional and rear-enders, not angles. Increasing the majority of type collisions to allegedly decrease a lesser number of minority type of collisions appears neither constructive nor wise.

VI] *The Significant Costs of the Draft Plan*

Needless to say the costs of such a proposal appear extreme, while begging the question, who will pay for all this? Included in the costs would be the \$250,000-\$500,000 for the traffic signals, the maintenance and electrical costs. It is highly unlikely the Borough will agree to pay for maintenance and electrical costs as it does streetlights, water and fire hydrants. Significant costs include the Church Hill retaining wall and third lane, the widening of the Main Street lanes and third southbound Main Street traffic lane, the compensation for the taking of the businesses at 33 Main Street, Main Street dividers, the 3-4 foot barriers in front of 33 Main Street, and the creation of a second lane on West Street. Of note, West Street is not a State road so that it highly unlikely the State will pay for that roadwork. Moreover, given that the flagpole, (any proposed poled traffic control signals,) Main Street and West Street are all in the Borough of Newtown Historic

District, Historic District certificates of approval will be required for the work. It is not unlikely that there would be opposition to such work and the costs of litigation would be incurred. Just the roughest sketch of a guestimation of total costs of the Draft proposal would start with \$5 million dollars.

VII] *The Aesthetic Detraction to Historic Main Street by such a Plan*

There can be no question that the Draft Plan would extensively detract from the aesthetic "pristine early America elegance" Newtown and the Borough have so long worked to preserve. The Borough and Town, together have historically studied means to bury lines. Homeowners on Main Street see themselves as not owners, but stewards of these architectural unique homes steeped in history, and together creating an early American village. The Draft, including the traffic lights and overhanging street lines, cuing and problematic issues discussed previously, deface if not destroy the village. From discussions with homeowners, the Draft plan begins the end of historical Main Street, and the commencement of its eventual strip-malling. Most Newtowners would see this as a significant loss to the Town. The Proposed Plan suggests a contorted and abnormal traffic pattern that would be more confusing to motorists, particularly non-residents. To address the confusing and unorthodox pattern of flow, including roadways and turns around the flagpole it is anticipated that there would be required a score of signs and symbols adding to the demise of the historic appearance. One may look at Queen Street and its brightly colored speed bumps and signs. In fact, there are **thirty** signs required to convey the simple notice to motorists that speed bumps exist.

VIII] *An Alternative Solution*

The Board of Burgesses has previously requested a police officer be posted at the intersection during early morning and evening hours. The responses have been that it is outside the Police budget or presents a difficult area to direct traffic. As for the difficulty, as was noted by several persons at a Police Commission hearing, for years a police officer has safely directed traffic at the intersection on Halloween eve with thousands of children and parents walking and crossing the area. Moreover, one of the most famous traffic officers successfully (and quite flamboyantly) conducted traffic at a downtown five way intersection in the major city of Pittsburgh, PA. Regarding costs, a supernumerary officer or traffic personnel similar to those conducting traffic at the elementary schools would like cost less than \$50 for an hour in the morning and \$50 for an hour in the evening five days a week for 40 weeks out of the year. The total cost would be \$20,000 per year. To reach the \$5,000,000 guestimated Draft Plan it would take 250 years to break even. Even if the cost were half of that it would take 125 years to break even. In 250 years one wonders whether cars will even exist. The Board of Burgesses wishes to invite you to a further discussion on this proposal with the possibility of its contribution to a portion of the cost.

Again, thank you for your anticipated corroboration and collaboration on this matter.

Very truly yours,

James O. Gaston, Sr.
Warden – Borough of Newtown

AH. C

NEWTOWN BOROUGH TAX

MONTHLY REPORT FOR: JANUARY 2016

TOTAL TAXES DUE FOR GRAND LIST 2014: \$187,871.54

AMOUNTS COLLECTED TO DATE:

CURRENT TAX:	\$183,130.91
BACK TAXES:	\$4,669.44
INTEREST:	\$2,346.33
LIENS & FEES:	\$396.00

TOTAL COLLECTED TO DATE: \$190,542.68

WRITE OFFS (WAIVE BILLS UNDER \$5.00)	
REFUNDS	\$1,997.71

TOTAL SUBMITTED TO TREASURER TO DATE: \$190,525.00

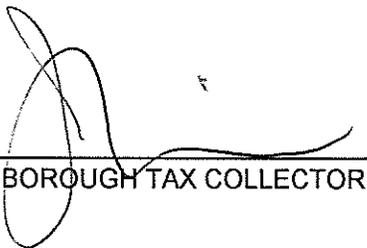
TAX COLLECTION SUMMARY:

CURRENT TAXES COLLECTED:	\$183,130.91	96.7%
OVERPAYMENTS	(\$1,520.93)	
CURRENT TAXES PENDING:	\$6,261.56	3.3%

NOTE:

BACK TAXES OUTSTANDING FOR LIST 2013 AND PRIOR:		\$3,616.58
(refund due from prior years)	(\$36.29)	

DATE:
9-Feb-16

SIGN: 
BOROUGH TAX COLLECTOR

A.H. D

Borough of Newtown
Newtown, CT
Monthly Treasurer's Report
For month ending January 31, 2016

Beginning Balance (January 1, 2016) \$417,881.93

OPERATING ACCOUNT (#673)

Income (Deposits)

Date	Description		Amount
Jan. 13,2016	Tax Collector	(YTD: \$190,525)	\$11,000.00
Jan. 12,2016	Jean St. Jean	D.E.E.P.	\$600.00
Jan 12, 2016	Jean St. Jean	Bldg/Zoning	\$25,952.77

Interest income (January 31, 2016) \$17.59

Total Income **\$37,570.36**

Expenses (checks written)

Date	Payable To	Description	Amount
Jan. 12, 2016	chk # 226 Treasurer's Acct (331)	invoices	\$45,000.00

Total Expenses **\$45,000.00**

Ending Cash Balance (January 31, 2016) \$410,452.29

Outstanding Checks	Payable To	Description	Amount
	Total Outstanding Checks		\$0.00

RECONCILED BANK BALANCE January 31, 2016 **\$410,452.29**

CAPITAL RESERVE ACCOUNT (#200)

Ending Cash Balance Account closed 10/31/15 **\$0.00**

1 Yr. CD ACCOUNT (#814) matures 10/24/16 \$73,719.20

Interest income (January 31, 2016)) interest .50% \$31.23

TOTAL **\$73,750.43**

Respectfully submitted on February 9, 2016

Paula Brinkman, Treasurer

