

FLINT RIDGE INVESTMENT HOLDINGS LLC

February 2, 2016

James Viadero, Chief of Police and Newtown Police Commission
Newtown Police Department
3 Main Street
Newtown, CT 06470

RE: Flagpole Intersection Improvement Study

Dear Chief Viadero and Newtown Police Commission:

As the owners of 33 Main Street, we support efforts to improve the safety of the flagpole intersection. Indeed, we view this as a historic opportunity for the Borough to create a more balanced outcome by considering the non-vehicle street uses of pedestrians and residents enjoying Main Street rather than prioritizing the needs of those who speed *through* Newtown. Unfortunately, the recommended improvement plan proposed by Frederick P. Clark Associates, Inc. runs counter to many of the traffic calming methods that would foster a more balanced streetscape. Our concerns include the following:

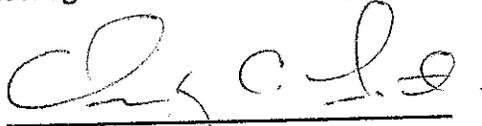
- Introduction of traffic signalization (as proposed) will irreversibly disfigure the aesthetics of historic Main Street and the flagpole intersection;
- Widening of Church Hill Road will facilitate and encourage increased commercial traffic; namely semi-trailer trucks, on Main Street;
- Geometric reconfiguration of the intersection, with and without signalization, will encourage increased vehicle speeds (both commercial and passenger car) on Main Street (especially through the flagpole intersection);
- Reconfiguring the parking area in front of our building (from perpendicular to parallel spaces) is dangerous as it will expose drivers exiting or accessing their vehicles to south bound traffic on Main Street and the vehicle right of way; and
- The elimination of the parking spaces in front of the Meeting House coupled with a reduction in the number of parking spaces in front of our building is problematic without a viable plan to replace the lost spaces.

We find the above outcomes to be inconsistent with the Police Commission's objective to improve safety. The application of engineering designs appropriate for highways is inappropriate for historic Main Street. Main Street is a mixed-use, pedestrian-oriented street that continues to serve as the community center for the Borough of Newtown. The Borough and the Police Commission should seek to enhance this, not detract from it. As such, traffic calming enhancements to Main Street (not just the flagpole intersection) should be evaluated and prioritized over geometric reconfigurations that are principally designed to increase the volume and speed of traffic. Community center thoroughways, such as Main Street, should be designed to keep vehicle speeds low (25 – 30 mph) and facilitate pedestrian access in a safe environment. Traffic calming enhancements typically include reducing the width of the vehicle travel way with on street parking and curb bump outs that also reduce crosswalk distances and the propensity for drivers to run the shoulder. By prioritizing traffic calming enhancements such as these while retaining and/or reintroducing the traditional attributes of historic Main Street, safety at the flagpole intersection should be improved.

We are proud of our renovation of 33 Main Street and its contribution to the revitalization of historic Main Street in Newtown, CT. Such outcome would not have been possible without the input and support provided by Borough of Newtown Historic Commission, Borough of Newtown, Town of Newtown, State DOT and our fellow Main Street neighbors. In our opinion, we should continue to work collectively in preserving and enhancing historic Main Street and the flagpole intersection. Unfortunately, too many of our main streets have fallen victim to highway traffic engineers.

Very truly yours,

Flint Ridge Investment Holdings LLC

By: 

Christopher A. Hottois
Managing Partner

BOROUGH OF NEWTOWN
Post Office Box 164
Newtown, Connecticut 06470

WARDEN

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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



FREDERICK P. CLARK ASSOCIATES, INC.

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

DAVID H. STOLMAN
AICP, PP
PRESIDENT

MICHAEL A. GALANTE
EXECUTIVE
VICE-PRESIDENT

41 RUANE STREET
FAIRFIELD
CONNECTICUT 06824
203 255-3100
FAX: 203 254-2139

RYE, NEW YORK
914 967-6540

HUDSON VALLEY
845 297-6056

LONG ISLAND
516 364-4544

www.fpclark.com

email@fpclark.com

January 28, 2016

Sgt. Aaron Bahamonde
Newtown Police Department
Administrative Services Division
3 Main Street
Newtown, Connecticut 06470

Subject **Response to Comments – Intersection Improvement Study
– Main Street/Church Hill Road/West Street, Newtown,
Connecticut**

Dear Sgt. Bahamonde:

The following are responses to comments and questions from the Police Department and Police Commission, with regard to the Draft Traffic Study prepared by our office and recent presentation before the Police Commission.

Comment #1 – Will the installation of a traffic signal at the Flag Pole increase the sound of “big trucks” for residents on Main Street and will the signal make it more difficult for residents to enter and exit their residential driveways?

Response – I am not in the position to determine if there will be an increase in sound from large trucks traveling on Main Street. However, these trucks are already traveling on this roadway. My understanding is the concern with trucks stopping and starting from a stop position on Main Street as it relates to a traffic signal timing plan. I would have to assume there would be some increase in noise from these trucks; however, I cannot provide any further assistance in this matter.

Regarding the residents in driveways along Main Street, Main Street already experiences traffic delays certainly on the southbound approach

FREDERICK P. CLARK ASSOCIATES, INC.

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during the afternoon peak hour, which already blocks driveways along Main Street. The installation of a traffic signal could result in short-term blocking of driveways within approximately 300 feet of the southbound approach to the intersection of Church Hill Road during typical weekday peak hours based on the results of our capacity model. Any blockage of driveways on Church Hill Road may occur within 380 feet during the morning peak hour and approximately 100 feet during the afternoon peak hour. It is important to note that there are currently short-term delays and blockage of driveways under today's conditions.

For comparison purposes, yes the traffic signal will create some blockage of driveways near the intersection during peak hours; however, this blockage occurs today without the traffic signal.

Comment #2 – Will the installation of a traffic signal at the Flag Pole create long lengths of traffic, both northbound and southbound on Main Street?

Response – See the response above, which relates to vehicle queuing during peak hours (highest volume of traffic) with the traffic signal installation. There will be delays on the approaches during peak hours, which are similar in many respects to today's conditions. However, the installation of a traffic signal at any location creates vehicle queuing that does not occur under existing conditions since, in this case, Main Street does not have any STOP control to create this delay. However, field observations indicated vehicle queuing on Main Street occurs during peak hours, which extends more than a few hundred feet from the Flag Pole.

Comment #3 – Will the installation of a traffic signal at the Flag Pole divert traffic to other area roads as drivers would attempt to avoid the signalized intersection?

Response – It is our opinion that motorists traveling from the south are likely already using Glover Avenue and Queen Street to avoid the Flag Pole intersection. The installation of a traffic signal at the Flag Pole intersection could result in a minor increase in diversion of traffic to Glover Avenue and Queen Street; however, it is our opinion this diversion is already occurring.

For a motorist traveling southbound the only option to divert from Main Street and avoid Church Hill Road is to use Schoolhouse Hill Road. This is a narrow, two-lane, local road

FREDERICK P. CLARK ASSOCIATES, INC.

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servicing a residential area, as well as a commercial area to the east of The Boulevard intersection. It is our opinion that it is unlikely that a high percentage of motorists traveling on Main Street will use Schoolhouse Hill Road to avoid the signalized intersection at the Flag Pole. It is likely that using Schoolhouse Hill Road, The Boulevard or Edmond Road may actually result in a longer drive time to reach to Church Hill Road in the vicinity of Interstate 84.

Comment #4 – Will the installation of a traffic signal at the Flag Pole reduce the number of accidents that are occurring at this intersection and on average occur at a rate of 16.5 accidents a year?

Response – It is our opinion that the installation of a traffic signal will reduce the number of reported accidents at this intersection. It is important to note that our recommendations in the draft report recommend the consideration for a traffic signal in conjunction with other modifications to the intersection. As a whole, it is our opinion that the number of accidents should be reduced with these improvements.

Comment #5 – Is the average of 16.5 motor vehicle accidents a year for this intersection, based on your traffic counts, a high number or low number?

Response – Yes it is our opinion that this is a high number of accidents for this intersection. This is, in our opinion, a somewhat confusing intersection to the motorist. We have observed in the field motorists driving on the wrong side of the Flag Pole, although the posted sign on the base of the pole directs motorist to travel in a counterclockwise direction around the Flag Pole. The installation of a traffic signal, with the recommended roadway improvements, should reduce the number of accidents.

* * * *

We trust this information will assist the Police Department and Police Commission in its ongoing review of our Traffic Study and recommendations. We are available to discuss this further, as necessary.

