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Joel Faxon
Brian Budd
Scott Cicciari
Neil Chaudhary
Stephen Sedensky

TOWN OF NEWTOWN

POLICE COMMISSION

The Board of Police Commissioners
Regular Meeting, Tuesday, October 11, 2022, 6:30 P.M.
191 South Main Street, Newtown, CT
Conference Room

MINUTES ARE NOT FINALIZED UNTIL APPROVED BY THE BOARD OF POLICE COMMISSIONERS

Present: Joel Faxon, Brian Budd, Scott Cicciari, Neil Chaudhary, Stephen Sedensky

Also Present: Chief Kullgren, Capt. Bishop, thirteen member(s) of the public, and one member of the press.

Chairman Faxon called the meeting to order at 6:32 p.m. and began the meeting by expressing appreciation to Joan Plouffe for being an important part of the Board of Police Commissioners during a busy time. Ms. Plouffe stated she enjoyed her five years on the Commission and learned a lot. Chairman Faxon presented a crystal plaque to Ms. Plouffe.

Public Participation: Gregory Koutmos, 4 Nunnawauk Road stated that people drive too fast on from Mile Hill to the corner at Nunnawauk Road and at times it is unsafe to check the mail.

Police Union Participation: none.

Consideration and action on minutes: Commissioner Budd moved to accept the minutes of the regular meeting of Sept. 6, 2022. Commissioner Cicciari seconded. All in favor

Chief's Report: There is an interview tonight for the position of police officer. Calls for service are up; the Town is busier across the board. Stats are being reviewed to assure what's needed is being done and that there is proper staff to do the job. Check fraud is still an issue. Chief Kullgren advised not using checks as there are multiple ways check fraud is committed. The Exit 11 construction is ever changing. Paving at Wasserman between Rte. 34 and Exit 11 continues. The slip ramp (Ramp B) schedule is not set. There is targeted enforcement near Toddy Hill Road. The Community Service Unit is working with the Board of Education to improve the egress from the High School. Only right hand turns are allowed when leaving the driveway during drop off or dismissal. There have been compliments from staff.

Old Business:

No Passing Zones on Route 302: The State DOT reported the no passing lanes comply with standards.

Route 25 & Buttonshop Road, DOT Request to Align North & South Lanes: The intent is to move the lanes two feet to line up. This will be done with a paint job.

Town Ordinance, Do Not Block the Box: Chief Kullgren and Commissioner Chaudhary presented this and Commissioner Chaudhary sat in on an Ordinance Committee meeting. The Ordinance Committee will work on this, write it up and bring it back to the Legislative Council for approval following a public hearing. The fines can be a maximum of \$199; the ordinance committee thought that was high.

Rec'd. for Record 10-13 2022
Town Clerk of Newtown 12:40pm
Debbie Aurelia Halstead

New Business

John Beach & Brushy Hill Intersection, Traffic Unit Review: See attached Traffic Unit proposal. There are three options to address the blind corner; the third option of adding a stop sign and stop bar is the most likely solution. Remediating 30 feet of land is an expensive proposal and would have to be engineered. Commissioner Chaudhary drove the area after receiving the complaint. Chief Kullgren noted the stone wall is on Town property. The least intrusive solution is a stop sign coming north of Brushy Hill and John Beach, at the line of sight issue. Commissioner Ciccari is concerned with the volume of traffic coming upon a stop sign in only one direction and asked what the recommendation is. Chief Kullgren stated it will also come down to enforcement. With proper signage there is still an enforcement and education period. Commissioner Chaudhary said the recommendations are reasonable and suggested checking with the Town to see if it is feasible to flatten the blind corner, provided it is Town land. Chairman Faxon asked for consistency with application of rules to various intersections. Commissioner Budd said removing the site line issue would be the best option. It will take time for property surveys and logistics, if financially feasible. Chief Kullgren will consult with Fred Hurley for an estimate. No motion taken.

Nunnawauk Road & Hitfield Road, Residents Concern: Kate Twohy, Nunnawauk Meadows spoke as the spokesperson for a small group of Newtown residents on Nunnawauk Road and adjoining roads within the Nunnawauk Meadows Senior complex (see attached). The group is hoping that the Commission will work with them on details, costs, signs, proposals and education to make the road safer. Ms. Twohy also submitted a letter from Cathie Mapen, who was unable to attend the meeting (see attached). **Kathy Hamilton, 18 Nunnawauk Road** said the road is used as a cut through road by employees of Garner Correctional Facility and Town trucks. People drive fast, especially around the corner near her house. She is not in favor of speed bumps. There is an additional sign that there is a stop sign ahead. **Melissa Castro, Nunnawauk Road** said the problem is two fold. Speed is an issue and there needs to be additional signs to warn people to slow down, not only at the stop sign. **Dave Steiner, 6 Nunnawauk Road** said the speeding, and traffic in general, is getting a lot worse. The road has been paved recently so people go even faster. He has made complaints to Garner Correctional as employees speed through the neighborhood and don't stop at the stop sign. Infractions and a financial loss may help slow people down. He suggested a speed sign that flashes the speed or takes a picture to mail a ticket. He has been almost hit a couple of times stopping at the stop sign as the people behind him don't intend to stop. The Town is growing and people just don't care.

Chief Kullgren stated the traffic unit did a preliminary review of the intersection. The current signage meets federal guidelines. The one accident at the intersection in 2019 was not related to the stop sign. Recently, through targeted enforcement, there were five verbal warnings and one infraction. The traffic unit will conduct a more thorough review and a report will be prepared to be discussed further the next meeting or two. The signs must be DOT approved; the traffic unit will advise the Commission on their recommendations. Commissioner Ciccari reiterated an assessment will be done and suggested Ms. Twohy connect with Fred Hurley about the possibility of removing the blind corner. Chairman Faxon does not think that is likely as it is an area with a lot of ledge. There was further discussion about the various events that take place on the Fairfield Hills campus and how that effects traffic in the area. Chairman Faxon suggested the group go to a Fairfield Hills Authority meeting for further understanding of how the events are planned. Chief Kullgren said a streamlined calendar of events would be helpful. He also advised the residents to call dispatch and provide as much information as possible on cars that are speeding or going through the stop sign. The Commission is receptive to communication but it's best to call dispatch at the time.

Policy Updates and Approvals: The Body Camera 2.15 policy is a state mandated policy. Sections for approval are relative to matching to the state model policy. Commissioner Sedensky suggested States Attorney Applegate speak to Chief Kullgren and Capt. Bishop about this. Capt. Bishop said that the policy cannot be any less than POST; by state law, POST model policy has to be adopted. Currently there are no officers on a federal task force. If there were, they would abide by the federal guidelines. Commissioner Budd moved to accept the updates on the Body Camera 2.15 Policy. Commissioner Sedensky seconded. All in favor.

The mobile video recording policy was prior to body worn cameras. The change reflects there are body worn cameras. Commissioner Budd moved to accept the updates to Policy 2.02 Mobile Video Recording. Commissioner Sedensky seconded. All in favor.

Commissioner Budd moved to accept the updates to Motor Vehicle Accident Investigation, Policy 7.02. Commissioner Sedensky seconded. All in favor.

The main change to the Rules and Regulation is the addition of the Community Service Sergeant and the job description. There was further discussion on chain of command and job responsibilities. Commissioner Budd moved to accept the changes to the Rules and Regulations. Commissioner Sedensky seconded. All in favor.

Chairman Faxon noted he would have changes for the disciplinary hearing process to coincide with Loudermill for the next meeting.

Correspondence: none noted.

Commissioners Participation: Commissioner Chaudhary voiced concern that there is no marker on the road indicating a driver can go straight at the light at Reed School and Wasserman Way, to enter Fairfield Hills campus. It first needs to be determined if this is a state road or a town road. If it is state, the Commission can put a request in; if it is Town, the Highway Dept. will be notified.

Executive Session – Personnel Matters: Commissioner Budd moved to enter into executive session for personnel matters per state statute 1-201 to discuss a personnel matter and to invite Chief Kullgren, Capt. Bishop and the officer candidate. Commissioner Cicciari seconded. All in favor. Executive session was entered into at 8:11p.m. and returned to regular session at 8:30p.m. with the following motion:

Commissioner Cicciari moved to hire John Facto as a police officer starting 10/12/22. Commissioner Sedensky seconded. All in favor.

Adjournment: Having no further business the regular meeting of the Board of Police Commissioners adjourned at 8:32 p.m.

Attachments: John Beach/Brushy Hill Traffic Study; Statement from Kate Twohy; letter from Cathie Mapen;

Susan Marcinek, clerk

Newtown Department of Police Services

Traffic Unit

Brushy Hill Rd/John Beach Rd Intersection

Stop Sign Proposal

Completed by Ofc. Benjamin Mulhall 10/5/2022



Overview

Recently there have been several complaints about the southern intersection of Brushy Hill Rd and John Beach Rd. The concern with the intersection is the poor sight lines for a vehicle pulling off John Beach Rd onto Brushy Hill Rd.

Location Information

Brushy Hill Rd is a town owned roadway that allows vehicles to travel north and south through town. The roadway connects Elm Drive and Huntingtown Road. This road has a state approved speed limit of 25mph and is approx. 4 miles long. The roadway is mainly lined with residential properties and at its Elm Drive end is the towns skate park.

John Beach Road is a town owned roadway that allows vehicles to travel north and south through town. This roadway starts and ends on Brushy Hill Road. This road has a state approved speed limit of 25mph and is approx. 75 miles long. This roadway is lined with residential properties and had one other short residential road intersects it.

Accident data

For the past Five years there have been Zero accidents related to this intersection.

Stop Sign Application (MUTCD)

The below information was taken directly from the MUTCD manual on when and where to use a stop sign.

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.

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.

Recommendations

There are several options to address this concern.

1. The first would be to change nothing. The sight lines coming from John Beach Road are bad in both directions, but the accident data for the past 5 years shows zero accidents. Showing that the vehicles coming off John Beach Rd are using caution and are entering the intersection safely when no traffic is traveling on Brushy Hill Rd.
2. The second would be to have the Newtown Public Works/Highway Department come look at the area again and evaluate if it is possible to remove the earth embankments both north and south of John Beach Rd on Brushy Hill Rd. The area to the south would involve moving a stone wall that is in the front yard of #87 Brushy Hill Rd and removing a large embankment on the property of #106 Brushy Hill Rd. This would be a very extensive, time consuming and expensive project. See attached pictures
3. The third would be to add a Stop Sign and Stop Bar on Brushy Hill Rd to make the intersection a Two Way Stop. This would add an additional sign for North bound traffic on Brushy Hill Rd and leave the existing sign on John Beach Rd. Per the MUTCD this new sign is supported to be installed solely on the fact that the sight lines coming from John Beach are so limited. There is no other data to support the need for these signs. As well as the Stop Sign, a stop ahead sign will need to be installed on Brushy Hill Rd. See attached pictures.

Looking at all the data, at this time the recommendation from the Newtown Police Traffic Unit would be to have the Newtown Public Works Department reevaluate the roadway design for this intersection and the roadway leading up to the intersection in both directions. If reengineering this roadway is not feasible then Option 3 could be used.

A



South Bound Brushy Hill Rd before John Beach Rd

B



**South bound Brushy Hill Rd at the intersection with
John Beach Rd**

C



North Bound Brushy Hill Road before John Beach Rd

D



North Bound Brushy Hill Rd at the intersections of John Beach Rd

E



John Beach Rd at the intersection with Brushy Hill Rd

F



Sight line from John Beach RD at intersections with Brushy Hill Rd looking North.

G



**Sight Line from John Beach Rd at intersection with
Brushy Hill Rd looking South**

For Police Commission

October 6, 2022

I am the spokesman tonight for a small group of Newtown residents, most of whom live on Nunnawauk Rd , adjoining roads or within Nunnawauk Meadows Senior complex. I have been a resident of Nunnawauk Meadows for several years.

My attention and action began in late August and early September. I stop once a day at the stop sign as Nunnawauk Road makes a turn down the hill to Wasserman. This has given me an excellent view of the upcoming traffic coming from Wasserman to their STOP sign I have seen. several times, cars not slowing, not stopping and accelerating around the curve. What might await them would be a bike rider, a walker, a jogger and in the case of one woman I warned, a person pushing a baby carriage about 35 feet away from where the cars turn. I might add that it is a blind corner. You cannot see a walker until you have turned.

For the past several weeks, I stop and warn anybody walking or riding bikes to beware of that corner. I have gone door to door on Nunnawauk Rd which faces Nunnawauk Meadows with a letter outlining my deep worry about serious injury to locals and inviting them to join us here tonight. A few said they would come if no previous commitment interfered and a few promised to be here. Several people from my church with whom I recently have been sharing my story, have vehemently agreed with my assessment of the danger.

As a first step, we ask for:

_ a sign on the upcoming hill immediately close to the sign that tells drivers that a STOP sign is ahead. The new sign would say DANGERWATCH FOR WALKERS. (or its equivalent).

a sign on the West to East route on Nunnawauk immediately following the SIGN and the corner. This would address any walker or bike rider that the corner is dangerous for them DANGER FROM CARS...DO NOT WALK TO CORNER (or its equivalent)

I will add more suggestions given by the neighbors and others: a speed bump before the already described SIGN. Increased surveillance by police cars, more time and personnel of the police dept assigned to report back to headquarters of

what is occurring after signs are put up. Could fines for not stopping be made severe enough to warn drivers?

If the stop and turn corner continues to be so blind, could the town take back the road behind the corner (dirt and large stone included) so that some visibility would occur at the STOP sign for the driver?

We will now request that commissioners continue to meet with some of us on how to make the suggestions BECOME ACTIONS quickly. I will be asking for at least two of you to give us support with your time so that we may all make the best thoroughly thought out recommendations.

Not to act on these warnings (which we offer cordially and with hope) would be an abuse, a neglect of the care and concern expected by our fellow citizens. Please help us to save life and limb.

In my conversations with both Police Officer ^{MULHALL} and Police Officer ^{WOODS} I was reassured that the Highway Dept (or whomever cuts the weeds at the side of the road) would be asked to do so at the corner. Unfortunately, after 5 weeks that was not done. Last week, the private paving company which installed a new road on Nunnawauk took down those weeds. It made a small difference so we await the possibility that an actual pushback of the roadside at the corner would give more help to drivers to see what awaits having stopped or not.

Kate Twohy

Nunnawauk Meadows Newtown, CT 06470

Herb

From:
Sent: Thursday, October 6, 2022 5:55 PM
To: 'Herb'
Subject: Walkers vs. Cars

I am a resident of Newtown, living on Nunnawauk Road (half the road runs east/west the other half runs north/south} in a private home. We actually own the corner property of Mile Hill South and Nunnawauk Rd. I have lived here since early 1977 and have watched the town grow over the years and as with many places traffic and population has increased significantly. The speed of the traffic has grown and so has the number of pedestrians who enjoy walking on our street, Mile Hill South and other nearby small roads. There seem to be several issues to discuss here. They pertain mostly to auto drivers, cyclists, walkers some with dogs or strollers.

1. The cars go too fast around corners and curves where they cannot be aware of any pedestrians or cyclists until they come too close to those sharing the road space. I see this every day when I leave my driveway. Especially around a.m. rush hour with people cutting through our road from the south end of Mile Hill South to get to I-84 or maybe the jail or high school.
2. Many (most) cars do not stop at the stop sign where cars going south past the jail have to turn right on Nunnawauk or cars going east on Nunnawauk Rd who have to turn left (south) to go past the jail. Some police presence during busy times might be helpful.
3. Many pedestrians walk on the side of the road going in the same direction as the cars rather than facing against traffic so they can see what is coming **AT** them. This issue has another problem in that when walking around a sharp curve being on the right side is also dangerous.

Perhaps word should get out somehow that pedestrians have to stay vigilant and walk **Against** traffic while cyclists need to ride **With** the traffic. Not sure how that could happen....maybe meetings set up at the police station? The

Community Center? Town Hall? Announcements in the Bee? Signs on nearby telephone poles? Warning signs on the roads themselves? Maybe a flashing light especially when going from east to north heading toward Garner and the reverse? More speed limit signs & pedestrian warnings?

Perhaps more signs to slow down to beware that pedestrians frequent the street. We are right around the corner from Fairfield Hills here and joggers sometimes continue their runs to imitate some of the road races we've had in town. It is a popular area with more traffic than ever before and more people living in the area who need protection from cars and an increased awareness of where they need to place themselves while walking or cycling.

Years ago there was no traffic light at the intersection of Wasserman Way and Main Street. There was a fatal accident and any number of near misses there hence the light that sits there now. I hope we can address this situation before something tragic happens. It may seem minor in scale but any avoidable incident that can be avoided with a few changes should be the goal of meetings such as this. As we look ahead to having apartments in FFH it is important to address this kind of thing now before the population in this area increases.

I am sorry that we are not available to be at the meeting but I am concerned for the safety of my neighbors and anyone passing through this lovely area.

I thank you for your time and attention.

Cathie Mapen
Nunnawauk Rd