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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

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

serving 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.

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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.

FREDERICK P. CLARK ASSOCIATES, INC.
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Sincerely,

Michael A. Galante
Executive Vice President

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