

Appendix A

## School districts consider options as enrollment drops

Rob Ryser

Updated 10:51 pm, Saturday, May 2, 2015

NEWTOWN -- As the school system approaches its turnover season -- the time of year when it discharges high school seniors and prepares for a new class of kindergartners -- it does so with more concern than perhaps any time in a generation.

Some 450 students will graduate from Newtown High School in June, but administrators expect only 235 kids to enter kindergarten in the fall.

It is a sharp drop-off in enrollment that has everything to do with the continuing effects of the Great Recession and nothing to do -- for once -- with the tragic events of the Sandy Hook Elementary School shootings two years ago.

"This is not a tragedy-based decline," said Joseph Erardi, the first-year superintendent of Newtown schools.

Indeed, Newtown is only the latest of several local school districts to commission a study of its declining enrollment and begin serious discussions about closing a school.

New Milford has already been through a divisive process that pitted parents against school board members and concluded with a decision to close John Pettibone Elementary in June.

Ridgefield, by a blip in its enrollment, has been saved -- at least for now -- from going through the same school closure process, although that conversation will resume in January.

Voters in three Litchfield County towns that make up the Region 12 school district have flat-out said "no" to a plan that would have shut three elementary schools and built one common building for Bridgewater, Roxbury and Washington.

Although Newtown and nearby districts have unique circumstances that require

particular approaches, the common denominator here and across Connecticut is historically low birth rates that began after the Great Recession in 2007 and are now beginning to shrink school populations.

"It is statewide," said Robert Rader, executive director of the Connecticut Association of Boards of Education. "We have been working with (the University of Connecticut) to address these demographics, and from what they're showing us, it looks like there will be a decline for years to come."

The irony is that in the middle of this suburban enrollment crisis, city districts such as Danbury are growing, largely because of immigration. Danbury is adding as many as 140 students a year, for example, and plans a major expansion of its high school, already the largest in the state.

### Enrollment crisis

But the situation in the suburbs is very near desperate -- even in districts where parents have won out over administrators and blocked plans to close elementary schools.

"What keeps me up at night is some of our classes have six or seven kids," said Julie Stuart, a mother of two from Bridgewater who has been active in keeping the town's only school open. "We can't continue to have that."

Other suburban school districts that have not faced the enrollment crisis will likely have to do so soon.

The reason: birth rates across the state are expected to continue to decline over the next five years. Parents worried about the economy are putting off having children or having fewer of them, according to experts who have conducted demographic studies for three local school districts.

While improvements in the economy such as lower unemployment rates could spark an increase in local birth rates, they are not expected to climb to pre-recession levels -- at least not for the next 10 years.

For that reason, the state school boards association is organizing a summer workshop with UConn demographers to help local boards understand the impact



that falling student populations will have on programs and facilities.

"Some districts are going to lose 20 to 25 percent of their students," Rader said.

But the enrollment crisis will also affect communities that have under-enrolled elementary schools.

New Milford saw that firsthand last year, when the school board, facing an 11 percent enrollment decline, voted 5-4 to close Pettibone. The 60-year-old building would have needed \$2 million in repairs just to keep it open.

"There is still a group of people who clearly dispute the statistics and have their own interpretation of the facts, and that is their prerogative," said Angela Chastain, chairwoman of the New Milford Board of Education. "But the facts were clear to me that we didn't need a school that was two-thirds empty. And since declining enrollment is a statewide issue, we are paving the way for other school districts."

A New Milford mother disagrees.

"I still think it is terrible idea," said Michelle Liguori, who will send her second-grade daughter who is now at Pettibone to the Sarah Noble Intermediate School in the fall.

"We would rather have smaller class sizes for our children," Liguori said. "I don't think it was about the kids. I think it was about the bottom line."

Newtown's situation

In Newtown, where enrollment has declined 16 percent since 2007, from 5,600 students to 4,700 students, the district expects to lose about 200 students annually for the next five years.

Those numbers will be presented to the school board this summer with a recommendation by the Facility Review Committee.

The only schools certain not to be closed are the town's high school and the new Sandy Hook Elementary School, a \$50 million project underway on the site of the building razed after the 2012 shooting of 20 first-graders and six educators.

The fact that the enrollment decline started before the 2012 massacre is noted three times in an analysis prepared for Newtown by Milone & MacBroom, the same firm

hired by Ridgefield and New Milford to calculate their future enrollments.

- The demographers note in the Newtown study that one of the most significant indicators of declining enrollment is a 20 percent drop during the last decade of women in their 20s and 30s. Births, which averaged 345 a year in Newtown at the turn of the millennium, are down to an average of 180 annually since 2008.

Although the authors assume the annual birth rate in Newtown will climb back to the mid-200s over the next 10 years if the unemployment rate continues to drop, that would still be well below the number of births in town before the Great Recession.

Not everyone agrees, however, that births are a reliable indicator of future enrollment.

In Ridgefield, for example, the school board was ready to close one of its six elementary schools when its K-5 enrollment dropped under 2,000.

- But something unexpected happened: More than 100 new students entered the elementary schools this year who were not accounted for in the town's birth records.

"We had an influx of children not born here and we attribute that to the quality of the school system," said Chris Murray, vice chairman of Ridgefield's school board.

"Our birth rate issue is being countered by the attractiveness of our schools," he said. "That gives us a measure of control over our destiny, which we are happy about, and which we hope continues."

It is not clear whether the trend of families with school-age kids moving into Ridgefield will continue.

"We don't want to close a school," Murray said. "We want the problem to be solved organically -- not politically -- simply by having more kids showing up."

### Saving schools

- The three towns of Region 12 don't want their schools to close, either. In April, voters overwhelmingly rejected a plan to consolidate the three elementaries into a single building on the Shepaug Valley School campus in Washington.



Residents had a say in the decision because the original agreement that established the three-town district required an elementary school in each town.

But since 2003 enrollment has declined by 32 percent, and by 2023, if nothing changes, the 800 students in the district now are expected to drop to 460.

The result is that administrators and parents have tried various creative solutions, from hiring a marketing firm to promote district schools to entertaining merger talks with neighboring districts.

In April, the district applied to the state to authorize a special agriscience program at the middle school in Washington in an effort to attract new students.

And in Bridgewater, the Burnham School has a combined class called "one-dergarten," made up of five kindergartners and eight first-graders. The idea is to make the most of small class sizes.

Still another idea was to lower tuition to \$7,500 to attract out-of-town students -- perhaps students from Pettibone -- anything but close the only school in Bridgewater.

"People don't realize what it would be like to live in a town without a school," Stuart said. "It would just be seniors and weekenders and the whole town would lose its flavor. We would be the first town in the state without a single school within our borders."

rryser@nwewstimes.com; 203-731-3342

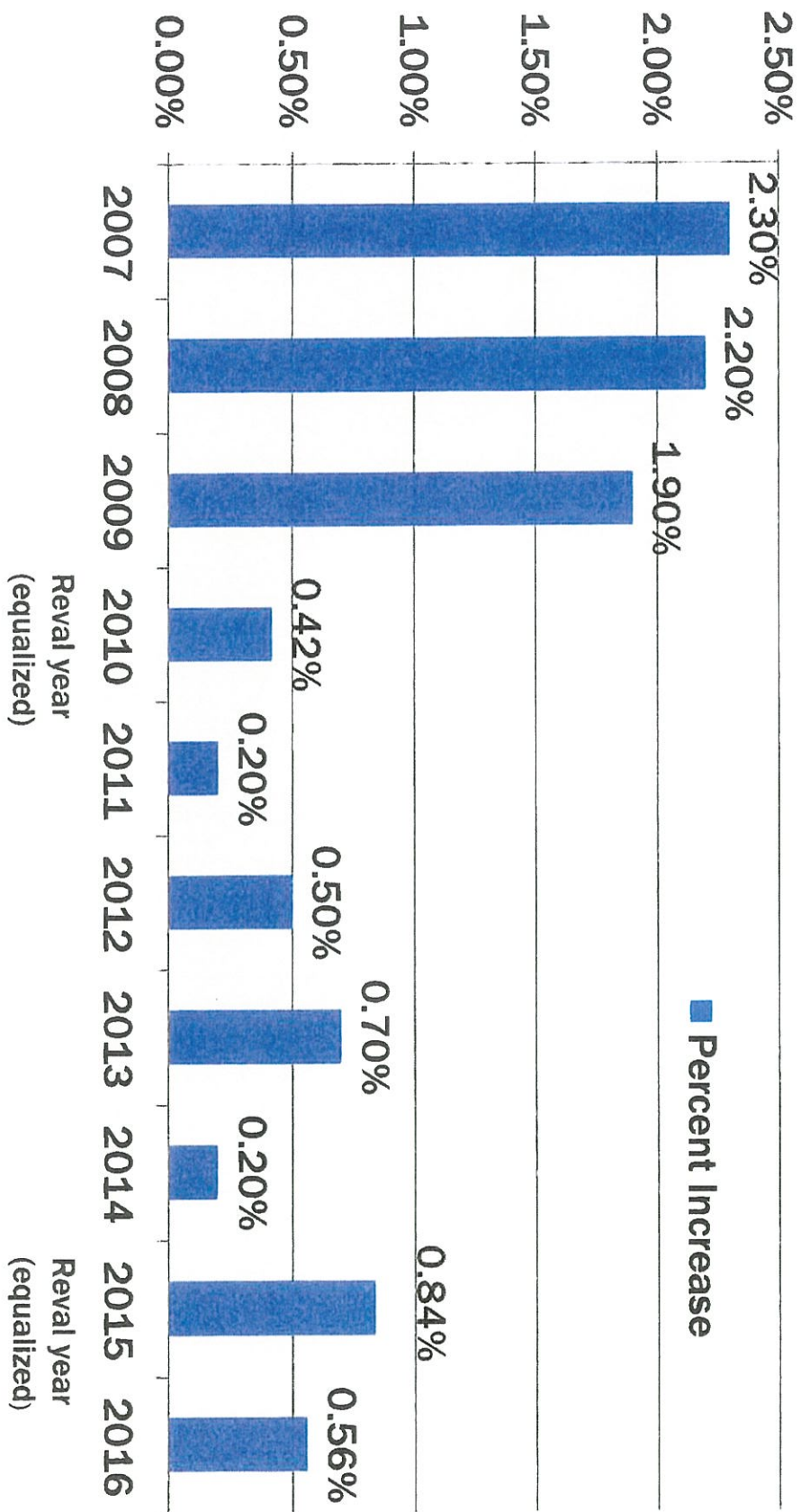
Appendix B

### October 2014 Net Grand List - Final as of 1-31-2015

	2013 GL	2014 GL	% CHANGE	\$ CHANGE
R.E.	2,191,212,640	2,202,424,150	0.51%	\$11,211,510
M.V.	117,243,278	117,725,119	0.41%	\$481,841
P.P.	21,539,234	22,849,098	6.08%	\$1,309,864
TOTAL	2,329,995,152	2,342,998,367	0.56%	\$13,003,215



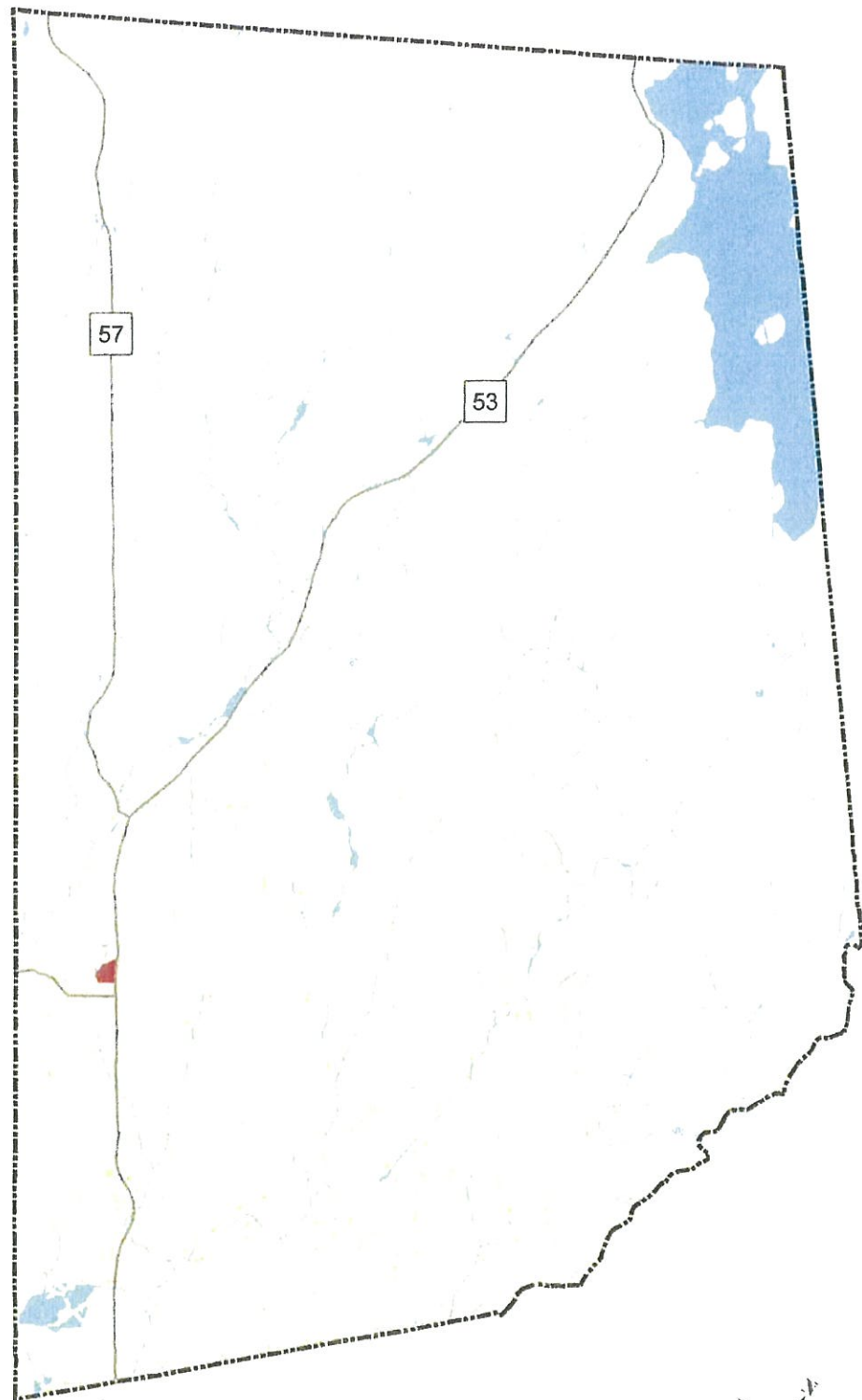
# GRAND LIST GROWTH



# Zoning

## 2010 Weston Plan of Conservation and Development

Appendix D



### Legend

- Roads
- Watercourse
- Neighborhood Shopping Center District
- Two Acre Residential and Farming District



Disclaimer: This map is intended for general planning purposes only.  
Source: Source: Zoning Map, Town of Weston, Sanborn Map Company, Inc. July 1, 1995, and Data Acquisition Plan, Weston Road & Willow Drive prepared for Weston Shopping Center Associates, LLC, December, 15, 2009.

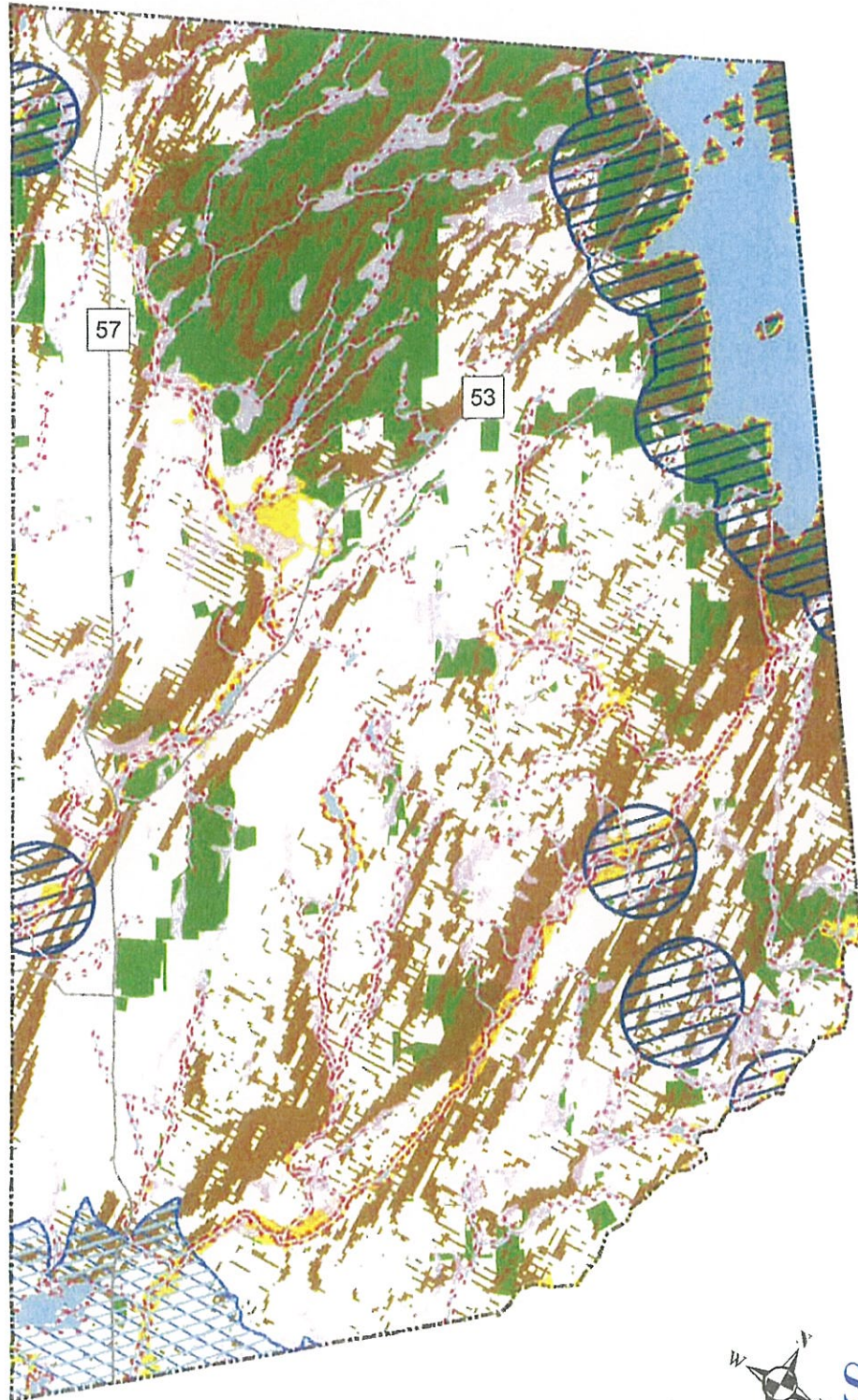
0 0.25 0.5 1 1.5 2 Miles











# Limitations for Development

## 2010 Weston Plan of Conservation and Development

Appendix E

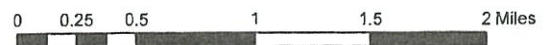


### Legend

-  Watercourse
-  50 foot Waterbody Setback
-  Aquifer Projection Area
-  Natural Diversity Areas
-  Regulated Wetlands
-  Steep Slopes (>10%)
-  Open Space
-  FEMA Flood Zones 2010



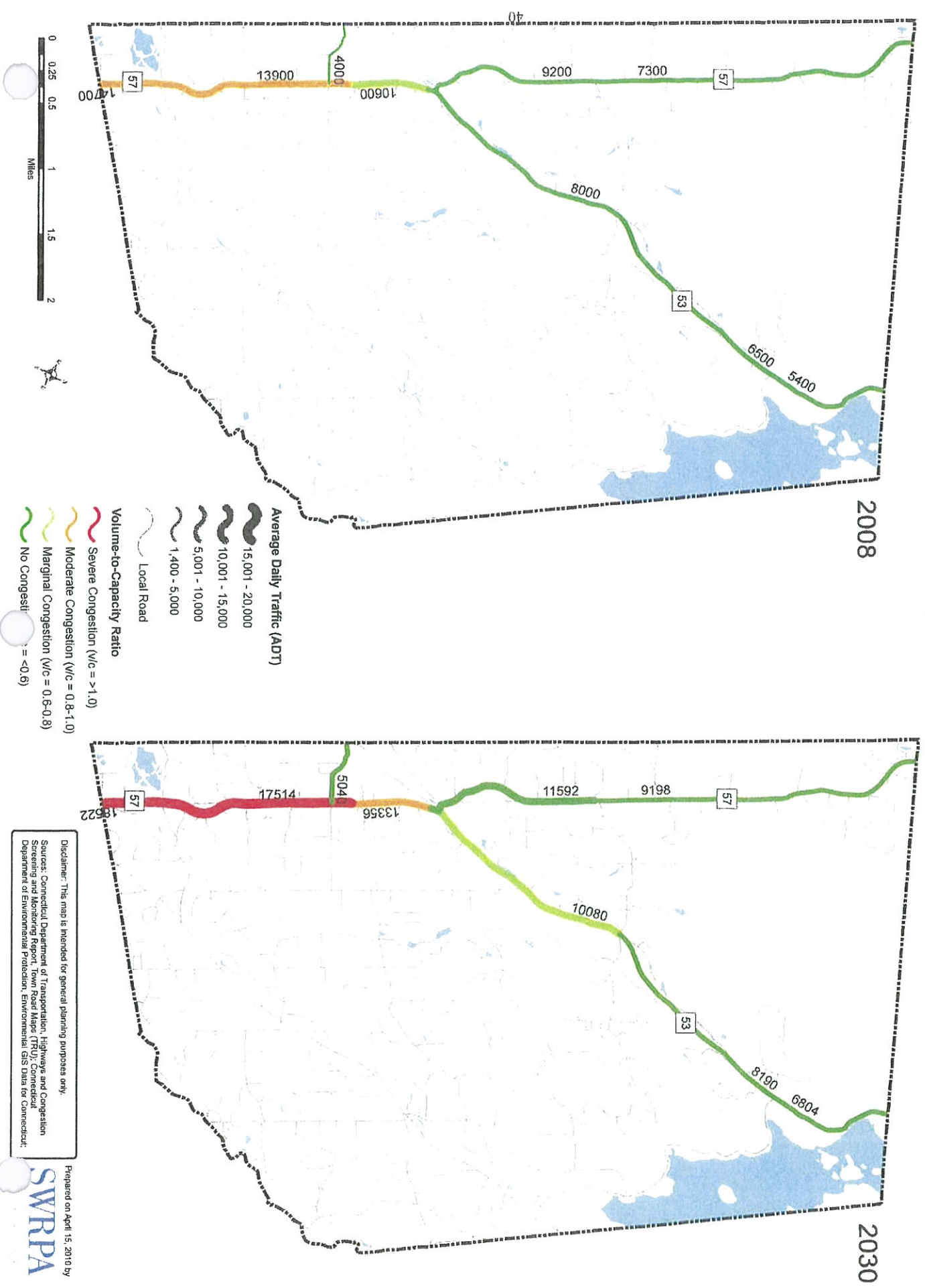
Source: SWRPA, Inc. Source: National Wetlands Database, NRCS, USDA; Soil Service Data by Fairchild County; USGS, FDOT, Florida, Aquifer Protection Program, National Wetlands Inventory, 2005, and Geographic Information System (GIS) Data. SWRPA, 2010. From: South Western Regional Planning Agency, 2010. SWRPA, 2010. From: South Western Regional Planning Agency, 2010. SWRPA, 2010. From: South Western Regional Planning Agency, 2010.



# Traffic Volume and Volume-to-Capacity Ratio

## Appendix F

### 2010 Weston Plan of Conservation and Development



Disclaimer: This map is intended for general planning purposes only.  
 Sources: Connecticut Department of Transportation, Highway and Congestion Screening and Monitoring Report, Town Road Maps (TRM), Connecticut Department of Environmental Protection, Environmental GIS Data for Connecticut.



# Appendix G

## Real Estate

Weston Shopping Center Assoc./190 Weston Road	\$131,697.24
Weston Shopping Center Assoc./204 Weston Road	\$5,656.48
Weston Shopping Center Assoc./Weston Road	\$8,319.50
<b>Real Estate Tax Total:</b>	<b>\$145,673.22</b>

## Personal Property

Weston Service Center - personal property	\$524.42
Peters Weston Market - personal property	\$6,593.76
Lang's Pharmacy - personal property	\$208.42
Lunch Box - personal property	\$315.96
Camelot Real Estate	\$149.68
Peters Spirit Shop	\$350.74
Weston Hardware	\$26.26
Fairfield County Bank	\$9,166.42
Minute Man Cleaners	\$229.32
<b>Personal Property Tax Total:</b>	<b>\$17,564.98</b>

Guidera Office/48 Norfield Rd	\$17,816.62
-------------------------------	-------------

Appendix H preliminary inventory

Preliminary Inventory of Town and Other Lands 1-19-15 rev 1-20-15

*(subject to further checking on ownership, classification, acreage notes and comments; sources SpecPrint 2011 – Weston, CT and Weston TPOCD Land Use Map 2010)*

Town Land Listed as Town Parks and Open Space

Bisceglie Park - Newtown Turnpike (near Rte 53-57 intersection) approximately 55 acres location of youth baseball fields, town swimming park (most land across West Branch is in natural state, in wetlands, and relatively steep slopes) 1.1 mile (2 min.) to Town Hall

Devil's Glen - On east side of town Between Valley Forge and Davis Hill a natural gorge formed by the Saugatuck River below the Senior Dam not far from Moore Property (rugged terrain and natural beauty accentuated by waterfalls and deep pools; generally regarded as an opens space conservation area). 4.9 miles (11 min) to Town Hall

Fromson Strassler - Upper Parish (private lane; no other existing access way) - approximately 85 acres in natural state on Weston-Wilton town line in the northwest corner near Georgetown (60+ acres in watercourses, wetlands, rock ledge etc.; Wilton section is an additional 30 acres similarly difficult to develop; best land for development is on the lower sections at end of Upper Parish just past CL&P power lines - about 10+ acres). 4.6 miles (8 minutes) to Town Hall

Jarvis Military Academy - On corner of Norfield and Weston Road (Rt. 57) 1.9 acre (offices for town Parks and Recreation; historic site). Across for Town Hall.

Lachat Property - Godfrey Road West approximately 40 acres (large sections cleared haying fields; sections set off for community gardens; efforts being made to restore historic home and run educational programs; some deed restrictions; ownership share with The Nature Conservancy) 2.7 miles (5 min) to Town Hall

Keane Park - River Road in lower Weston near local Grange Hall - approximately 8 acres (location of children swings and play area along banks of the Saugatuck River; low lying area with sections in flood plain). 2.1 miles (4 min.) to Town Hall

Moore Property - Lords Highway East - Davis Hill on eastern side of town near Saugatuck Reservoir - approximately 35 acres (relatively flat and gentle sloping; some sections may have high water table; near water company and town open space lands including Trout Brook) 4.1 miles (9 min.) to Town Hall.

Morehouse Park -- Newtown Turnpike at intersection of Valley Forge near Redding town line approximately 30+ acres (location of town playing fields on upper portion of the property and site of historic Morehouse family home last owned by descendant Minerva Heddy on lower section; near watershed lands) 3.7 miles (6 min) to Town Hall.

Trout Brook Valley -- East of Valley Forge near Devil's Glen off Bradley Road approximately 42 acres (Trout Brook merges with the Saugatuck River just below the property; generally



regards as a conservation and open space area and gateway to more 700 acres of open space land stretching in Easton across to Route 58 and contiguous watershed lands and Saugatuck Forest trail system.) 4.9 miles (11 min) to Town Hall.

Variety of small and inner holdings ranging in size from less than 2 acres to 10 acres mostly in the northern half of town in the following neighborhoods: Cannondale-Brookwood (west side near Wilton); Michaels Way; November Trail; Mountain View; Godfrey between Old Orchard and Old Field; Ravenwood; Banks Drive.

#### Major Vacant Private Parcels

Nevas 75 acres - Osborne Hill - Grey Fox near Georgetown

Belknap 40 acres – Inner holdings west of Georgetown Road and north of Cannondale near Wampum and Cindy and Wilson; land reportedly is on the market with potential direct access off Georgetown between Wilson and Samuelson; rugged land with wetlands, streams and bolder fields

Smith Ridge 26 acres - Off Steep Hill and west of Saugatuck River

Weston Woods 20+ acres - Off Newtown Turnpike south of Singing Oaks

#### Private Clubs and Organizations

Aspetuck CC 100+ acres - Old Redding Road on east side

Weston Gun Club 40 acres - Godfrey Road East near transfer station northeast

Weston Field Club 25 acres off Ladder Hill - north central

Hemlock Girls Scouts 13 acres - Old Easton Road on east side

Weston Racquet Club 10 acres off Newtown Turnpike south of Singing Oaks north central

Grange about 1 acre - Goodhill Road - lower Weston

Open Spaces Held by Non profits (The Nature Conservancy/Aspetuck Land Trust primarily) - 1,800+ acres

Open Spaces Held by Water Company - 1,186

Open Spaces Municipally Held - 324 acres (includes those listed above)

#### Town Property for Schools, Playing Fields and Other Uses

Transfer Station - 56 acres Godfrey East

Middle School and DPW - 30+ acres - School Road North

High School 40+ acres - School Road Central

Intermediate School 13+ acres - School Road Central

Elementary School 36+ acres - School Road South

Annex, School Board, Basketball Court and Field Hockey 5+ acres

Town Hall, Police Fire and Library 4 acres

Total = 184 acres

Town Shopping Center 6.1 acres (property owner has another 7 adjacent undeveloped acres)

# TOWN PLAN OF CONSERVATION AND DEVELOPMENT



PLANNING AND ZONING COMMISSION  
TOWN OF WESTON, CONNECTICUT - JULY 1, 2010





## B. Other Facilities and Infrastructure

### 1. In General

The Town of Weston takes much pride in the small town character and appearance of its facilities and service offerings. One purpose of the Plan is to evaluate strategic long-term options for use of physical space to meet present and future community needs.

Town Hall complex, located on Norfield Road near the intersection of Route 57, is comprised of Town Hall, the library, police headquarters, communications center and one of Weston's two fire houses, which also includes Weston's Emergency Medical Service. A thorough analysis of the physical condition of town facilities for Weston was the subject of a report compiled in 2008 by Kaestle-Boos. Given fiscal constraints, the focus of the Capital Committee and Town Government is on maintenance, repair and where necessary, replacement, rather than the construction of new facilities. For example, a new roof, doors and windows are being installed in 2010 at the Middle School. Likewise, reconstruction of the Valley Forge Bridge has been undertaken, having been necessitated by its age and poor condition. Middle School wetlands mitigation and Revson Field projects are also under consideration and are driven by necessity and cost. In the coming years, the facility housing the Weston Police Department should be studied to ascertain its need of repair, renovation or replacement. Town Government should continue to monitor and prioritize repairs, renovations and necessary expansions to ensure our current facilities are well maintained.

### 2. School Facilities

The facilities on the school campus have recently undergone substantial expansion with the construction of the Intermediate School and partial renovation of and addition to the High School. While the Middle School is undergoing major capital improvements, such as a new roof, the Committee does not anticipate that further expansion will be necessary in the coming decade. As previously noted, the Committee recommends that the bus depot be relocated: its position contributes to traffic problems, it is an unattractive gateway to the heart of Weston, and is a poor use of prime Town-owned real estate. Town Government, together with the Board of Education, should determine if the buses can be moved to another location in Weston, such as the Transfer Station or the Public Works Garage, or if they can be moved entirely outside of Weston.



*Hurlbutt Elementary School*



*Weston Intermediate School*



The school facilities represent a tremendous resource for students in Weston. Many individuals with whom the Committee spoke while preparing the Plan suggested that those facilities should be made more available to the Weston's non-student public. Specifically, it was suggested that, to the extent space becomes available in the future, the Senior Center could be expanded to encompass a larger part of East House at Hurlbutt Elementary School. It was further suggested that, on weekend evenings, that space could be utilized as a Teen Center. To supplement the Weston Public Library facilities, the computer labs within the schools might also be made available to the public on a limited basis. Auditoriums, gymnasiums, the workout room at the High School, the Middle School pool—all should be, or continue to be, made available to the general public and their availability should be publicized. Efforts should be made to ensure that the process of reserving those spaces is streamlined and does not include unnecessary obstacles for Weston's own community groups. The need for and, if needed, the cost of such requirements as security deposits and insurance certificates should be investigated so as to guarantee affordable access to such facilities.

The Committee makes the following recommendations:

1. The Facilities Subcommittee of the Board of Education, expanded for this purpose to include a number of other interested citizens, should explore the expanded use of school facilities for the community as a whole including:
  - (a) expanded use of parts of East House in Hurlbutt Elementary School for seniors and teens;
  - (b) use of the High School gym by residents a few nights a week for "pick-up" basketball games and the like;
  - (c) use of the Middle School pool for exercise class for residents/seniors;
  - (d) use of the High School workout room for residents and seniors;
  - (e) use of the High School cafeteria for town wide social events; and
  - (f) use of smaller rooms in schools for various community functions.
2. The expanded Subcommittee should explore the feasibility of installing picnic benches and barbecues on school property for use by Weston residents when schools are not in session.
3. The expanded Subcommittee should investigate the possibility of leasing, for profit, school facilities (i.e., pool, gym, etc.) for private functions.
4. The expanded Subcommittee, together with the Town Attorney, should review relevant labor contracts to ascertain what duties attendant to the foregoing uses can be undertaken by responsible adult residents on a volunteer basis.
5. Examine ways to broaden community interaction, including movie nights, progressive dinners, outdoor performances in theater, dance and music and a community fair to benefit all four schools.

## E. Traffic Volume

Although Weston is a small town, it is confronted with local traffic congestion at various times of the day. The morning appears to have the most acute congestion. A significant number of parents drive their children to school at the peak of the work commute. Additionally, Weston employs 473 people, many at the schools, others at the Town Hall complex; 83 percent of those employees commute to Weston from other towns.

Weston is not a destination so much as it is a place that traffic passes through. Weston is seeing an increase in regional through-trips over roads not designed for heavy traffic volume (i.e. use of Cannondale Road to access Route 7; use of Kellogg Hill and Wells Hill Roads to cut through from Easton and Redding). Increased traffic is due to the commercial buildup in communities to our north, south and west and a corresponding increase in population all around Weston. The main roads impacted are State Routes 57 and 53, as well as Lyons Plains Road. Although most town roads appear capable of handling local traffic, an increase in through-traffic will cause excessive road wear and require increased maintenance.

There has been concern of increased traffic along Route 57 with the development of the Gilbert and Bennett property in the Redding section of Georgetown. Studies of existing and projected traffic patterns, however, do not foretell a substantial change in traffic. In fact, prolonged construction on Route 7 between Wilton and Danbury has already increased north-south traffic on Route 57 without major complications. Weekend and evening traffic may increase as individuals seek out services and amenities offered by the multi-use project when and if it is completed. Presently, the completion date has been postponed until economic conditions warrant resumption of development.

In light of the foregoing, the Committee recommends the following:

1. To alleviate in-town traffic congestion and its attendant pollution, the Board of Education should continue to actively promote the use of school buses by students and carpooling by employees.
2. Town Government, together with the Town Engineer, Police Commission and Police Department, should monitor any plans by the State to improve Route 57 to ensure that any changes do not encourage the growth of through-traffic and do not impair the bucolic character of Weston.

## Implementation

Implementation of the strategies and recommendations of this Plan is essential for the planning process to have meaning and value.

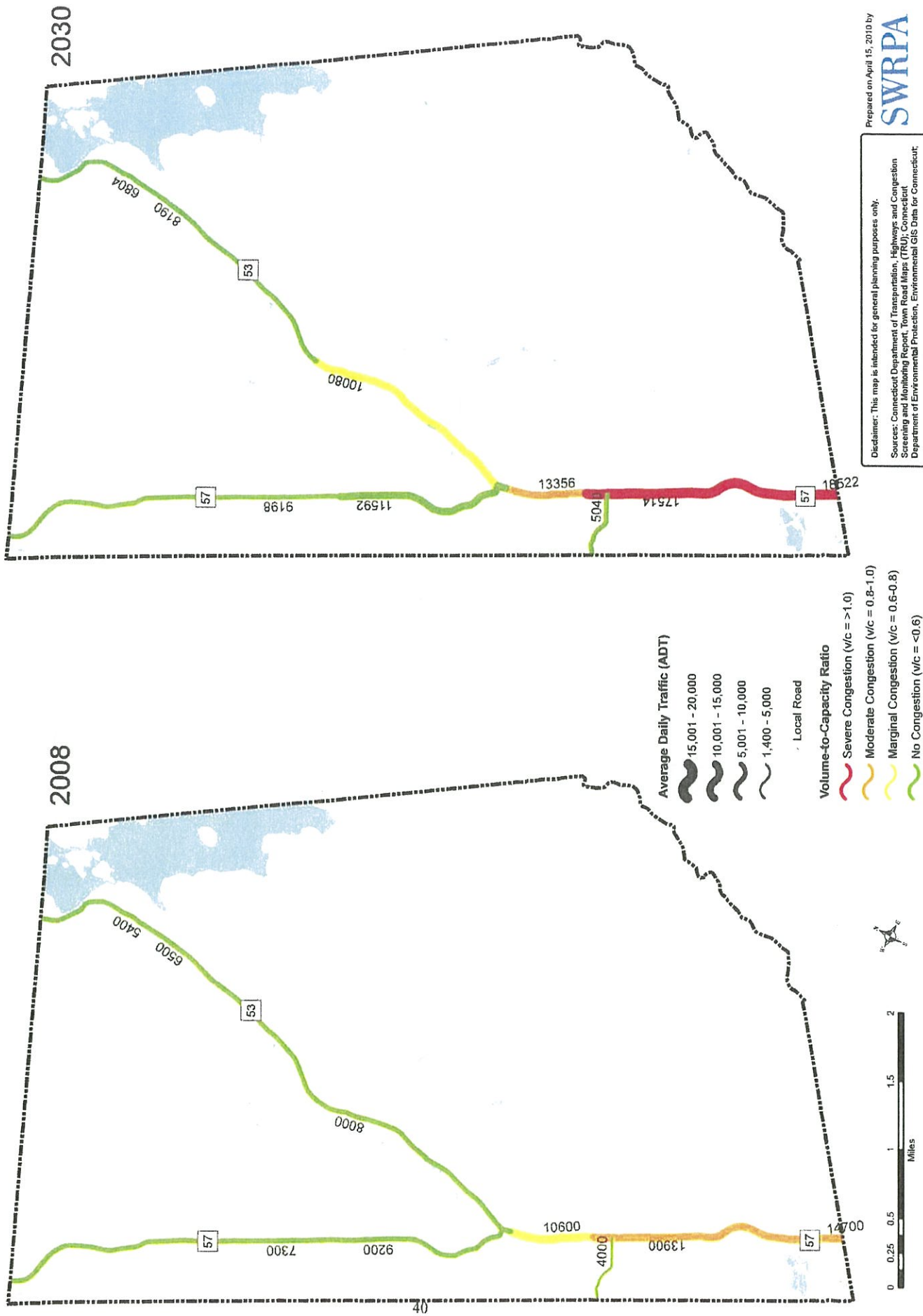
The Planning and Zoning Commission will retain primary responsibility for promoting and coordinating implementation of the Plan's recommendations. The Commission cannot implement the Plan on its own, however. Many recommendations require active cooperation with other boards, commissions and departments. Following the Plan's adoption, the Planning and Zoning Commission will contact the boards and commissions whose cooperation we need.





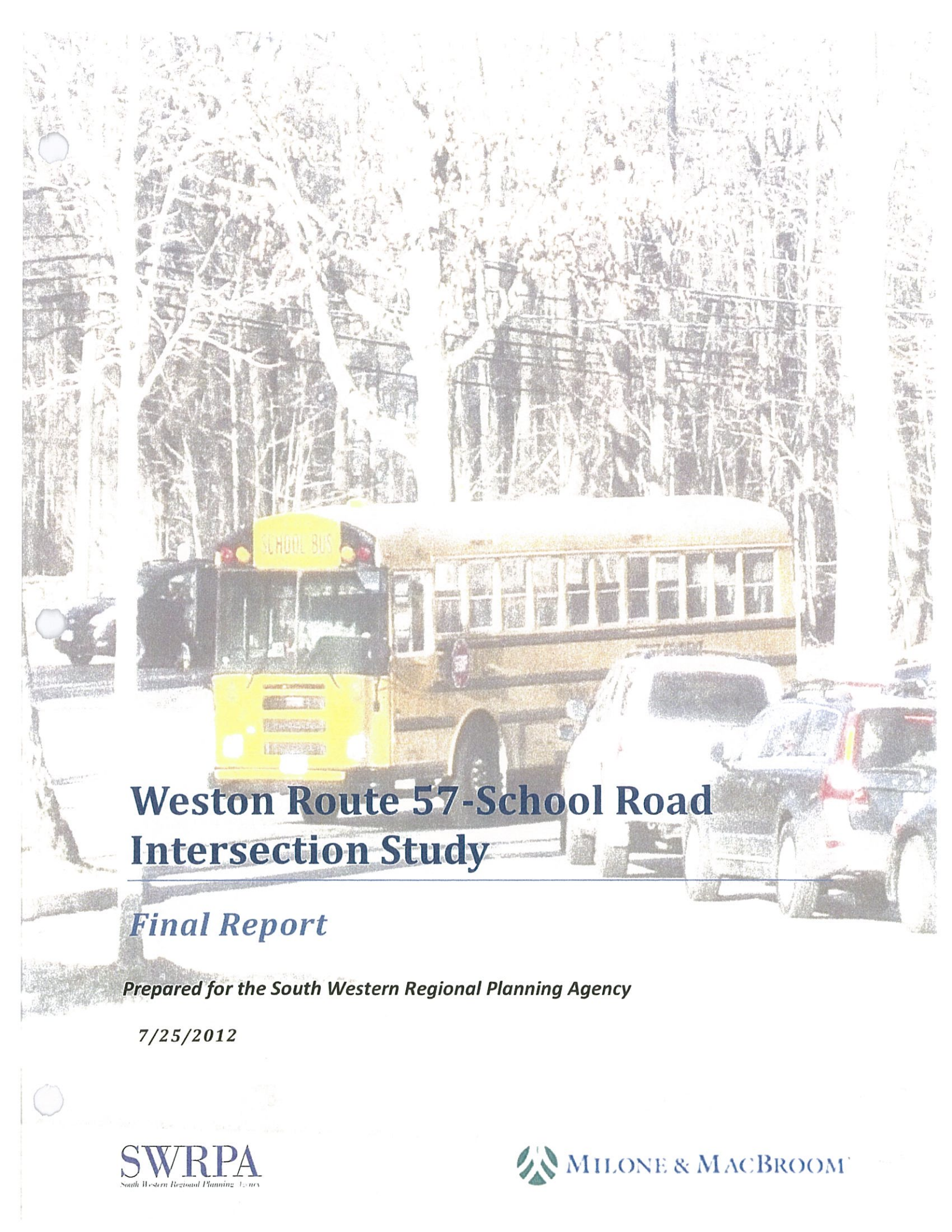
# Traffic Volume and Volume-to-Capacity Ratio

## 2010 Weston Plan of Conservation and Development









# Weston Route 57-School Road Intersection Study

## *Final Report*

*Prepared for the South Western Regional Planning Agency*

*7/25/2012*



## Table of Contents

1	Introduction .....	3
2	Existing Conditions.....	3
2.1	Existing Roadway Conditions.....	3
2.1.1	Vehicular Speeds .....	5
2.2	School Data .....	5
2.3	Existing Traffic Conditions .....	6
2.3.1	Traffic Volumes .....	6
2.3.2	Pedestrian Activity.....	8
2.4	Capacity Analysis.....	8
2.5	Accident History .....	9
2.6	Sightlines .....	12
3	Future Conditions .....	12
3.1	Future Traffic Conditions.....	12
3.2	Capacity Analysis.....	12
4	Preliminary Improvement Alternatives .....	14
4.1	Preliminary Near-Term Alternatives .....	15
4.2	Preliminary Long-Term Alternatives .....	17
4.3	Capacity Analysis of Alternatives .....	18
4.4	Refinement of Preliminary Alternatives.....	20
5	Preferred Improvement Alternatives .....	21
5.1	Right-of-Way Impacts.....	22
5.2	Summary of Preferred Improvement Alternatives .....	23
6	Project Funding.....	24
	APPENDIX.....	25

## 1 Introduction

The South Western Regional Planning Agency (SWRPA) in conjunction with the Connecticut Department of Transportation (CTDOT) and the Town of Weston identified the need to undertake improvements at the intersection of State Route 57 and School Road in Weston, Connecticut. The study intersection serves as a major access point to four schools within the town. As a result, this intersection is often subject to congestion and excessive delays during peak school hours. The absence of pedestrian facilities such as sidewalks and crosswalks at the intersection also presents some safety concerns. Signage in this school zone is also inadequate and needs to be improved. A previous study undertaken by Purcell Associates in 1996 recommended a number of traffic operations and geometric improvements for the intersection, none of which have been implemented to date.

The primary objectives of this latest study are to:

- Collect and review all available traffic and safety data
- Analyze data and develop improvement alternatives
- Consider the needs of all users, in particular students from the neighboring schools
- Produce a final technical report with recommendations for a preferred alternative

The SWRPA contracted with Milone & MacBroom, Inc. (MMI) to serve as the primary consultant on this intersection improvement study for Route 57 and School Road. MMI subcontracted with VN Engineers (DBE) to assist in accident analysis.

This report summarizes the existing and future conditions assessment and proposed improvement alternatives for the intersection of Route 57 and School Road.

## 2 Existing Conditions

### 2.1 Existing Roadway Conditions

The intersection of Route 57 and School Road is a signal-controlled "T" intersection. Route 57 is a north/south urban minor arterial characterized by one 12-foot travel lane in each direction with two-foot shoulders. School Road is a two-way local roadway characterized by two 12-foot approach lanes and one exiting lane at its intersection with Route 57 with no shoulders. School Road serves as the main access to four schools located on School Road. The traffic signal at the intersection of Route 57 and School Road is fully actuated and is owned and maintained by the state. Approximately 70 feet east of the study intersection is a driveway to the Hurlbutt Elementary School. This intersection is stop controlled on the elementary school driveway and the School Road westbound approach.



There is currently a pedestrian push button signal at the intersection of Route 57 and School Road; however, there are no handicap ramps or sidewalks. There are no crosswalks at the study intersection; however, there is an unsignalized mid-block pedestrian crossing on Route 57 between School Road and Norfield Road, which is located south of School Road. Route 57 at the intersection with Norfield Road is currently signalized. This traffic signal is also owned and maintained by the state. It is understood that this intersection will be improved with new traffic signal equipment and pedestrian facilities (State Project # 173-403). Signage within the study area is also quite limited and needs to be improved.

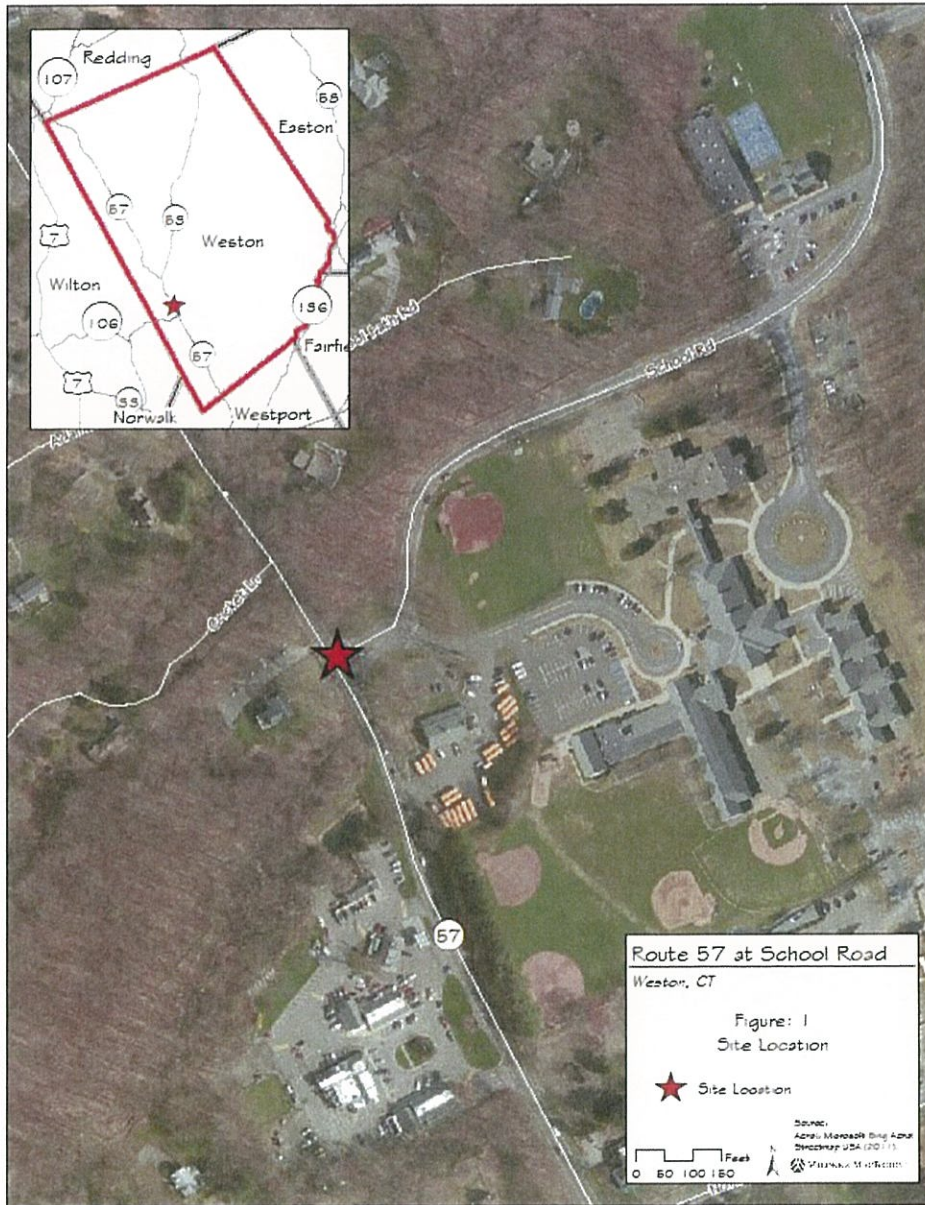


Figure 1: Site Location Map

**2.1.1 Vehicular Speeds**

Vehicular travel speed data on Route 57 was obtained from CTDOT. Route 57 has a regulatory posted speed limit of 35 miles per hour in this area. In 2009, it was found that the 85<sup>th</sup> percentile speed for northbound traveling vehicles on Route 57 was 42 miles per hour. Southbound vehicles on Route 57 had an 85<sup>th</sup> percentile speed of 43 miles per hour. The 85<sup>th</sup> percentile speed is the speed at or below which 85 percent of the vehicles were recorded to have traveled. The average speed of vehicles traveling on Route 57 through this area was recorded to be 40 miles per hour.



**2.2 School Data**

As indicated, there are currently four schools located on School Road. These schools are:

- Hurlbutt Elementary School
- Weston Intermediate School
- Weston Middle School
- Weston High School

Information on the schools was provided by the Weston Board of Education and is summarized below:

	<u>School Hours</u>
Hurlbutt Elementary School	8:30 a.m. to 3:15 p.m.
Weston Intermediate School	8:30 a.m. to 3:15 p.m.
Weston Middle School	7:45 a.m. to 2:30 p.m.
Weston High School	7:45 a.m. to 2:30 p.m.
Total Number of Students	2,500
Total Number of Staff/Teachers	377
Number of School Buses	22
Percentage of Students via bus	63%
Percentage of Students via car	37%
Percentage of Staff via car	100%

Source: Weston Board of Education



School bus and parent pickup/drop-off activity information was also provided for the four schools. The driveways to the intermediate, middle, and high schools are located approximately one-half mile to one mile from the intersection of Route 57 and School Road; therefore, school bus and parent pickup/drop-off activity at these schools do not directly impact traffic operations at the study intersection. The driveway to the Hurlbutt Elementary School, however, is located in close proximity to the study intersection, which results in pickup/drop-off activity at the elementary school directly impacting the study intersection. Parent pickup/drop-off activity at the elementary school occurs in front of the school building via the first driveway while school bus pickup/drop-off occurs in the rear of the building via a second driveway located further up School Road.

### 2.3 Existing Traffic Conditions

The intersection of Route 57 and School Road experiences significant delays and congestion during the morning and afternoon school peak periods due to the heavy volume of traffic accessing School Road during these hours. In addition, the close proximity of the Hurlbutt Elementary School driveway exacerbates the existing traffic situation and leads to further congestion and delays. Currently, these intersections require the services of a police officer at the intersection of Route 57 and School Road and a traffic person at the intersection of School Road and the elementary school driveway during school peak hours. It is also our understanding, based on information provided by the Weston Board of Education, that there are on average two sporting events per week and one concert/play per month at the schools, which generates higher than normal traffic on School Road.

#### 2.3.1 Traffic Volumes

A review of traffic data at the nearest CTDOT traffic monitoring station on Route 57 in the vicinity of the study intersection was undertaken. The traffic data is presented in **Table 1** below.

**TABLE 1**  
**Two-Way Annual Daily Traffic (ADT) on Route 57**

Year	ADT
2010	10,700
2007	10,400
2004	11,200

Source: Connecticut Department of Transportation

The most recent data indicates that Route 57 carries approximately 10,700 vehicles daily. This segment of Route 57 has experienced fluctuating traffic volumes over the past decade or so with a decline in traffic volumes from 2004 to 2007 and some marginal growth from

2007 to 2010. 2008 vehicle classification data provided by CTDOT indicates that approximately 98.5 percent of the traffic on Route 57 was comprised of light vehicles with 1.5 percent heavy vehicle traffic. The light vehicle traffic was broken up as passenger cars – 88 percent and four-tire single unit trucks – 10.5 percent. The heavy vehicle traffic was broken up as buses – 0.1 percent, three- or four-axle single unit trucks – 1.3 percent, and single trailer trucks – 0.1 percent. There were no multitrailer trucks recorded on Route 57.

To supplement the CTDOT data, turning movement traffic counts were manually conducted at the intersections of Route 57 at School Road and School Road at the elementary school driveway during the morning and afternoon peak periods on Wednesday, January 25, 2012. The counts were performed from 7:00 a.m. and 9:00 a.m. and from 2:00 p.m. and 6:00 p.m. in order to capture both the school dismissal and commuter peak periods. The peak hour traffic counts were found to be comparable to the CTDOT 2010 traffic data.



**Figures 2** and **3** illustrate the peak hour traffic volumes that were extracted from the counts. The weekday morning peak hour occurred from 7:30 a.m. to 8:30 a.m. while the afternoon peak hour occurred from 2:45 p.m. to 3:45 p.m. These afternoon traffic volumes depict the school dismissal peak. A separate, less noticeable commuter peak did occur later in the afternoon. However, the total volume of traffic through the study area during the later commuter peak was significantly less than during the school dismissal peak. The afternoon commuter peak was not analyzed as a result.

The volume of traffic experienced at the intersection was observed to be greater during the morning peak hour than during the afternoon peak hour. This is due to the school arrival period and commuter period coinciding during the morning, whereas during the afternoon the dismissal and commuter peak periods occur separately.

Buses were enumerated during both morning and afternoon count periods. As illustrated in Figures 2 and 3, approximately 42 buses were observed entering and exiting the study intersection during the morning peak period while 32 buses were observed during the afternoon peak period. During the morning peak hour, the majority of buses traveling along Route 57 arrived from the south, turned right onto School Road, and continued through past the elementary school driveway. A notable number of buses also traveled westbound on School Road and turned left into the elementary school driveway during the morning peak hour.









Route 57 at School Road  
Weston, CT

Figure: 3  
Existing Traffic Volumes  
Weekday Afternoon Peak Hour  
2:45 PM - 3:45 PM

00 = All Vehicles  
(00) = Buses

Source:  
Aerial: Microsoft Bing Aerial  
M. LOUIS & MACDONALD



During the afternoon peak hour, similar to the morning, the majority of bus traffic along Route 57 arrived from the south, turned right onto School Road, and continued past the driveway. The opposite predominant flow also occurred during the afternoon peak hour where a large percentage of buses arrived from the east along School Road and turned left onto Route 57.

### 2.3.2 Pedestrian Activity

No pedestrian activity was observed during the morning peak hour. During the afternoon peak hour, however, a number of pedestrians were observed to cross traffic. The pedestrians were all students. Five pedestrians crossed at the intersection of Route 57 and School Road. At the intersection of School Road and the school driveway, nine pedestrians were observed to cross the street. It should be noted that these pedestrian counts were conducted in January and could therefore be considerably higher during the warmer months of the year.

## 2.4 Capacity Analysis

The adequacy of the intersections to handle the peak hour traffic volumes was evaluated using the *Synchro* Program. This software package adheres to the methodologies outlined in the *Highway Capacity Manual* (HCM)<sup>1</sup> to determine Level of Service (LOS). LOS is a qualitative measure of the efficiency of intersection operations in terms of delay and inconvenience to motorists.

A description of the various LOS designations, A through F, for signalized and unsignalized intersections is presented in the Appendix. **Table 2** summarizes the analysis results for the intersection of Route 57 and School Road.

As mentioned above, the intersections handle more traffic during the morning peak hour than during the afternoon peak hour. As a result, operations are better during the afternoon peak hour. The intersection of Route 57 and School Road operates overall at LOS E during the morning peak hour. A large volume of traffic makes a right turn from Route 57 onto School Road during this period. Accordingly, the northbound approach operates at LOS F during the morning peak hour. During the afternoon peak hour, the intersection operates overall at LOS C while the School Road westbound left-turn movement operates at LOS E.

At the intersection of the school driveway intersection with School Road, the stop sign controlled school driveway approach operates at LOS F during the morning peak hour and LOS C during the afternoon peak hour.

---

<sup>1</sup> *Highway Capacity Manual*, Transportation Research Board.

**TABLE 2**  
**Capacity Analysis Summary**  
**Existing (2012) Traffic Volumes**

LOCATION/MOVEMENTS	LEVEL OF SERVICE	
	WEEKDAY MORNING	WEEKDAY AFTERNOON
SIGNALIZED		
Route 57 at School Road		
Route 57 Northbound Approach	F	C
Route 57 Southbound Approach	D	A
School Road Westbound Left	E	E
School Westbound Right	A	A
<b>Overall</b>	<b>E</b>	<b>C</b>
UNSIGNALIZED		
School Road at school driveway		
Driveway Northbound Approach	F	C
School Road Westbound Approach	B	B

## 2.5 Accident History

Information on three years of traffic accidents occurring from 2006 through 2008 was obtained from CTDOT for the segment of Route 57 from mile marker 4.50 to 4.60. This segment of Weston Road is about 500 feet in length and includes the intersection with School Road. **Table 3** exhibits a summary of these accidents by severity and collision type.



**TABLE 3**  
**Accident Summary**  
**Route 57 at School Road**

LOCATION:  Route 57, Weston, CT  STUDY DURATION:  1/1/2006 to 12/31/2008	ACCIDENT SEVERITY				TYPE OF COLLISION												
	FATALITY	INJURY	PROPERTY DAMAGE ONLY	TOTAL	TURN			REAR-END	HEAD-ON	BACKING	ANGLE	OVERTURN	SIDE SWIPE (Same Direction)	PEDESTRIAN / BICYCLIST	ANIMAL IMPACT	FIXED OBJECT	TOTAL
					SAME DIRECTION	OPPOSITE DIRECTION	INTERSECTING PATHS										
Route 57 (Weston Road) at School Road  (Mile Marker 4.50 to 4.60)	0	1	6	7	0	0	0	6	0	0	0	0	1	0	0	0	7
<b>TOTAL</b>	0	1	6	7	0	0	0	6	0	0	0	0	1	0	0	0	7

During the three-year study period, seven collisions occurred within the vicinity of this intersection, with one crash resulting in a personal injury. Most of the accidents were rear-end type collisions that transpired with no adverse weather or road surface conditions, and all reported accidents occurred during daylight hours. Of the six rear-end collisions, two occurred north of the intersection in the southbound direction while two occurred south of the intersection in the northbound direction. One rear-end accident occurred north of the intersection traveling north while the sideswipe accident occurred north of the intersection traveling south. A collision diagram of the study intersection is presented in **Figure 4**. Subsequently, additional accident data from 2009 through 2011 was obtained from the Weston Police Department. Three accidents were reported at the study intersection during this period (2009-2011). All three accidents involved property damage. There were no injuries or fatalities.