



# REGIONAL PLANNING BULLETIN

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HOUSATONIC VALLEY COUNCIL OF ELECTED OFFICIALS  
Old Town Hall, Route 25 Brookfield, CT 06804 (203) 775-6256

Bulletin 106

April 2003

## **Pedestrian Safety Improvement Plan for Queen Street in Newtown, CT**



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# **Pedestrian Safety Improvement Plan Queen Street Corridor Newtown, CT**

## **INTRODUCTION**

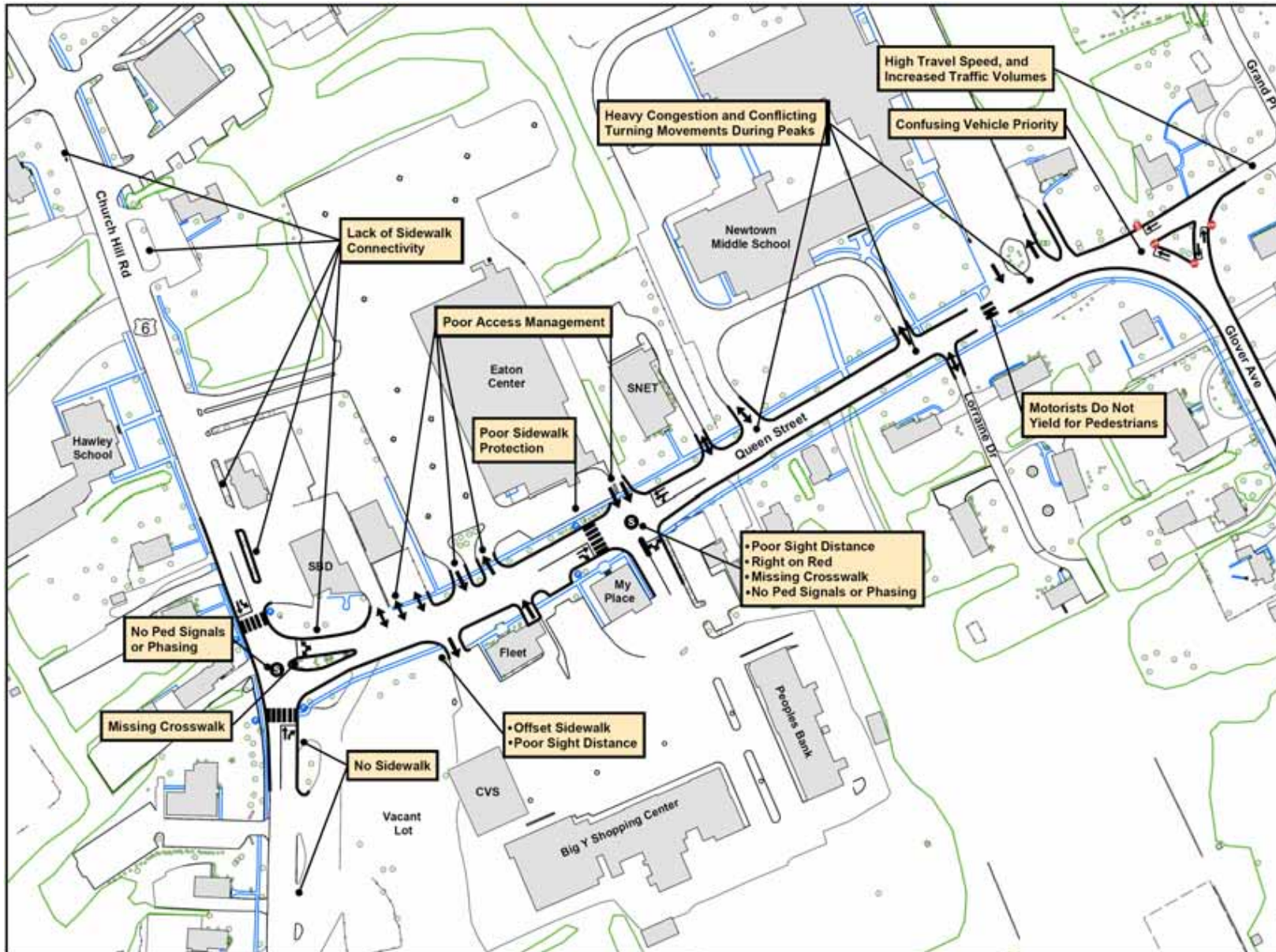
The following report summarizes pedestrian improvements for three distinct segments of the Queen Street Corridor between Route 6 (Church Hill Road) and Glover Avenue in Newtown, Connecticut. The segments are reported in the following order; 1) Intersection of Route 6 and Queen Street, 2) Queen Street from Route 6 southerly to Glover Avenue, and 3) Intersection of Queen Street and Glover Avenue. Pedestrian and traffic features, a statement of history/pedestrian problems, and improvement recommendations are described below for each section.

In addition, attached **Figure 1** illustrates current pedestrian issues and **Figure 2** highlights the recommended improvements to better facilitate walking within the Queen Street Corridor. **Figures 3, 4 and 5** illustrate three potential improvement strategies for the Queen Street Corridor. Finally, the appendix includes the Public Workshop presentation, meeting notes and sign-in sheet, and historical information regarding the Queen Street Corridor.

## **B1. INTERSECTION OF ROUTE 6 AND QUEEN STREET**

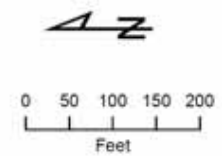
### **INVENTORY OF PEDESTRIAN AND TRAFFIC FEATURES AT INTERSECTION OF ROUTE 6 AND QUEEN STREET**

This segment is defined as the T intersection of Route 6 and Queen Street. Actual defining limit lines are: 60 feet East of Queen Street along Route 6, 60 feet West of Queen Street along Route 6, and 60 feet south on Route 6 along Queen Street.



## Legend

- Edge of Pavement
- Existing Sidewalk
- Tree Line
- Shrubs
- Traffic Signal
- Stop Control
- Ped Push Button
- One-Way Access
- Full Access
- Turning Movements



*Pedestrian Safety Improvement Plan  
Queen Street  
Newtown, Connecticut*



**Figure 1**  
**Existing Issues**

The northbound Queen Street approach consists of an exclusive left-turn lane and an exclusive right-turn lane. The Route 6 westbound approach consists of an exclusive left-turn lane and a separate through lane. The Route 6 eastbound approach consists of an exclusive right-turn lane and a separate through lane. A landscaped island separates the northbound Queen Street approach to Route 6 and turning movements onto Queen Street from Route 6.

There is a sidewalk along Route 6 on the north side of the road throughout this segment. There is also a sidewalk along the western side of Queen Street from Route 6 to the northern one-way entrance to the Big Y Shopping Center. In addition to the sidewalks, there are 2 pedestrian crosswalks, each with a pair of pedestrian push buttons intended to allow pedestrians to cross Route 6 on either side of Queen Street.

Finally, a series of curb-cuts (driveways) and lack of a defined sidewalk along the eastern side of Queen Street and the southern side of Route 6 east of Queen Street create a series of potential “conflict points” for pedestrians walking along these corridors. The following pedestrian issues have been identified through field observations and public input:

- Pedestrian call buttons are in place but do not provide an exclusive pedestrian phase. This intersection arrangement gives pedestrians a false sense of security and eventually reinforces poor walking habits in the community.
- The crosswalk across Route 6 on the eastern side of Queen Street terminates, on both sides, without handicapped accessible ramps.
- There is no crosswalk across the Queen Street approach to the Route 6 intersection.
- There is no sidewalk connection from the intersection of Route 6 and Queen Street to the Eaton Center on the eastern side of Queen Street.

- There is no consistent sidewalk connection from the intersection of Route 6 and Queen Street to the east along the southern side of Route 6.
- There is no consistent sidewalk connection from the intersection of Route 6 and Queen Street to the east along the northern side of Route 6 serving the Hawley School and other surrounding land uses.
- There is no sidewalk connection along the southern side of Route 6 west of Queen Street.
- A high number of curb-cuts on the southeast corner of the intersection of Route 6 and Queen Street create an uncomfortable walking environment.

### **STATEMENT OF HISTORY/PEDESTRIAN PROBLEMS AT INTERSECTION OF ROUTE 6 AND QUEEN STREET**

- This intersection was signalized in 1974.
- Pedestrian movement was counted in late 1996 for a 3-hour Saturday peak period. No pedestrians were observed crossing any legs at this intersection.
- STC Report 096-9605-01 dated January 1997 required that;
  1. The signal at this intersection will be revised to provide simultaneous right turns for the Queen Street approach and the Route 6 eastbound approach.
  2. The owner of the Newtown Shopping Center conducted an evaluation of pedestrian operations at this intersection after 12 months of full occupancy at the Shopping Center. The evaluation was to assess the number and ability of pedestrians crossing Route 6 at Queen Street.
  3. That if field observations showed that the interconnection of the signal at Route 6 and Queen Street to the proposed signal at the shopping center main drive with Queen Street would be of benefit to traffic operations on Route 6 and Queen Street, that the applicant interconnect the two signals

using time-base coordination (TBC). (A later finding showed that interconnection was not warranted.)

-In April 1998, a request was made by the Police Chief to the STC to enhance the existing signalized intersection to include pedestrian activated pedestrian signals at this intersection. (This request was granted)

-On Wednesday, June 3, 1998 the Kasper Group conducted field observations of pedestrian activity at this intersection during the morning, noon, and evening peak hours. This information was submitted ConnDOT for review. ConnDOT responded “no requirements for additional pedestrian control will be required of the Newtown Shopping Center at this time”.<sup>1</sup>

-In October 1998, residential letters requested pedestrian Walk/Don't Walk signals and fully actuated pedestrian phase signalization at pedestrian crosswalk locations at all three legs of this intersection.

-In August 2000, a letter from the Town Engineer to the Chief of Police referenced “high incidence of vehicles making a right hand turn from Queen street onto Church Hill Road when there is a red light.” A recommendation was made to move the “No turn On Red” to the traffic signal head to make the sign more visible.

-In January 2001, Police Lieutenant recommends to Police Chief that “Grant ROW to Pedestrians” signs be installed.

## **IMPROVEMENT RECOMMENDATION AT INTERSECTION OF ROUTE 6 AND QUEEN STREET**

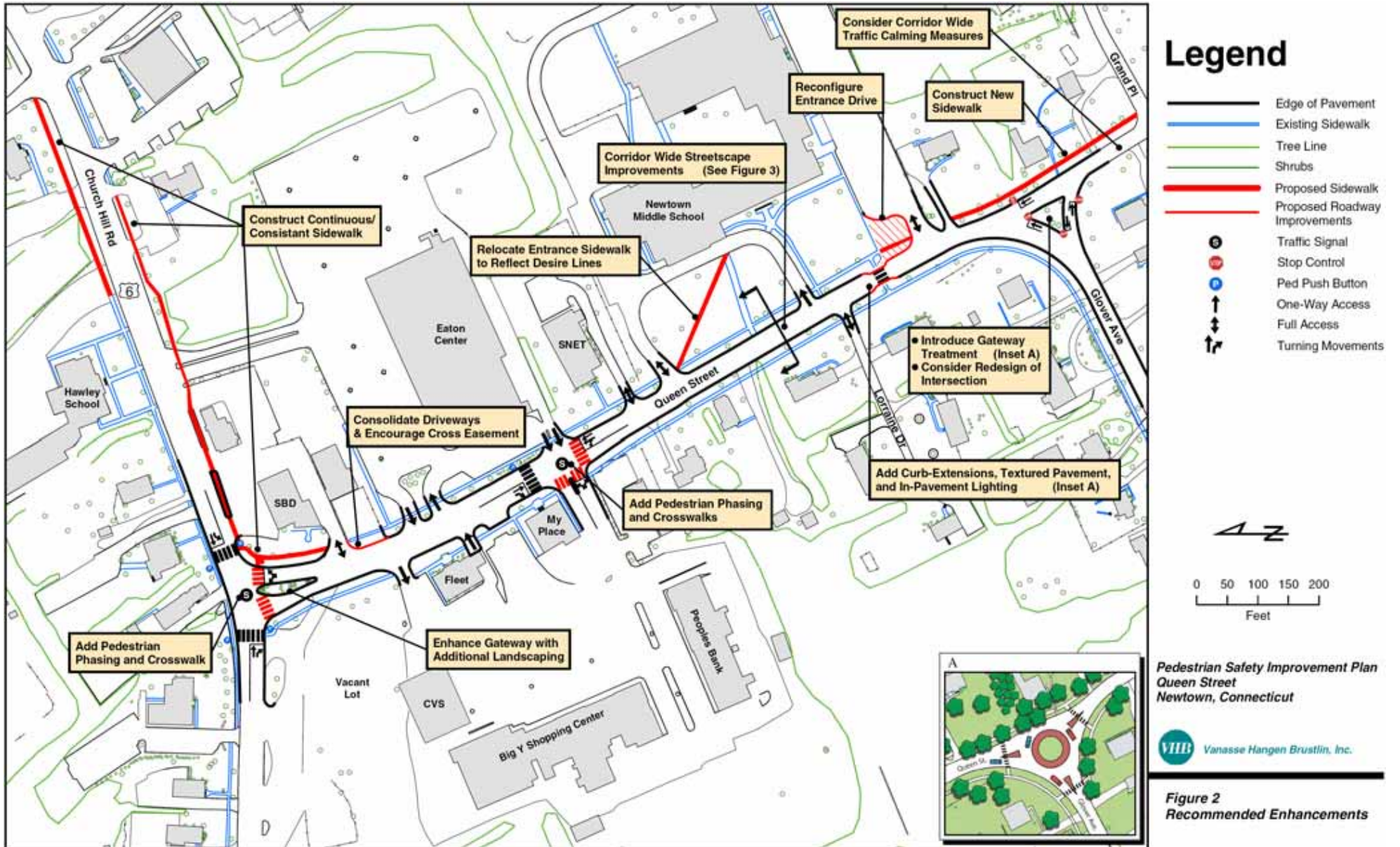
Based on a review of pedestrian deficiencies at the signalized intersection of Route 6 and Queen Street and discussions with residents of Newtown

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<sup>1</sup> Letter from Richard Howard, P.E. of ConnDOT to Chief James E. Lysaght, Jr. of the Newtown Police Department, September 1, 1998.

through a Public Workshop Forum the following improvements are recommended:

- Implement pedestrian phasing into the intersection's signal timing and phasing, as well as provide pedestal mounted "Walk/ Don't Walk" pedestrian signal indicators at each corner of the intersection.
- Install a crosswalk across the Queen Street approach to the intersection. Consider using the landscaped median between the Queen Street northbound and southbound travel lanes as a pedestrian refuge and gateway to the Queen Street Corridor.
- Install handicapped accessible ramps at each end of the crosswalk across Route 6 on the eastern side of Queen Street.
- Construct a sidewalk along the eastern side of Queen Street from the intersection to the Eaton Center.
- Pursue good access management techniques (i.e., shared driveways, cross-easements, etc.) along the southeast corner of the intersection.
- Construct a consistent sidewalk along the southern and northern side of Route 6 from Queen Street to the east providing a safe sidewalk connection to Hawley School and other pedestrian destinations.
- Construct a sidewalk along the southern side of Route 6 west of Queen Street providing a continuous pedestrian walkway within the Borough via Church Hill Road, Main Street, Glover Avenue, and Queen Street. This loop would connect an array of land uses including residential, commercial, and municipal.
- Introduce a major gateway treatment (i.e., landscaping, destination signage, textured crosswalks, period lighting, etc.) at the intersection providing a sense of arrival for pedestrians, bicyclists, and motorists. The treatment should focus on the Queen Street leg of the intersection to help motorist transition to Queen Street creating a more pedestrian friendly corridor.



Pedestrian Safety Improvement Plan  
 Queen Street  
 Newtown, Connecticut

VHB Vanasse Hangen Brustlin, Inc.

Figure 2  
 Recommended Enhancements





**Existing:** Intersection of Route 6 and Queen Street.  
(Queen Street northbound approach to Route 6)



**Proposed Enhancement:** Gateway treatment, new crosswalk, pedestrian activation, improved sidewalk connections, and pedestrian signal indicators.

*Vanasse Hangen Brustlin, Inc.*

Figure 3  
Queen Street/Route 6  
Pedestrian Improvement Plan  
Newtown, Connecticut

## **B2. QUEEN STREET FROM ROUTE 6 TO GLOVER AVENUE**

### **INVENTORY OF PEDESTRIAN AND TRAFFIC FEATURES ON QUEEN STREET FROM ROUTE 6 TO GLOVER AVENUE**

This segment is defined as Queen Street from 60 feet going south of the intersection with Route 6, to just 60 feet north of the intersection with Glover Avenue. This approximately 1200 foot linear roadway segment is generally straight and varies between a two- to four-lane cross section. The relatively straight alignment coupled with the varying cross section and surrounding commercial land uses tends to encourage high motor vehicle travel speeds within the corridor. In addition, Queen Street is posted as “No Through Trucks” on its entrance throat from Route 6. The location of the sign does not permit truck drivers to see the sign until they have already committed to Queen Street.

#### North to South Walking on West side of Queen Street

There is a sidewalk along the entire west side of Queen Street in this segment. As a pedestrian walks along the west side of Queen Street, one would first encounter an entrance only drive for Fleet Bank and the northern entrance only drive to the Big Y Shopping Center. Continuing on one would encounter a large double exit from Fleet Bank’s drive-up windows.

After walking along the front of My Place Restaurant and through a small pedestrian plaza, one would then come to the signalized intersection of Queen Street and the Big Y Shopping Center Driveway. The Big Y Shopping Center is a major trip generator and offers the following businesses:

- ✓ Colonial Chiropractic Center
- ✓ People's Bank
- ✓ Law offices of Wakeless & Isaacs
- ✓ Sullivan Jeweler's
- ✓ Dynasty Restaurant
- ✓ Village Eye Care
- ✓ Village Barber Shop
- ✓ Big Y
- ✓ Queen Street Cleaners
- ✓ Yankee Discount Wine & Liquors
- ✓ CVS
- ✓ Magic Garden
- ✓ Dunkin Donuts
- ✓ Fleet Bank

At the signalized intersection of Queen Street and the main Big Y Shopping Center driveway the southbound Queen Street approach consists of an exclusive right-turn lane and a through lane. The Queen Street northbound approach consists of through lane and a though left-turn lane. The eastbound Big Y driveway approach consists of an exclusive left-turn lane and an exclusive right-turn lane. The westbound approach is designated as an exit only from the Eaton Center and consists of two general-purpose lanes. A crosswalk is located across the southbound Queen Street approach. There are also two pedestrian push buttons and a pair of handicapped ramps associated with the crosswalk. The pedestrian push buttons are located a considerable distance from the crosswalk and do not provide an exclusive pedestrian phase. This pedestrian crossing is therefore unprotected and offers little information as to when it is most safe to cross. "Right-turns on Red" for the Big Y Shopping Center driveway approach conflict with pedestrians crossing the driveway. In addition, landscaping and signage on the southwest corner of the intersection restricts motorist and pedestrian sight lines and creates a potential safety concern for pedestrians crossing the driveway from the

south. Finally, there is no crosswalk across the Big Y Shopping Center driveway or the northbound Queen Street approach.

After successfully crossing the commercial drive, one would then travel southerly and need to cross a single-family driveway, a multi-family driveway and then Lorraine Drive (a stop sign control road). Finally, one would make their way down to a mid-block crosswalk with handicapped ramps permitting pedestrian to cross at a mid-block crosswalk of Queen Street just north of the most southern driveway entrance to the Newtown Middle School. There are numerous "Stop for pedestrians in crosswalk" signs located at this crossing.

The sidewalk continues uninterrupted along the west side of Queen Street into Segment B3.

#### North to South walking on the Eastern side of Queen Street

There is no sidewalk on the northern side of Queen Street from Route 6 until the commercial drive entrance to the Newtown Color Center and the Newtown Bake Shop and to the backside of the Savings Bank of Danbury.

After this commercial entrance, a sidewalk begins and allows a pedestrian to travel along the east side of Queen Street. Traveling south along Queen Street one would next encounter an exit drive and then an entrance drive into the Eaton Center. The Eaton Center is a commercial development which houses a Brooks Pharmacy, a First Union Bank and an abandoned Grand Union shopping store. The sidewalk actually abuts the internal surface parking area of the Eaton Center with only curb-stops separating parked vehicles and pedestrian traffic.

Next one would have an opportunity to cross Queen Street at the signalized Main Big Y Shopping Center driveway entrance via a crosswalk complete with a pedestrian button and a handicapped ramp. The pedestrian push button does not provide an exclusive pedestrian phase.

This crossing would be unprotected and offers little information to the user as to when it would be safe to cross Queen Street.

Continuing southerly on the eastern side of Queen Street, a pedestrian would encounter a large exit only drive from the Eaton Center mainly used by patrons of the drive-through windows for the First Union Bank. This exit drive is the western approach to the signalized intersection of Queen Street and the main Big Y Shopping Center driveway.

Continuing on the sidewalk, a pedestrian would cross a very narrow access drive into an SNET building lot, then an entrance/exit drive for the Newtown Middle School. After crossing this drive, a pedestrian could continue towards the front of the Middle School where a sidewalk, for pedestrians accessing the front door of the Middle School, makes a T intersection with the Queen Street sidewalk.

Next is a circular entrance only drive to the front door of the Middle School. The final sidewalk section along the east side of Queen Street ends at a mid-block crosswalk with non-conforming handicapped ramps allowing a pedestrian an opportunity to cross Queen Street. This crosswalk is immediately preceding the major drive entrance into the Middle School parking lot. The drive entrance is quite large with exiting exclusive left-turn and right-turn lanes. A landscaped median separates the exit drive with the entrance drive.

The area of Queen Street adjacent to the Newton Middle School is very active with pedestrian, parent drop-off/ pick-up, and bus traffic during school opening and closing. Many school children rely on the areas sidewalks, crosswalks, and signalized intersections to safely arrive and depart from school. Observations have confirmed motorists many times do not yield the right-of-way to the pedestrian within the mid-block crosswalk across Queen Street. The following pedestrian issues have been identified through field observations and public input:

- Pedestrian call buttons are in place but do not provide for an exclusive pedestrian phase at the signalized intersection of Queen Street and the main Big Y Shopping Center driveway. This intersection arrangement gives pedestrians a false sense of security and eventually reinforces poor walking habits in the community.
- There is no sidewalk connection on the eastern side of Queen Street from the intersection of Queen Street/ Route 6 to the Eaton Center.
- Numerous curb-cuts (driveways) along Queen Street create many pedestrian/ motor vehicle conflicts along the corridor.
- There is no crosswalk across the very busy signalized Main Big Y Shopping Center driveway. In addition, poor sight distance and “right-turns on red” create a potential safety concern for pedestrians walking along the west side of Queen Street.
- There is no crosswalk across the Queen Street northbound approach at its intersection with the main Big Y Shopping Center driveway.
- Motorists do not always yield the right-of-way to pedestrians in the mid-block crosswalk across Queen Street adjacent to the Middle School.
- Conflicting turning movements along Queen Street at the Middle School circular entrance drive (southbound lefts) hinders the sight lines for motorists approaching the mid-block crosswalk.
- The main driveway to the parking area of the Middle School is very wide and at times encourages motorists to enter at the exit drive.

## **STATEMENT OF HISTORY/PEDESTRIAN PROBLEMS ON QUEEN STREET FROM ROUTE 6 TO GLOVER AVENUE**

-In September 1996, a Certificate Submission letter was sent to STC from Kasper Group, Inc.

-In December 1996, a field meeting was held with ConnDOT. Relevant results of this meeting were:

1. The signal was proposed to be interconnected with the signal at Route 6 and Queen Street,
2. The proposed signal was warranted.,
3. Since the pedestrian movements observed at Route 6 and Queen Street were zero during a three hour Saturday peak period, it can be assumed that the number of pedestrians at any given time is negligible.

-In January 1997, STC Report 096-9605-01 (Certificate 1038-A) required that the owner of the Newtown Shopping Center ;

1. Provide a fully-actuated traffic signal at the main site drive into the shopping center,
2. Make the proposed northern most west side drive into the site a one-way (westbound) in with appropriate signage, and
3. Conduct an evaluation of the entrance only site drive on Queen Street 12 months after full occupancy of the site.

-In May 1997, ConnDOT made comments on a proposed signalized intersection for the Newtown Shopping Center. Comments included:

Because of the expected volume of left turning vehicles entering the site, the proposed crosswalk was relocated to the south side of the entrance and moved closer to the intersection. Thereby, reducing the intersection area, reducing the clearance interval and increasing the visibility of pedestrians to left turning vehicles entering the site. Also, "Pedestrian ramps need to be installed from the crosswalk to the existing sidewalks to provide access in accordance with ADA."

-In June 1998, a pedestrian evaluation was performed by ConnDOT at the entrance drive to the Newtown Shopping Center for the morning, noon and evening peak periods.

-In September 1998, in a letter from ConnDOT to Police Chief regarding the June 1998 evaluation, ConnDOT stated that based upon the data received, no additional pedestrian controls were warranted.

-In October 1998, residential letters requested pedestrian Walk/Don't Walk signals and fully actuated pedestrian phase signalization at pedestrian crosswalks at the intersection at My Place Restaurant.

-In April 2001, in a letter from Police Lieutenant to Police Chief recommending that the signal at the Shopping Centers be sequenced and coordinated with the signal at Queen Street and Route 6.

### **IMPROVEMENT RECOMMENDATION FOR QUEEN STREET FROM ROUTE 6 TO GLOVER AVENUE**

Based on a review of pedestrian deficiencies along the Queen Street corridor from Route 6 to Glover Street and discussions with residents of Newtown through a Public Workshop Forum the following improvements are recommended:

- Implement pedestrian phasing into the signal timing and phasing for the intersection of Queen Street and the main Big Y Shopping Center driveway. In addition, install crosswalks across the northbound and eastbound approaches. Finally, install pedestal mounted "Walk/Don't Walk" pedestrian signal indicators at each corner of the intersection.

- Remove landscaping and signage obstructing motorists and pedestrians sight lines on the southwest corner of the intersection of the main Big Y Shopping Center driveway and Queen Street.



- Prohibit “Right-turns on Red” for vehicles exiting the main Big Y Shopping Center driveway.
- Construct curb extensions, textured surface, and in-pavement lighting at the mid-block crossing in front of the Middle School.
- Realign the sidewalk to the main entrance of the Middle School to reflect pedestrian desire lines when walking along Queen Street.
- Reconfigure the Newtown Middle School southern most driveway to better define enter and exit points and improve pedestrian crossings.
- Improve school zone signage along Queen Street.
- Improve truck restrictions signage at the access points to Queen Street and enforce restrictions.
- Consider corridor wide streetscape improvements (i.e., period lighting, pedestrian amenities, textured crosswalks, etc.) in support the Village District Plan.
- Provide stricter enforcement of traffic laws along the Queen Street Corridor. Consider “zero tolerance” and 3E approach. (3E’s= Enforcement, Education, Encouragement).
- Pursue good access management techniques (i.e., shared driveways, cross-easements, etc.) along the Queen Street Corridor in support the Village District Plan.
- Consider closing access to the Eaton Center from Queen Street and provide full access to Church Hill Road.
- Consider bus and parent drop-off/pick-up access to the Middle School directly to Church Hill Road via a new shared access drive behind the Eaton Center.



**Existing:** Queen Street mid-block crossing adjacent to the Middle School



**Proposed Enhancements:** Raised-textured crosswalk, in-pavement lighting, curb-extensions, improved school zone signage, and reconfiguration of the Middle School main driveway.

*Vanasse Hangen Brustlin, Inc.*

Figure 4  
Queen Street Mid-Block Crossing  
Pedestrian Improvement Plan  
Newtown, Connecticut

### **B3. INTERSECTION OF QUEEN STREET AND GLOVER AVENUE**

#### **INVENTORY OF PEDESTRIAN AND TRAFFIC FEATURES AT INTERSECTION OF QUEEN STREET AND GLOVER AVENUE**

This segment is defined as the intersection of Queen Street and Glover Avenue. Actual defining limit lines are Queen Street, 60 feet south of the intersection with Glover Avenue, and Glover Avenue 60 feet west of Queen Street and finally, Queen Street 60 feet north of Glover Avenue. This intersection is unsignalized with the Queen Street southbound approach operating under free flow conditions and all other approaches under STOP control. In addition, there is a large diverter “island” with mature landscaping and trees in the center of this T intersection.

Pedestrian facilities are limited at this intersection with a sidewalk that runs along the west side of Queen Street, turns the corner and runs west along the north side of Glover Avenue. There are no crosswalks or handicap accessible ways to enter the sidewalk from the intersection. The area along this segment consists of dense residential uses. The following pedestrian issues have been identified through field observations and public input:

- There is no sidewalk on the eastern side of Queen Street from the Middle School to the south.
- The roadway geometry and vehicle priority is confusing at the intersection of Queen Street and Glover Avenue.
- The intersection of Queen Street and Glover Avenue experiences a significant amount of cut-through traffic.
- The southern portion of Queen Street experiences high travel speeds.

## **STATEMENT OF HISTORY/PEDESTRIAN PROBLEMS AT INTERSECTION OF QUEEN STREET AND GLOVER AVENUE**

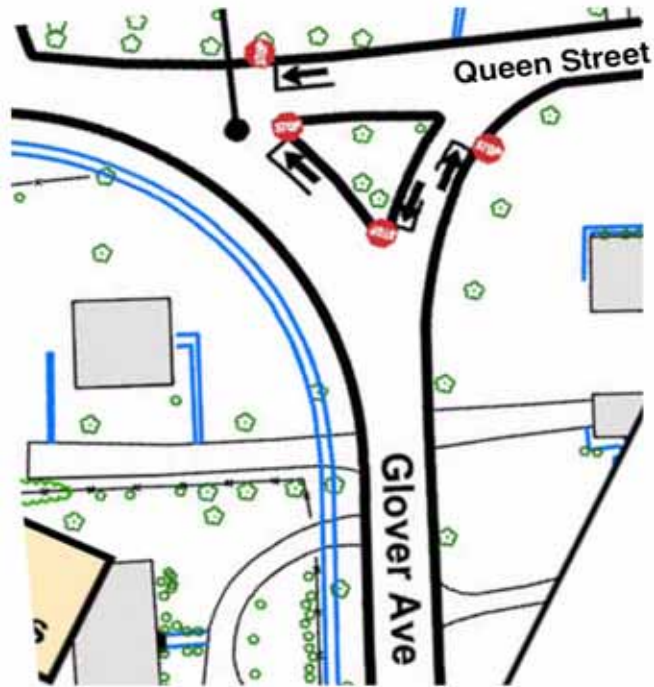
-Although, to date, no pedestrian related issues have arisen regarding this intersection, pedestrian activity has been witnessed at this location. Any pedestrian evaluation performed on Segments A & B would require that Section C be included to assistance in closing up some of the gaps.

-According to the *2002 Plan of Conservation and Development – Plan Memorandum #7, Transportation and Circulation* the Queen Street corridor is used as a cut-through route between Church Hill Road and Route 25 south and Route 302 west. This cut-through pattern creates heavy congestion and safety concerns at the intersection of Queen Street and Glover Avenue. Improvements have been recommended to improve traffic flow at this intersection, including signalization, but have not been embraced by residents. “It is recommended that an analysis of past traffic accidents and future traffic volumes be performed and that design alternatives for this intersection be prepared, with public involvement, to result in safety improvements to this intersection that are sensitive to the residential characteristics of the adjacent neighborhood.”

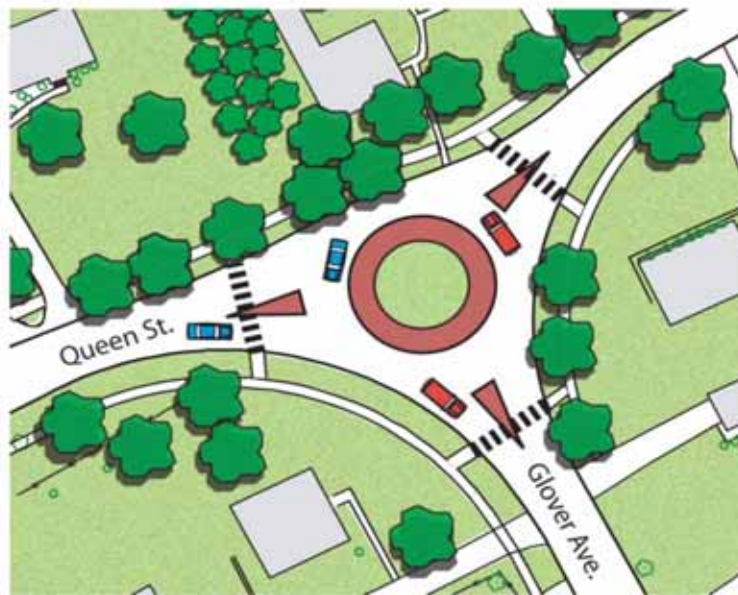
## **IMPROVEMENT RECOMMENDATION FOR THE INTERSECTION OF QUEEN STREET AND GLOVER AVENUE**

Based on a review of pedestrian deficiencies along the Queen Street corridor from Route 6 to Glover Street and discussions with residents of Newtown through a Public Workshop Forum the following improvements are recommended:

- Construct a sidewalk along the eastern side of Queen Street through the intersection of Queen Street and Glover Avenue and to the south to provide safe pedestrian access to/from the Middle School.
- Consider a major gateway treatment incorporating the existing island at the intersection of Queen Street and Glover Avenue. The gateway should



**Existing:** Intersection of Queen Street and Glover Avenue



**Proposed Enhancement:** Roundabout, gateway treatment, and improved vehicle circulation.

*Vanasse Hangen Brustlin, Inc.*

Figure 5  
Queen Street/Glover Avenue  
Pedestrian Improvement Plan  
Newtown, Connecticut

be designed to improve pedestrian access, reduce travel speeds and cut-through traffic, as well as deter through trucks. A roundabout may be a feasible alternative.

- Reduce the corner radii on the northwest corner of the Queen Street and Glover Avenue intersection to help reduce travel speeds around the corner.

- Consider corridor wide traffic calming measures, such as speed humps, one-way designations, neckdowns, along Queen Street south of Glover Avenue.

- Consider rerouting school bus “deadheading” between the Middle School and the new 5/6 School to reduce traffic impacts to the southern portion of Queen Street.

**Table 1**  
**Queen Street - Pedestrian Improvement Plan**

Immediate	Short - Term	Long - Term	Action Items
<b>Intersection of Route 6 and Queen Street</b>			
X			Implement pedestrian phasing into the intersection's signal timing and phasing, as well as provide pedestal mounted "Walk/ Don't Walk" pedestrian signal indicators at each corner of the intersection.
X			Install a crosswalk across the Queen Street approach to the intersection. Consider using the landscaped median between the Queen Street northbound and southbound travel lanes as a pedestrian refuge and gateway to the Queen Street Corridor.
X			Install handicapped accessible ramps at each end of the crosswalk across Route 6 on the eastern side of Queen Street.
	X		Construct a sidewalk along the eastern side of Queen Street from the intersection to the Eaton Center.
		X	Pursue good access management techniques (i.e., shared driveways, cross-easements, etc.) along the southeast corner of the intersection.
		X	Construct a consistent sidewalk along the southern and northern side of Route 6 from Queen Street to the east providing a safe sidewalk connection to Hawley School and other pedestrian destinations.
		X	Construct a sidewalk along the southern side of Route 6 west of Queen Street providing a continuous pedestrian walkway within the Borough via Church Hill Road, Main Street, Glover Avenue, and Queen Street. This loop would connect an array of land uses including residential, commercial, and municipal.
	X		Introduce a major gateway treatment (i.e., landscaping, destination signage, textured crosswalks, period lighting, etc.) at the intersection providing a sense of arrival for pedestrians, bicyclists, and motorists. The treatment should focus on the Queen Street leg of the intersection to help motorist transition to Queen Street creating a more pedestrian friendly corridor.
<b>Queen Street From Route 6 to Glover Avenue</b>			
X			Implement pedestrian phasing into the signal timing and phasing for the intersection of Queen Street and the main Big Y Shopping Center driveway. In addition, install crosswalks across the northbound and eastbound approaches. Finally, install pedestal mounted "Walk/ Don't Walk" pedestrian signal indicators at each corner of the intersection.
X			Remove landscaping and signage obstructing motorists and pedestrians sight lines on the southwest corner of the intersection of the main Big Y Shopping Center driveway and Queen Street.
X			Prohibit "Right-turns on Red" for vehicles exiting the main Big Y Shopping Center driveway.
	X		Construct curb extensions, textured surface, and in-pavement lighting at the mid-block crossing in front of the Middle School.
		X	Realign the sidewalk to the main entrance of the Middle School to reflect pedestrian desire lines when walking along Queen Street.
		X	Reconfigure the Newtown Middle School southern most driveway to better define enter and exit points and improve pedestrian crossings.
	X		Improve school zone signage along Queen Street.
X			Improve truck restrictions signage at the access points to Queen Street and enforce restrictions.
		X	Consider corridor wide streetscape improvements (i.e., period lighting, pedestrian amenities, textured crosswalks, etc.) in support the Village District Plan.
		X	Provide stricter enforcement of traffic laws along the Queen Street Corridor. Consider "zero tolerance" and 3E approach. (3E's= Enforcement, Education, Encouragement).

<b>Queen Street From Route 6 to Glover Avenue (con't)</b>			
		X	Pursue good access management techniques (i.e., shared driveways, cross-easements, etc.) along the Queen Street Corridor in support the Village District Plan.
		X	Consider closing access to the Eaton Center from Queen Street and provide full access to Church Hill Road.
		X	Consider bus and parent drop-off/pick-up access to the Middle School directly to Church Hill Road via a new shared access drive behind the Eaton Center.
<b>Intersection of Queen Street and Glover Avenue</b>			
	X		Construct a sidewalk along the eastern side of Queen Street through the intersection and to the south to provide safe pedestrian access to/from the Middle School.
		X	Consider a major gateway treatment incorporating the existing island at the intersection of Queen Street and Glover Avenue. The gateway should be designed to improve pedestrian access, reduce travel speeds and cut-through traffic, as well as deter through trucks. A roundabout may be a feasible alternative.
	X		Reduce the corner radii on the northwest corner of the Queen Street and Glover Avenue intersection to help reduce travel speeds around the corner.
		X	Consider corridor wide traffic calming measures, such as speed humps, one-way designations, neckdowns, along Queen Street south of Glover Avenue.
X			Consider rerouting school bus "deadheading" between the Middle School and the new 5/6 School to reduce traffic impacts to the southern portion of Queen Street.



**Pedestrian Safety Improvement Plan  
Queen Street Corridor  
Newton, CT**

**Appendix**

(These materials are available for review at HVCEO's Office)

**1. Public Workshop**

- ✓ Meeting Announcement
- ✓ Meeting Agenda
- ✓ Newtown Walk to School Survey Results
- ✓ Draft Corridor Issues
- ✓ Workshop Instructions
- ✓ Workshop Presentation
- ✓ Meeting Notes
- ✓ Sign-In Sheet
- ✓ Mailing List

**2. Historical Information**

- ✓ HVCEO Historical Data