

## **IV. ACHIEVING THE VISION**

### **TRANSPORTATION- B**

#### **A. INTRODUCTION**

(See Transportation A)

#### **B. FUNCTIONAL CLASSIFICATION OF NEWTOWN'S ROADWAYS**

(See Transportation A)

#### **C. EXISTING CONDITIONS**

(See Transportation A)

#### **D. TRANSPORTATION: ISSUES, GOALS AND ACTION AGENDA**

The following is an identification of the key issues and goals related to Newtown's transportation system and a supporting action agenda for the attainment of those goals.

##### **ISSUE #1: FUNCTIONAL CLASSIFICATION OF ROADWAYS**

1. There are numerous differences between ConnDOT' and the Town's functional classification of roadways within Newtown.
2. The functional classification of roadways by ConnDOT can affect transportation planning policies and programming as well as eligibility for ConnDOT and Federal transportation improvement monies.

**Goal:** Achieve the appropriate functional classification of state roads in Newtown.

## Action Agenda Functional Classification of Roadways

### PRIORITY

Recommended Actions	Responsible Entity	PRIORITY				Required Resources	Status *
		On-Going	Short-Term (1-3 years)	Mid-Term (4-6 years)	Long-Term (7-10 years)		
<b>Action:</b> Critique Newtown's functional classification of roadways and establish where changes to the state classification are required.	BOS/PC PZC		✦			Staff	<input type="checkbox"/>
<b>Action:</b> Work with the Housatonic Valley Council of Elected Officials (HVCEO), the areas regional transportation planning entity, to develop the information necessary to make the case to ConnDOT that the past 20 years of rapid development and resulting changes to roadway usage justify a rethinking of the way in which ConnDOT classifies many of the roads within Newtown.	BOS/PZC		✦			Staff	<input type="checkbox"/>

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### **ISSUE #2: ROADWAY CONGESTION AND SAFETY**

1. Current areas of traffic congestion and safety issues in Newtown have been described in a series of transportation planning documents.
2. As Newtown and the surrounding areas continue to grow, Newtown's network of State and local roads will experience increases in traffic volumes that are likely to create new points of congestion and additional safety issues.
3. Newtown's network of older local collector roads was not originally laid-out to accommodate today's traffic volumes and vehicle speeds.
4. The Route 25 Expressway will not be constructed in the foreseeable future and should not be counted on to address Route 25 congestion and safety issues.
5. Traffic volume on I-84 will continue to grow.

**Goal:** Alleviate areas of congestion and address safety issues.

## Action Agenda Roadway Congestion and Safety

### PRIORITY

Recommended Actions	Responsible Entity	PRIORITY				Required Resources	Status *
		On-Going	Short-Term (1-3 years)	Mid-Term (4-6 years)	Long-Term (7-10 years)		
<b>Action:</b> Develop a comprehensive transportation land use plan similar to the Hawleyville study to identify current and future issues caused by further potential development.	BOS/PZC		✦			Staff	<input type="checkbox"/>
<b>Action:</b> Develop the preferred solution and an alternative solution to alleviate the current and forecasted traffic problems for the town.	BOS/PC PZC		✦			Staff	<input type="checkbox"/>

<b>Action:</b> Continue to provide priorities for road changes and improvements.	<b>BOS/PC PZC</b>					Staff	<input type="checkbox"/>
<b>Action:</b> Consider establishing a committee that meets regularly to discuss/recommend continuing traffic solutions.;	<b>BOS/PC PZC</b>					Staff	<input type="checkbox"/>
<b>Action:</b> Consider extending Commerce Road to connect Church Hill road and Wasserman Way.	<b>BOS/PZC</b>					Staff	<input type="checkbox"/>
<b>Action:</b> Consider making Queen Street one way from Mile Hill Road into Town.	<b>PC/BOS</b>					Staff	<input type="checkbox"/>
<b>Action:</b> Consider making Elm Drive one-way from Sugar Street to Brushy Hill Road.	<b>PC/BOS</b>					Staff	<input type="checkbox"/>
<b>Action:</b> Request the Newtown Borough Zoning Commission adopt and implement curb-cut management recommendations for Church Hill Road between the Flag Pole and I-84, Exit 10.	<b>BZC</b>					Staff	<input type="checkbox"/>
<b>Action:</b> Implement traffic calming measures that address safety issues associated with traffic speeds that are not compatible for the character of the area through which the road passes.	<b>PC/BOS</b>					Staff	<input type="checkbox"/>
<b>Action:</b> Consider removing the requirement that a Town road must be “unpaved” to be considered for Town scenic road status.	<b>LC/PZC</b>					Staff	<input type="checkbox"/>
<b>Action:</b> Support multi-modal (pedestrian, bike, etc.) solutions to help alleviate traffic congestion and address safety.	<b>PZC/PC/ BOS</b>					Staff	<input type="checkbox"/>

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## Action Agenda Roadway Congestion and Safety - Route 25

### PRIORITY

Recommended Actions	Responsible Entity	PRIORITY				Required Resources	Status *
		On-Going	Short-Term (1-3 years)	Mid-Term (4-6 years)	Long-Term (7-10 years)		
<b>Action:</b> Establish a Design District for Route 25 from the Monroe border to the Newtown Borough.	EDC/PZC		✦			Staff	<input type="checkbox"/>
<b>Action:</b> Continue to implement recommendations for curbcut management as previously adopted the Planning and Zoning Commission.	PZC	✦				Staff	<input type="checkbox"/>
<b>Action:</b> Advocate for intersection oriented safety improvements along the Route 25 corridor, one by one, as can be justified by traffic engineering studies.	BOS/PC PZC	✦				Staff	<input type="checkbox"/>
<b>Action:</b> Work with ConnDOT District IV engineering staff to develop practical solutions to safety problems identified in previous transportation planning studies, which can be implemented by the joint efforts of District IV and Town staff.	BOS/PC PZC	✦				Staff	<input type="checkbox"/>
<b>Action:</b> Enlist HVCEO's support and advocate with ConnDOT for the implementation of the recommendations of the Hawleyville Transportation and Development Study.	BOS/PC	✦				Staff	<input type="checkbox"/>

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## Action Agenda Roadway Congestion and Safety - Route 6

### PRIORITY

Recommended Actions	Responsible Entity	PRIORITY				Required Resources	Status *
		On-Going	Short-Term (1-3 years)	Mid-Term (4-6 years)	Long-Term (7-10 years)		
<b>Action:</b> Establish a Design District for Route 6 from the Bethel border to the Newtown Borough.	EDC/PZC		✦			Staff	<input type="checkbox"/>
<b>Action:</b> Adopt zoning regulations and incorporate curb cut management into local road ordinance pursuant to the Hawleyville Transportation and Development Study.	BOS/PZC		✦			Staff	<input type="checkbox"/>

<b>Action:</b> Enlist HVCEO's support as an advocate to the Connecticut DOT for implementing the recommendations from the Hawleyville Transportation and Development Study.	<b>BOS</b>					Staff	<input type="checkbox"/>
<b>Action:</b> Recommend that the Borough Zoning Commission update the 1998 Newtown Traffic Management Plan for the Borough, adopt zoning regulations to implement access management.	<b>BZC/BB</b>					Staff	<input type="checkbox"/>
<b>Action:</b> Consider incorporating into the POCD, the recommendations of the current ConnDOT transportation study for the high accident area of Church Hill Road between Commerce Drive and I-84.	<b>PZC</b>					Staff	<input type="checkbox"/>

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### Action Agenda Roadway Congestion and Safety - Route 302

#### PRIORITY

Recommended Actions	Responsible Entity	PRIORITY				Required Resources	Status *
		On-Going	Short-Term (1-3 years)	Mid-Term (4-6 years)	Long-Term (7-10 years)		
<b>Action:</b> Establish the state Scenic Road classification for Route 302 from the Bethel town line to the intersection with Rt. 25 at the Rams Pasture.	<b>BOS/LC</b>					Staff	<input type="checkbox"/>
<b>Action:</b> Work with ConnDOT District IV engineering staff to develop practical solutions to safety problems at the Key Rock Road and Hattertown Road intersections with Route 302.	<b>BOS</b>					Staff	<input type="checkbox"/>

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### Action Agenda Roadway Congestion and Safety - Route 34

#### PRIORITY

Recommended Actions	Responsible Entity	PRIORITY				Required Resources	Status *
		On-Going	Short-Term (1-3 years)	Mid-Term (4-6 years)	Long-Term (7-10 years)		
<b>Action:</b> Establish the state Scenic Road classification for Route 34 from Monroe to Exit 11 of I-84.	<b>BOS/LC</b>					Staff	<input type="checkbox"/>

<b>Action:</b> Work with ConnDOT District IV engineering staff to develop practical solutions to the safety problems associated with the Pole Bridge Road intersection.	<b>BOS/PC</b>					Staff	<input type="checkbox"/>
<b>Action:</b> Work with the ConnDOT to determine if any other solutions, such as minor shoulder widening, exist to alleviate traffic backups associated with slow moving trucks on the Route 34 upgrade from Monroe.	<b>BOS</b>					Staff	<input type="checkbox"/>
<b>Action:</b> Closely monitor proposals to improve the Route 34 crossing of the Housatonic River in Monroe and to understand the consequences to Newtown of the proposed improvements.	<b>BOS</b>					Staff	<input type="checkbox"/>
<b>Action:</b> Enlist HVCEO as an advocate to the ConnDOT for immediately implementing the "Interim Improvement" of the Route 34 access to I-84 at Exit 11.	<b>BOS</b>					Staff	<input type="checkbox"/>

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## **Action Agenda**

### **Roadway Congestion and Safety - "The Flagpole"**

#### PRIORITY

Recommended Actions	Responsible Entity	PRIORITY				Required Resources	Status *
		On-Going	Short-Term (1-3 years)	Mid-Term (4-6 years)	Long-Term (7-10 years)		
<b>Action:</b> Examine the merits of the proposal by the HVCEO to address safety and traffic flow issues at this intersection.	<b>PC/BB/BOS</b>					Staff	<input type="checkbox"/>
<b>Action:</b> Explore the possibility of building a modern roundabout that features the Flagpole as a community monument in the middle of a landscaped circle.	<b>BOS</b>					Staff	<input type="checkbox"/>

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**Action Agenda**  
**Roadway Congestion and Safety - Sandy Hook Center Intersection**

**PRIORITY**

<b>Recommended Actions</b>	<b>Responsible Entity</b>	<b>On-Going</b>	<b>Short-Term (1-3 years)</b>	<b>Mid-Term (4-6 years)</b>	<b>Long-Term (7-10 years)</b>	<b>Required Resources</b>	<b>Status *</b>
<b>Action:</b> Work with the Connecticut DOT to improve the four-way intersection in the center of Sandy Hook for motorists and pedestrians.	<b>BOS/PC</b>		✦			Staff	<input type="checkbox"/>

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**Action Agenda**  
**Roadway Congestion and Safety - I-84**

**PRIORITY**

<b>Recommended Actions</b>	<b>Responsible Entity</b>	<b>On-Going</b>	<b>Short-Term (1-3 years)</b>	<b>Mid-Term (4-6 years)</b>	<b>Long-Term (7-10 years)</b>	<b>Required Resources</b>	<b>Status *</b>
<b>Action:</b> Continue the 1993 POCD endorsement of expanding I-84 to three through travel lanes in each direction.	<b>BOS</b>	✦				Staff	<input type="checkbox"/>
<b>Action:</b> Work with HVCEO and ConnDOT to prepare an "Incident Management Plan" that addresses State and local actions designed to respond to the closure of I-84 due to accidents, maintenance and construction activities that result in an influx of traffic on roads within Newtown.	<b>BOS</b>		✦			Staff	<input type="checkbox"/>

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**Action Agenda**  
**Roadway Congestion and Safety - Glenn Road (SR 816)**

**PRIORITY**

<b>Recommended Actions</b>	<b>Responsible Entity</b>	<b>On-Going</b>	<b>Short-Term (1-3 years)</b>	<b>Mid-Term (4-6 years)</b>	<b>Long-Term (7-10 years)</b>	<b>Required Resources</b>	<b>Status *</b>
<b>Action:</b> Pursue State Scenic Road status for Glen Road.	<b>BOS/CC</b>		✦			Staff	<input type="checkbox"/>
<b>Action:</b> When updated ConnDOT right of way maps become available, continue to investigate the possibility of developing a bike path from the Housatonic River to the Sandy Hook village center.	<b>BOS</b>		✦			Staff	<input type="checkbox"/>
<b>Action:</b> Request ConnDOT's cooperation in stabilizing Black Bridge Road and the bank along the Pootatuck River where storm water drainage from Glen Road is causing severe erosion.	<b>BOS/CC</b>		✦			Staff	<input type="checkbox"/>

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**ISSUE #3: PEDESTRIAN CIRCULATION**

The desire for improved pedestrian facilities has emerged as a planning issue for the Borough and the Sandy Hook village areas.

**Goal:** Improve Opportunities for Pedestrian Activities

**Action Agenda  
Pedestrian Circulation**

Recommended Actions	Responsible Entity	PRIORITY				Required Resources	Status *
		On-Going	Short-Term (1-3 years)	Mid-Term (4-6 years)	Long-Term (7-10 years)		
<b>Action:</b> Establish a long-range plan and priorities for sidewalks located in the Borough, the Sandy Hook Design District, and Fairfield Hills.	BOS/BB/PC		✳			Staff	<input type="checkbox"/>
<b>Action:</b> Identify existing and desired pedestrian circulation routes. Where sidewalk gaps exist, plan for the construction of new sidewalks, with new sidewalks in the Borough and Sandy Hook Center as priority areas.	BOS/BB/PC		✳			Staff	<input type="checkbox"/>
<b>Action:</b> Implant the 2003 Pedestrian Safety Improvement Plan for the Queen Street corridor.	BOS/BB/PC		✳			Staff	<input type="checkbox"/>
<b>Action:</b> Construct a continuous sidewalk on Church Hill Road extending between the Flagpole and Sandy Hook Center.	BOS/BB		✳			Staff	<input type="checkbox"/>
<b>Action:</b> Consider bike paths as a means to travel to and from the center of Newtown and to and major playing fields.	BOS/BB			✳		Staff	<input type="checkbox"/>

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**ISSUE #4: PUBLIC TRANSPORTATION**

1. Newtown is not currently served by fixed-route public transportation service for the general public.
2. The results of the Community Planning Survey indicate that there is a desire for public transportation service.
3. The Housatonic Area Regional Transit District (HART) has the capacity to provide fixed-route, public transit bus service for the general public in Newtown.
4. The issue of fixed-route, public transit service in Newtown has already been studied and found to be technically feasible.

**Goal:** Initiate fixed-route bus service in Newtown on a trial basis.

## Action Agenda Public Transportation

### PRIORITY

Recommended Actions	Responsible Entity	PRIORITY				Required Resources	Status *
		On-Going	Short-Term (1-3 years)	Mid-Term (4-6 years)	Long-Term (7-10 years)		
<b>Action:</b> Develop an overall long-range public transportation plan involving bus and rail travel.	<b>BOS</b>			✦		Staff	<input type="checkbox"/>
<b>Action:</b> Work with HART, HVCEO and ConnDOT to establish fixed-route bus service on a trial basis to determine the viability of public transit as an alternative mode of transportation for Newtown residents and employees of Newtown businesses.	<b>BOS</b>		✦			Staff	<input type="checkbox"/>

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### **ISSUE #5: RAIL SERVICE**

1. Newtown is fortunate to have an active rail line that is capable of providing freight service for area businesses with rail sidings and the utilization of bulk material rail terminals located in Hawleyville.
2. Freight service is an important asset to the economy of Newtown. Rail passenger service is not a current mobility option for Newtown residents, but may become viable in the future.

**Goal:** Maximize Rail Mobility Opportunities

## Action Agenda Rail Service

### PRIORITY

Recommended Actions	Responsible Entity	PRIORITY				Required Resources	Status *
		On-Going	Short-Term (1-3 years)	Mid-Term (4-6 years)	Long-Term (7-10 years)		
<b>Action:</b> Take an active role in rail-freight planning activities with the Housatonic Railroad Company, HVCEO, ConnDOT and the State Transportation Strategy Board to ensure that Newtown's economy is satisfactorily served and that resulting activities are compatible with affected neighborhoods and roads.	<b>BOS/EDC</b>		✦			Staff	<input type="checkbox"/>
<b>Action:</b> Preserve the capacity along Newtown's existing rail line to implement future rail passenger service.	<b>BOS/EDC</b>		✦			Staff	<input type="checkbox"/>
<b>Action:</b> Limit development around Newtown's former train stations to prepare for future passenger rail service.	<b>PZC/BZC</b>		✦			Staff	<input type="checkbox"/>

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