

MEMORANDUM

October 10, 2025

To: Mike Wilson

Organization: WestCOG

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Project: Traffic Calming and Complete Streets Best Practices Toolbox

Re: Regional Status Quo Memorandum

Purpose

This memorandum summarizes the plans, ordinances, and guidance used by WestCOG region municipalities, with a focus on reviewing standards and considerations relevant to Traffic Calming and Complete Streets. Preparing this inventory and preliminary review serves to establish a baseline understanding of the current processes and documents — a regional status quo of Traffic Calming and Complete Streets practices in WestCOG. The regional status quo memo provides the foundation for the Traffic Calming and Complete Streets Best Practices Toolbox. Knowing the context and the practices will enable the project team to incorporate recommended updates of current standards to reflect best practices, and to tailor the Toolbox and its recommendations to be specific and salient to the municipalities' practices and existing policies, where appropriate.

Documents were provided by each municipality in response to a request from WestCOG and compiled by the project team. The following memo is organized by municipality; each municipal document is briefly described along with any specific items or language relevant to Traffic Calming and Complete Streets.

Summary

The research team conducted a preliminary review of local guidance and plans used in the WestCOG region. These documents reflect and respond to a range of contexts and priorities across the region. From larger cities to smaller Towns and communities, the transportation systems and networks vary widely in each community. However, consistent themes and trends emerge from review of these documents; these themes demonstrate shared concerns and opportunities related to improving traffic safety and addressing related mobility concerns. The following document aims to summarize key findings of these documents (specifically as it relates to the Toolbox) and outline the regional status quo for how roadways are designed, maintained, and improved.

Documents Reviewed

Documents were provided electronically by the municipal organizations, and these documents were then compiled by WestCOG staff and the research team. While the specific documents varied by municipality, most included zoning regulations, Plans of Conservation and Development (POCDs), and local transportation plans and studies. The first round of reviews focused on those local and relevant plans such as safety audits, parking inventories and

evaluations, downtown circulation and economic development plans, TOD ordinances and plans, and other programs or initiatives related to complete streets and traffic calming. The second round of reviews focused on manuals and design specifications, including Complete Street Design Guides, Design Manuals, and other guidance. The third phase of the review focused on reviewing Municipal POCDs and any relevant regulations as shared by each municipality. High-level overviews of common document types are outlined below.

- » Plans of Conservation and Development (POCD) provide a framework for development activities in a Town, with a focus on policies (on-going priorities or approaches) and action steps (defined and implementation-focused recommendations). POCDs are generally organized around three themes: conservation-related strategies (e.g., maintaining character and preserving natural resources), development strategies (e.g., economic development and supporting downtown and business districts), and infrastructure strategies (e.g., improving multimodal connections and maintaining public utilities). Strategies within each of these themes are guided by a future land use plan and vision. The details of the POCDs are coupled with notes from local zoning or subdivision regulations, as available.
- » Zoning Regulations, as well as subdivision regulations, outline the requirements for development and land use as established and maintained by the Planning and Zoning Department. For the purposes of this analysis, focus is placed on regulations specific to transportation amenities, facilities, and development.
- » Plans and guidelines such as Complete Street Plans or Design Manuals are the concepts to improve infrastructure for walking, biking, rolling, taking transit; these are often policy-based documents rather than network-based documents (i.e., specific corridor recommendations and project locations).
- » Audits and Improvement Plans outline targeted recommendations for site-specific improvements and priorities, such as safety audits, mobility analyses, and downtown plans.

The primary purpose of this research and the resulting memo is to build a shared understanding of traffic calming and complete street conditions and constraints in the region today. The most common and relevant takeaways are summarized below in the *Key Takeaways and Gap Analysis* section. Full reviews of the documents are provided in Appendix A and serve as a starting point for discussion and precept development.

Common Elements and Gap Analysis

The following section summarizes the themes, takeaways, and strategies as presented in the reviewed documents, regulations, and guidance. This does not reflect a synthesis of all relevant strategies or considerations but serves to equip WestCOG and the Project Advisory Committee with a high-level overview of concepts and considerations that are currently referenced in local planning documents. Municipalities in the WestCOG region are

- (1) advancing traffic calming and complete streets initiatives;
- (2) realigning intersections;
- (3) expanding pedestrian and bicycle infrastructure;
- (4) promoting access management; and,
- (5) improving parking management.

Each takeaway or theme is introduced with a summary of common themes or approaches (referencing municipalities' efforts, as applicable). This suggests that a regional toolbox of traffic calming measures would be useful for local municipalities as it would respond to a shared need and provide some level of consistency in implementing traffic calming in the future. This memo also includes a short gap analysis of considerations at-play that could be expanded or improved upon as part of the regional toolbox.

Advancing Traffic Calming and Complete Streets Initiatives

Traffic Calming is a consistent theme in many of the reviewed plans and regulations. Some municipalities specifically reference key corridors with traffic volume or speed concerns that could be alleviated through traffic calming measures. The details below reflect high-level strategies introduced in the documents reviewed for this synthesis. Examples of strategies to advance traffic calming include:

- Following the Complete Streets law enacted by the State's General Assembly in 2009, CTDOT adopted Complete Streets policy in 2014 and in 2023 published Complete Streets design criteria to ensure pedestrian, bicycle, and transit facilities and provisions are incorporated into CTDOT projects.. While these efforts have advanced at the State level, municipal progress varies with only 12 of 169 municipalities adopting **Complete Street ordinances**. Two of these 12 municipalities are within the WestCOG region: The City of Stamford and the City of Norwalk adopted Complete Street Ordinances in 2015 and 2024, respectively. Both ordinances are associated with design guidance documents and review processes for public projects to consider all roadway users.
- Several municipalities have created toolboxes or toolkits of traffic calming concepts. As part of the process of identifying planning precepts, the project team should **build from these local examples**. Doing so will further ensure solutions are relatable and reflective of local contexts and existing efforts.
- Several municipalities (i.e., New Canaan, New Milford, Redding, and Stamford, among others) have created **traffic calming toolkits** outlining safety countermeasures and treatments, and detailing candidate locations, siting criteria, and other information about impacts and considerations. Danbury, CT created a toolbox of recommended treatments that is coupled with a prioritization strategy based on crash rates. Norwalk's Complete Streets Design Guide includes guidance and a selection matrix for traffic calming and roadway narrowing treatments. Stamford's Neighborhood Traffic Calming Report outlines a range of treatment options and step-by-step implementation guidance, and the City's Vision Zero Action Plan includes a matrix of concepts including both quick-build options and longer-term capital treatments (i.e., beginning with a painted designs in the near-term and advancing to concrete solution in the longer-term).
- Local traffic calming **programs or advisory committees** focused on addressing safety concerns and rethinking street design have been proposed for Greenwich and Norwalk,; Norwalk's Transportation Management Plan recommended a Traffic Calming Advisory Committee and Greenwich created a Neighborhood Traffic Calming Program that is currently on hold.
- Prioritizing **local residential roads** is a common theme for traffic calming. For example, the Darien Zoning Regulations feature a "Designed Business and Residential Zone (DBR) which refers to the transitional area between the central business district and the surrounding lower-density residential areas. Ridgefield and Norwalk, CT emphasize the safety concerns surrounding traffic shifting to local streets, leading to local streets carrying higher volumes and speeds than they were designed to accommodate and, as a result, necessitating traffic calming interventions.
- Some municipalities—such as Greenwich, New Canaan, and Bethel, CT—integrate **education and enforcement** into the traffic calming conversation.
- To advance traffic calming throughout the region and to address safety concerns at a continuous pace, Ridgefield and New Canaan, CT call out the opportunity to integrate traffic calming, lane width reduction, or other **safety improvement projects during typical maintenance** or repair projects.

Several of these documents include further details and examples of these strategies in proposed roadway designs or projects.

Realigning Intersections

Strategies to realign intersections focus on adjusting the geometry to incorporate 90-degree turning movements. Currently, many intersections in the region have large or wide turning radii to accommodate larger vehicles such as trucks or emergency vehicles. However, these wide turning radii lead to typical drivers making turns at higher speeds and the design increases pedestrian exposure to conflicts with vehicles. By designing 90-degree angles, drivers of any size vehicle are forced to slow down and be intentional about their turning movement. Pedestrians also have a reduced crossing distance, and benefit from increased visibility and awareness from drivers (i.e., pedestrians are more visible in clearly defined areas, and vehicles turning more slowly have more time to see and react to pedestrians crossing the road). Many municipalities suggest realigning intersections; example strategies include:

- Recommending **90-degree intersections** where possible (also called “right-angle” intersections). This is a strategy proposed by several municipalities including New Canaan, New Milford, Norwalk, Redding, Ridgefield, Brookfield, Wilton, and Stamford, CT. Right-angle intersections (rather than swooping geometries) provide several traffic calming and safety benefits, including shorter crossing distances for pedestrians, improved visibility and sight lines for drivers approaching the intersection, and slower turning movements for vehicles which enables users greater ability to see and react to potential conflicts.
- Introducing **roundabouts** on particularly complicated intersections to reduce conflict and improve throughput and turning movements. Roundabouts are currently under development at several locations in Norwalk.

Other strategies to reduce conflicts between modes at intersections include traffic calming measures such as daylighting, curb extensions, signalization, and gateway treatments. These are featured in regional documents and discussed briefly in the traffic calming section above.

Expanding Bicycle and Pedestrian Infrastructure

Connectivity for people walking, biking, and rolling is an important mobility and safety objective for all municipalities, although specific approaches towards achieving safer and more connected networks vary by community. Strategies to expand bicycle and pedestrian infrastructure and amenities include:

- **Addressing gaps in the sidewalk network** towards creating a complete, connected, and comfortable network for people who walk or roll in the community. Many municipalities include sidewalk requirements in their Zoning or Subdivision Regulations that apply to new developments, and many provide guidance on filling the gaps in the existing network. Bethel, Brookfield, Stamford, Sherman, and Darien, CT all incorporate pedestrian network recommendations. With a more detailed approach, Brookfield, CT has developed a document of sidewalk specifications specific to the Town Center District. In contrast, Bridgewater planning documents include a brief discussion of the requirements for sidewalks as a concept but offer little guidance about specifications or design.
- Being strategic about investments with **data-driven approaches**, such as conducting Bicycle Level of Service (BLOS) analyses or evaluating existing infrastructure. Weston and Westport, refer to BLOS analyses (prepared by CTDOT) and sidewalk inventories to capture a more comprehensive understanding of existing network gaps and constraints. New Fairfield mentions a bicycle suitability analysis and recommends focusing on priority sidewalk areas to guide investment and improvement projects.
- Developing **Bicycle and/or Pedestrian Plans** to establish a clear vision, approach, and performance metrics for improving the bicycle and pedestrian networks in communities across the region. The Cities of

Stamford and Norwalk each have Plans dedicated to bicycle and pedestrian facilities and networks (with consideration that Norwalk's plan is now 13 years old and as a result, does not include many of the emerging technologies and active modes that now comprise a growing share of the active transportation landscape). Danbury, New Canaan, and New Milford, CT each recommend establishing bicycle-pedestrian plans, and Danbury specifies interest in a corridor master plan for bicycle and pedestrian infrastructure.

- Many of the less populous or dense municipalities are also interested in **expanding walkable connections in rural community centers**. For example, Bridgewater speaks highly of sidewalk improvements that have been completed linking on and off-road facilities with local destinations and community centers. Expanding trail access and off-road networks for walking and biking is a priority in many communities, including New Milford, Wilton, Brookfield, and Danbury.

Promoting Access Management

Access management is a priority across the spectrum of community contexts in the WestCOG region, as the conflicts that arise with frequent driveways or access points pose safety challenges in urban, suburban, and rural areas. Efforts to consolidate access points, to reduce conflicts with pedestrians (and to reduce interruption of the pedestrian accessible route), and to encourage internal circulation are noted in many municipal documents. Access management strategies include:

- **Updating review processes** for siting driveways and access, with an emphasis on reducing curbcuts and maintaining visibility for all modes entering/exiting or passing by the access point. This can include expanded requirements in the review and evaluation processes (see.g., Westport and Danbury) or encouraging studies of current and potential access management, as proposed in Bethel.
- Adopting goals to **reduce curbcuts**, achieved through lot sharing and circulation updates, updating the review processes (described above), and adjusting site design requirements as appropriate. Greenwich and Redding are working to reduce existing curbcuts and limit future access points as applicable.
- Establishing specific **access management zoning or plans** to provide targeted guidance and requirements related to access management. New Milford established the Route 7 and Route 202 Curb Cut and Access Management Overlay Zone, which includes a set of requirements to which new development applications must apply such as connectivity requirements, and driveway realignments to create 90-degree turns. Brookfield has developed design guidelines specific to access management and service road connectivity, with aim to improve reduce curbcuts and improve circulation off of the street network. Ridgefield has created and adopted access management and curbcut plans to which proposed developments must adhere; Newtown has also prepared a curbcut plan for the Town.

Improving Parking Management

Many communities in the WestCOG region are proposing to reduce the minimum amount of parking required for developments, especially in downtown core areas. Parking management strategies include:

- **Reducing parking minimums**, especially in higher density zones or in commercial land use areas. This approach is often linked with parking consolidation or rearrangement (i.e., to more effectively use parking areas by limiting access points or updating designs, as proposed in Darien and Bethel).
- Supporting **shared parking** (e.g., in terms of reducing minimum parking requirements and allowing property owners or developers to include off-site parking within their tallied spaces). This is a vital component of transportation and revitalization strategies in Brookfield, CT.

- Establishing programs or **incentives for parking off-site**, especially for employees. This can be paired with shuttle or circulator services to these satellite locations, as proposed in Greenwich.
- Establishing **fee-in-lieu programs** that enable developers to pay a predetermined rate for a select number of parking spaces rather than providing those physical parking spaces in their development. Example fee-in-lieu programs are referenced in documents from New Canaan and Ridgefield,.
- Supporting informed parking decisions by providing residents and visitors with **online parking information**—such as lot location and potentially including availability—in advance of trips; this is proposed as an app in Greenwich and as a website in Bethel. This information could potentially be used to deploy demand-responsive pricing structures and support redirecting vehicles to farther, lower-cost and lower-demand lots.

Preliminary Gap Analysis

Based on these themes and in evaluating documents for each municipality, we have identified the following areas of potential interest as a starting point for discussion of potential planning precepts, traffic calming measures, and approaches to consider in the Traffic Calming and Complete Streets Toolbox.

- Require **pedestrian facilities as a default option**, unless an exception is requested and approved. This would include new developments and prioritizing missing links in the pedestrian network along existing local streets. However, WestCOG and its member municipalities recognize the range of environments within the region. Sidewalks may not be the most appropriate pedestrian solution in all contexts.
- In instances where the surrounding context limits the utility of pedestrian infrastructure, municipalities could consider adopting a payment-in-lieu-of-sidewalks (PILOS) program. With a PILOS program, sites or projects exempted from requiring sidewalks would contribute to the PILOS fund, which would be reallocated to sidewalk projects in higher pedestrian priority areas. For example, PILOS contributions from a cul-de-sac project could be redirected to critical gaps in the sidewalk network in one of the region’s Town Centers.
- Emphasize **context-sensitive designs** and solutions that tailor designs to the surrounding environment. Provide research and evidence to support proposed impacts, benefits, and strategies for installation. Lack of awareness or limited experience with traffic calming devices can become a significant barrier to public perception and support.
- Recommend that alignment of streets, driveways, and **access points should meet roadways at 90-degree angles**, or create four-way intersections as applicable. (This emphasis on right-angle intersections could carry over in to both planned development review processes and in realignment of existing roadways in safety improvement projects).
- **Consider shifting from minimum widths to preferred widths** in design standards for pedestrian and bicycle facilities and when outlining requirements for these facilities, as applicable. This is the foundation of recommendations for active transportation facilities in the updated AASHTO Guide for the Design for the Development of Bicycle Facilities. For example, providing minimum widths for sidewalks, walking paths, or bicycle lanes often results in facilities that are constructed to meet minimum requirements (i.e., three or four-foot sidewalks that may be less comfortable for people using wheelchairs or strollers or people walking side by side). Minimum widths may still be acceptable in constrained conditions, but the emphasis should be on widths that are safer and more comfortable for people using the facility. While these recommendations typically apply to dedicated on- and off-road facilities, preferred widths may also apply to shoulders, especially in areas where cyclists are expected to ride along the shoulder.

- Consider a regional approach to **project prioritization criteria**. For example, creating a shared approach for prioritizing projects that municipalities can use to review, evaluate, and advance potential traffic calming projects. As example, a PennDOT program offered guidance on how municipalities could evaluate potential traffic calming projects by awarding ‘points’ to potential projects based on crash data, volume data, speed data, surrounding context (e.g., community destinations, schools, and available pedestrian facilities). Creating a template of a ranking approach or checklist can serve as an educational tool and help promote transparency in the decision-making and design process.
- Consider **adopting** or **referencing national guidance and best practices** (i.e., as standards or as reference documents for design principles). For example, linking proposed facility designs and selection criteria for bicycle and shared-use facilities could reference the AASHTO Guide for the Design of Bicycle Facilities or NACTO Urban Bikeway Design Guide.
- **Reduce minimum parking requirements**. Consider flexible approaches to right-size parking through parking sharing programs, dynamic pricing strategies, or through increasing available multimodal options.
- Promote **access management strategies** including curb cut plans, overlays, and stronger review processes can help limit curbcuts and greatly reduce potential conflict points between users.
- Consider design and policy updates to support **shared street designs**. On shared streets, all users share space and negotiate movement, with pedestrian priority. However, this may come into conflict with local code on where and how different users should operate and interact—for example, being able to cross anywhere versus at dedicated crossings. Similarly, shared street designs may need to incorporate specific treatments to maintain accessibility and comply with PROWAG, such as a dedicated pedestrian access route where vehicles do not operate, defined with tactile and contrasting color delineations, and defining crossing paths where users should expect to interact with vehicles.
- Recommend a **consistent minimum sidewalk width of five feet** to meet accessibility compliance standards, including an unobstructed four-foot pedestrian access route or PAR. In higher activity contexts, this municipalities could consider pairing this with recommended widths for comfortable social travel and passing (i.e., walking side-by-side and providing space for people to walk in the opposing direction), and including recommended widths based on context (i.e., upwards of 10 feet in select areas due to surrounding density or activity). The placement of these sidewalks may vary, with dual-sided sidewalk facilities recommended in higher activity areas and one-sided sidewalks acceptable in other contexts; these recommendations vary likewise on the function and design of the adjacent roadway. Where sidewalks are limited to one side of the roadway, there should be strategic consideration of network gaps and connections, crossings, and accessible links to destinations.
- Expand the discussion of complete streets to **integrate newer technologies** and devices such as electric and micromobility devices (both shared systems and privately operated devices). These devices provide unique use cases for mobility that could influence the design requirements of facilities.

APPENDIX A. REGIONAL DOCUMENTS SUMMARIES

Town of Bethel

- Mobility, Walkability and Parking Improvement Plans for Downtown Bethel
- Plan of Conservation and Development
- Bethel Forward Master Plan

Town of Bridgewater

- Plan of Conservation and Development
- Zoning and Subdivision Regulations

Town of Brookfield

- Plan of Conservation and Development
- Subdivision Rules and Regulations
- Zoning Regulations
- Streetscape Sidewalk and Amenity Specifications
- Four Corners Brookfield Town Center District Revitalization Plan
- Pavement Management Plan

City of Danbury

- Plan of Conservation and Development
- Downtown Danbury Transit-Oriented Development Study
- Trail Routing Study

Town of Darien

- Plan of Conservation and Development
- Zoning Regulations
- Subdivision Regulations
- Darien Plan for Sidewalks, Walkability, and Parking

Town of Greenwich

- Plan of Conservation and Development
- Zoning Regulations

Town of New Canaan

- Plan of Conservation and Development
- Design Standards
- Subdivision Regulations
- Zoning Regulations
- Downtown New Canaan Strategic Plan

Town of New Fairfield

- Plan of Conservation and Development
- Zoning Regulations

Town of New Milford

- Plan of Conservation and Development
- Zoning Regulations
- Subdivision Regulations
- Route 7 and Route 202 Curb Cut and Access Management Plan
- Transportation Management Plan

Town of Newtown

- Plan of Conservation and Development

City of Norwalk

- Complete Streets Design Guide
- Plan of Conservation and Development
- 2012 Pedestrian and Bikeway Transportation Plan
- 2012 Norwalk Transportation Management Plan
- 2023 Draft Transportation Masterplan
- 2024 New City Zoning Regulations
- East Norwalk Village TOD Design Guidelines
- Rowayton Avenue District Overlay Design Guidelines
- North 7 Design Guidelines
- West Avenue – Wall Street Neighborhood Plan
- South Norwalk TOD Redevelopment Plan

Town of Redding

- Plan of Conservation and Development
- Zoning Regulations
- Subdivision Regulations

Town of Ridgefield

- Plan of Conservation and Development
- Zoning Regulations
- Branchville Transit Oriented Development Plan

Town of Sherman

- Plan of Conservation and Development
- Zoning Regulations

City of Stamford

- Complete Streets Manual
- Stamford Vision Zero Action Plan
- Stamford Bicycle and Pedestrian Plan
- Stamford Neighborhood Traffic Calming Report
- Speed Safety Cameras
- Washington Blvd Roadway Safety Study

Town of Weston

- Plan of Conservation and Development
- Zoning Regulations

Town of Westport

- Plan of Conservation and Development
- Zoning Regulations

Town of Wilton

- Plan of Conservation and Development
- Wilton Center Form-Base Code/Overlay District
- Zoning Regulations
- Subdivision Requirements

Town of Bethel

Mobility, Walkability and Parking Improvement Plans for Downtown Bethel (Bethel, CT)

This 2024 study examined strategies for encouraging safe, walkable, efficient and multimodal designs in Downtown Bethel to improve mobility and economic activity. Following a summary of existing mobility conditions, the plan outlines specific strategies for pedestrian and bicycle facilities, parking management, transit and traffic circulation, and wayfinding design. Proposed strategies are outlined below:

Traffic Calming strategies include intersection reconfigurations: realigning wide turning radii to become right-angle intersections (i.e., adjusting Main Street at Maple/Chestnut Streets to be a T-intersection) through neckdowns, curb extensions, and pavement markings. Safety improvements at the intersection of School, Main, and Wooster Streets consider a roundabout with green infrastructure elements, or a four-way stop-controlled intersection where pavement is reclaimed for public space or green infrastructure. Other traffic calming measures include curb extensions at many intersections and incorporating green infrastructure into the expanded surface area.

Active Transportation and Transit strategies focus on addressing gaps in the sidewalk network, upgrading crossing treatments such as curb extensions, and installing transit shelters at bus stops. A 15-foot multiuse path and pedestrian, bicycle, and placemaking amenities are proposed along Greenwood Avenue, creating a walkable and bikeable promenade that connects to the Business District. Improved wayfinding and gateway treatments enhance the pedestrian experience and support a sense of place in Downtown Bethel. Together with the traffic calming measures, the strategies will improve visibility for and of pedestrians, cyclists, and people riding transit.

Parking is a major theme, noting an inventory of current parking suggests demand is met with existing on and off-street parking. Strategies to efficiently utilize existing parking and to reduce future demand are focused on:

(1) Reducing parking demand through transportation demand management and expanding facilities and amenities to support alternative modes.

(2) Encouraging people to use lower demand parking areas, such as “plan-ahead” information to help visitors identify parking in advance, dynamic strategies to price parking according to availability, and programs to keep longer-term parking out of high-turnover/high-demand spaces (i.e., encouraging employees park farther away to enable customers use the space). These strategies are supported by information online and on-site wayfinding.

(3) Programming such as valets or a circulator shuttle between destinations and parking facilities.

(4) Enforcement and regulatory changes, such as more consistent enforcement of time limits and regular assessments of parking conditions. At a policy level, encouraging sharing of lots and conducting access management evaluations could help more efficiently use existing facilities. With zoning, regulations could decouple parking from business and property plans.

(5) Design and reconfiguration of existing lots and on-street parking to accommodate more vehicles in the least amount of space. This can mean moving entrances/exits to improve access management and reclaim space.

Gateway strategies serve to create a welcoming environment, support wayfinding people entering and navigating through Bethel, and reflect the character of Bethel. Specific strategies emphasize landscaping, signage, improved lighting, and other amenities that help orient travelers to the area and offer places to sit and enjoy the area (i.e., benches and pocket parks). This document is available upon request and summary slides are online at: [Bethel Mobility, Walkability and Parking Improvement Plans](#).

Plan of Conservation and Development (Bethel, CT)

The POCD notes that Bethel has recently ranked as one of the fastest growing communities in Connecticut, and notes that this has been reflected in an expanding housing market, with density centered around community corridors in Downtown Bethel. Along these corridors, Bethel has identified opportunities for industrial and commercial development or otherwise supporting higher-intensity uses. In these areas, the Plan notes strategies for parking sharing, and discusses reducing parking minimums associated with higher density.

One of the Transportation goals is to build a “compatible and connected transportation network for all users,” with community surveys reporting roadway conditions as a top local concern. Adopting a Complete Streets Policy is one recommendation, as are recommendations to implement traffic calming treatments and initiate education campaigns. The Town has engaged a *Full-Depth Reconstruction Program* to rebuild roadways rather than repaving. Other major projects include realigning intersections to improve safety (see intersections of Walnut Hill Road with Hoyt Road and with Whittlesey Drive). The Plan identifies bridge and culvert projects that have created pinchpoints in the roadway network that can make it unsafe for people on foot or bike, and recommends that future bridge replacement projects are designed to better accommodate multiple modes (especially projects located on State-owned roadways).

Traffic calming is discussed in the transportation section of the POCD, including a recommendation to expand the existing Downtown streetscape, reduce speeds, introduce bumpouts and intersection improvements, and improve crossings. The Plan recommends initiating a GIS-based tracking system to prioritize roadway improvements and to monitor safety issues. Route 6 is identified as a safety area of interest based on the crash history and because of the significant volume it carries. Development on Route 6 has generally been auto-centric, though the plan encourages increased density and a mix of uses along the corridor including a Mixed-Use future land use recommendation around Route 6 and higher density housing zoning in surrounding areas.

The Plan references interest in expanding transit connections and services, both in terms of higher frequency intercity connections (i.e., Metro-North rail service) and with local transit routes provided by HART. The plan suggests supportive amenities for transit, such as shelters, signage, and pull-off areas. Specifically, the introduction of more and improved transit service could improve the potential for TOD in the town.

Pedestrian and bicycle facilities are addressed in multiple sections of the POCD. The Plan identifies needs for improved pedestrian and bicycle connections and accessible facilities. A proposed matching grant is discussed to invest in sidewalk improvements and address gaps in the pedestrian network. Crossings are a priority – both safer pedestrian crossings of busy corridors like Greenwood Avenue or Route 6, and safe crossings of the rail that passes through Downtown Bethel (which is proposed to be achieved through a pedestrian bridge).

The Plan notes that most of the active transportation network is centered in the Downtown core and notes limited dedicated bicycle facilities; while sharing the lane or using shoulders may be sufficient in some instances, the Plan recognizes pinch points (especially along Route 53) that are too narrow to allow safe passing of bicyclists. Though facilities are limited, Bethel has bicycle amenities and parking is readily available in the Downtown area. The Plan recommends developing a Bicycle Master Plan and supporting programs that require or incentivize sidewalks and bicycle parking. The Town notes support for regional trail projects as a priority for additional non-motorized connections in the area. This 2020 POCD document is available online at: [Bethel POCD](#)

Bethel Forward Master Plan (Bethel, CT)

Bethel Forward is a Master Plan that sets a vision for Bethel centered on the TOD area – a 268-acre area surrounding the train station and approximately one mile from Downtown Bethel. Priorities for the plan are grounded in extensive engagement and conditions analysis, including a review of frontage consistency (i.e., the neighborhood fabric) and a review of gaps in the pedestrian network. The Plan identified three priority areas for TOD, with the intersection of Durant and Greenwood Avenues as the first priority for investment. Part of this prioritization hinges on reimagining Durant Avenue to function as a more walkable community connector, with a series of transportation alternatives and urban design sketches provided to illustrate different concepts for this reimagined Avenue.

Related to site planning, the Plan suggests that the Downtown street network could be reconfigured to create more walkable grids in areas currently zoned as large, often industrial parcels (i.e., creating new connections during development scoping). The Master Plan identifies access management as a priority, suggesting a series of strategies to reduce curbcuts as well as parking reduction programming such as shared parking, improved signage, or allowing on-street parking. The Plan includes several parking-related concepts based on an evaluation finding 50% of existing spaces unoccupied. Recommendations focus on reducing the amount of parking required for development, rethinking parking facilities and regulations to offer more efficient use (i.e., sharing arrangements), and promoting a “park once” approach for people visiting Downtown Bethel.

The Plan recommends that Bethel adopt a Complete Streets policy, and references many traffic calming measures and tools throughout its recommendations. Action items identified by the plan focus on improving walkability throughout the area and specifically addressing the rail crossings that restrict connectivity. Other improvements include addressing gaps in the sidewalk network, installing bicycle facilities and other pedestrian or shared paths, and creating a bicycle master plan to guide future implementation of the active transportation network. The Plan recommends creating a “Slow Zone” within the TOD area,

To advance the proposed recommendations, the Plan suggests establishing a public infrastructure improvement plan to prioritize improvement projects, as well as a public-private partnership to develop the train station and surrounding area in line with the proposed vision. This 2016 Plan document is available online at: [Bethel Forward](#)

Town of Bridgewater

Plan of Conservation and Development (Bridgewater, CT)

The POCD notes the auto-centric character of the town due to the rural context and limited multimodal amenities and services. In terms of population and mobility, the town references the aging population of Bridgewater, placing an emphasis on upgrading the accessibility of facilities and infrastructure and, in the transportation section, referencing the senior van service that links residents to facilities and nearby towns.

Transportation section of the POCD references the rural, scenic character of most roadways and especially the Town Local Streets serving residential areas. The Main Street of Bridgewater and the gateway to the town is on State Route 133; residents rejected a scenic road status proposal in 2021 due to fears of increased tourist-related congestion. In addition to the concern for traffic (i.e., tourists), the POCD discusses speeding in the town, especially along Route 133, and it is noted that this issue worsened during and post-pandemic. Key strategies emphasize enforcement including police warnings, ticketing, and reviewing permits for traffic-related considerations. Previously, the Town integrated two-way radar equipment into police cars, reduced speed limits on town roads, and installed speed signs to increase driver awareness of speeding. To reduce local traffic, the POCD suggests encouraging shared carpools.

Another concern for these roadways is tree debris and disruption due to falling trees – an issue increasingly disruptive as severe storms, ice and wind events are affecting the town more frequently. Related to maintenance and ecological considerations, the POCD recommends exploring effective surface materials and treatments.

Pedestrian facilities include a recently constructed 5-foot wide and 600-foot-long walkway that serves key local destinations (Fire Department, School, Library, Town Hall, etc.). The POCD also highlights walkable links from the village green center to the town’s recreational and senior centers and discusses the promotion of these facilities. This 2022 POCD document is available online at: [Bridgewater POCD](#)

Zoning and Subdivision Regulations (Bridgewater, CT)

The Bridgewater Zoning Regulations does not feature many considerations related to street design or function, aside from parking considerations (i.e., see 5.2). The regulations outline parking requirements with minimums provided based on land use and square footage (i.e., 2 spaces per dwelling or 1 space per 150 sqft. of retail space). Parking spaces are to be provided in a surface lot or driveway and are not to be accessible from a street. In discussing the parking requirements and design specifications, such as landscaping, the regulations discuss sidewalks and note that sidewalks should be provided if warranted by the Commission; this could be updated to reflect a more proactive approach to sidewalk and pedestrian amenities.

The Subdivision Regulations discuss sidewalks and maintenance requirements (owner maintained), but do not provide specifications or requirements about design. Other relevant sections include driveway intersections and the need to maintain sight-line distances. These documents are available online at: [Bridgewater Zoning](#)

Town of Brookfield

Plan of Conservation and Development (Brookfield, CT)

During the review process for this project, the Town of Brookfield completed a Plan of Conservation and Development. This POCD (to be effective November 26, 2025) and the previous POCD are included in this review.

The 2025 Transportation and Mobility section of the plan presents updates on several transportation improvements projects including the Four Corners Revitalization and Streetscape Improvements, which aimed to create a more pedestrian-friendly corridor along Federal Road. Additional pedestrian facilities are discussed including sidewalk improvements on Route 202 and off-road options such as the Still River Greenway. Noting that many of the Town’s key corridors are CTDOT owned and maintained, collaboration with the State is prioritized for advancing roadway safety improvement projects. Specific to traffic calming, the Plan discusses speed management approaches including both physical measures and speed enforcement tools. Congestion is discussed with an emphasis on east-west circulation. The POCD includes a crash analysis and heat map of crash density and notes four crashes involved people walking or biking in Brookfield. The 2025 document is available online at: [Brookfield 2025 POCD](#)

The 2015 Transportation System section of the plan notes the increased importance and interest in facilities for walking and biking and accommodating all modes with a Complete Streets approach. Improving sidewalk connectivity are noted as priorities for several areas and especially in areas where multifamily development and commercial activity is expected to occur. The POCD recommends better coordination on transportation needs, planning for roadway improvements and town-wide bike and pedestrian plans, and updating zoning regulations to incorporate active transportation facilities, complete street concepts (including access management), and parking strategies. For local roads in particular, the POCD notes Federal Road as the highest crash risk area and noted visibility and geometric challenges with other intersections. The 2015 POCD is available at: [Brookfield POCD](#)

Subdivision Rules and Regulations (Brookfield, CT)

Section 234-204 of the Subdivision Rules and Regulations focuses on access management with requirements for driveway widths, driveway siting (i.e., where on a lot can a driveway be placed and considering how it connects to the local roadway network and the proposed use), and maintenance. For subdivision of more than five lots (or 2+ commercial lots), a traffic impact study must be completed as well.

Considerations for street design (234-501) are brief, emphasizing the need to design in a way that complies with natural features, contours, and reflects the surrounding network. The Commission is able to require additional width in the roadway cross-section if warranted. Sidewalks are also contingent on the approval of the Commission, noting that sidewalks or other accessways may be required to be installed and responsibility for maintenance will be held by the owner (234-508). This document is available online at: [Brookfield Subdivision](#)

Zoning Regulations (Brookfield, CT)

Elements of Brookfield's Zoning Regulations most relevant to the current project include the guidance for traffic and access. The section that relates to access management outlines requirements which aims to minimize curb cuts, support alignment of driveways or other access points, and maintain visibility. Traffic Impact analyses are required to consider safe pedestrian, bicycle, and vehicle circulation, in addition to other standard metrics for the impact on throughput and safety. Other relevant considerations refer to the use of landscaping to support traffic calming outcomes (i.e., a traffic safety barrier) and within parking areas (for shade and stormwater management).

Article 5 of Brookfield's Zoning Regulations outlines Special Districts, including The Town Center District. Relevant to this project and core to the vision of the TCD are three principles: that the TCD is a well-connected area where walking, biking, or taking transit are comfortable and competitive options, that the area (Four Corners/Route 7) incorporates welcoming amenities and placemaking features that improve the perception of safety and the sense of place, and that traffic flow in the area is slow and safe. Expanding on the final principle, the Regulations refer to *"measures designed to encourage drivers to slow down, improve safety, and minimize degradation of the character of this special place."* In the TCD, sidewalks are required and have a minimum 6-foot width (or to match the Sidewalk Specifications), and parking in the TCD includes options to balance demand by including off-site parking spaces (within 900 feet). This document is available online at: [Brookfield Zoning](#).

Streetscape Sidewalk and Amenity Specifications (Town Center District - Brookfield, CT)

This document refers to streetscape design in the Town Center District including material criteria, amenities, lighting, trail and sidewalk or pathway specifications, signal and crosswalk treatments, open space (i.e., pocket parks), parking, and drainage, among recommendations to improve the pedestrian experience in the District.

Streetscape and crossing treatments are described with specifications for thermoplastic pavement patterns. Other pedestrian crossing treatments such as rectangular rapid flashing beacons (RRFB) are discussed as well as other push buttons or pedestrian signals. Lighting improvements are outlined, with an emphasis on human-scale options and placed every 50 feet on alternating sides of the road. Additional elements such as banners or planters are included in the review of lighting standards. Bicycle rack designs and approved styles are explored, but the siting or requirements for the racks is not specified. Additional considerations include adding street trees and bus shelters, and the relocation or removal of cobra head streetlights, overhead utility crossings, individual mail boxes (on Federal Road – i.e., replacing with clustered boxes), and utility poles in the path of the walkway. This document is available online at: [Brookfield Streetscape and Sidewalk Specifications](#).

Four Corners Brookfield Town Center District Revitalization Plan (Brookfield, CT)

This 2012 Plan focuses on improving the walkability, connectivity, and multimodal characteristics of Town Center District, also known as the Four Corners (named for the intersection of State Routes 7 and 25). A focus group with CTDOT noted flexibility with State Routes that serve as Main Streets, such as reducing travel lane width (to 11 feet), incorporating sidewalks and shared-use paths, and considering on-street parking and raised islands. Feedback noted maintenance agreements and accommodating semi-trailer (WB-62 design vehicle) at intersections.

The Transportation Network and Parking Section discusses the relationship between roadways that are wider and straighter than necessary, inciting speeding, and conflict points with many driveways or very wide curbcuts, and the limited bicycle and pedestrian infrastructure in the area. Recommendations include 90-degree intersections, addressing gaps in the pedestrian network with a multi-use path along the Still River, and expanding transit options. While the Plan reports adequate parking, issues with individual lots (and no public parking) results in short trips between nearby parking lots to reach walkable destinations, and a lack of public parking enabling this shared approach (i.e., some businesses have a surplus of parking at their individual lot, but others lack parking for customers because the parking is used by other visitors). The Plan contrasts current parking requirements with ITE standards, finding Brookfield requires more parking than the ITE Parking Generation Manual, and that these numbers are further inflated by a lack of temporal considerations (i.e., shared spaces for destinations with varying day and evening needs). Alongside the parking evaluation, the Plan emphasizes the need for access management, reducing the number of curbcuts on Federal Road and improving connectivity between sites.

Advancing Complete Streets is noted in the action steps for implementing the Plan, with strategies to develop service roads (to reduce curbcuts), installing curb extensions, a raised median, and high-quality crosswalk treatments at the Four Corners intersection, providing pedestrian amenities, and adding gateway signage to alert drivers to the change in context as they approach the Village Center. Zoning ideas proposed by the plan include encouraging sidewalk widths greater than 5 feet, adding design guidelines related to access management and service road connectivity, and updating parking provisions to encourage shared parking solutions by reducing requirements or providing incentives for shared and innovative parking solutions. The Plan is available online at : [Brookfield Four Corners Revitalization Plan](#)

Pavement Management Plan (Brookfield, CT)

The Pavement Management Plan (rev. 2022) outlines the Town's process for monitoring pavement conditions and prioritizing maintenance, including an annual evaluation, and the approaches to repaving and maintaining the roadway surface. The 0-100 score pavement evaluations consider the surface and sub-base conditions (i.e., cracking and foundation issues), drainage, deterioration (i.e., surface texture), distortion or how much the pavement has impacted the roadway cross-section, and riding quality. Based on these variables, the pavement is ranked on a scale of very good to very poor and the Town then prioritizes paving and restoration actions; 2022 evaluations ranked the overall network as "Very Good." The plan concludes with a review of methods for repairing and maintaining the pavement. The plan is available online at: [Brookfield Pavement Management Plan](#)

City of Danbury

Plan of Conservation and Development (Danbury, CT)

Innovate! The 2023 Danbury POCD Mobility section discusses expanding multimodality, expanding and connecting the sidewalk network, and installing bicycle facilities and establishing an on-road network to complement shared-use paths. Danbury does not have any on-road facilities for bicycles but does have shared-use pathways and greenways. Installing bicycle facilities is a priority for the City. The POCD discusses traffic safety concerns, especially high-volume corridors with a high density of intersections, and safety initiatives. These include traffic calming, intersection and streetscape improvements, modernizing signals, repairing sidewalks, and prioritizing school zone programs. Beyond these physical interventions, the POCD identifies policy strategies such as updating ordinances, processes (such as access management) and regulations (such as parking).

Identified strategies of the POCD related to transportation infrastructure include streetscape improvement strategies, advancing TOD, and selecting low impact design measures for projects. Priorities to expand bicycle and pedestrian connectivity support adopting a complete streets policy, traffic calming projects, developing a City bicycle plan and a City sidewalk plan, and providing pedestrian amenities. The POCD recommends developing a local traffic calming plan and toolbox (Strategy 6) that would inform the City how to implement effective traffic calming treatments (prioritized based on crash rate). This document is available online at: [Danbury POCD](#).

Downtown Danbury Transit-Oriented Development Study (Danbury, CT)

Focusing on the 10-minute walkshed of the Danbury Train Station, this 2024 Study outlines strategies to leverage development near the station and improve multimodal connectivity in the area. Specific to transportation and traffic safety, the plan recommends streetscape improvements to improve bicycle and pedestrian connectivity between the station, the TOD study area, and the broader community. Improvement projects include adding or improving sidewalks, crosswalks (i.e., location audits and new treatments as needed), bicycle lanes or facilities, lighting, pavement markings, and off-road facilities. Amenities such as bike parking and bus shelters are discussed, as well as opportunities to introduce car sharing programs or smart parking strategies.

In addition to the design strategies discussed, the Plan identifies three broad strategies for expanding active transportation and transit: to develop a City-wide pedestrian and bicycle corridor master plan, to amend regulations to require bicycle parking, and to expand and maintain capital funding programs for streetscape improvements (and to seek additional funding resources to support these initiatives). This study is available online at: [Danbury TOD](#).

Trail Routing Study (Danbury, CT)

This 2024 Study assesses the feasibility of extending the Maybrook Trailway from Farrington Woods to Tarrywile Park. Relevant to the current project, the routing incorporates local roadway alignments with an emphasis on residential roads. Proposed on-road facilities focus on the last-mile connection to Tarrywile Park and include sidewalks, realigning the centerline and including dedicated bike lanes or sharrows if necessary. The study also outlines design considerations for on-street bicycle facilities, trail crossings, and wayfinding.

To complement the proposed trail, traffic calming measures are recommended along the route including road diets, speed tables, raised crosswalks, curb extension, and realigning intersections (i.e., updating wide radii to 90-degree angles), as well as rapid flashing rectangular beacons (RRFB) to alert vehicles to pedestrian crossings. The study discusses the opportunity to pilot measures with temporary demonstration projects such as painted curb extensions or pop-up lanes. This document is available online at: [Danbury Trail Routing Study](#).

Town of Darien

Plan of Conservation and Development (Darien, CT)

Section 13 (Address Transportation Needs) of the POCD outlines specific traffic calming techniques that include education, speed enforcement, and engineering treatments (e.g., narrowing lanes, textured pavement, and mini roundabouts). The Active Transportation section discusses Complete Streets and the Town's Pedestrian Infrastructure Advisory Committee. Recommendations focus on sidewalk improvement and filling gaps in the pedestrian network. Priority areas are defined based business zone/overlays and proximity to key destinations, transit, etc. Efforts to enhance pedestrian connectivity include creating (formalized) mid-block crossings, reducing curbcuts when possible (i.e., driveways that interrupt sidewalk paths), and investing in amenities such as lighting, seating, and landscaping. The content related to bicycling is comparatively short with focus on bicycle facilities and amenities at a high level. The discussion of biking is centered on statewide bike suitability analyses.

Downtown Considerations are part of the vision noted in the POCD – a redevelopment concept for downtown Darien. Suggestions in this vision include completing the street grid network (i.e., establishing new connections between existing streets to create more and shorter blocks). Similarly, parking management is discussed with reference to sharing, consolidating, or potentially lowering parking requirements in the business districts and downtown areas. Other recommendations to Enhance the Downtown Street System focus on traffic calming concepts such as lane configurations, directional shifts, curb extensions, amenities, and recommendations of the Route 1 study. This document is available online at: [Darien POCD](#)

Zoning Regulations (Darien, CT)

Article V Section 500 – Designed Business and Residential Zone (DBR) refers to the transitional zone between the CBD and lower density residential districts. This is a major focus area for traffic calming measures and a potential for integrating complete street or active transportation facilities. In the current documents, the discussion of active transport amenities limited to requiring sidewalks and other paved surface to not exceed 50% of total site. Content related to the design of walkways and driveways includes consideration of natural features. These discussions could expand to emphasize connectivity, encourage a development that supports a walkability, and expanding the siting of walkways and driveways to consider direct pedestrian impacts and opportunities.

Section 720 – Central Business District Zone (CBD) outlines regulations for development and analysis for Darien's CBD areas. A major consideration of this section is the provision of parking, which includes shared parking guidelines, parking demand analysis and management plan, and reducing parking through provision of alternative options (i.e., transport services, TOD, and shared parking). This is available online at: [Darien Zoning Regulations](#).

Subdivision Regulations (Darien, CT)

Article D – Existing Streets provides requirements when subdivision intersects with existing streets. Requirements must meet standards for emergency vehicles, service vehicles, and pedestrian safety. Section E – New Streets outlines how new streets should be designed and constructed with a focus on conforming to the Town's street plan (existing and proposed) and meeting requirements for emergency vehicles, maintenance vehicles, and other service needs. There is no defined requirement or reference to traffic calming, walking, biking, or alternative modes in this section. *Note: the focus of the Toolbox is on existing streets.* Section 880 Amendment (2009) includes new requirements for improving and assessing stormwater management, impervious surfaces, development standards, and preparing Stormwater Management Plans. This is available online at: [Darien Subdivision Regulations](#).

Darien Plan for Sidewalks, Walkability, and Parking (Darien, CT)

The 2022 Plan for Sidewalks, Walkability, and Parking was prepared by the Darien Planning and Zoning Office and Commission. The Plan consolidates recommendations and concepts related to walkability in the CBD based in large part on the recommendations within the PCOD. The Plan for Sidewalks, Walkability, and Parking begins with a review of a 1951 parking and circulation concept presented to the Commission, highlighting specific areas where the street network could be connected (i.e., realigned to be a grid where feasible, such as Grove Street). The Plan concludes with a review of site improvement concepts and pedestrian treatments for the Town. This document is available online at: [Darien Plan for Sidewalks, Walkability, and Parking](#)

Town of Greenwich

Plan of Conservation and Development (Greenwich, CT)

The Greenwich PCOD explicitly references traffic calming measures and streetscape improvements to reduce travel speeds, improve safety, and cultivate a sense of place.

Streetscape Improvements include furniture, sidewalk designs, landscaping, signage, and other placemaking to reflect the town's character. Gateway treatments (landscaping, signage, art) that welcome travelers to the area are also discussed as a tool to highlight major points of entry and to strengthen the connection between "upper and lower Downtown." To promote these concepts, the Town, through State Statute 8-2j, can designate a Village District.

Traffic Safety is addressed through design and enforcement, i.e., updating the Roadway Manual to reduce the required road width where appropriate. Traffic enforcement tools in place today include speed limit signs displaying vehicle speed (however, data is not recorded and there is no enforcement beyond the display). The Town notes potential automated traffic enforcement if approved by the State Legislature; enabling legislation would allow the Town to deploy automated systems in school zones that ticket speed violations without relying on police resources.

Encouraging Other Modes Throughout various sections of the PCOD the Town emphasizes the need for a transportation system where there are safe, comfortable, and competitive options beyond driving. Installing and improving bicycle and pedestrian infrastructure, including amenities, parking, and coordinating with Metro North to bring bikes on trains. The PCOD suggests addressing transit and active modes in site plan reviews, particularly for designs that result in greater bicycle mobility. Other sections discuss approaches to improve connectivity and accessibility between destinations and partnering with employers to incentivize alternative modes.

Resilience and Sustainability of roadways is discussed in the plan including a strategy to promote low impact design in the Town's roadway standards and construction activities. Specific to stormwater and drainage concerns, the PCOD suggests a long-range plan to address roadways that drain onto personal property.

Parking strategies to reduce demand and reallocate supply include segregating employee parking from customer parking and encouraging shared parking and providing shuttle services to satellite lots (especially in Downtown Greenwich and with a focus on shuttles for employees. Initiatives to support shared parking include price structuring (i.e., market-pricing) and establishing a parking app that would direct drivers to lots with capacity.

Decreasing Congestion is supported by requiring traffic impacts in development processes (including bicycle and pedestrian accommodations), strengthening access management by reducing curb cuts and encouraging shared parking, and by addressing traffic in School Zones. Designs such as traffic circles or ITS are strategies to reduce stop-and-go movements. The Post Road Corridor Subarea Plan is presented in the PCOD to demonstrate concepts

for an important community connection and core for activity. This 2019 document is available online at: [Greenwich POCD](#)

Zoning Regulations (Greenwich, CT)

Division 18 of Greenwich Municipal Code focuses on site plan specifications, which includes requirements sidewalks, curbcuts, and for parking spaces and their design. Details include sidewalk minimum widths of six feet, requiring access points to approach at 90-degree angles and reduce obstruction of sidewalks or conflicts with circulation paths. Division 15 focuses on parking and loading, which includes requirements for spaces based on land use, as well as scoping for bicycle parking to be considered at a rate of one bicycle rack space per ten vehicle parking spaces. Consolidation or pooling of parking requirements is supported if the effort will reduce the number of curbcuts and the aesthetic impact (subject to approval). This document is available online at: [Zoning Regulations](#)

In addition to these documents, the Town hosts construction details on its website, available at: [Greenwich Construction Details](#)

Town of New Canaan

Plan of Conservation and Development (New Canaan, CT)

Goal 4.2 of the 2024 POCD focuses on *Enhancing Transportation Services and Infrastructure*, noting support for new sidewalks alongside concerns about congestion – and proposing active transportation as a means to advance both priorities. Strategies include master plans for pedestrian and bicycle infrastructure, adopting a Complete Streets policy, and promoting a Vision Zero strategy, including safe routes to school curriculum for students.

Strategies to support expanding and enhancing the traffic safety countermeasures and facilities in the Town include reviewing development proposals for traffic calming and active transportation considerations, installing sidewalks to expand a pedestrian network, identifying feasible bike routes (i.e., local streets that could accommodate biking safely), and leveraging planned maintenance and improvement projects as opportunities to advance active transportation facilities. To support these efforts, the POCD suggests encouraging public participation through walk audits and hosting workshops, and hosting bike-mapping on the Town’s website.

Supporting the proposed policy efforts and plans will require close coordination with CT-DOT, the Department of Public Works, and local stakeholders (i.e., police and emergency personnel) to identify traffic concerns and prioritize preferred treatments. The POCD proposes expanded partnership with developers and within processes to promote TOD around Metro-North. This document is available online at: [New Canaan POCD 2024 \(Appendices A, B, C\)](#)

Design Standards (New Canaan, CT)

The ROW Design Standards outline construction standards related to sidewalks, streets, and other facilities in the public right-of-way in New Canaan. Sidewalks are to be at least 5 feet wide (material varies based on location with Downtown sidewalks to be concrete). This document is available online at: [Design Standards - New Canaan ROW Construction Material Standards](#)

The Village District Design Standards focus on crafting a pedestrian-friendly, welcoming environment that reflects the historic character and neighborhood fabric of the village. Pedestrian amenities and treatments are outlined throughout. The Standards recommend a “park once” strategy to reduce driving and emphasize facilities that balance the needs of people on foot, bike, or transit. They are available online at: [Village District Design Standards](#)

Subdivision Regulations (New Canaan, CT)

The Subdivision Regulations discuss street design and construction standards in Article 4.00. Details include requiring curbs on all streets except if deemed unnecessary by the Town Engineer. Intersections are recommended to be 90-degree approaches, and regulations discuss sight distances for (proposed) intersecting streets based on the functional classification of the (existing) street. Sidewalks, if required by the Commission, are required to be at least five feet wide and ADA compliant. This document is available online at: [New Canaan Subdivision Regulations](#)

Zoning Regulations (New Canaan, CT)

The Zoning Regulations for New Canaan include consideration of traffic management, pedestrian facilities, and parking as key topics relevant to this project. The sidewalk required minimum is four feet, except in zones that require a minimum five-foot width. New Canaan Zoning Regulations include a section on TOD, referred to as "Pedestrian Oriented Multi-Family Zone POMZ), focused on the walkshed of the New Canaan Metro North Station. This overlay includes an emphasis on maintaining and encouraging pedestrian circulation and reducing traffic conflicts between modes.

Parking and Loading requirements are reviewed in Section 6.2, which includes minimum facilities based on use and outlines opportunities to reduce parking by 25%-40% in specific zones through shared lots and through special programs such as a curbcut reduction credit program and a fee-in-lieu-of-parking program. This document is available online at: [New Canaan Zoning Regulations](#)

Downtown New Canaan Strategic Plan

The 2007 Downtown New Canaan Strategic Plan includes an evaluation of traffic conditions and safety concerns. Main Street is flagged as a high crash segment (above statewide averages or expected crash rates), noting conflict areas as cars exit on-street parking spaces and exit from driveways. Some issues with parking and a lack of loading zones lead to congestion as trucks double park in the travel lane to complete deliveries. Large turning radii on the corners are a safety issue for pedestrians and drivers.

An evaluation of pedestrian infrastructure notes that sidewalks are often narrow and may not comply with ADA standards (i.e., presence of a ramp or suitable width), and defined crossings may not align with desire paths. Based on these observations, the study focuses on improving pedestrian access and safety, maximizing parking utilization, improving loading, and enhancing traffic operations.

Strategies related to traffic calming include installing curb extensions, daylighting intersections, and installing wayfinding. Sidewalk improvements to address gaps in the network connectivity and upgrading facilities to meet ADA compliance (and create a safer, more enjoyable pedestrian experience. The installation of wayfinding and streetscape improvements are noted as key recommendations. New Canaan proposes a designated sidewalk ordinance to guide the construction and maintenance of sidewalks, as well as the placement of furniture.

The Plan discusses proposed parking programs such as revising fees and temporal limits, expanding enforcement providing a shuttle, and relocating parking for employees (i.e., incentivizing employees to park farther away from the office). From a policy lens, the Plan suggests fee-in-lieu of parking options for developers, encouraging creative solutions, and adding parking requirements or options in the Downtown area. Loading zones were a defined challenge for the area and the Plan suggests installation of strategically located loading zones alongside time limits for their use. This document is available online at: [Downtown New Canaan Strategic Plan](#)

Town of New Fairfield

Plan of Conservation and Development (New Fairfield, CT)

The Town of New Fairfield POCD highlights the importance of a Complete Streets philosophy and recommends that the Town adopt a policy or other approach to better balance the competing needs of multiple modes. Expanding the convenience of diverse mobility options (i.e., walking, biking, riding transit or shuttles, taking ride share, or driving) is part of the POCD livability goal, and it explicitly recommends expanding the availability and reliability of transit in the Town.

Infrastructure improvements outlined in the POCD include extending the sidewalk network throughout the Town Center and evaluating priority sidewalk areas and bike suitability for other roadways in the Town. For future developments, the POCD suggests updating parking requirements to ensure there is adequate, but not excessive, parking mandated for new structures. Finally, to coordinate these improvements and projects, the plan suggests establishing a Bicycle and Pedestrian Advisory Committee. The POCD is available online at: [New Fairfield POCD](#)

Zoning Regulations (New Fairfield, CT)

The Zoning Regulations for New Fairfield include considerations related to stormwater management and low impact designs and discusses design guidelines for safe vehicle circulation and defined traffic patterns. This includes minimizing curbcuts, reducing parking needs (i.e., deferred parking enabling 50% reduction in required spaces if site plans meet certain conditions), and providing safe and interconnected pedestrian facilities. This document is available online at: [New Fairfield Zoning](#)

Town of New Milford

Plan of Conservation and Development (New Milford, CT)

The 2021 POCD sets a goal of improving the transportation network to serve all users and more modal options. Two routes, 7 and 202, are highlighted for their role in the community network and their current traffic and safety concerns. Both are commercial corridors that experience high vehicle volumes and speeds. Community input focused on traffic, safety issues for people on foot or bike, and a lack of a vision for the corridors. Recommendations include streetscape improvements, transit, and active transportation amenities, and addressing bottlenecks.

Traffic calming measures are referenced as a key strategy for East and West Main Street in the Downtown Area (West Main Street already has these measures in place, the POCD recommends replicating the designs on East Main Street). To address traffic and concerns about congestion, especially on Bridge Street (at Route 7, Young's Field Road, and West Street) where turning vehicles lead to queueing. A roundabout was constructed at Still River Road and Pickett District Road which has reduced delays; engagement from the POCD suggest residents are similarly "very pleased with the new configuration."

The POCD introduces Complete Streets as a concept and recommends safer access routes for biking and walking, both for commuting and transport and for recreation. Recommendations include filling gaps in the sidewalk network, installing high-visibility crosswalks, advancing trails in the area, evaluating feasibility for on-road bicycle facilities in the Downtown area, and in the near term - directing bicyclists onto low-volume back roads through wayfinding signage (especially in rural areas). The Town suggests considering bicycle and pedestrian travel in any proposed road reconstruction; to require developers install sidewalks, and to repair and maintain existing sidewalks. This document is available online at: [New Milford POCD](#)

Zoning Regulations (New Milford, CT)

Details from the New Milford Zoning Regulations that are relevant to Complete Streets and Traffic Calming include site plan approval specific to driveway and curbcuts that align with the New Milford Route 7 and Route 202 Curb Cut and Access Management Overlay Zone (2008). The Regulations identify LOS to review traffic impact; the regulations note that traffic must achieve LOS D for approval. Sidewalks are required to be four feet wide in new developments. There are several special districts discussed in the zoning content but few details about transportation safety. The Zoning Regulations are available online at: [New Milford Zoning Regulations](#)

Subdivision Regulations (New Milford, CT)

The Town's Subdivision Regulations' details specific to traffic calming include reference to street planning that aligns with the POCD and specifically ensuring safe intersections (i.e., with the two main routes in the town). The minimum ROW for proposed streets is 50 feet, and possibly wider for commercial and industrial area streets. The Subdivision Regulations are available online at: [New Milford Subdivision Regulations](#)

Route 7 and Route 202 Curb Cut and Access Management Plan (New Milford, CT)

The 2008 Curb Cut and Access Management Plan outlines strategies to reduce the number of conflicts at access points (i.e., driveways, intersections, and medians). Specific strategies in the plan include defining the parcels and properties that would benefit from driveway sharing, and realigning driveways and intersections to be 90 degrees where possible. Providing connectivity and circulation between sites that share driveway access is discussed in the plan, with specific siting suggestions (i.e., keeping one driveway designed to accommodate truck turning radii, limiting connections on the fronts of properties, and redesigning two one-way driveways and connections as a single two-way driveway/access). To enact these suggestions, the Town has proposed new zoning requirements specific to Routes 7 and 202, including creation of a "Route 7 and Route 202 Curb Cut and Access Management Overlay Zone" that all proposed applications must conform to the recommendations and scope outlined in the plan. The plan concludes with figures reflecting each of the strategies and design recommendations proposed. This document is available online at: [Curb Cut and Access Management Plan](#).

Transportation Management Plan (New Milford, CT)

The 2013 *Town of New Milford Transportation Management Plan* includes a review of existing conditions and a crash analysis, as well as an overview of implemented and successful traffic calming treatments along West Main Street. Objectives of this plan include improving safety for all users, balancing transportation options (i.e., supporting Complete Streets), improving walkability, and reducing congestion. Filling gaps of the sidewalk network is a priority especially south of Bridge Street.

A priority area for the plan is along Bridge Street which is a major connector and access point (e.g., as many bridges serve as a bottleneck for people moving in or out of an area). Bridge Street also has a high rate of crashes relative to the town. Because this major connector is also a priority route for walking and biking, the plan suggests a multi-use pathway, a bikeable shoulder area, and new sidewalk.

The Plan outlines proposed recommendations for identified focus areas (selected based on the crash analysis), with strategies such as realigning intersections, providing dedicated turn lanes, signaling intersections, and redesigning crossings. In some instances, proposed designs require moving or removing driveways, relocating facilities. For Still River Drive at Pickett District Road, there is a proposed roundabout. The Plan is available online at: [Traffic Management Plan](#)

Town of Newtown

Plan of Conservation and Development (Newtown, CT)

The recently adopted POCD (2025) Transportation and Mobility section states that pedestrian safety is a key concern as is congestion reduction and traffic safety. A notable concern related to traffic safety is described as the “Waze” effect, in which travelers are rerouted to local streets (away from congested arterials or highways). Though congestion was ranked as the greatest transportation challenge by residents, the POCD also references efforts to expand the pedestrian network and increase bicycle facilities. This includes traffic calming projects, greenway and shared path projects, updated the Sidewalk Plan and implementing bicycle rack standards, and securing funding to implement safety projects. The POCD discusses the Town’s access management strategies including adoption of the Newtown Curb-cut Plan. This plan is available online at: [Newtown Curbcut Plan](#). Additional regulations related to subdivision and zoning are available on the Town’s website at: [Newtown Subdivision Regulations](#)

City of Norwalk

Complete Streets Design Guide (Norwalk, CT)

The Complete Streets Design Guide supplements the City’s Complete Street Ordinance with a framework, street typologies, and toolbox of design strategies and treatments to guide implementation. The Guide presents nine street typologies: Low density residential*, urban residential street*, access road*, neighborhood connector*, scenic parkway, downtown street, urban corridor, main street, and commercial thoroughfare (the street types marked with (*) reflect those that may be most relevant for the purposes of the current project). Each street type is introduced with an overview of the street function and purpose, dimensions, modal priority, and design elements (e.g., loading zones, sidewalks, traffic calming, bicycle and pedestrian amenities, and other placemaking and streetscape features). The second section of the Guide dives into facility selection and geometry, outlining specific standards and requirements to include in future designs.

A section on “Guidance on Traffic Calming and Roadway Narrowing,” organizes measures into categories:

1. “Those that use physical restrictions to lower the speed at which a reasonable and prudent driver feels safe and comfortable,
2. Those that use roadway standards to give the visual impression that roadway width or curb radii have been reduced, and
3. Those that convey the message that priority is given to creating a pedestrian and resident-friendly setting, possibly with special accommodations for bicyclists” (page 59).

This introduction is paired with a traffic calming selection matrix that organizes traffic calming measures by their type of design, notes their suitability for different street types based on posted speed, and rates their effectiveness at reducing volumes and/or reducing speeds. A similar matrix presents traffic calming/crossing treatments specific to intersections and their suitability for functional street classifications. Bicycle facility design and selection comprises a section of the Design Guide, with information on pavement markings and other design considerations, types of bicycle facilities—including maintenance considerations—and transitioning considerations. The Design Guide concludes with special considerations and will incorporate a design matrix in its final iteration. A draft version of the guide is available online at [Draft Complete Streets Design Guide](#).

Plan of Conservation and Development (Norwalk, CT)

The Norwalk Citywide Plan, Norwalk's 2019-2029 POCD, sets a clear goal of enhancing transportation choices and connectivity with a focus on expanding safe ways to walk, bike, roll, take transit, or drive throughout Norwalk. The POCD notes that a weakness of the city, today, is limited multimodal connectivity which links to increased congestion and reduced accessibility. The POCD notes "Transportation" as the most common response when residents were asked about challenges during the community engagement for this plan. To address these constraints, the plan looks to adopt a Complete Streets Policy and strategies, a Vision Zero policy and strategies, and to leverage the available transportation options, including commuter rail and walkable urban cores.

Specific to this project, one of the goals in the Transportation and Mobility Networks section is to retain residential character while providing a range of transportation alternatives. Traffic calming measures are a key strategy of this goal, with an emphasis on school zones as a priority area. Related, the plan recommends best practices in street design that includes integrating bicycle facilities and addressing gaps in the sidewalk network during maintenance or construction projects.

Other strategies present a range of considerations to improve the safety and efficiency of the city's networks. One recommendation is to update the City's performance measures to use a multimodal level of service (rather than a traditional LOS which focuses on vehicle throughput). A multimodal LOS looks to trips and people moving, rather than vehicles, and incorporates the impact and capacity of transit and active infrastructure to carry people from A-to-B. Other key infrastructure recommendations include improved access management, right-sizing parking needs and minimums, and expanding pedestrian and bicycle facilities. Service-related recommendations focus on opportunities to expand transit service or reliability through flexible route service, consolidation of shuttles (i.e., private circulators or job-based shuttle services). The POCD suggests encouraging transit-oriented (and transit-ready) development around Metro-North stations, including a focus on pedestrian infrastructure connecting to these stations. Finally, the POCD recognizes the relationship between land use and transportation and supports multimodal priorities in development decision-making. The most recent POCD is available online at: [Norwalk POCD](#)

2012 Pedestrian and Bikeway Transportation Plan (Norwalk, CT)

The Norwalk Pedestrian and Bikeway Plan provides a plan for improving streets and facilities for walking, biking, and rolling in the city. A series of priority corridors are identified based on crash rates, proximity to schools or other destinations, and public input. The Plan outlines design recommendations and implementation processes to address safety issues on these corridors and provide safer infrastructure (i.e., crosswalks, bicycle lanes, pedestrian and bicycle amenities, wayfinding, and other traffic calming related to reconfiguring lanes or installing horizontal design treatments). Many of these recommendations are shorter term (1-2 years) priorities, while longer-term recommendations focus on constructing new sidewalks, improving trails, and extending or developing trails and pathways. Each of these recommendations is accompanied by a planning-level cost estimate, and there is additionally a broad discussion of possible funding sources, proposed phasing, and more detailed design details for proposed treatments. This Plan is available online at: [Norwalk Ped/Bike Plan](#)

2012 Norwalk Transportation Management Plan (Norwalk, CT)

The Norwalk Transportation Management Plan outlines a decision-making (i.e., selection, siting, and design criteria) approach for transportation design, including proposed projects in specific areas or locations. Relevant to this project, the plan proposes a Traffic Calming Advisory Committee (TCAC) to play an advisory role with the Department of Public Works.

Section 1 of the Plan includes discussion of traffic calming, outlining potential tools and concepts for slowing traffic in Norwalk. Each treatment introduced is paired with its respective “pros and cons” alongside a brief definition. Section 2 advances these concepts towards implementation with a defined process for identifying target areas, selecting appropriate traffic calming measures, and moving to final design and construction. The Plan does not state that installed traffic calming measures are susceptible to being removed if two-thirds of property residents sign a petition.

The Plan suggests the TCAC will review projects as long as they meet the following criteria: carrying more than 1,000 vehicles/day or 100/hour during peak times; Speeding is a real and quantified problem with an 85th percentile speed at least 6mph over a posted speed limit (of 35mph or less), and streets must not have more than 2 travel lanes. There is a scoring guide provided, which outlines the points assigned to a proposed project based on criteria like cut-through traffic, trip generators, crashes, and ADT. Finally, there is a recommended evaluation process post-construction. This Plan is available at: [Norwalk Transportation Management Plan](#)

2023 Draft Transportation Master Plan (Norwalk, CT)

A storymap to accompany development of the most recent Transportation Master Plan summarizes the key themes, findings, and recommendations for the City to invest in its transportation system with targeted improvements and projects. A review of current conditions and recent trends is followed by a brief safety analysis, identifying the high injury network for the city. Specific strategies outline policy, program, and project ideas to support walking, bicycling, transit, freight, and driving safely and efficiently. Discussion of traffic calming is focused on reducing truck traffic on local residential streets. These are also presented as concept design (i.e., proposed sidewalk plans or multimodal design concepts for key corridors). [Transportation Master Plan \(Draft\)](#)

2024 New City Zoning Regulations (Norwalk, CT)

Highlights of the current zoning regulations relevant to the current project include discussion of sidewalks and the amenities placed on the sidewalk, as well as parking and access requirements. There is a discussion of Complete Streets principles and designs as it relates to District Standards (see East Village District notes below). The City of Norwalk has Village Districts with unique design guidelines within the Zoning Regulations. The following documents were reviewed; All documents and zoning information is available online at: [Norwalk Zoning Regulations](#) and [Map](#)

[East Norwalk Village TOD Design Guidelines](#)

The East Norwalk Village TOD Design Guidelines establishes the application and review process for developments within the East Norwalk Village District. A key priority is to maintain the historic character of the area including consistent form considerations (i.e., roof designs, matching the scale, color, and proportions of the surrounding context). The majority of the Design Guidelines focus on facades, landscaping, lighting and fenestration. Discussion of parking is limited to the placement of parking and screening; curbcuts are mentioned with aim to consolidate driveways and reduce curbcuts. Sidewalks in the District are to be at least eight feet wide and should be included with any new development. Streetscape amenities for people walking, biking, and rolling are introduced with recommended placement (clustered where accessible and visible). This document is available at: [TOD Guidelines](#)

[Rowayton Avenue District Overlay Design Guidelines](#)

The Rowayton Avenue Village District functions as an overlay zone in the area and, specific to transportation and traffic safety, emphasize design to maintain a walkable core. There is limited detail on recommendations for these features, but their consideration is to be included in the design review process required in the overlay. This document is available at: [Rowayton Ave DO Guidelines](#)

North 7 Design Guidelines

North 7 is a mixed-use development in Norwalk that, with a sizable footprint and 1300-units, merits its own set of design guidelines. This document explores a series of case studies of similar-scale developments that have effectively integrated potential treatments and concludes with a review of proposed design elements. The section on streetscape standards focuses on the buffering requirements that may vary based on the use of the first-floor occupant (i.e., residential properties will have more privacy through greenery or other designs compared to commercial storefronts). The Guidelines also discuss integrating bus shelters and installing pedestrian-scale lighting fixtures. This document is available at: [North 7 Guidelines](#)

West Avenue – Wall Street Neighborhood Plan (Norwalk, CT)

The West Avenue-Wall Street Neighborhood Plan, prepared by the RPA, outlines strategies to create a coordinated (e.g., development and design) and cohesive character and support community and economic development. The Plan outlines design specifications for commercial corridors and connecting corridors (i.e., secondary streets), as well as designs for neighborhood gateways (the intersections Orchard Street, Wall Street, and Main Street).

Other connectivity recommendations include broad support for active transportation and transit improvements, as well as a select number of site proposals. Roundabouts are proposed at complicated intersections along Belden Avenue. A Complete Streets plan for West Avenue presents lane reconfiguration to allow for a boulevard design with on-street bicycle lanes. Streetscape and lighting improvements are proposed to improve traffic safety (and perception of safety) under overpasses on West Avenue. The Plan recommends reducing vehicle lane widths to provide space for pedestrians. The Plan is available online at: [Wall Street-West Avenue Neighborhood Plan](#)

South Norwalk TOD Redevelopment Plan (Norwalk, CT)

Relevant recommendations in the TOD Redevelopment Plan include pedestrian improvements, street redesign, and intersection realignment to improve traffic movement as people move to and through the station area, and . traffic calming on neighborhood streets. The Plan suggests improving streetscapes within the area and expanding pedestrian connections (i.e., sidewalks, paths, and ADA-compliant ramps), as well bicycle routes that connect to the station. The Plan is available online at: [Norwalk TOD Plan](#)

Town of Redding

Plan of Conservation and Development (Redding, CT)

Chapter 7 of Redding's 2018 PCOD focuses on *Roads and Mobility*. The section emphasizes congestion occurring on routes 7 and 25 (major arterials in the town) and discusses the role of transportation systems management to support alternative forms of transportation (i.e., transit or vanpooling). While TSMO and capacity improvements to these arterials could reduce the reliance on secondary routes in the town, the Plan notes that there could be impacts to the local character if not led thoughtfully. The PCOD emphasizes the desire to retain the rural character and perception of the town (especially in old residential town roads) while accommodating increasing traffic demands. To this end, the plan discusses the need to be and being intentional prioritization and intentionality in navigating this balance of character, efficiency, and safety. Strategies are introduced to address the excessive speed and driver error that were contributory factors to most crashes, including traffic calming measures such as:

- » promoting bike facilities on major and minor collectors,
- » realigning intersections to reduce turn radii,

- » access management (limiting curb cuts),
- » installing rumble strips or reflectorized centerlines,
- » directional conversion (i.e., one-way/two-way); and
- » optical lane narrowing.

Each introduced countermeasure is presented with sample treatment sites, applications, and safety impacts. To support advancing these concepts, the COPD recommends traffic studies and collection of traffic and speed data, as well as periodic speed limit enforcement. This plan is available online at: [Redding POCD](#)

Zoning Regulations (Redding, CT)

Zoning in Redding is organized based on twelve districts or zones, each with their own requirements and priorities. Walkable and transit-supportive zoning is a key feature of Incentive Housing Zones (IHZ) which are generally within the walkshed of transit service and are expected to detail access to bikeways, trails, transit, and other transport in proposed site plans. Historic Mill Center (HMC) Zones similarly emphasize vehicle and pedestrian circulation, and any developments are expected to avoid impact on residential roadways' LOS.

Section 5 of the Regulations outlines traffic, parking, and loading considerations. Traffic calming features are discussed as they relate to the design of parking lots; i.e., there is discussion of “safety and planting islands” sited as directed by the Commission, vertical calming treatments (curbs, bollards) to control vehicle flow, and the required minimum clearance for pedestrians. However, there is no discussion of similar treatments for roadways. This document is available at: [Redding Zoning Regulations](#)

Subdivision Regulations (Redding, CT)

The Redding Subdivision Regulations have limited details about street design and geometry considerations beyond line-of-sight requirements and alignment for new developments. Section 4.3 outlines right-of-way considerations including driveway locations, designs, and the inclusion of pedestrian or bicycle paths—the need for facilities is determined by the Commission. This document is available at: [Redding Subdivision Regulations](#)

Town of Ridgefield

Plan of Conservation and Development (Ridgefield, CT)

The POCD notes traffic and transportation as one of the most significant concerns for the Town, with 19% of residents surveyed, highlighting this issue; addressing traffic and congestion was one of the top three priorities of residents as well. In line with these issues, managing development and retaining character while promoting economic development were emphasized as key topics.

Traffic Calming is introduced in Chapter 14 with a sample of treatments and strategies for consideration. The discussion of traffic calming discusses the shift of vehicles on to local streets such that these streets are serving as collectors (though not designed for this function). The POCD also supports adopting a Complete Streets policy.

Encouraging Active Transportation: There are multiple sections emphasizing the integration of active transportation access on local streets and expanding mobility options. The POCD refers to a CTDOT policy of reducing lane widths to 11 feet during repaving, and using the residual paved area as bikeable surface (e.g., shoulders or advisory lanes). Improving and completing the sidewalk network (particularly in the downtown areas), expanding pedestrian pathways, trails, crosswalks, and recognizing alleys as pedestrian-priority or pedestrian-only routes is discussed.

Gateways are presented as a tool to preserve and reflect the local character. Noted gateways include Ridgebury Road, Washington Highway, and Routes 7, 33, 35, and 116. Increasing the number of scenic roads is a priority of the POCD; on these roads the plan recommends designing with a context-sensitive approach. The Gateway at Routes 7/35 is identified as a priority gateway with recommendations to conduct asset management evaluations and changes, enhance the streetscape, and provide amenities for walking, biking, and rolling in Ridgefield.

Transportation Improvements: include realigning intersections (e.g., Route 102/7 in Branchville) and optimizing parking, and access management with a focus on several key corridors. Adding bus stops, shelters, and supporting TOD and station connections are all offered as recommendations related to expanding mobility options. The POCD discusses traffic safety education as a strategy and especially as it relates to on-road bicycle use (i.e., driver awareness and safe passing). Other related strategies outlined in the POCD include creating an urban design plan for Ridgefield Center (i.e., a design palette). The POCD is available online at: [Ridgefield POCD 2020](#)

Zoning Regulations (Ridgefield, CT)

Section 7 of the Ridgefield Zoning Regulations (Basic Standards) includes transportation and pedestrian facility details. Sidewalks should be at least five-foot width and are required in higher density areas (CBD Zone, MFDD and ARHD Zone, and R-75, R-20 Zones); trails may be required throughout the town depending on the context. The access management requirements include limiting the number of access points or driveways, providing internal connections, and noting reference to access management and curbcut plans prepared by and adopted by the Zoning Commission. The Town offers a fee in-lieu of parking program for parts of the Central Business District or in areas zoned as B-1. The Town's Zoning Regulations are available online at: [Ridgefield Zoning Regulations](#)

Branchville Transit Oriented Development Plan (Ridgefield, CT)

The TOD Plan identifies the most significant transportation gap in the town as the lack of pedestrian infrastructure. There are dedicated strategies to improve pedestrian crossings at key intersections, realigning intersections (i.e., from wide turn radii to 90-degree connections), and expanding pedestrian facilities to create a consistent network and link community destinations. Concerning roadway design, travel lane widths are recommended to be 11-foot-wide to reduce travel speeds and maximize shoulder width as a bikeable option. Much of the TOD Plan centers on development and maximizing development opportunities. There is a recommendation to support a new pedestrian friendly street in the town and, where new development occurs, designs are to be oriented to the street to create a sense of enclosure and pedestrian-oriented design. This document is available online at: [Branchville TOD Plan](#)

Town of Sherman

Plan of Conservation and Development (Sherman, CT)

The 2023 POCD for Sherman, CT focuses primarily on conservation, retaining the rural and agricultural context and limiting the forms of development that that Town could not support with current infrastructure. The POCD references the network of private and public roadways, as well as the many scenic roads in the area. There are two recommendations that support expanding active transportation access: First, a recommendation to revisit plans for expanded walkways throughout the Town Center. The plan also references recent improvements in pedestrian amenities in the Town Center. The second recommendation is to evaluate and address connectivity gaps for people walking or biking, especially between adjacent dead-end roads. Providing goat paths or other connections for non-motorized users can greatly expand the convenience of biking or walking and can also provide emergency access if ever necessary. This document is available online at: [Sherman POCD](#).

Zoning and Subdivision Regulations (Sherman, CT)

There is limited content in the Zoning Regulations that is necessarily relevant to the traffic calming project; Section 370 of the Zoning Regulations discusses off-street parking and loading, with limited details beyond parking minimums for selected land uses or activities. The Subdivision Regulations notes that streets may require improvements in cases where subdivision development will endanger public safety if the roads remain in their current state. Road improvements or new roads must adhere to the Town's Road Construction Ordinance. Specific standards include requiring subdivision roads to be at least 20-foot wide and private accessways' right-of-way to be 50-foot wide (with at least 16-foot width reserved for travel), and accessways to be crowned and bounded by gutters or curbs. These materials are available online at: [Sherman Planning and Zoning Regulations](#)

City of Stamford

Complete Streets Manual (Stamford, CT)

The City of Stamford adopted a Complete Streets Ordinance in 2015, outlining requirements to (1) consider all modes in project design or scoping and to (2) incorporate pedestrian infrastructure in projects within the watershed of a school, transit stop, or other community destination. Supporting these principles, the City published the Complete Streets Manual in 2020 which presents the need for—and the benefits of—Complete Streets and presents a toolbox of specific recommendations for implementing context-sensitive designs and concepts. The Manual outlines nine guiding principles, summarized briefly as: Safety and slow vehicle speeds; connectivity including continuous and redundant routes); human health by increasing active transportation opportunities; livability through enhanced public spaces; context – or designing in a way that reflects the cultural character; equity with an emphasis on aging adults, children, people living with a disability, and those who cannot afford a car; aesthetics; economic development; and environment by reducing noise and air pollution and improving stormwater management.

The Complete Streets Toolbox (section 6 of the Manual) introduces a range of infrastructure design and amenity considerations for the City to evaluate and prioritize in roadway projects. Each strategy or design is presented with a brief overview, a general cost estimation (i.e., \$ - \$\$\$), and an example of the design in situ. One of the most significant recommendations of the toolbox is traffic calming, including:

- » Cross-sectional measures that rethink the design or configuration of lanes, with design concepts like centerline removal, adding on-street parking, reducing widths, adding medians, bumpouts, or chokers, and supporting yield streets on low-demand roadways.
- » Horizontal measures such as lane shifts, chicanes, and pinchpoints.
- » Vertical measures such as speed humps or speed tables with raised pedestrian crossings.

Other designs presented are summarized below:

- » Sidewalk improvements: widening, installing ADA-compliant curb ramps, and incorporating street furniture (lighting, bike racks, transit shelters, etc.).
- » Intersection and crossing improvements: high visibility crosswalks at intersections and mid-block locations, bump outs, pedestrian refuge islands, RRFB and HAWK beacons, signage, and signal adjustments such as leading pedestrian intervals or pedestrian phasing, shorter signal lengths, countdown timers, and fully-protected left-turn phasing as well as No Turn On Read signage.
- » Surface treatments: including stamped pavement, pavers, or permeable treatments to support aesthetic and stormwater goals and to improve the sense of place for pedestrians (i.e., making the roadway an attractive space for people to visit, and alerting vehicles to behave differently).

- » Supporting other modes -- transit and bicycle facilities: shelters, bus bulbs (bumpouts), and siting bus stops in more visible and more accessible places. For bicycles, the Manual references increased bicycle activity in the city and suggests shared use paths, bike lanes, neighborhood bikeways, and advisory bike lanes.
- » Traffic pattern adjustments: such as realigning intersections, reducing lanes or installing left turn lanes, and one-way to two-way conversions.

The Manual concludes with recommendations for integrating these concepts into the design process and other evaluative criteria, suggestions for tracking and monitoring performance measures, and a review of the key stakeholders and partners in advancing the principles and concepts across the city's transportation network. The Complete Streets Manual is available online at: [Stamford Complete Streets Manual](#)

Stamford Vision Zero Action Plan (Stamford, CT)

The Vision Zero Action Plan outlines safety concerns in the city and provides strategies to reduce traffic deaths on Stamford roads. While some focus on education, engagement, and integrating Vision Zero in City processes, there are also recommendations for "redesign and implement." These include installing context-sensitive measures to reduce the target design speed to 20 MPH across the city, expanding automated enforcement, implementing traffic calming measures, enhancing pedestrian, bicycle, and transit facilities, addressing safety at intersections, and hosting regular audits of roadway conditions, accessibility, and safety. These concepts are recommended to be reviewed each time roadway is involved in a project (i.e., repaving).

The Plan has a Quick-Build Toolkit of countermeasures and longer-term, capital counterparts (i.e., painted curb extension as a quick-build solution, and a concrete bumpout in the longer-term). Strategies include:

- » Amenities: bus stop amenities, shared bus-bike lanes,
- » Advisory bike lanes, bike intersection treatments, protected bike lanes
- » Sidewalks, sidewalk widening, curb extensions, high-visibility and raised crosswalks, pedestrian refuges
- » Lane reduction, lane width reduction, medians, and speed tables; parking removal

The plan proposes design countermeasures for 15 segments of the HIN. These refer to the Complete Streets Manual and are vetted for quick-build opportunities. This document is available online at [Vision Zero Action Plan](#).

Stamford Bicycle and Pedestrian Plan (Stamford, CT)

The Stamford Bicycle and Pedestrian Plan reviews strategies for improving and connecting the City's bicycle and pedestrian network. Beginning with a review of existing connections, the plan outlines important access gaps such as the walksheds for transit stations and schools, and notes the community's latent demand and potential for walkable, bikeable streets. Strategies to achieve these goals and advance the network begin with an outline of active transportation and traffic safety benefits, as well as education and enforcement strategies to consider alongside physical improvements.

A review of existing pedestrian facilities finds issues with sidewalks that are missing, too narrow, obstructed, or in poor condition, and crossings that have low visibility, long lengths, or signal cycles that result in short pedestrian phases or require pedestrian activation. Bicycle facilities are reviewed at a network level, with a mix of community comments and trip data to complement the analyses.

The Plan includes a toolbox of bicycle and pedestrian facility types and selection considerations, including details on the expected impact on traffic safety. Facilities and proposed routes are organized into two categories: the minor retrofit network that can be completed with pavement markings and signs, and the major retrofit network that requires street reconstruction to be completed.

Traffic calming is discussed throughout the implementation section and includes a table of traffic calming measures and appropriate street classifications for siting. Examples of traffic calming measures and recommendations included in the plan are promoting smaller curb radii, with a default radius of 10-15 for two intersecting residential streets and no more than 15 feet for any residential streets (i.e., regardless of the street with which they are intersecting); installing curb extensions, mini roundabouts, or other horizontal treatments such as crossing islands, and evaluating streets for lane narrowing or lane reconfiguration. Integrating stormwater management infrastructure is discussed as an important consideration for inclusion in the amenity zone where appropriate. The Plan concludes with a series of visualizations of how these measures and facilities could be sited in Stamford, and a review of possible programs and funding to support these efforts. The Plan is available online at [Stamford Bicycle and Pedestrian Plan](#)

Stamford Neighborhood Traffic Calming Report (Stamford, CT)

This 2008 report provides a toolkit of traffic calming treatments options for consideration on Stamford roadways. This guidance is paired with a special considerations section that discusses ADA compliance, legal and liability considerations, and maintenance. The report concludes with an implementation section to orient users to siting criteria and best practices, as well as standards details to guide those responsible for designing the improvements, including pilot interventions and a step-by-step description of the process to get a project to installation. This document is available online at: [Stamford Traffic Calming Report](#).

Speed Safety Cameras (Stamford, CT)

The City, in partnership with CT DOT, has approved automated traffic enforcement safety devices (speed safety cameras) to be deployed in school zones across the city. Selection of sites and program approval was secured in 2024 and considered variables such as the percentage of children walking to school in the area and if the proposed site was on a high injury network segment. There proposed 14 sites (currently) will capture and fine drivers operating more than 10 MPH over the speed limit (25 MPH in all cases). Funds collected through this program are to be allocated towards traffic safety improvements. Further information is available at: [Stamford Speed Cameras](#).

Washington Blvd Roadway Safety Study (Stamford, CT)

In 2023 the City conducted a Road Safety Audit (RSA) of Washington Boulevard between Station Place and Hoyt Street. Engagement conducted through this study reported poor driver behavior, lack of crosswalks and pedestrian infrastructure, and speeding as top concerns. The study evaluates intersection and road segment concerns and opportunities along the corridor and provides recommendations for each area. Recommendations include installing separated bike lanes, constructing medians (with landscaping) and curb extensions to visually and physically change how users see and engage with the infrastructure, and incorporating raised intersections and raised crossings in certain areas. There are several recommended operational changes for further review, such as converting turn lanes and signals, adjusting the posted speed limit, and reconfiguring lanes. This document is available online at: [Stamford Washington Blvd Safety Study](#).

Town of Weston

Plan of Conservation and Development (Weston, CT)

The 2020 POCD presents the transportation context of the Town, noting that a disproportionate number of residents work from home though driving is still the predominant mode of transportation. Biking is often a recreational activity rather than a way to travel or commute; the Town's windy and narrow roads are noted as a safety concern and barrier to biking in the town. This is reflected in a Bicycle Level of Service (BLOS) analysis and a pedestrian inventory. Strategies to improve these connections focus on improving sidewalk connectivity in the Town Center and in commercial areas and supporting proposed trails. This document is available online at: [Planning & Zoning](#)

Zoning Regulations (Weston, CT)

One of the most relevant sections in Weston Zoning Regulations is the appendix detailing design standards for the Village District. Details include street configurations of one lane each direction, five-foot-wide sidewalks on both sides of the street, as well as walkways connecting to building entrances and other points of interest. Traffic calming is introduced but only mentioned as a tool to incorporate in parking areas where vehicles and pedestrians are mixing regularly. Crosswalks are recommended to use cobblestone, thermoplastic treatment, or brick pavers to differentiate from the roadway and to add to the historic character. The Town's Zoning Regulations and associated permits are available online at: [Permits & Regulations](#)

Town of Westport

Plan of Conservation and Development (Westport, CT)

Section 12 (Enhance Pedestrian, Bicycle and Transit Options) discusses strategies to improve facilities and provide safer infrastructure for walking, biking, riding transit, and driving. Strategies are outlined below, by topic.

Pedestrian and Bicycle Facilities: Improving pedestrian infrastructure by requiring sidewalks in certain areas, points of interest (i.e., schools), or roadways, and addressing gaps in the pedestrian network. Likewise, improving bicycling infrastructure by expanding bicycle facilities and pavement markings with a focus on creating connected loops and maintaining lanes, providing amenities, and installing racks. The PCOD references a CT-DOT assessment of on-road bicycle facility suitability (State-owned rights of way) and locally designated bike routes. To help support these recommendations the POCD suggests a committee focused on active transportation.

Transit Services: Bus service and rail service are mentioned in the plan alongside a need to expand paratransit service to meet growing needs from an aging population. There is a subsection focused on train station parking specifically, with strategies to include dynamic or smart parking, increase parking fees, or otherwise reorganize and rearrange parking systems to better serve riders and commuters.

Vehicular Circulation: Strategies to address congestion in Westport focus on promoting access management and reducing curbcuts both in existing developments when feasible, and by expanding access management requirements in new development processes. Promoting maintenance and strategies to improve the efficiency of maintenance and traffic management are explored in the POCD, as is a reference to reducing expansions to avoid negative externalities on communities. Section 16 (Future Land Use Plan) emphasizes TOD and concentrating development in areas with existing multimodal options. The Plan is available online at: [Westport POCD](#).

Zoning Regulations (Westport, CT)

The Town's Zoning codes outline the minimum widths of various street types, noting that streets must be at least 20-feet wide; (22 for collector roadways and 26 if a major access road). This document is available online at [Westport Zoning and Subdivision Regulations](#)

Town of Wilton

Plan of Conservation and Development (Wilton, CT)

Built Environment includes strategies related to Complete Streets, strengthening active transportation networks, and improving traffic safety, such as enhancing the streetscape and improving sidewalks along Danbury Road. Other traffic calming focus areas are Georgetown, Cannondale, Town Center, and the commercial area north of the Norwalk line. The Plan notes transition areas between developed and rural areas and specifically flags the need to assess impacts to local roads. Strategies to expand walkable, bikeable connections focus on access to Wilton Center, constructing and repairing sidewalks, and enhancing trails (on-road facilities, wayfinding, and connections between the street network and off-road routes). To promote these projects, the POCD emphasizes implementing bicycle and pedestrian projects during any road reconstruction project. This plan is available online at: [Wilton POCD](#).

Wilton Center Form-Base Code/Overlay District (Wilton, CT)

The Plan provides standards to encourage mixed-use redevelopment and design choices that support a unified, welcoming district. The Master Plan outlines "Main Street" design concepts that encourage pedestrian activity. Improving comfort for visitors by reducing conflicts with drivers is a strategy of the plan, supported by proposed connections between storefronts, sidewalks, and streets. In addition to access management reviews and approval processes, other street design considerations include reducing the width of travel lanes and adjusting the radii for curves and intersections. The Plan is available online at: [Wilton Center Area Master Plan](#)

Zoning Regulations (Wilton, CT)

There are few elements of Wilton regulations that refer to traffic calming, however the Zoning Regulations begin with an aim to reduce congestion and promote safe, convenient pedestrian and vehicle access. Details about streets and intersections are centered on the minimum width and the minimum distance (i.e., between intersections). Walkways are to be concrete or striped sections of the right-of-way on streets narrower than 25 feet. The Regulations present parking minimums and design considerations organized by use, as well as driveway alignment and design standards. These materials are available online at [Subdivision Regulations](#) and [Zoning Regulations](#)