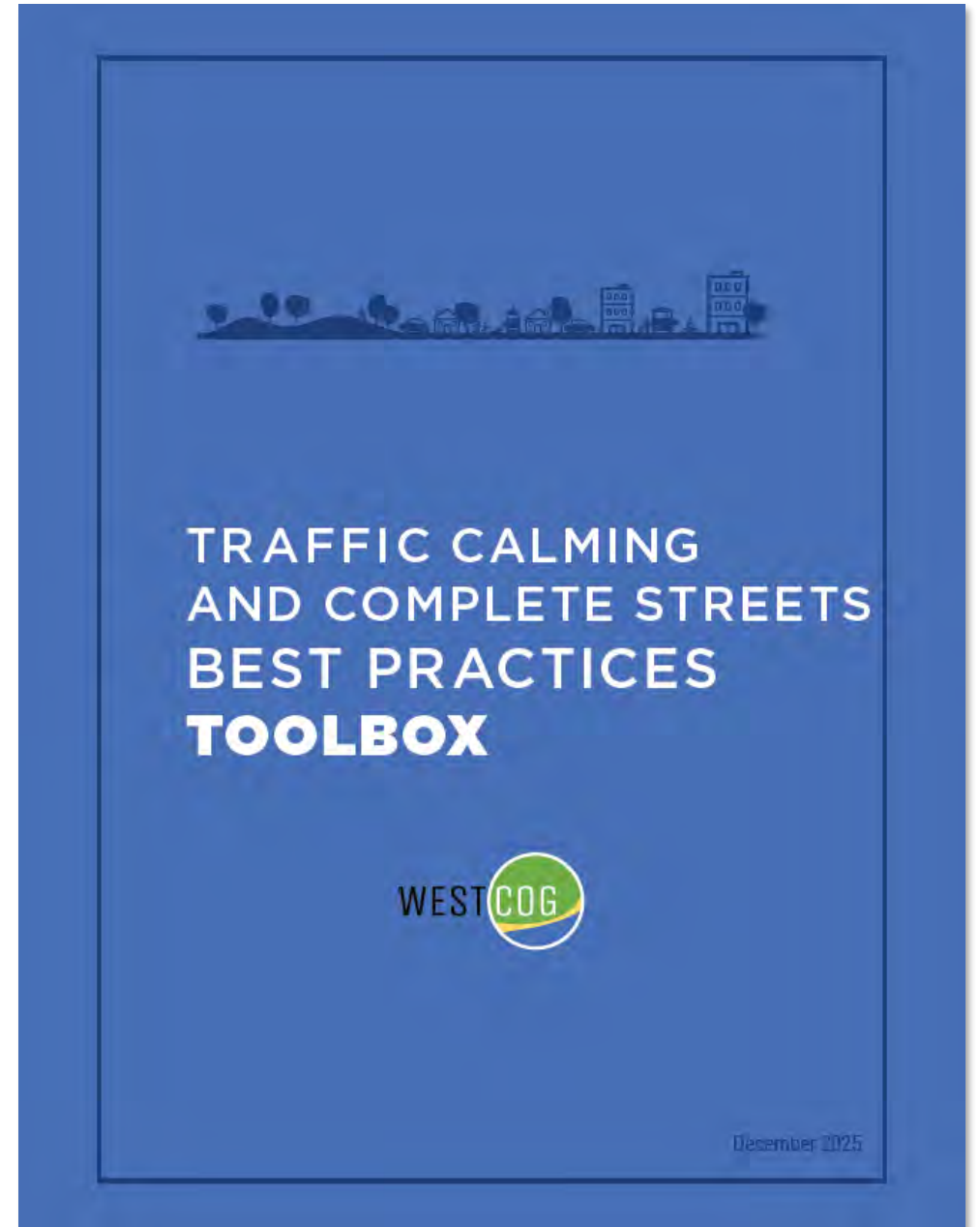


WESTERN CONNECTICUT COUNCIL OF GOVERNMENTS

Traffic Calming and Complete Streets Best Practices Toolbox

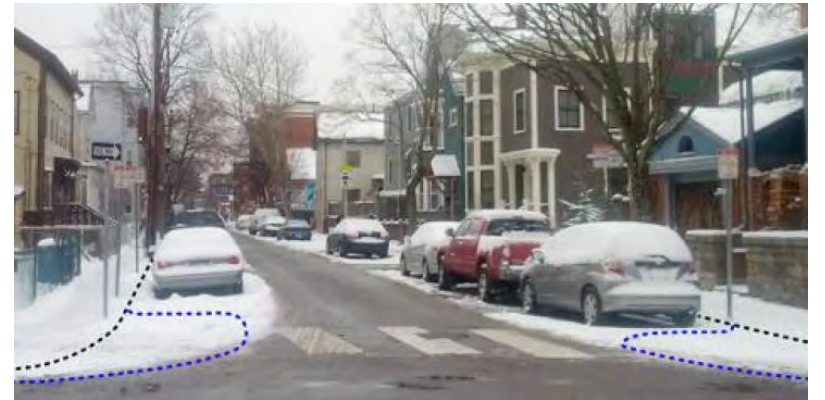
Project Advisory Committee Meeting

December 4, 2025



Agenda

1. Welcome!
2. Project Update / Refresher
3. Draft Toolbox: Discussion Prompts
4. Next Steps



Reminder: Toolbox Purpose

The Traffic Calming and Complete Streets Best Practices Toolbox provides planning precepts and design principles for local and residential roads.

How we got here:

- Review local documents, plans, and policies
- Hosted focus group with local leaders (emergency response, transit, fire, schools...)
- Researched best practices
- Developed planning precepts
- Created a (draft) Toolbox

PROJECT PURPOSE

Developing Complete Streets and traffic calming guidance for WestCOG requires a shared understanding of the successes and challenges of the current state of practice. In order to successfully implement traffic calming strategies in WestCOG municipalities, best practices were thoroughly researched nationally and regionally to help shape local recommendations.

Grounded in the principles of context-sensitive design, the Toolbox emphasizes that the selection and application of traffic calming measures must respond to the unique character and functional role of each street and WestCOG municipality. It supports the expansion and connection of the WestCOG region's active transportation network by prioritizing safe, multimodal access to key destinations such as schools. The Toolbox also highlights the importance of well-designed transition zones that communicate shifts in roadway context and reduce speed. It explores opportunities for shared spaces that balance mobility and placemaking, creating people-oriented environments where walking, bicycling, and social activity can co-exist. Finally, the Toolbox encourages a systemic solutions approach rather than spot treatments in a reactive way, focusing on identifying and addressing risk factors, bundling improvements when possible, and advancing proactive, data-driven strategies for implementation.

RESEARCH PROCESS

The research process for this project involved three phases to gather an understanding of the local context, to identify best practices, and to apply these precepts to the WestCOG context in order to create a practical Toolbox. These steps are outlined below.

- + **REGIONAL STATUS QUO:** The project 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 helped the project team to identify shared concerns and opportunities related to improving traffic safety.
- + **FOCUS GROUPS:** Two focus groups were hosted by the project team to engage the local emergency services and responder community, as well as other transportation providers and operators. These discussions helped surface insights incorporated into the toolbox, such as specific operational needs.
- + **BEST PRACTICES REVIEW:** A review of best practices and case studies from around the world was conducted to identify concepts and designs suitable for WestCOG streets.



Reminder: Role of the PAC

- Meet up to 4 times over the course of the project
- Provide on-the-ground insight and expertise
- Review and provide feedback on draft materials
- Be available for consultation with the project team



The Toolbox



Overview

Introduction

- Regional Efforts and Themes from the Regional Status Quo
- Introduction to key definitions (Traffic Calming, Complete Streets), including Speed Management as an objective

PROJECT PURPOSE

Developing Complete Streets and Traffic Calming projects in WestCo requires a range of strategies. The success and longevity of the current cycle of projects is largely dependent on the implementation of the following strategies: WestCo's commitment, local government support, and the involvement of the community and stakeholders.

Documenting the philosophy of project selection, design, the timeline, and the process of implementation and evaluation is a key objective. It is important to establish a consistent process for the selection of each area and WestCo's involvement. It is important to establish a consistent process for the selection of each area and WestCo's involvement. It is important to establish a consistent process for the selection of each area and WestCo's involvement.

RESEARCH PROCESS

The research process for this project involved three phases: a literature review, a survey of current practices, and a series of focus groups. The research process for this project involved three phases: a literature review, a survey of current practices, and a series of focus groups. The research process for this project involved three phases: a literature review, a survey of current practices, and a series of focus groups.

REGIONAL STATUS QUO

This report provides a summary of the current status of traffic calming and complete streets projects in the WestCo region. It includes a list of key findings and recommendations for future projects.

FOCUS GROUPS

Four focus groups were held to gather input from stakeholders. The groups discussed the challenges of implementing traffic calming and complete streets projects, and the importance of community involvement.

KEY FINDINGS

Key findings from the research process include the importance of community involvement, the need for consistent implementation, and the importance of evaluating project outcomes.



REGIONAL EFFORTS AND PRIORITIES

Regional efforts and priorities include the development of a regional traffic calming strategy, the implementation of a regional complete streets program, and the establishment of a regional traffic safety council.

Key priorities include the development of a regional traffic calming strategy, the implementation of a regional complete streets program, and the establishment of a regional traffic safety council.

REGIONAL STATUS QUO: KEY THEMES

- ADVANCING TRAFFIC CALMING AND COMPLETE STREETS**: Focus on implementing traffic calming measures and complete streets projects in residential areas.
- REALIGNING INTERSECTIONS INFRASTRUCTURE**: Focus on improving intersection safety and infrastructure in urban areas.
- EXPANDING BICYCLE AND PEDESTRIAN**: Focus on expanding bicycle and pedestrian infrastructure and safety measures.

- PROMOTING ACCESS MANAGEMENT**: Focus on promoting access management techniques to improve traffic flow and safety.
- IMPROVING PARKING MANAGEMENT**: Focus on improving parking management strategies to increase parking availability and reduce congestion.

DEFINITIONS AND FRAMEWORKS

TRAFFIC CALMING

Traffic calming refers to a range of measures designed to reduce vehicle speeds and improve road safety. Key measures include speed bumps, chicanes, and narrowed lanes.

- Speed Limit**: The maximum speed a vehicle is allowed to travel on a road.
- Design Speed**: The speed at which a road is designed to safely accommodate traffic.
- Target Speed**: The speed that is desired for a particular road or area.

COMPLETE STREETS

Complete streets are roads that are designed and operated to enable safe movement of all users, including pedestrians, bicyclists, motorists, and transit riders.

SPEED MANAGEMENT

Speed management refers to the process of controlling vehicle speeds on a road. Key strategies include speed limits, speed cameras, and speed-reducing infrastructure.

- Speed Limit**: The maximum speed a vehicle is allowed to travel on a road.
- Design Speed**: The speed at which a road is designed to safely accommodate traffic.
- Target Speed**: The speed that is desired for a particular road or area.

Overview

How to Use the Toolbox

- Review considerations and categories that shape the Toolbox (how measures are presented)
- Review measures and associated purpose or objective

THINGS YOU CAN DO TO A STREET

SPEED MANAGEMENT

Things you can do to a street focus on speed management. Measures, devices, or strategies to reduce traffic speeds to a desirable level. Within speed management are two categories of tools: Traffic Calming and Traffic Control Devices.

TRAFFIC CALMING

Context-sensitive, self-enforcing measures to improve conditions for all modes and street users, improve the safety of drivers and driver behavior, and reduce speeds to a desirable speed. Measures are organized based on how they are placed and the tools used to reduce speed—special street types, periodic measures, and cross-section measures. Within these categories are different types of treatments based on the way that they effectively reduce vehicle speeds, such as vertical or horizontal deflection. Other types include gateway treatments.

Special Street: measures that alter the surface of the street in such a way that the street operates or functions differently than other streets.

- + Shared spaces and curbside streets
- + Yield streets

Periodic: measures that are placed intermittently to reduce speeds.

- + Vertical deflection: Speed humps, cushions, and tables; raised crosswalks, and raised intersections
- + Horizontal deflection: Chicanes, neighborhood traffic circles or mini-roundabouts, modern roundabouts, and median islands

Cross-section: measures that are installed continuously such that they are part of the street cross-section.

- + Horizontal deflection: Curb extensions
- + Street width reduction: Lane reconfigurations or lane narrowing
- + Routing restriction: Diagonal diverters, closures, median barriers and forced turn islands

Gateway: physical or geometric landmarks that indicate a change in environment from a higher speed roadway to a lower speed residential or commercial district.

TRAFFIC CONTROL DEVICES

Signs, signals, and markings as included in the Manual on Uniform Traffic Control Devices (MUTCD). Traffic control devices may be featured in traffic calming measures, but are not inherently traffic calming. Examples include:

- + Automated speed enforcement
- + Speed feedback signs
- + Gateway signs

THINGS YOU CAN DO BEYOND A STREET

Things you can do beyond a street focus on the surrounding context and the factors that influence how people use and interact with the street. Measures, devices, or strategies serve to support livability and increase the availability and convenience of multimodal options. There are two categories of tools: Softening the Street and Programs, Planning, and Policies.

SOFTENING THE STREET

Design treatments and measures to enhance the physical environment and conditions to be welcoming, pedestrian-scale, and comfortable for all users. Measures focus on tactile and visual changes to the street area, especially considering the features and amenities that make the space feel like an attractive and inviting public space more than a thoroughfare. Measures are organized based on their approach and impact: surface changes and enclosure effects.

Surface Changes: measures that involve changing the paving material or design of the street in a way that support traffic calming and placemaking objectives.

- + Textured Surface Paving

Enclosure Effects: measures that help to craft a sense of space and an enclosure. These both enhance the perceived safety and comfort of the street for pedestrians, and can visually narrow the street for drivers in support of traffic calming goals.

- + Tree coverage
- + Pedestrian scale lighting

PROGRAMS, PLANNING, AND POLICIES

Initiatives, programs, and approaches to planning communities that support traffic calming and Complete Streets even if they do not directly influence or intersect with the design of the right-of-way. These include initiatives that prioritize multimodal networks, walkable communities, safe access to community destinations such as schools and transit hubs, and strategies to reduce demand for single vehicle trips and parking.

Site Planning and Policies: measures that can have direct influence on the built environment, such as zoning regulations, special districts and overlays, and guidelines that govern site planning or network strategies and access management plans that influence the future street network and connections.

- + Zoning regulations and streetscape guidelines
- + Special districts and improvement programs
- + Access and network management

Programs: safety, Complete Streets, and traffic calming-related programs that support the goals of these priorities without directly impacting the design or function of streets. This includes safety education programs to encourage safe behavior, demand management strategies to reduce car dependency, and incorporating stormwater management into public projects.

- + Safety education programs
- + Multimodal Programs
- + Stormwater Management

TOOLBOX MEASURES

Traffic Calming Measures

Treatment Type	Measure	Reduce Speed	Reduce Volume	Reduce Change	Walkability	Community
Special Street Types	Shared Space	X				
	Curbside/Flush Street	X				
	Speed Hump, Table, or Cushion	X				
	Raised Crosswalk	X	X			
Vertical Deflection	Raised Intersection	X	X			
	Chicane	X				
Horizontal Deflection	Lateral Shift	X				
	Median Island	X	X		X	
	Roundabout	X	X			
	Mini-Roundabout	X	X	X	X	
Routing Network Changes	Diagonal Diverter		X	X		
	Closures (Half-Full)		X	X	X	
	Forced Turn Island	X	X	X	X	
Street Width Reduction	Realigned Intersection	X	X	X		
	Lane Reconfiguration	X	X	X		
	Lane Narrowing	X	X			
	Yield Streets	X				
Cross-section Measures	Curb Extension	X	X	X	X	
	Low-speed Corner Radii	X				
	Bicycle Lanes		X		X	
Pedestrian/Bicycle Facilities	Advisory Bicycle Lanes		X		X	
	Bicycle Boulevards	X	X	X	X	
	Separated Bicycle Lanes		X		X	

Traffic Control Devices

Treatment Type	Measure	Reduce Speed	Reduce Volume	Reduce Change	Walkability	Community
Signs and Markings	Speed Feedback Signs		X			
	Speed Limit Pavement Markings	X				
	Transverse Rumble Strips	X				
	Remove Lane Markings	X				
Signals	Signal Coordination		X	X		
	Protected Turn Signal Phasing		X	X		
Enforcement	Rectangular Rapid Flashing Beacon (RRFB)	X	X	X		
	Automated Speed Enforcement	X				

Softening the Street

Treatment Type	Measure	Reduce Speed	Reduce Volume	Reduce Change	Walkability	Community
Surface Change	Textured Pavement	X			X	
	Enclosure Effect		X		X	
Enclosure Effect	Tree Coverage	X			X	
	Pedestrian Scale Lighting	X			X	

Programs and Policies

Treatment Type	Measure	Reduce Speed	Reduce Volume	Reduce Change	Walkability	Community
Site Planning and Policies	Zoning regulations and streetscape guidelines					X
	Trans-Oriented Development (TOD) and overlay districts					X
	Special districts and improvement programs				X	X
	Access management		X	X		
Programs	Networks and "A-Side" frontages				X	
	Safety education programs	X	X	X		
	Safe Routes to School (SRTS) programs	X	X	X		
	Transportation Demand Management (TDM)				X	
	Neighborhood traffic calming requests	X	X	X		
Stormwater management					X	

TRAFFIC CALMING & COMPLETE STREETS TOOLBOX

TRAFFIC CALMING & COMPLETE STREETS TOOLBOX

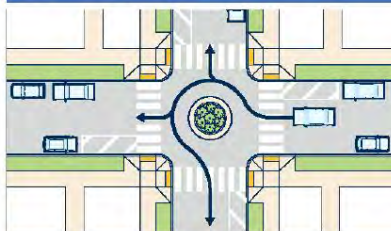
Overview

The Toolbox

- Special Street Types
- Periodic Measures
- Cross-section Changes
- Traffic Control Devices
- Softening the Street
- Programs and Planning

MINI-ROUNDBOUT

Mini-roundabouts, also known as neighborhood traffic circles, can improve the safety of turning movements at uncontrolled or stop-controlled intersections, especially in residential contexts. These treatments are usually smaller than traditional roundabouts and are often mountable to enable emergency and large vehicles to traverse the intersection and make left turns. Mini-roundabouts are popular pilot interventions, allowing engineers to quickly and inexpensively demonstrate the effects of the change on site.



APPLICABLE LOCATIONS

- Neighborhood traffic circles and mini roundabouts are appropriate in community center, rural, and residential areas.
- A neighborhood traffic circle is appropriate at the intersection of two local roads, or where a local road and a collector road intersect if designed for larger vehicle use.

SAFETY BENEFITS

- Substantial reduction in number of collisions (see CMF).
- Reduces motorist speeds.
- Facilitates motorists yielding to pedestrians and bicyclists.
- Reduces collision severity.
- May provide an opportunity for landscaping or plantings in the center island to capture stormwater runoff.

CRASH MODIFICATION FACTOR
Mini-roundabouts have a CMF of 0.5 or an expected 50% reduction in crashes when a stop-controlled intersection is converted into a mini-roundabout.

CATEGORY
Periodic Measure
Horizontal Deflection

ESTIMATED COST

\$\$\$

CRASH DATA SOURCE
Minnesota Traffic Safety Council
Transportation Research Board (TRB)
West Virginia State DOT (Data for Roundabouts)

40



PURPOSE
A neighborhood traffic circle or mini roundabout forces motorists to reduce their speed in order to maneuver counterclockwise around the intersection.

DESCRIPTION
A neighborhood traffic circle or mini roundabout consists of a raised circular island placed within an unsignalized intersection. It is larger than a modern roundabout and typically does not have clearance for a left-turning truck, emergency vehicle, or bus to circulate counterclockwise unless the island is traversable.

CRASH MODIFICATION FACTOR
Mini-roundabouts have a CMF of 0.5 or an expected 50% reduction in crashes when a stop-controlled intersection is converted into a mini-roundabout.

CATEGORY
Periodic Measure
Horizontal Deflection

ESTIMATED COST

\$\$\$

CONSIDERATIONS

- General considerations include traffic volumes and speeds, number of travel lanes, pedestrian and bicycle volumes, and available rights-of-way.
- Neighborhood traffic circles and mini roundabouts are not appropriate at intersections of two multi-lane roads.
- Not appropriate at intersections near active, at-grade railroad crossings and should not be placed on high-speed roadways.

GUIDANCE

- The center island of a neighborhood traffic circle or a mini roundabout may be fully non-traversable, partially traversable, or fully traversable. They are most effective when defined by a raised curb and landscaping to reduce the open feeling of the street or intersection. It may also be a painted or mountable area if it needs to be traversable.
- The approaches to a neighborhood traffic circle or mini roundabout do not require a splitter island or pedestrian median island but can include them where there is space. Splitter islands can be either mountable or at-grade depending on the need to accommodate large vehicles such as trucks, school buses, etc.
- This treatment is more effective for slowing motorist speed when several are used in a series of intersections along a corridor.
- Neighborhood traffic circles and mini roundabouts can be designed to accommodate emergency vehicles where required using features such as mountable areas.
- Generally, all transit route should not include a left turn at a neighborhood traffic circle or mini roundabout.

41

PROGRAMS

SAFETY EDUCATION PROGRAMS

MOTORIST EDUCATION AND BEHAVIOR CHANGE CAMPAIGNS
Training drivers about safe speeds, impaired driving, and yielding to people walking, bicycling, and rolling helps reduce risky driving behavior. These campaigns can increase safety for all road users, especially pedestrians and bicyclists. The National Highway Traffic Safety Administration (NHTSA) provides many resources to improve behavior.

PEDESTRIAN AND BICYCLE SAFETY EDUCATION PROGRAMS
There are many resources available through the Federal Highway Administration (FHWA) that teach students, youth, parents/caregivers, and community members about pedestrian and bicycling safety through presentations, videos, quizzes, and activities. Education programs help people develop good safety habits, choose safer routes to and from school (and other places such as libraries, community centers, etc.), and increase awareness of hazards.

SAFE ROUTES TO SCHOOL (SRTS)
SRTS initiatives have an overall goal to make it safer for students to walk, bicycle, and roll to and from school. The National Center for Safe Routes to School has a toolbox of innovative, creative, fun, and practical strategies to achieve this goal. Some of these practical tools include bike buses, pedestrian and bicycle safety education, engaging youth, understanding school travel patterns, changing infrastructure, improving school zone safety, getting to school buses, supporting students with disabilities, and building on the Federal Safe Routes to School program.

“Watch For Me” is an example in Connecticut led by the CT Department of Transportation (CT DOT) and the CT Children’s Injury Prevention Center whose mission is to increase the visibility of pedestrian and bicyclist safety issues through public service messages and community engagement.

TRAIL CROSSING SAFETY
Watch for trail users when you cross. Mainly for bicycling lights and pedestrian’s feet.

Example of a “Watch For Me” Safety Campaign Graphic (source: https://www.honored.org/resources/) and Bicycle Safety Skills Education Program through CTDOT (source: https://portal.ct.gov/060/programs/initiatives/)

86

MULTIMODAL PROGRAMS

TRANSPORTATION DEMAND MANAGEMENT
The Federal Highway Administration (FHWA) defines transportation demand management (TDM) as strategies aimed at maximizing traveler choices. There are a variety of tools, including incentives, disincentives, policies, and education.

- Incentives can include employer circulation, carpooling programs, employers offering transit pass discounts or subsidies, bicycle share programs, and more.
- Disincentives can include congestion pricing or tolls for example.
- Policies can include passing legislation that requires TDM plans for certain types of new developments.
- Education can include informational campaigns about alternative transportation options, such as transit or park-and-rides for example. This can also include mentoring and outreach by employers that offer incentives or other options.
- In Connecticut, a public website and mobile app (CT Ride) provides users with real-time trip planning and ride sharing (e.g., carpool opportunities) to promote higher efficiency options. This app is connected and linked to incentives directly in the program.
- There are examples throughout Connecticut and the WestCOG region related to active transportation management programs, supporting policies in WestCOG’s Blue Plan, and employer-based nonincentives.

BICYCLE PARKING PROGRAMS
Installing visible, convenient, and secure bicycle racks and secure lockers at businesses, libraries, community centers, schools, employers, etc. encourages people to choose bicycling for daily trips. Reliable bicycle parking reduces their concerns, supports connections to transit, and fosters a culture of active transportation.

Bicycle parking requirements can also be included in local zoning codes, especially for new developments. This ensures that there will be places for bicycles to safely store their bicycles, whether visiting a business, restaurant, library, place of employment, residence (such as in larger apartment buildings or condominiums for example), or other locations.

Bike parking abiding as placemaking in Grand Rapids, MI

NEIGHBORHOOD TRAFFIC CALMING REQUESTS
Fairfield offers a structured program allowing residents to petition for neighborhood-scale traffic calming, including speed feedback signs, selective curb extensions, and parking-space narrowing. The Town uses a transparent point system, based on street layout, roadway classification, and observed speeds to prioritize requests. This predictable framework helps manage expectations, ensures equitable distribution of treatments, and builds public support for data-driven decisions. Fairfield’s process is a good example for communities looking to formalize how resident requests translate into built traffic-calming improvements.

Connecticut’s “RideOn” is an app-based program for individual trip planning that incorporates location-based data (source: https://ctdot.com/)

87

Example



- **Maple Street | Linden Avenue (Darien, CT)**
 - Priority connection for active transportation
 - Access to community services, transit, school/play areas
 - AADT 1200



Example

- **Potential Tools...**
 - Removing the centerline to visually narrow the roadway
 - Add curb extensions or other horizontal elements to narrow entry points, shorten crossing distances, and slow turning movements
 - Support a more comfortable pedestrian facility where possible; this could include shifting the physical buffer between the sidewalk/path and roadway
 - Introduce wayfinding (i.e., a bicycle boulevard connection). This could include pave
 - Consider a mini-roundabout where applicable

Discussion



Initial Thoughts

- **Three ideas the project team has in mind for the final version:**
 - Add **call-out boxes** with local examples, images, or resources where applicable
 - Reinforce **Gateway** measures as their own category (including new definitions in Section 1)
 - Expand the discussion of regional priorities and safety needs (Introduction), including **local roads** and especially for **transition zones** and **community priority areas**



Overall Impressions

- What are your first impressions?
- Follow-up: Any general takeaways: format, flow, details, design, graphics...
- Did you find the Toolbox to be practical and user-friendly?



INTRODUCTION

The Traffic Calming and Complete Streets Best Practices Toolbox is a resource designed to support Western Connecticut Council of Governments (WestCOG) member's municipal staff and practitioners in the planning, design, and implementation of traffic calming and Complete Streets projects.

RAISED CROSSWALK

A raised crosswalk is a speed table that includes a marked pedestrian crossing. In addition to the speed reduction benefits of a traditional speed table, raised crosswalks have other safety benefits as the added elevation makes pedestrians more visible to drivers and increases drivers' yielding rates. These measures are frequently paired with mid-block crossings that may otherwise be uncontrolled and are mostly applied in areas with high pedestrian activity and demand, such as access points for transit stations, schools, or trails.

PURPOSE

Raised crosswalks provide vertical deflection at crossing locations, requiring motorists to slow on approach to the crosswalk. This treatment also improves visibility between pedestrians and motorists, encouraging yielding to pedestrians at the crosswalk.

DESCRIPTION

Raised crosswalks raise the crossing area to the same level as the sidewalk, requiring motorists to ramp up to "sidewalk level" and then back down.

CRASH MODIFICATION FACTOR

Raised crosswalks show a 46% reduction in injury crashes between motorists and pedestrians, and a 51% reduction in crashes between bicyclists and motorists.

CATEGORY

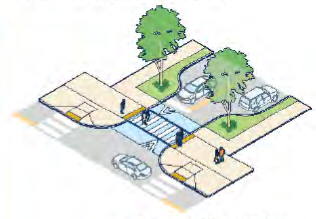
Periodic Measure
Vertical Deflection

ESTIMATED COST



SAFETY BENEFITS

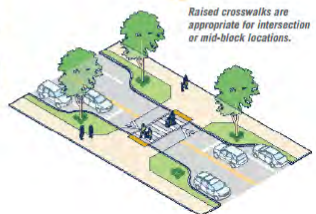
- + Reduces overall motorist speed
- + Increases visibility of pedestrians to motorists
- + May increase yielding to pedestrians
- + Provides a level crossing, making it easier for people with mobility challenges to cross the street
- + Can be used as a gateway treatment to help highlight that the intersection and approaching area is pedestrian-priority



Raised crosswalks are appropriate for intersection or mid-block locations.

APPLICABLE LOCATIONS

- + Raised crosswalks are recommended for residential local streets or a collector street. They can be placed at mid-block crossing location or at an intersection. They are, typically, installed in locations with a curb.



Document Flow and Use

- Does the narrative make a compelling case for Traffic Calming in the Region?
- Is “*How To Use This Toolbox*” clear?
- Does the “**Things You Can Do to a Street**” and “**Things You Can Do Beyond a Street**” organization feel intuitive?
- Other: Overall feedback on document structure, flow, and application

UNDERSTANDING THE TOOLBOX

The Traffic Calming and Complete Streets Best Practices Toolbox categorizes the 'tools' into two groups: Things you can do to a street, and things you can do beyond a street.

THINGS YOU CAN DO TO A STREET

Things you can do to a street refers to physical 'on-the-ground' changes to the street itself to reduce speeds, improve safety, and expand mobility.

Examples of measures in this group include lane changes and reconfigurations, curb changes, vertical and horizontal shifts to the travel path, and other self-enforcing geometric changes that reshape the design of the roadway to encourage safer driving behavior and create comfortable spaces for walking, biking, rolling, and transit.

In addition, typical traffic control devices such as speed enforcement and feedback signs, speed limit pavement markings, and automated enforcement are discussed as potential tools for municipalities to incorporate in their traffic calming efforts.

Through design, rethinking the use of the right-of-way, and incorporating elements that help define the area as an attractive space for people to use, the '*things you can do to a street*' can help support community priorities such as mode shift, placemaking, and economic vitality goals.



Curb extensions involve physically installing a measure within the right-of-way; these are a “thing you can do to the street”

THINGS YOU CAN DO BEYOND A STREET

Things you can do beyond a street refers to the tools, strategies, decisions that influence safety and traffic calming beyond the actual design of the street. These measures shape how the street network is used, managed, programmed, and understood.

For example, Complete Streets Policies and design guidance can give practitioners a set of standards and requirements to consider in each relevant project. Transit-Oriented Development overlay districts can encourage co-locating housing, businesses, and services adjacent to transit hubs. By linking transportation access and land use, communities in the WestCOG region can support walkable communities and lifestyles, and encourage growth without increasing the demand on the roadway network capacity. As a final example, Safe Routes to School programs can serve as campaigns and focus areas to target traffic calming and safety improvements to school zones as a key safety priority areas.

The '*things you can do beyond a street*' focuses on the surrounding environment and changing the context to shape safer travel patterns and behavior.



Safe Routes to School Initiatives can support education and awareness of safe behaviors, but do not change the street design

Clarity and Concepts

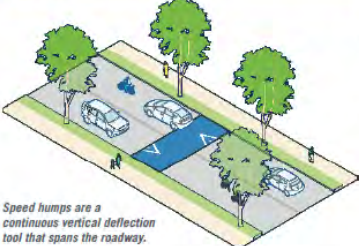
- Do the definitions, measures, and frameworks feel clear for the WestCOG audience and context?
 - Follow-up: organization of periodic, cross-section, environmental...
 - Follow-up: horizontal/vertical tools, etc.
 - Follow-up: Is the short/long-term discussion clear?
- Does the Toolbox clearly explain why these measures matter?
 - Follow-up: In practice, what outcomes usually drive decision-making – does this Toolbox steer users to those outcomes quickly?



Local Context

- Do the **context categories** make sense for WestCOG communities?
- Urban Core, Community Center, Transition Zone, and Rural or Residential Areas
- Are there tools likely to be **embraced** or **resisted** in Western CT communities?
- Any tools or policies you expected/were missing?
- **Clarity check:** are you noticing any jargon, vagueness, or guidance that could be misinterpreted? Does the document feel specifically relatable to the region?

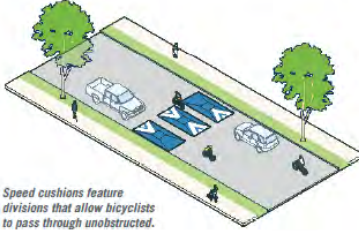
GUIDANCE



Speed humps are a continuous vertical deflection tool that spans the roadway.

Speed humps


- ✦ Speed humps should be about 3 inches in height at their center, and 12-18 feet wide. Speed humps should be installed in a series and generally placed between 150 and 250 feet apart
- ✦ When mid-block crossings are present, a speed hump should be placed no more than 50 feet ahead of the crosswalk to ensure drivers do not accelerate as they approach the crosswalk
- ✦ Speed humps should generally be placed 150 feet from an unsignalized intersection, or 250 feet from a signalized intersection
- ✦ Speed humps should be accompanied with 'speed hump' signs (MUTCD W17-1) to provide advance notice to the plow drivers to lift their blades for snow clearance



Speed cushions feature divisions that allow bicyclists to pass through unobstructed.

Speed cushions or speed tumps

- ✦ The cutouts in the speed cushions should be positioned such that a passenger vehicle cannot pass it without traveling over a portion of the raised pavement.
- ✦ Speed cushions should be the same height as speed humps, and their placement guidance is the same as speed humps.



Like speed humps, speed tables extend across the entire roadway and can pair with other treatments, such as a raised intersection or raised crossing.

Speed tables

- ✦ Speed table extends across the roadway like a speed hump; however, they have a flat top (typically, 10 feet) to accommodate the entire wheelbase of most passenger cars.
- ✦ A speed table taper should be no greater than 1:6.

OTHER CONSIDERATIONS

CONTEXT CONSIDERATIONS

The WestCOG region comprises a broad spectrum of development patterns, density, and roadway networks. Different traffic calming and Complete Streets concepts may be more or less suitable based on the surrounding context. For the toolbox, context refers to the following broad categories:

Urban Core: high density downtown cores, often featuring gridded street networks and multimodal transportation systems.

Community Center: "Main Streets" that serve as active community centers with a mix of land uses, often in towns and small cities; can also refer to the commercial areas in more rural contexts.

Transition Zone: the area between a lower density area and a community center, where drivers should be alerted to the changing context and prepare to operate at slower speeds and be especially attentive to people walking, biking, or rolling.

Rural or Residential Areas: quiet, residential, or rural areas where low volumes of vehicles can lead to excessive speed.

Action-Oriented


- Does the Toolbox provide clear implementation pathways for projects?
- How would you/your community use this Toolbox moving forward?
- **Revisiting Objectives:** Thinking about use -- what does a successful Toolbox look like?
 - Combining **theory** and **practicality** to address barriers
 - Bringing together **best practices** with **local** perspectives
 - A toolbox that is practical for a spectrum of contexts (and especially municipal partners with limited bandwidth)

TOOLBOX MEASURES

Traffic Calming Measures

Treatment Type		Measure	Reduce Speeds	Reduce Conflicts	Safer Crossings	Walkable Communities
Special Streets	Special Street Types	Shared Space	X			
		Curbless/Flush Street	X			
Periodic Measures	Vertical Deflection	Speed Hump, Table, or Cushion	X			
		Raised Crosswalk	X		X	
		Raised Intersection	X		X	
	Horizontal Deflection	Chicane	X			
		Lateral Shift	X			
		Median Island	X	X		X
Routing Network Changes	Roundabout	X	X			
	Mini-Roundabout	X	X		X	
	Diagonal Diverter		X		X	
Cross-section Measures	Horizontal Deflection	Closures (Half/Full)		X		X
		Forced Turn Island	X	X		X
		Realigned Intersection	X	X	X	
	Street Width Reduction	Lane Reconfiguration	X	X	X	
		Lane Narrowing	X	X		
		Yield Streets	X			
Curb Extension		X	X	X	X	
Pedestrian/Bicycle Facilities	Low-speed Corner Radii	X				
	Bicycle Lanes		X		X	
	Advisory Bicycle Lanes				X	
	Bicycle Boulevards	X	X		X	
	Separated Bicycle Lanes		X		X	

Anything else?



CROSS-SECTION CHANGES

- Horizontal Deflection
- Street Width Reduction
- Pedestrian/Bicycle Facilities

49

ACCESS AND NETWORK MANAGEMENT

MANAGEMENT

and control of access to and from adjacent developments through alleyways, ingress and egress, and other... strategies to limit frequent conflicts involving vehicles and pedestrians, bicyclists, and users can be explored to improve safety, including curb cuts as much as possible. Measures used for access management include calming also by reducing the speed of... and providing priority to people walking...

ment strategies can include minimum regulations, and turning restrictions. Curb cuts and turning movements zoning regulations can require access such that motorists enter at access multiple properties by foot... entering the roadway. Turn lanes (both in policy and in design) conflicts between roadway users. Signage helps reduce the frequency... and can support more attentive motorists and other roadway



Example of connecting network design and land use to strengthen the pedestrian experience and promote "A-side" Frontages



Sample recommendations from the Ridgfield, CT Curbcut Plan

NETWORKS AND "A-SIDE" FRONTAGES

Many traditional downtowns use public lots and side-or rear-lot parking to keep storefronts and sidewalks continuous on their primary streets. When buildings have minimal front setbacks and most vehicle access is from side streets or shared lots, the result is a more walkable main street with fewer driveways and a clearer pedestrian realm. This approach can be supported in zoning by allowing shared off-street parking, encouraging rear or side-lot access where feasible, and limiting new curb cuts on key main streets.

SPEED FEEDBACK SIGNS

Speed feedback signs use radar technology to capture the speed of approaching vehicles; this real-time information is then presented on a feedback sign. In some instances, the feedback sign will flash the real-time speed if the driver is traveling faster than the posted speed limit, to bring awareness to this discrepancy and urge drivers to slow down. Feedback signs are often placed in transition zones, especially near School Zones or similar areas with high activity.

PURPOSE

Speed feedback signs provide awareness to motorists and encourage them to better comply with posted speed limits. Feedback signs are particularly effective in less congested or



Speed feedback sign in Saint Paul, MN



MUTCD standards for speed feedback signs (W13-20 and W13-20aP; source: MUTCD)

OPERATION FACTOR

Signage can reduce the number of crashes by alerting drivers when they are speeding.

BENEFITS

Signage can reduce speeds and alerting drivers when they are speeding.

- APPLICABLE LOCATIONS**
- Speed feedback signs may be appropriate in transition zone settings where there is a change in speed limit or land-use expected
 - Signs are appropriate at locations where speeding is observed however, signs should be paired with other traffic calming measures to ensure longer-term compliance
 - Speed feedback signs may also be appropriate in locations where there are changes to the posted speed limit during specific times and days of the week (i.e. during school hours)

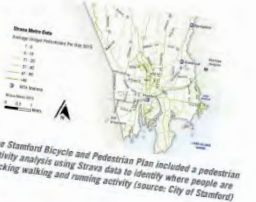
REGIONAL EFFORTS AND PRIORITIES

Complete Streets initiatives and improvements, and this Toolbox serves to equip all member municipalities with practical guidance on continuing and expanding these efforts. To understand the current context, as outlined in local plans, studies, and priorities conducted and key themes and strategies are summarized below.

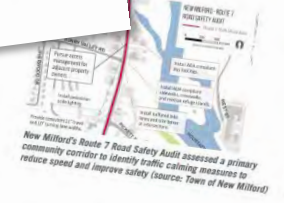
A preliminary gap analysis revealed opportunities for WestCOG and its member municipalities to build greater consistency and depth in applying Complete Streets and traffic calming principles across the region. The analysis underscores the importance of adopting context-sensitive, evidence-based design approaches, requiring pedestrian facilities as the default in new developments and roadway projects; and supporting signing mechanisms such as payment-in-lieu-of-parking (PILOS) programs to close network gaps.



A series of roundabout concepts for intersections in the City, such as the intersection of Willow Avenue, Meadow Street, and Meadow Street in the City of Norwich



The Stamford Bicycle and Pedestrian Plan included a pedestrian activity analysis using Strava data to identify where people are walking and running activity (source: City of Stamford)



New Milford's Route 7 Road Safety Audit assessed a primary community corridor to identify traffic calming measures to reduce speed and improve safety (source: Town of New Milford)



The Glenville Corridor Traffic Improvements Project in Greenwich, CT includes lane realignment, signal upgrades, reduced corner radii, and bicycle and pedestrian facilities. (source: Town of Greenwich)

Next Steps





Next Steps

- ✓ Convene a Project Advisory Committee
- ✓ Review Municipal Guidance
- ✓ Conduct a Best Practices Review
- ✓ Coordinate Focus Groups
- ✓ Develop Planning Precepts
- Review Draft Toolbox (*PAC and beyond*)
- Finalize and Share Final Toolbox

Thank you

Questions? Contact:

Mike Wilson | mwilson@westcog.org

Carrie Long | clong@tooledesign.com