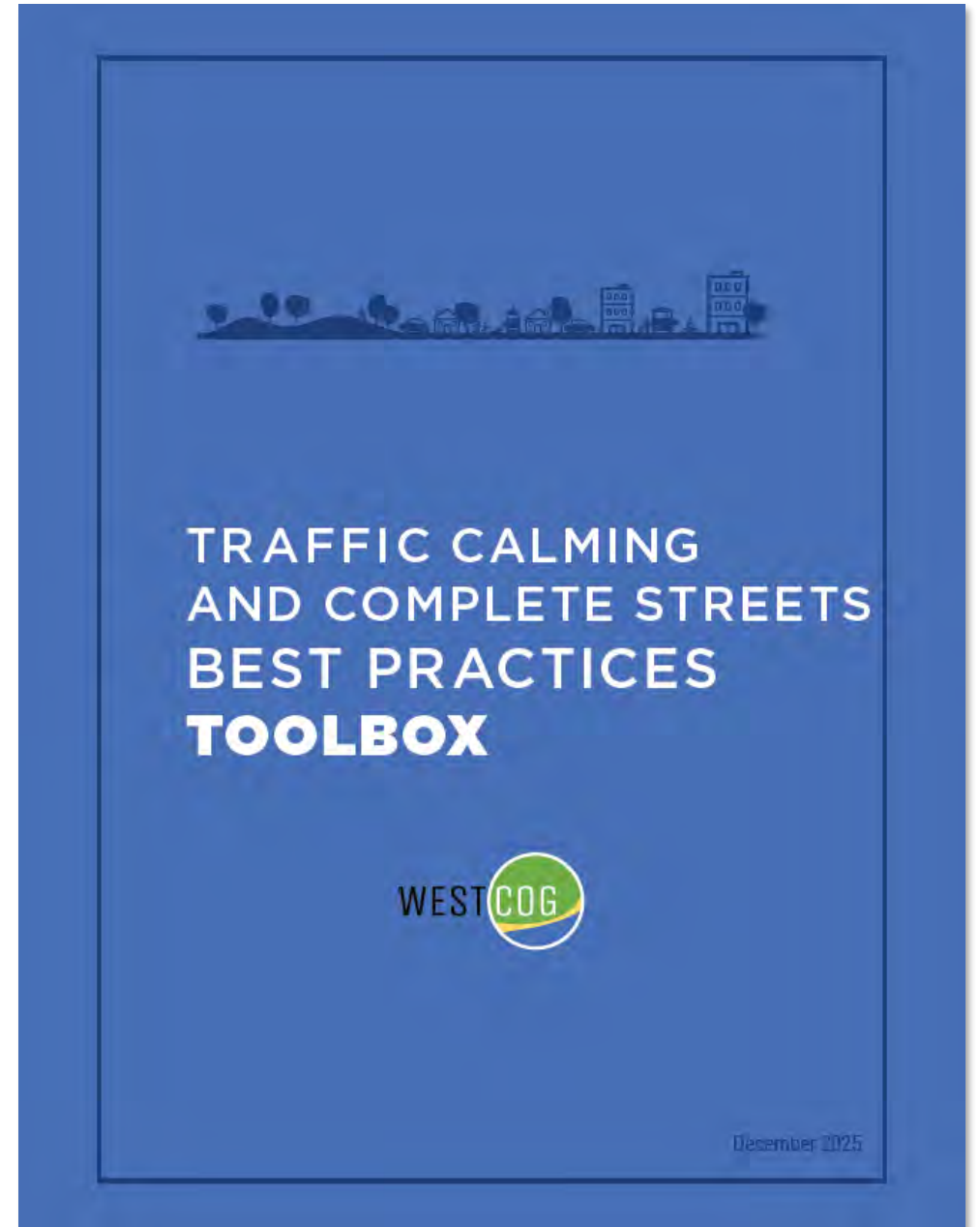


WESTERN CONNECTICUT COUNCIL OF GOVERNMENTS

Traffic Calming and Complete Streets Best Practices Toolbox

Workshop

December 9, 2025



Agenda

1. Welcome!
2. Project Overview
3. Draft Toolbox and Feedback
4. Next Steps



About the Toolbox

- Provides planning precepts and design principles for local and residential roads
- A practical “menu” of traffic calming tools to help WestCOG municipalities plan, design, and implement safer streets

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.

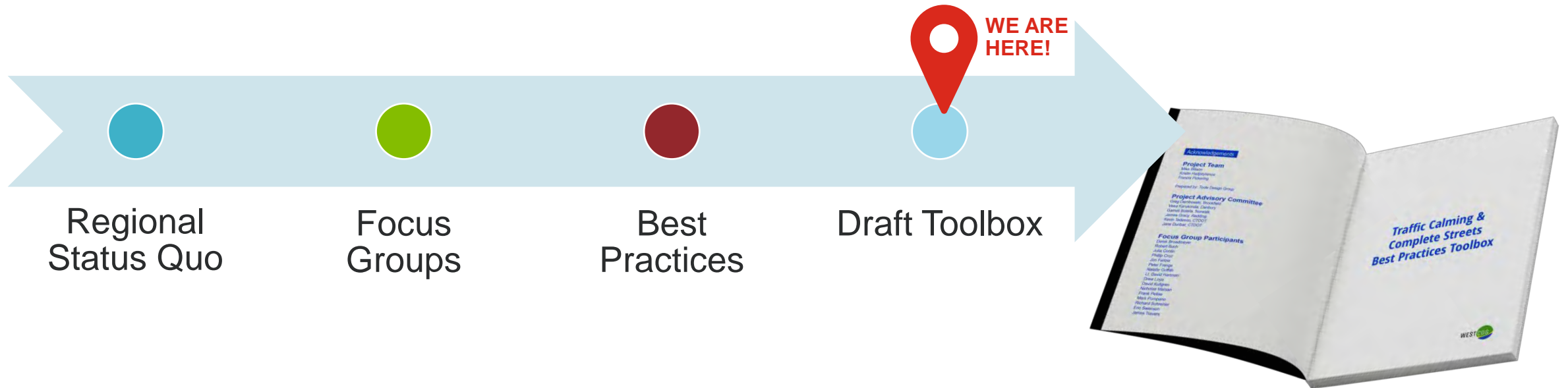
RESEARCH PROCESS

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.



Project Steps To-Date



Traffic Calming and Complete Streets Best Practices Toolbox

Research and Process

- Regional Status Quo
 - Researched and reviewed municipal guidance, manuals, and other resources
 - Key themes:
 - Advancing traffic calming & complete streets
 - Realigning intersections
 - Expanding bicycle and pedestrian infrastructure
 - Promoting access management
 - Improving parking management



Norwalk developed a series of roundabout concepts for complicated intersections in the City, such as the intersection of South Main Street, Wilson Avenue, Meadow Street, and Meadow Street Extension. (source: City of Norwalk)



The Stamford Bicycle and Pedestrian Plan included a pedestrian activity analysis using Strava data to identify where people are tracking 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)

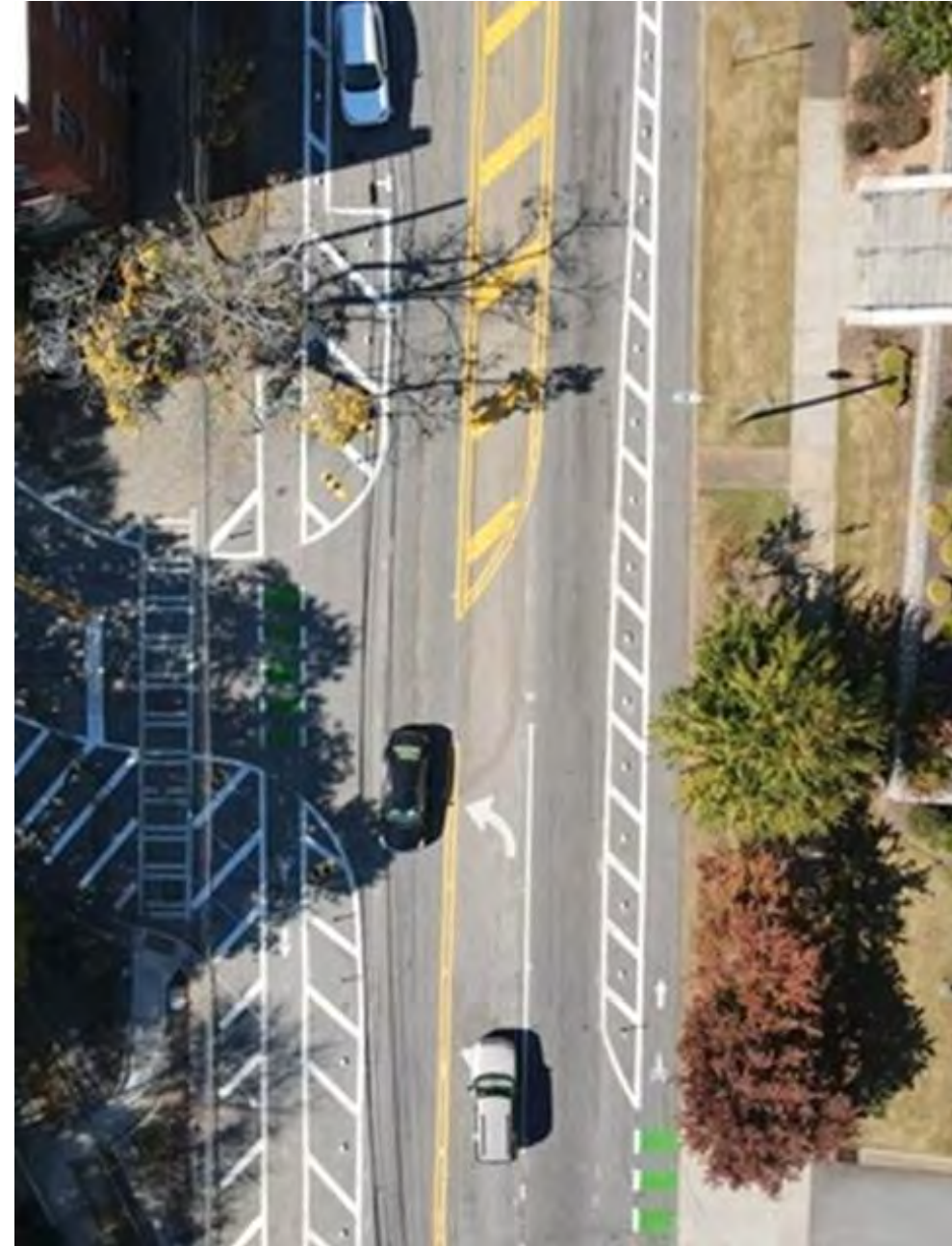
Research and Process

- Focus Groups
 - Local emergency services and responders; Transportation providers and operators
 - Key insights:
 - Challenges w/ rerouting onto local roads
 - Constraints w/ legacy networks
 - Preference for raised crosswalks
 - Coordinating tools w/ development
 - Support education & enforcement tools



Research and Process

- Best Practices Review
 - Key takeaways:
 - Context-sensitive design is fundamental
 - Expand & connect the active transportation network
 - Transition zones are a safety and placemaking priority
 - Evaluate opportunities for shared spaces
 - Promote systemic solutions vs. spot treatments



Toolbox Organization

- Things You Can Do To A Street
 - Physical changes to the right-of-way and traffic control devices such as lane reconfigurations, curb changes, automated enforcement, etc.
- Things You Can Do Beyond A Street
 - Policies and programs such as zoning/guidelines, safety education, transit-oriented development, etc.

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.



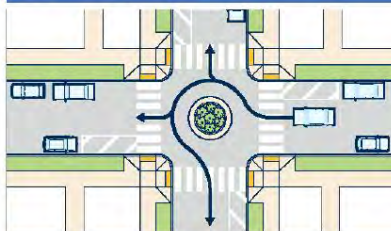
Safe Routes to School initiatives can support education and awareness of safe behaviors, but do not change the street design

Toolbox Organization

- 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 unsignalized 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 street interventions, offering increased greenery or paint to 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
Microroundabouts have CMF of 0.5 or as opposed to 0.8 reduction in crashes when a stop-controlled intersection is converted into a mini-roundabout.

CATEGORY
Periodic Measure
Horizontal Deflection

ESTIMATED COST
\$ \$\$ \$\$\$ \$\$\$\$

MINI-ROUNDBOUTS
[Crash Traffic Calming Photo](#)
[Manual on Uniform Traffic Control Devices](#)
[Transportation Planning and Research Board \(TRB\)](#)
[WSPR Technical Report 1042: Guide for Roundabouts](#)

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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 CT 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. Listen for beeping lights and pedalcourts' bells.



EXAMPLE OF A "WATCH FOR ME CT" SAFETY CAMPAIGN DESIGN (SOURCE: <https://www.honored.org/resources/>) AND BICYCLE SAFETY SKILLS EDUCATION PROGRAM THROUGH CT DOT (SOURCE: <https://portal.ct.gov/060/programs/activities/>)

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Mini-roundabout on a residential street (and bicycle boulevard) street in La Crosse, WI.



An emergency vehicle reverses a mini-roundabout in Denver, CO.

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
Microroundabouts have CMF of 0.5 or as opposed to 0.8 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 routes should not include a left turn at a neighborhood traffic circle or mini roundabout.

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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, bike-to-work 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. Trips are recorded and linked to incentives directly in the program.
- There are examples throughout Connecticut and the WestCOG region related to active transportation microgrant programs, supporting policies in WestCOG's Blue Plan, and employer-based nonincentives.

BICYCLE PARKING PROGRAMS
Installing visible, convenient, and secure bicycle racks and storage 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 park, 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 "WATCH FOR ME CT" IS AN APP-BASED PROGRAM FOR INDIVIDUAL TRIP PLANNING THAT INCORPORATES LOCALIZED TRAFFIC CALMING (SOURCE: <https://www.ctdot.com/news/cities-app/vehicle.com>)

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Snapshots from the Toolbox

SHARED SPACE

A Shared Space, also frequently referred by the Dutch concept of a *Woonerf*, is a street on which all users share the right-of-way—people walking, biking, rolling, or driving travel at similar speeds and often negotiate movement through visual communication such as eye contact and hand signals. The surface of the street is a single, flush surface, expanding comfortable accessibility, especially for people traveling on foot and allowing the space to support placemaking and programming in a range of residential, commercial, and cultural contexts.

PURPOSE

Shared spaces reduce car throughput and speeds through traffic calming and design features, thus increasing safety and comfort for bicyclists and pedestrians.

DESCRIPTION

Shared space, sometimes referred to as shared streets, refers to a design concept in which the street surface is level and all users share the public right-of-way. With one level or flush surface, a shared space lacks the formal channelization of modes—i.e., curbs or physical, vertical delineation between spaces for walking, biking, driving, or parking. Shared streets use many traffic calming measures to reduce car throughput and speeds (i.e., to a walking pace), with an emphasis on gateway treatments to alert drivers to the new context, and horizontal treatments such as chicanes.

CRASH MODIFICATION FACTOR
CMF not available; Studies demonstrate a 20% crash reduction on residential streets converted to shared spaces and up to 50% when considering all shared spaces.

CATEGORY

Special Street Type
Highly accessible and slow facility

ESTIMATED COST



APPLICABLE LOCATIONS

- Shared spaces are appropriate in urban core and community center areas where there are a lot of pedestrians, bicyclists, and other roadways users, with anticipated conflicts with motorists

REFERENCES
[FHWA Accessible Shared Streets](#)
[NACTO Urban Street Design Guide](#)
[DVRPC Curbless Streets](#)
[Montgomery County Curbless and Shared Streets Design Guide](#)

SAFETY BENEFITS

- Reduces motorist speeds
- Facilitates yielding to pedestrians and bicyclists
- Discourages motor vehicle traffic
- Curbless design improves accessibility and encourages cautious behavior by all users



CONSIDERATIONS

- Design must meet ADA standards, including detectable warnings at points where pedestrians should expect to interact with vehicles, and a clear, unobstructed pedestrian access route where no vehicles are allowed
- Shared street signage, pavement treatments, or other gateway designs should be used at entrances to a shared street to alert all users to the change in environment and expectations
- Vehicle speeds must be kept very low (i.e., walking speed) to ensure safety
- Generally inappropriate on streets with through travel
- Generally, streets with more than 100 vehicles per hour are inappropriate. Where necessary, volumes may be reduced through other traffic calming elements as part of the conversion of a street into a shared environment
- Emergency access and loading activities must also be considered

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



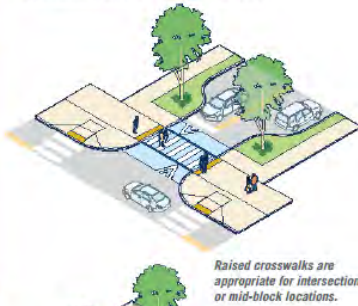
APPLICABLE LOCATIONS

- 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.

REFERENCES
[FHWA Traffic Calming ePrimer](#)
[ITE Traffic Calming Fact Sheets](#)
[FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#)
[Manual on Uniform Traffic Control Devices](#)

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



LANE RECONFIGURATION

Lane reconfiguration, also known as a road diet, provides an opportunity to redesign the right-of-way for significant safety and traffic calming elements without major construction. These projects redesign the roadway to feature fewer but better organized travel lanes, and typically convert a four-lane roadway into a design with one lane in each direction and a center turn lane. The space made available by reducing and narrowing travel lanes can be reclaimed for pedestrian and bicycle infrastructure, transit, parking, or other streetscaping to support placemaking.



Before and after images of a lane reconfiguration project in Athens, GA

PURPOSE

Removing lanes and reconfiguring space reduces vehicle speeds by visually decreasing and narrowing the roadway.

DESCRIPTION

Lane Reconfiguration or Road Diet refers to the removal of motor vehicle lanes from a street's cross-section which opens up reallocated space to be used for various purposes (e.g., wider sidewalks, landscaped spaces, street trees, stormwater infrastructure, bike lanes, parking, etc.). The FHWA offers a Road Diet Informational Guide for recommended design treatments and configurations depending on the context of the street.

CRASH MODIFICATION FACTOR

In practice, for the typical case of a 4-lane to 3-lane conversion, a road diet has been shown to reduce crashes by 47% in suburban areas and

CATEGORY

Cross-section Change
Street Width Reduction

ESTIMATED COST

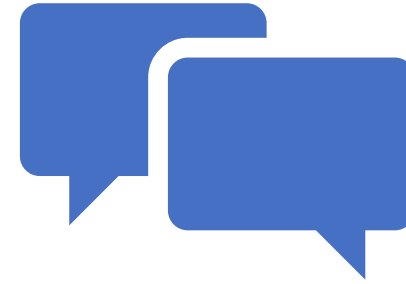


REFERENCES
[FHWA Road Diet Informational Guide](#)
[FHWA Achieving Multimodal Networks](#)



Lane Reconfiguration in Athens, GA

What we've heard



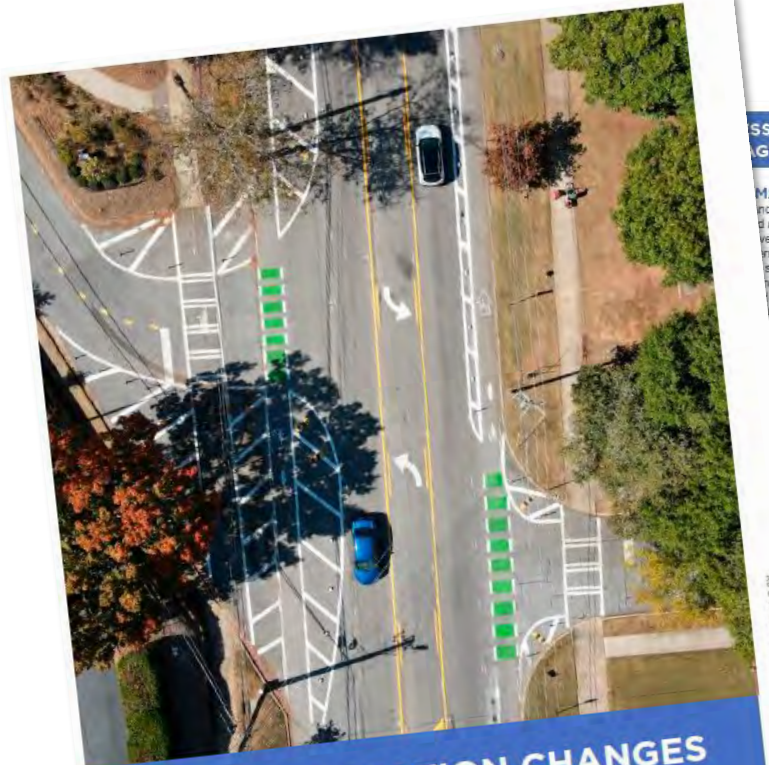
- Integrating **local examples** within the region (call-outs), **guidance**, and **available data** to support decision-making and tool siting
 - *If you have examples or projects you'd like to share – let us know!*
- Expand the discussion of priorities and safety needs especially for **transition zones** and **community priority areas**
- Identify **ownership-based candidacy** (e.g., local state-owned roads)
- Reinforce **Gateway** measures as their own category

Tell Us Your Thoughts!



- What are your **general impressions** of the Toolbox?
- Is the Toolbox **practical** and **user-friendly**?
- Does the “**Things You Can Do to a Street**” and “**Things You Can Do Beyond a Street**” organization feel intuitive?
- Does the Toolbox provide **clear implementation pathways** for projects?
- How would you use this Toolbox moving forward?

Anything else?



CROSS-SECTION CHANGES

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

TRAFFIC CALMING & COMPLETE STREETS TOOLBOX

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... users can be explored to improve safety, validating curb cuts as much as possible. Measures used for access management... 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... regulations can require... access multiple properties by foot... e-entering the roadway. Turn lanes... (both in policy and in design)... licts between roadway users. ... gies helps reduce the frequency... ts and can support more attentive... for motorists and other roadway



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.



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

TRAFFIC CALMING & COMPLETE STREETS TOOLBOX

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... signs are particularly... less congested in order



Speed feedback sign in Saint Paul, MN

OPERATION FACTOR
 ... message sign that... to determine the speed of... displays the speed to the



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

COST
 \$\$\$ \$\$\$\$

BENEFITS
 ... can reduce speeds and... by alerting drivers when... the posted speed limit

... the MUTCD Section 2c.13, the... back text on a yellow background.

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)

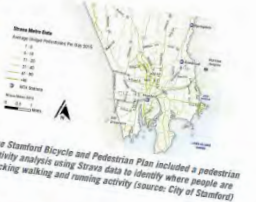
REGIONAL EFFORTS AND PRIORITIES

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.

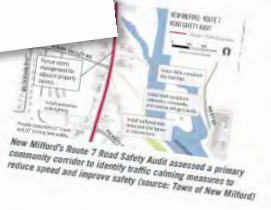
A preliminary gap analysis revealed opportunities for WestCOG and its member municipalities to build greater consistency and depth in applying Complete Streets and traffic calming principles across the region. The analysis underscores the importance of adopting context-sensitive, evidence-based design 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 Wilson Avenue, Meadow Street, and Meadow Street in the City of Norwich



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



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 reduced corner radii, and bicycle and pedestrian facilities. (source: Town of Greenwich)

TRAFFIC CALMING & COMPLETE STREETS TOOLBOX

Thank you

Questions? Contact:

Mike Wilson | mwilson@westcog.org

Carrie Long | clong@tooledesign.com