

WESTCOG TRAFFIC CALMING & COMPLETE STREETS TOOLBOX

Public Meeting Summary

December 9, 2025 | 12:10-1:30PM ET
Comstock Community Center, Wilton CT

Participants		
Municipality	Name	Title/Role
Brookfield	Greg Dembowski	Economic Development
Danbury	Veera Karukonda	City Traffic Engineer
Greenwich	Gabriella Circosta Cohee	Greenwich Deputy Commissioner of Public Works
New Caanan	Maria Coplit	Town Engineer
New Caanan	Tiger Mann	Public Works
New Canaan	Tina Platt	Town Clerk
Newtown	John Voket	Economic Development Director
Norwalk	James Meehan	Principal Engineer
Norwalk	Jim Travers	Director of Transportation, Mobility, and Parking
Redding	James Gracy	Municipal Official
Stamford	Luke Bittenweiser	Transportation Planner
Stamford	Jianhong Wang	Traffic Engineer
Westport	Tom Kiely	Operations Director
Westport	Keith Wilberg	Town Engineer
Wilton	Frank Smeriglio	Public Works
Wilton	Michael Wrinn	Director of Planning
CTDOT	Matt Abbott	Transportation Engineer
WestCOG	Francis Pickering	Project Team
WestCOG	Mike Wilson	Project Team
WestCOG	Kristin Hadjstylianos	Project Team
WestCOG	Amal Malik	Project Team
WestCOG	Kevin Mahoney	Project Team
Toole Design	Carrie Long	Project Team
Toole Design	Shawna Kitzman	Project Team

1. Welcome and Project Milestones

- WestCOG PM Mike Wilson kicked off the project meeting with welcoming remarks. He introduced Carrie, who reviewed the project happenings. Mike then transitioned the presentation to Carrie.
- Carrie mentioned that the Traffic Calming Toolbox includes traffic controls and other changes to roadway geometry. The Draft Plan was emailed to meeting participants, and the team shared several printed copies at the meeting. The Toolbox provides planning precepts and design principles for local roads. It serves as a practical “menu” of traffic calming tools appropriate for WestCOG to plan, design, and implement safer streets. This is for WestCOG, but could be applied more broadly, and will be circulated to other CT COGs upon completion.
- Carrie reviewed the schedule and phases of the project. Project phases have included soliciting input from municipalities, and conducting research to better understand local controls, plans, and studies, which informed several cross-cutting themes, including advancing traffic calming and Complete Streets, realigning intersections, expanding bicycle and pedestrian infrastructure, promoting access management, and improving parking management. This work product is the Regional Status Quo document.
- Carrie reviewed findings from a best practices review that identified relevant traffic calming and Complete Streets measures to include in the Toolbox. The best practices review focused on design guidelines and policy guidance, public programs and reports, academic literature (e.g., evaluations and studies to measure the benefits of individual traffic calming devices), and examples from successful projects across the U.S. and internationally.
- Toole Design also led Focus Groups, with key municipal staff and first responders. Insights that inform this Toolbox include:
 - Sensitivities to rerouting major arterial or highway traffic to local roads;
 - Constraints within legacy roadway networks and the opportunity to highlight their uniqueness;
 - Support for raised crosswalks; and
 - A comprehensive approach includes consideration for future development or redevelopments, and parking tools, related to the earlier WestCOG discussion regarding HB 8002.
- Carrie briefly discussed how each of these phases and their respective deliverables (the Regional Status Quo, Best Practices Memorandum, and Focus Group Notes) and findings are integrated into the Toolbox.

2. Draft Toolbox Review

- Carrie reiterated the importance of context-sensitive design, thoughtful transition zones, and shared streets, which have potential use for community play or gathering.
- In reviewing the Toolbox organization, she noted that several measures extend beyond the street itself. These include safety education, zoning approaches that support healthy land-use and transportation continuity, and transit-oriented development. Street-level changes entail vertical elements, signage, periodic measures (such as raised crosswalks), transition zones and gateways, and enforcement strategies (including automated enforcement). The team welcomes feedback on the Draft Toolbox by December 18.

- Carrie reviewed the Advisory Group's feedback, which includes a request to incorporate more regional examples. The Team will update the Draft with local case studies throughout.
- The Technical Advisory Group (TAG) requested that the Toolbox flag where relevant datasets exist and provide associated resources to assist municipalities in candidate street selection.

3. Discussion

- Luke Buttenweiser asked if the Toolbox indicates when specific provisions apply to state-owned roads — whether sometimes, always, or never. Carrie explained that CTDOT is currently reviewing the Draft. The team will consider identifying locations where streets are locally or state-owned. Tiger Mann of New Canaan asked whether District 3 will also conduct a review, noting some disconnect between headquarters and the District. Municipal partners assert that the District does not always follow CTDOT directives.
- In response to a call for feedback and photos, Maria Coplit noted that curb extensions have been installed on Elm Street in New Canaan and offered to provide photos.
- Jim Travers noted that 14 communities in the state have Complete Streets policies. He expressed interest in greater resource sharing, explaining that Norwalk spent considerable time researching these communities due to the absence of a centralized “master list.” Jim emphasized the value of highlighting successful work already underway across the state. Francis said he would elevate this need to the Bike-Walk Advisory Committee and the T2 Center. There is also interest in showcasing measures used outside the region.
- Luke Buttenweiser suggested that tactical or short-term measures could be flagged as “special.” He noted that CTDOT now permits certain treatments, such as these, on state roads. Francis Pickering asked whether elements like flex posts should be considered temporary installations intended to evolve into permanent measures. (Noted that this phasing from tactical to permanent installations is also in line with the SS4A demonstration project pipeline.)
- Tiger asked whether the Toolbox will function as a living document. The group reflected on the value of having regular updates on example treatments either installed within the region or observed during trips to other areas; while these may not be integrated into future updates, there was interest in hosting future meetings to reflect on best practices and lessons learned with the Toolbox and its tools.
- Keith Wilberg emphasized that local examples are particularly compelling.
- One participant noted that concepts imported from international contexts can encounter legal barriers, and that larger vehicle sizes in the U.S. create different design challenges compared to Europe.
- Maria mentioned that some measures—such as rumble strips—can generate negative community reactions. Carrie welcomed examples of proven strategies that have succeeded in WestCOG communities despite initial opposition.
- Carrie emphasized that examples from around the WestCOG region as highlighted in the Regional Status Quo will be woven into the Toolbox, including policies and programs. Available data and resources (e.g., local guidance) would be referenced in the “References” list within the footer of each tool.
- Greg Dembrowski suggested sharing the Toolbox with local Planning and Zoning boards, particularly in relation to HB 8002. He noted that Brookfield has added significant higher-density residential development, increasing the need for, but not the build out, of sidewalks. Francis suggested that shared

streets may help address this need, but others suggested that more explicit sidewalk guidance is necessary; omitting from the Toolbox is a missed opportunity. Francis responded that the document must remain focused and that broader guidance may be handled elsewhere to better support Complete Streets in appropriate contexts. Discussed incorporating the policy opportunities to prioritize sidewalk gaps rather than adjacent to development, and discussed the importance of sidewalk master plans.

- Carrie noted that the Toolbox includes bike boulevard concepts that help form a network of traffic-calmed streets.
- Francis noted that concepts can be applied more broadly than project-by-project on a retrofit basis, and could consider guidance for subdivision requirements and standards to ensure streets are designed for slower and safer speeds.
- Maria added that snow removal poses challenges for municipalities, and that festival or shared streets may need to be seasonal.
- A question was raised about the usefulness of the AASHTO Bicycle Guide. Carrie confirmed that it is comprehensive and provides system-level guidance.
- New Canaan staff inquired whether the project team would present the Toolbox to WestCOG community leadership (first selectmen/mayors). They suggested that this could have considerable influence and build upon momentum. The team indicated that it was not within the scope and would not be feasible before the end of the project. However, this may be worth exploring the opportunity with WestCOG.

4. Next Steps

- Carrie encouraged participants to submit local photos and/or feedback, to her (clong@tooledesign.com) or Mike (mwilson@westcog.org). Feedback is due by **Thursday, December 18**. The team will revise the Draft and a final Toolbox will be shared through WestCOG.