

WESTERN CONNECTICUT COUNCIL OF GOVERNMENTS

Traffic Calming and Complete Streets Best Practices Toolbox

Project Advisory Committee Kick-off Meeting
December 10, 2024



Agenda

1. Welcome and Introductions
2. Project Background, Goals, and Objectives
3. Project Tasks and Schedule
4. Role of the Project Advisory Committee (PAC)
5. Next Steps and Discussion



Introductions

- Introductions and Ice Breaker:
 - Name
 - Role or Representing...
- Thinking back to your younger days (i.e., middle school-aged), **what is your favorite memory of getting around?**



Project Background

Traffic Calming 101

Project Background

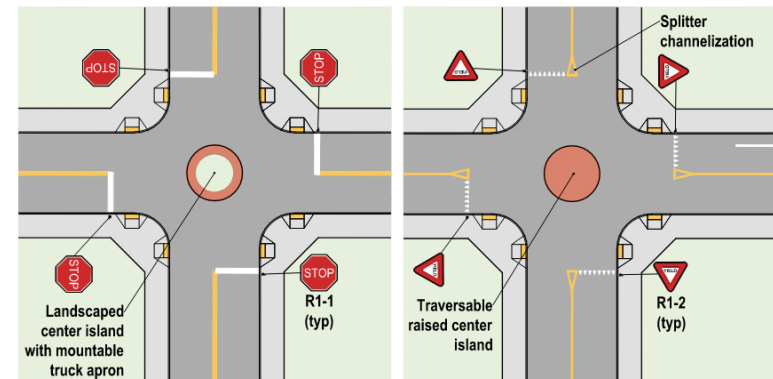
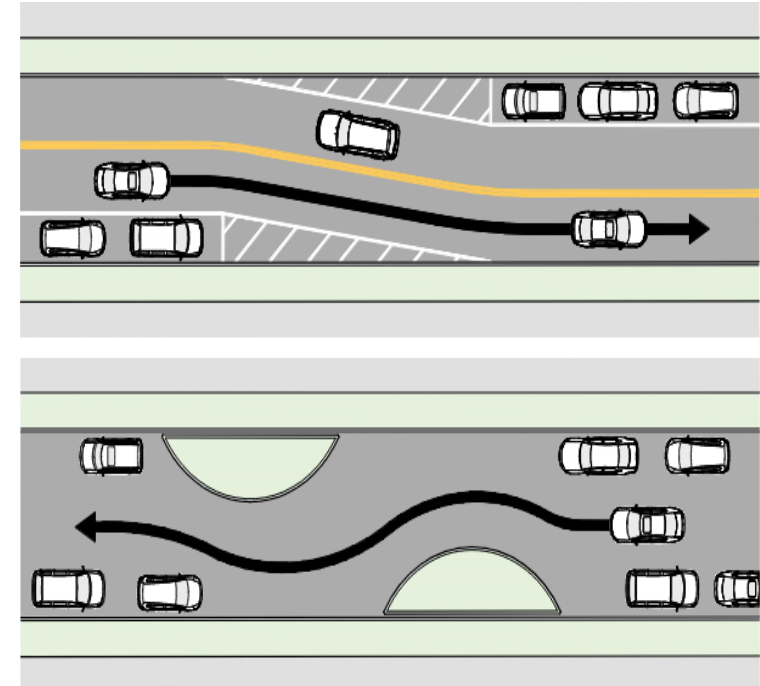


What is Traffic Calming?

A combination of mainly physical measures that:

- reduce the negative effects of motor vehicle use;
- alter motorist behavior;
- improve conditions for non-motorized street users.

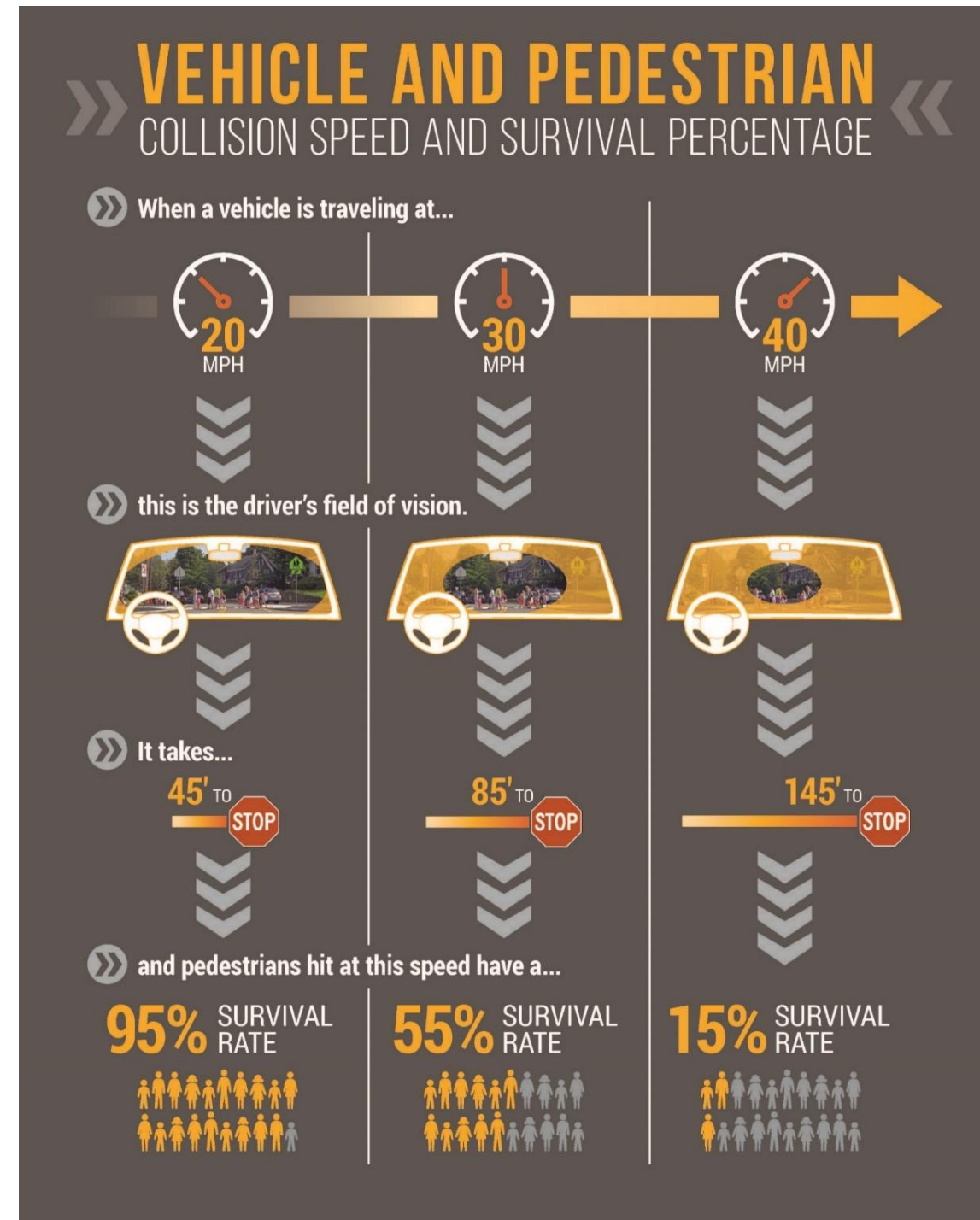
ITE Traffic Calming: State of the Practice (1999)



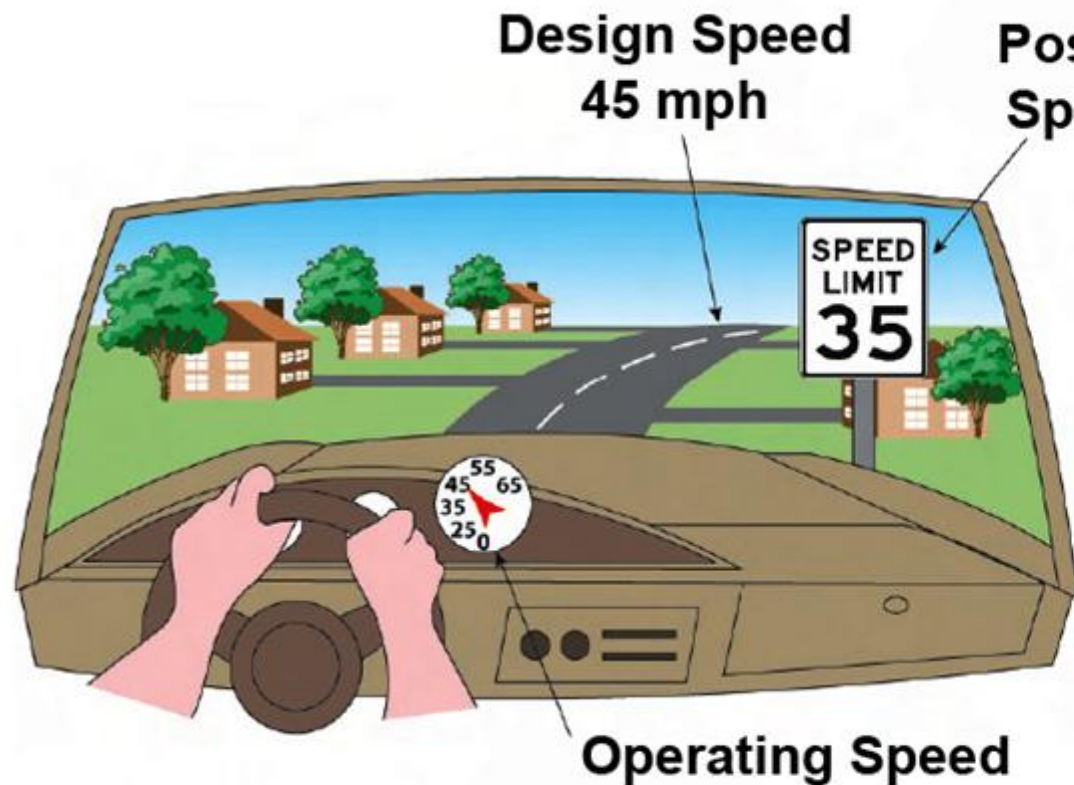
Speed and Safety

In Connecticut, excessive speed was a factor in more than **25% of fatalities**, with **60%** of speeding-related fatalities on roadways with posted speeds under 40MPH.

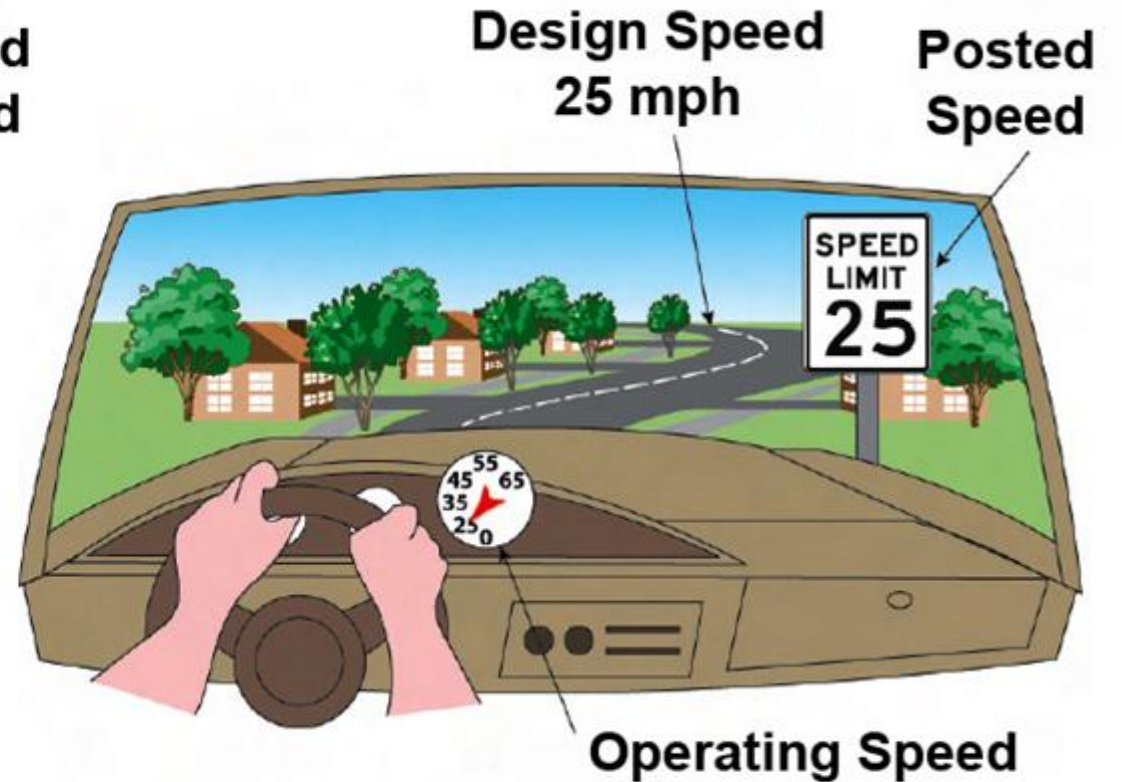
Source: 2021 Connecticut Highway Safety Office



Design Speed & Operating Speed



CONVENTIONAL DESIGN



USING DESIRED OPERATING SPEED

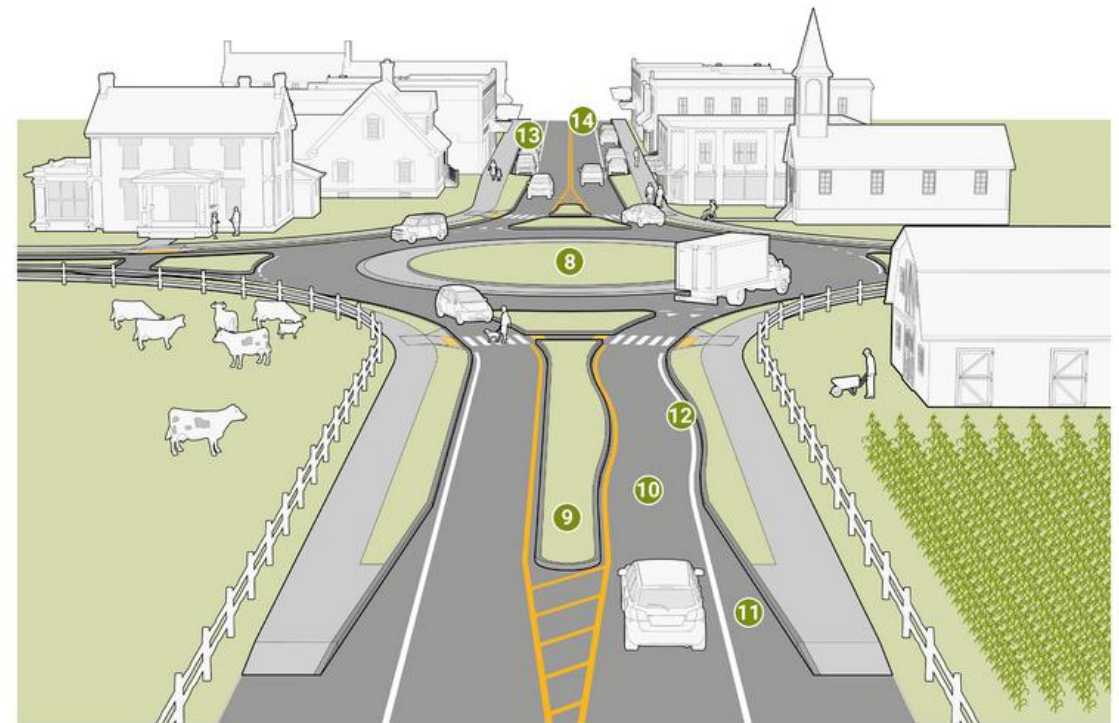
Transition Zones and Gateways

- Alert drivers to change in the environment and character
- Gradual reduction in speed

Approach: Warning and psychological (signs, VMS, pavement color)

Transition Zone: Physical countermeasures (medians, lane width)

Gateways: Define new environment



8. Raised Medians
9. Reduced Lane Width
10. Shoulder Removal

11. Curblines
12. Tall Vegetation, Street Trees, other Landscaping

Source: 2021 FHWA Achieving Multimodal Networks

Elements of Traffic Calming

Horizontal Deflection

Lateral shifts

Gateways

Traffic circles



Vertical Deflection

Speed humps

Raised crosswalks

Raised intersections

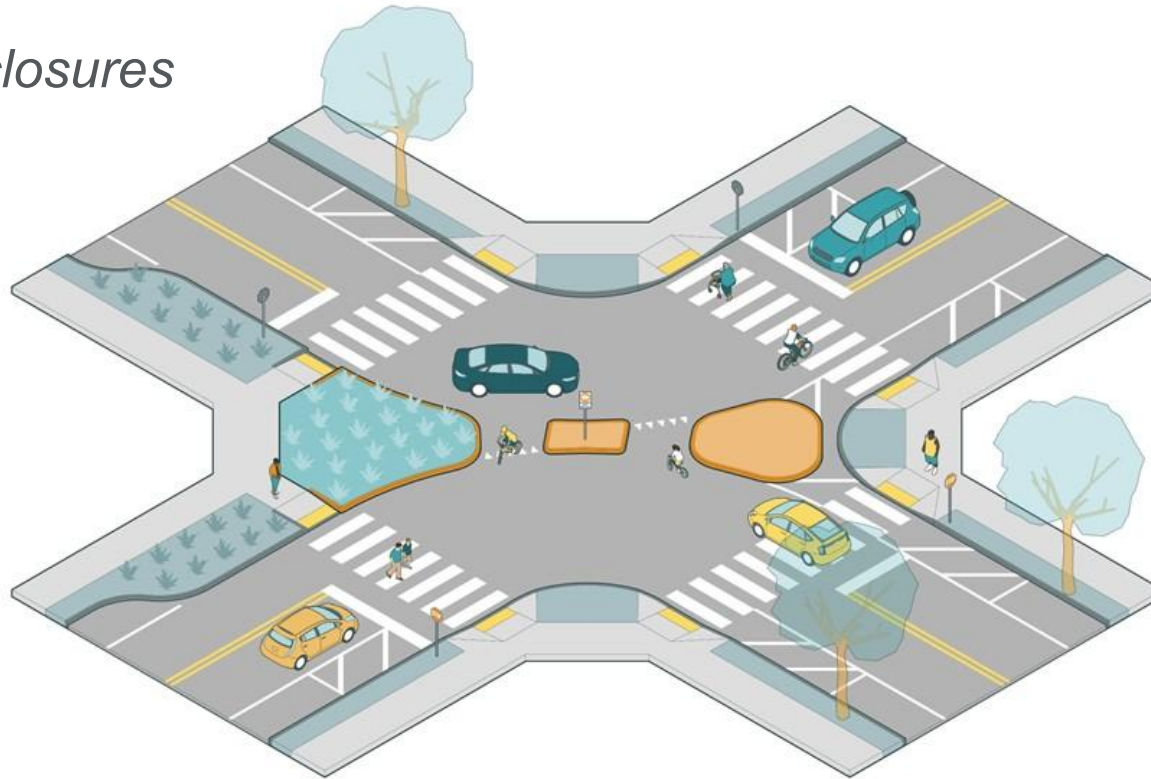


Elements of Traffic Calming

Physical Obstructions

Diverters

Street closures



Elements of Traffic Calming

Lane Narrowing

Road diet

Adding on street parking

Introduction of bike lanes

Stormwater run-off mitigation

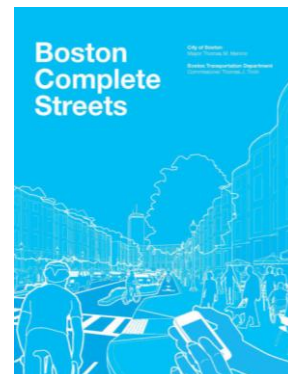
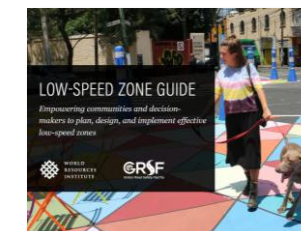
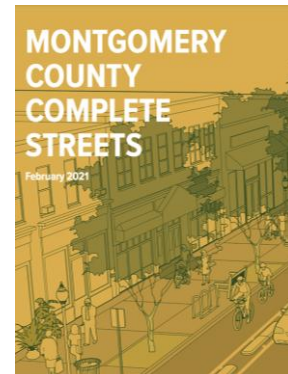
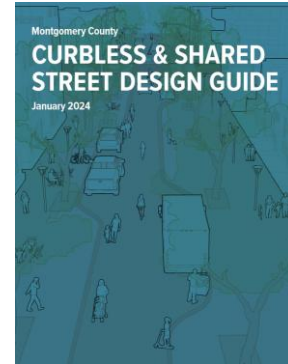
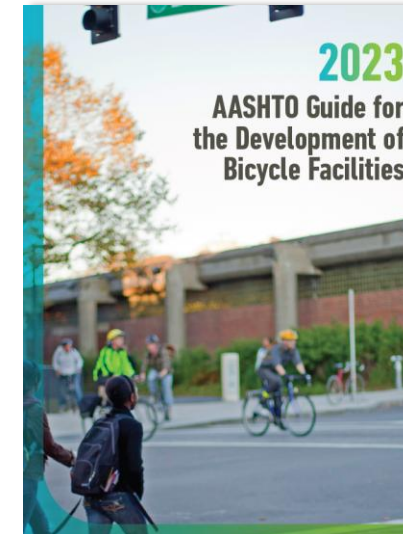
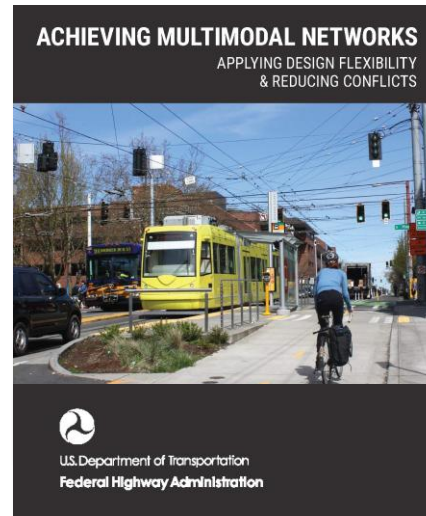
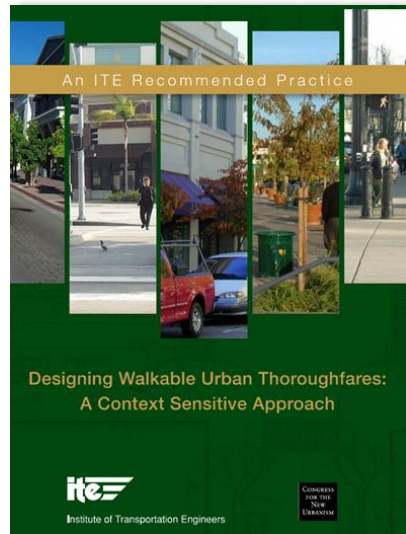


The Principles of Traffic Calming

1. Reduce motorist speed to the desired operating speed as consistently as possible through a corridor
2. Avoid unintentionally diverting motorists to parallel routes



Traffic Calming Resources



How do we get there?

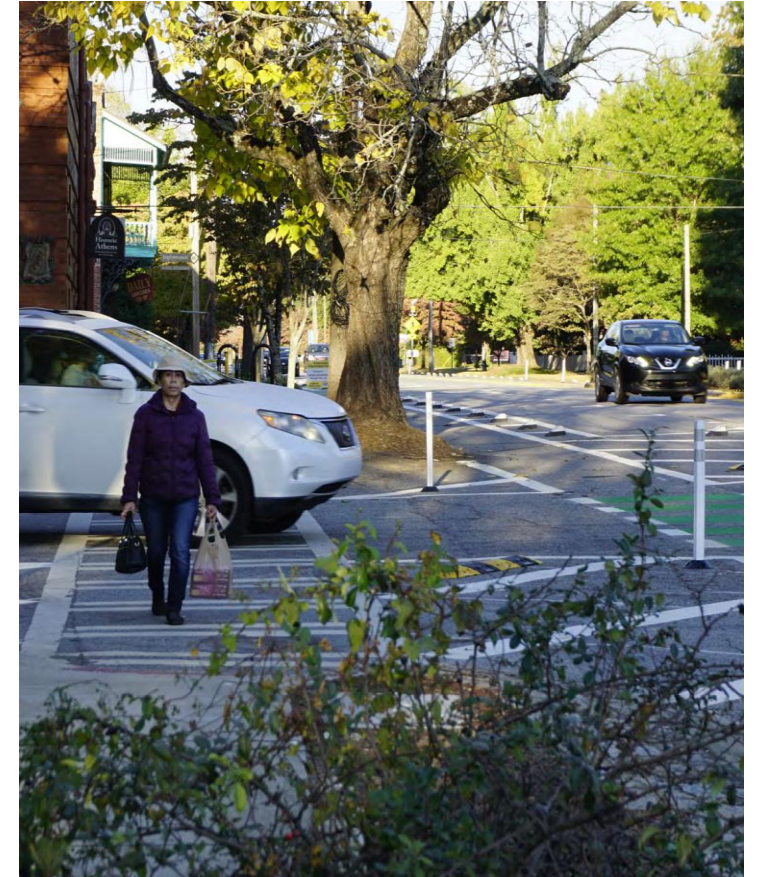
PROJECT BACKGROUND

Purpose of the Toolbox

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

This Toolbox will:

- Reflect best practices and updated guidance
- Provide traffic calming treatment and features
- Be an alternative to the HDM



Purpose of the Toolbox

- Advance a systemwide approach to decision making
- Coordinate with Municipalities and with CTDOT
- Reflective of WestCOG Context
- Flexible, Educational, Integrated; Intuitive and Comprehensive

1.2 Street Zone

The Street Zone is comprised of three functional areas, each with specific roles and associated design requirements:

The **Curbside Zone** is the area adjacent to the Sidewalk Zone. Curbside Zone uses are varied and may include on-street parking, in-street corrals for bicycles and similar vehicles, loading zones for people (taxi or bus stops, app-based ride-hailing companies), loading zones for commercial uses, mobile food vendors, parklets, electric vehicle charging stations, and more. Because of the many demands on curbside space, thoughtful planning of curbside uses is essential to a safe, high-functioning street.

The **Median Zone** runs along the center of the Travelway Zone and, if present, may include a median, turn lanes, transit lanes, transit stations, street trees or other landscaping, permeable surface or stormwater management features, gateway and placemaking features, and/or traffic signs. The Median Zone can serve multiple purposes including enhancing safety by reducing conflicts; reinforcing the target speed of a roadway; improving traffic operations; and, supporting environmental goals and beautification through landscaping and green infrastructure (see Chapter 7: Green Streets).

The **Travelway Zone** is the area between the curbside uses and includes the lanes used by personal vehicles, transit, emergency vehicles, delivery/freight vehicles, and in many locations, bicycles. Pedestrians use the Travelway Zone on shared streets and at crossings. Speed management and safety are priorities in the Travelway Zone, as well as access for emergency service vehicles. In addition to prioritizing safety, a well-designed Travelway Zone is key to economic growth and the success of county businesses.

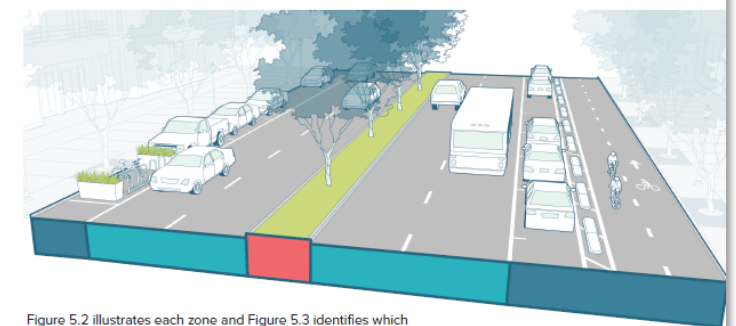


Figure 5.2 illustrates each zone and Figure 5.3 identifies which design features in the Street Zone are required, recommended, optional or not permitted/applicable on each street type in Montgomery County.

Figure 1-2. Illustration of Street Zone

Project Tasks & Schedule



Project Tasks

Task 1: Project Management

- Ongoing Project Management, Reports, and Meetings

Task 2: Regional Status Quo

- Research and review of Municipal guidance, manuals, and other resources
- Technical Memo

Task 3: Best Practices

- Best Practices in Traffic Calming and Complete Streets
- Emergency Services Focus Groups & Considerations
- Applicability to WestCOG Region

Task 4: Best Practices and Precepts Toolbox

- Planning Precepts (Round 1 and Round 2)
- Draft and Final Toolbox

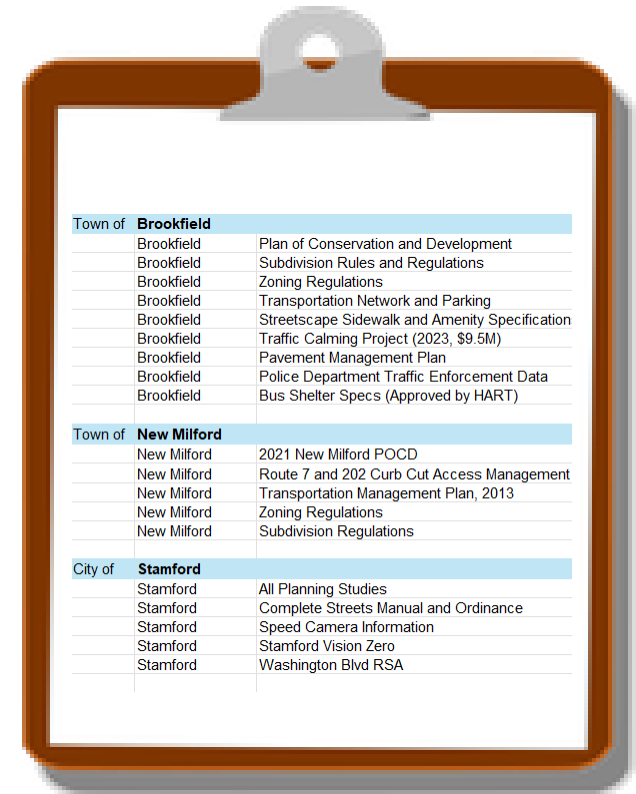
Project Schedule

Task	D	J	F	M	A	M	J	J	A
Task 1 Project Management	◆								
Task 2 Regional Status Quo			D						
Task 3 Best Practices				D	F				
Task 4 Planning Precepts and Toolbox							D		F
Project Advisory Committee	ⓧ		ⓧ				ⓧ		ⓧ

- ◆ Kickoff Meeting
- ⓧ PAC Meeting
- SM Stakeholder Meeting or Focus Group
- D / F Draft and Final Deliverable

Regional Status Quo

- Inventory municipalities' standards and guidance used by municipalities for street design decision-making
- Identify considerations that inform street design and maintenance
- Technical Memo on existing standards



Town of Brookfield		
Brookfield	Plan of Conservation and Development	
Brookfield	Subdivision Rules and Regulations	
Brookfield	Zoning Regulations	
Brookfield	Transportation Network and Parking	
Brookfield	Streetscape Sidewalk and Amenity Specification	
Brookfield	Traffic Calming Project (2023, \$9.5M)	
Brookfield	Pavement Management Plan	
Brookfield	Police Department Traffic Enforcement Data	
Brookfield	Bus Shelter Specs (Approved by HART)	
Town of New Milford		
New Milford	2021 New Milford POCD	
New Milford	Route 7 and 202 Curb Cut Access Management	
New Milford	Transportation Management Plan, 2013	
New Milford	Zoning Regulations	
New Milford	Subdivision Regulations	
City of Stamford		
Stamford	All Planning Studies	
Stamford	Complete Streets Manual and Ordinance	
Stamford	Speed Camera Information	
Stamford	Stamford Vision Zero	
Stamford	Washington Blvd RSA	

✓ Have documents to share? Send materials to Mike at mwilson@westcog.org

Compile Best Practices

- Compiling planning standards and practices relevant to the WestCOG region
- Consider relationship with land use and the built environment
- Perform analysis on data and resources to shape precepts (i.e., impacts of interventions)



Focus Groups

- Focus groups with First Responders and Emergency Service
- Feedback, concerns, and perspectives will inform Toolbox
- ✓ *Have recommendations for agencies or individuals? Share via chat or email Mike at mwilson@westcog.org*



Planning Precepts and Toolbox

- Review draft technical memos with the PAC and discuss planning precepts
- Prepare preliminary concepts
- Design draft best practices and planning precepts (*shared publicly and with the PAC*)
- Best Practices → **Final Toolbox**



Midblock Treatment	Speed Reduction	Volume Reduction	Increased Crossing Opportunities	Cost	Potential Effectiveness
Speed Humps, Tables, and Cushions (pg. 16)	●	◐	—	\$-\$-\$	● High
Raised Crosswalks (pg. 18)	●	◐	●	\$-\$	◐ Medium
Pinch Points (pg. 24)	◐	◐	—	\$-\$	○ Low
Chicanes (pg. 26)	◐	○	—	\$-\$	— None
Curb Extensions (pg. 28)	○*	—	◐	\$-\$-\$	
Median Islands (pg. 30)	◐	—	—	\$-\$	
Pedestrian Refuge Islands (pg. 32)	◐	—	◐	\$-\$-\$-\$-\$	
Ped/Bike-Activated Signals (pg. 38)	—	—	●	\$-\$-\$-\$-\$	
Speed Display Signs (pg. 36)	◐	—	—	\$-\$	
On-Street Parking (pg. 42)	○	—	—	\$	
Placemaking Elements (pg. 44)	○	—	—	\$-\$-\$	

Cost Ranges*

\$ Less than \$5,000

\$-\$ \$5,000 - \$20,000

\$-\$-\$ \$20,000 - \$100,000

\$-\$-\$-\$ More than \$100,000

* Costs as of 2022

For speed reduction, potential effectiveness is based on the following expected average speed reductions:

- High: 5 mph or more
- ◐ Medium: 2-5 mph
- Low: Less than 2 mph

For volume reduction and crossing improvement, potential effectiveness is relative to each other and based on the observed experience from other cities.

* Curb Extensions may have a higher impact on vehicle turning speeds.

Role of the Project Advisory Committee



Role of the Project Advisory Committee

- 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



Discussion



Discussion

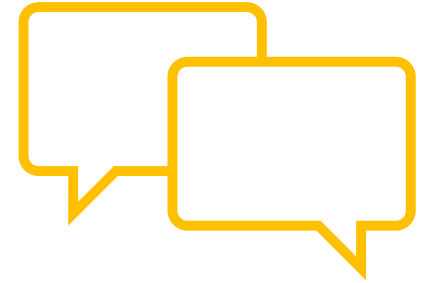
- What is your main priority or objective with this Toolbox?
- What does a successful Toolbox look like, or mean, for you?
- Is there anything you're particularly concerned about?
- What other considerations should we be including?
- Any recommendations for local materials, stakeholders, focus group participants, or relevant projects?

Next Steps



We Want to Hear From You!

Share your input and ideas with Mike at mwilson@westcog.org



- **Municipal materials** or guidance documents
- Recommendations for **First Responder Focus Groups**
- Referrals for colleagues to participate on the **PAC**
- **Other opportunities or projects related to the Toolbox...**



Next Steps

- ✓ Convene a Project Advisory Committee
Next Meeting: late February/early March 2025

- ☐ Review Municipal Guidance

- ☐ Conduct a Best Practices Review

- ☐ Coordinate Focus Groups

- ☐ Develop Planning Precepts

Thank you

Questions? Contact:

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Carrie Long | clong@tooledesign.com