



Connecticut Department of
Transportation

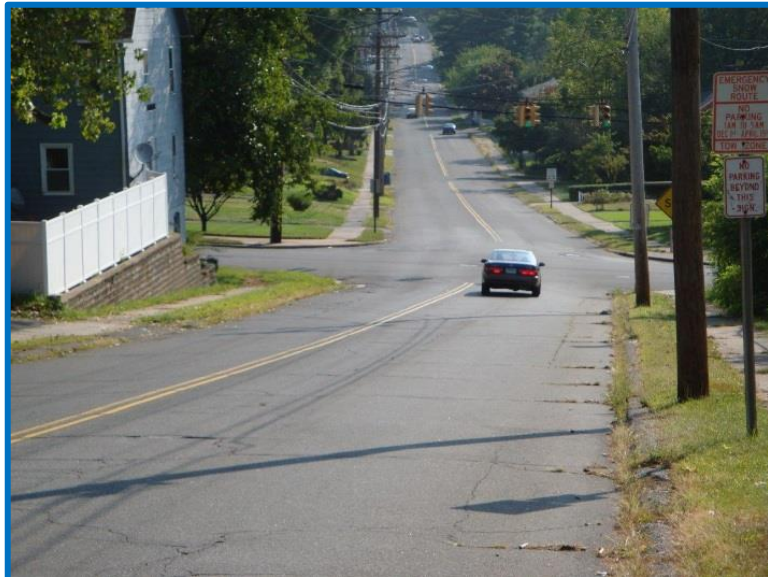
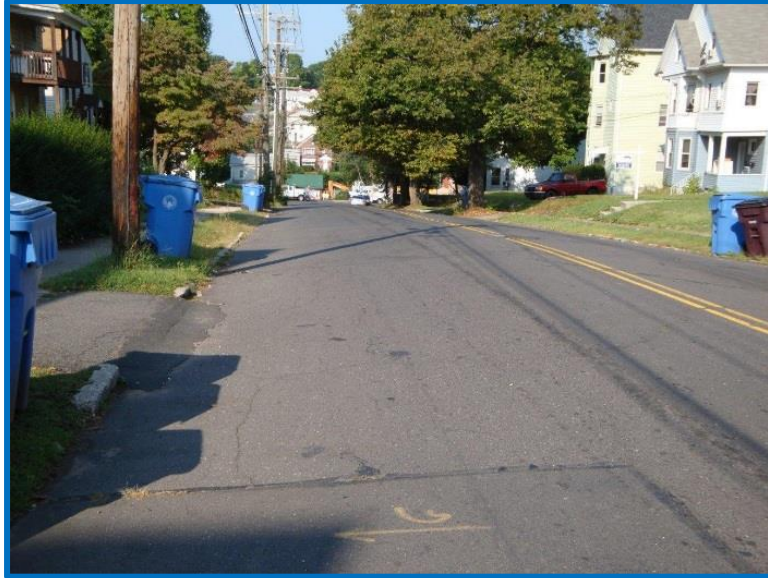
New Complete Streets Policy

CSCE Monthly Meeting at University of Hartford

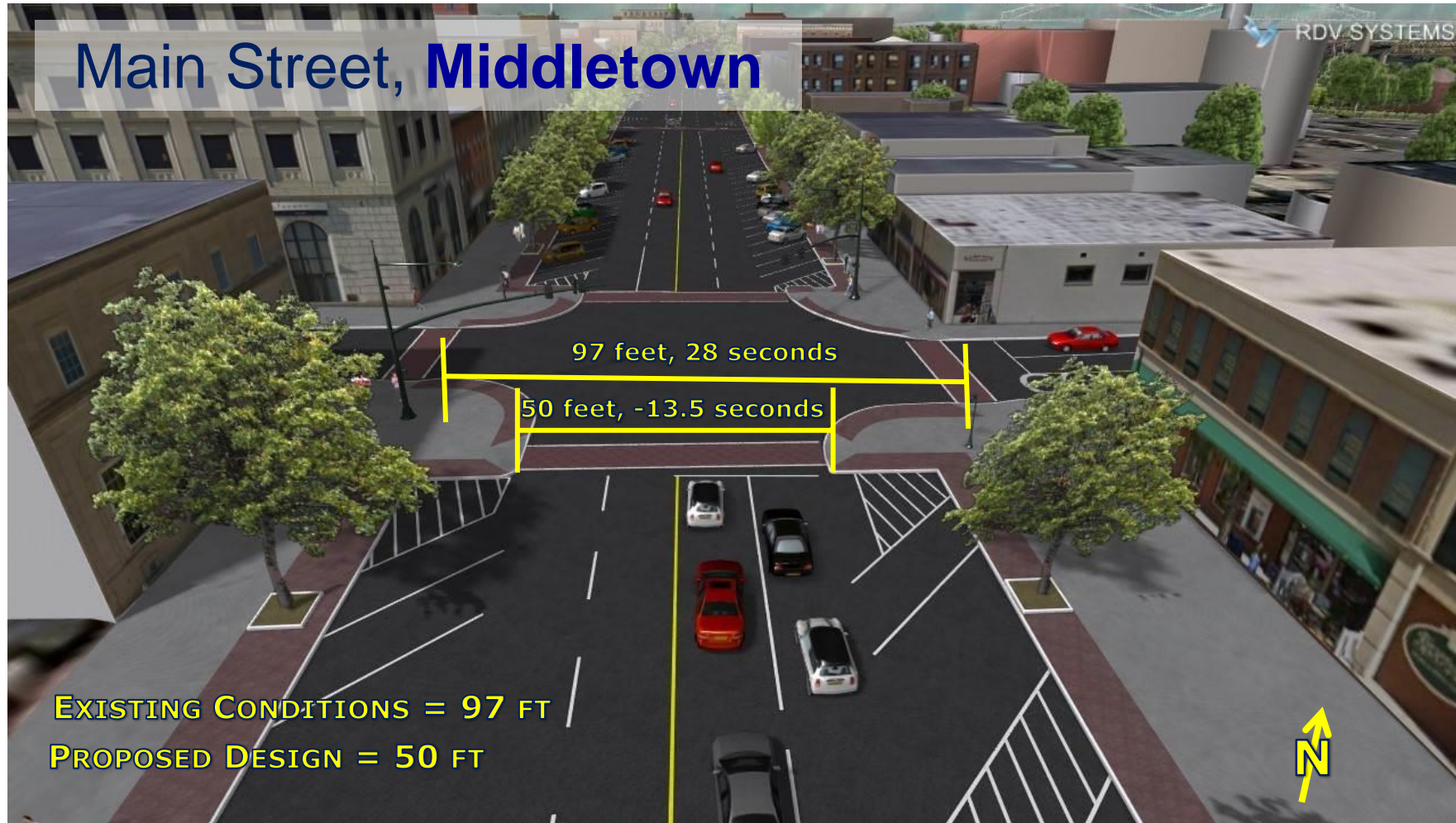
Where we've been –
and where we're
going !



Past Measure of Success in Complete Streets



Examples of Complete Streets



Reducing crossing distances with the addition of sidewalk bump-outs

Programs & Support for Complete Streets

Programs:

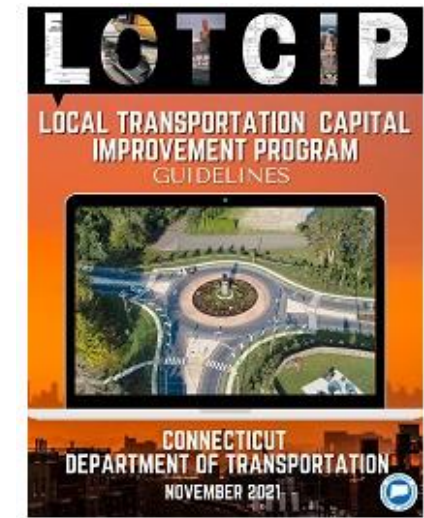
- Community Connectivity
- Transportation Alternatives
- LOTCIP
- TRIP

Federal Grants

- Safe Streets and Roads for All
 - Open to MPO's & Municipalities
 - Planning & Implementation Grants Available
 - [SS4A Fact Sheet \(usdot.gov\)](#)
 - [Safe Streets and Roads for All Grant Program | Vision Zero Network](#)

Support Available

- Road Safety Audits

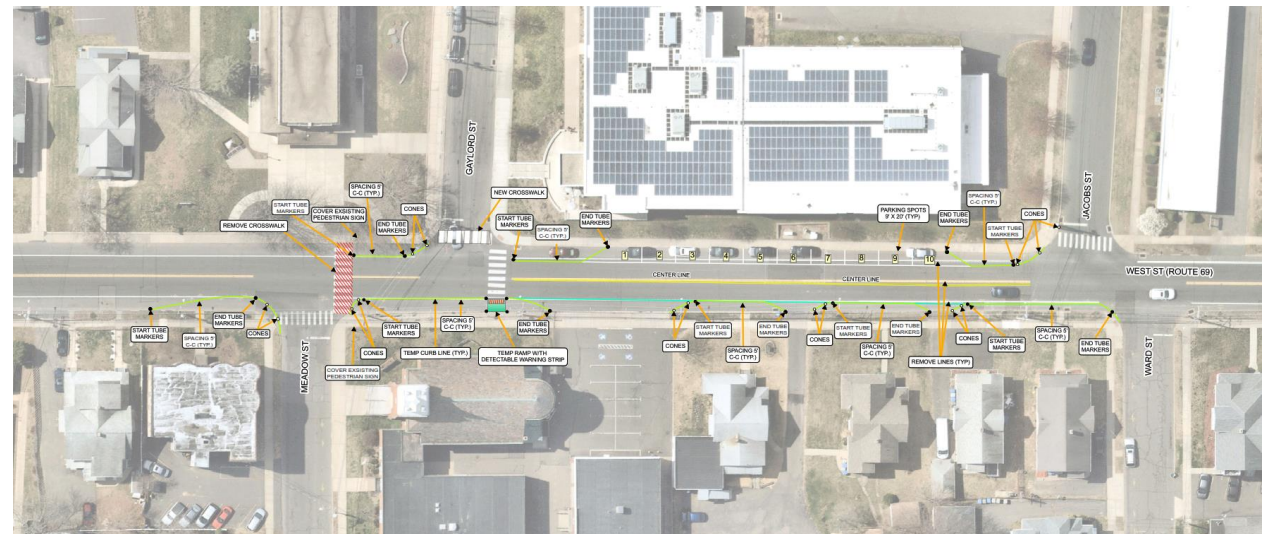




Smart Growth America
Improving lives by improving communities

Complete Streets Academy 2022 - 2023

- Workshops, planning and building temporary street safety demonstration projects
 - "Quick-Build" Projects
 - Partnered with Waterbury, Bristol & Middletown and two COG's



VISION ZERO COUNCIL OF CONNECTICUT

A STATEWIDE PARTNERSHIP WORKING TO ELIMINATE ROADWAY INJURIES AND FATALITIES

HIT BY A VEHICLE
TRAVELING AT:

20 MPH



9 out of 10 Pedestrians Survive

HIT BY A VEHICLE
TRAVELING AT:

30 MPH



5 out of 10 Pedestrians Survive

HIT BY A VEHICLE
TRAVELING AT:

40 MPH



1 out of 10 Pedestrians Survive

- The **Vision Zero Council** is an interagency work group tasked with developing statewide policy to **eliminate** transportation-related **fatalities** and severe **injuries** involving **pedestrians, bicyclists, transit users, motorists, and passengers**.
- The Vision Zero Council members are the commissioners (or their designees) of the Departments of Transportation, Public Health, Emergency Services and Public Protection, Motor Vehicles, Education, Aging and Disability Services, and Deputy State's Attorney.

[What Is The Vision Zero Council \(ct.gov\)](http://ct.gov)



Emphasis Areas

Infrastructure

- Roadway Departure
- Intersections

Behavior

- Impaired
- Unrestrained
- Aggressive
- Motorcycle
- Distracted

Pedestrian

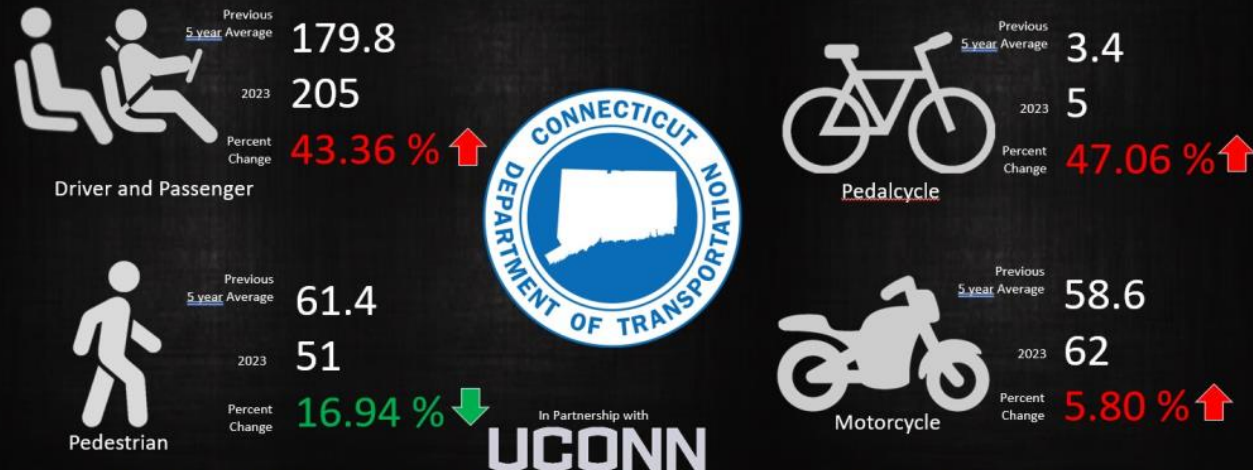


2023 Preliminary Year End & 6 Year Crash Trends

CONNECTICUT 6 Year Fatal 2018 - 2023 Comparisons

Victim Classification	2018	2019	2020	2021	2022	2023
Driver/Passenger	184	143	173	176	223	205
Pedestrian	63	55	61	55	73	51
Pedal cyclist	1	3	6	3	4	5
Motorcyclist	51	49	59	68	66	62
Other	0	0	0	0	0	0
Total	299	250	299	302	366	323

Fatalities by Person Type January 1, 2023 - December 31, 2023

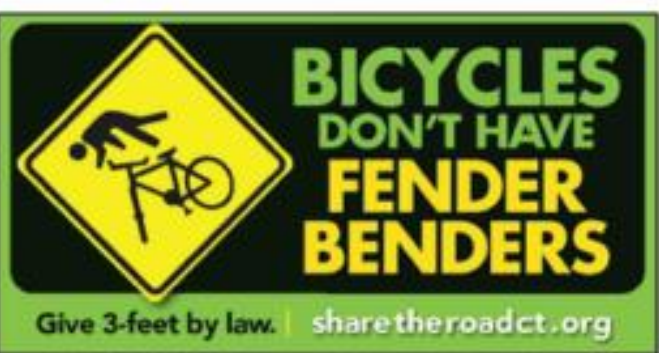


* 2021 and later data are preliminary and from CTDOT sources; data from prior years are from NHTSA FARS final files

Changing Behavior



U DRIVE. U TEXT.



Enhancing safety at trail crossings

installing **HAWK** signals



Safety advantages of HAWK signal:

- Located “over” road like regular signal
- Law requires drivers to stop on red
- “Red” leaves no ambiguity for drivers

Roadway Departure Projects

Centerline Rumble Strips (CLRS)

- Produces noise and vibrations when departing from lane into oncoming traffic

Target – Distracted Drivers



High Friction Surface Treatment (HFST)

- Application of aggregate to maintain pavement friction

Target – Speeding Drivers



Horizontal Curve Warning Signs

- Enhanced delineation of curve along the roadway

Target – Speeding Drivers

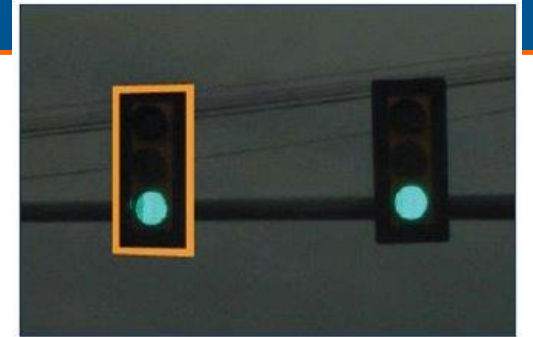


Intersection Projects

Retroreflective Backplates

- Provides Enhancements to a traffic signal's visibility

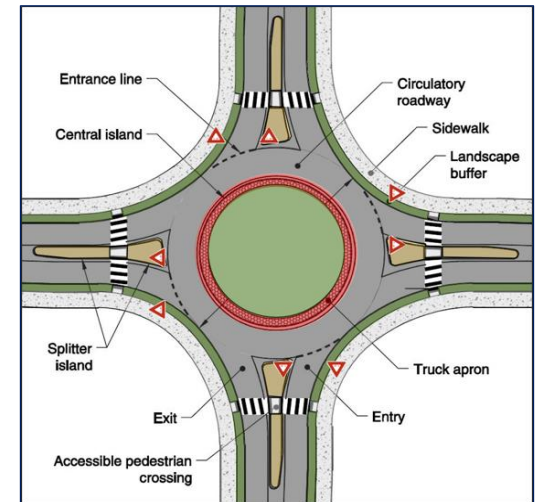
Target – Inattentive Drivers



Roundabouts

- Helps to reduce crashes, injury crashes and speeds.

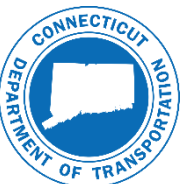
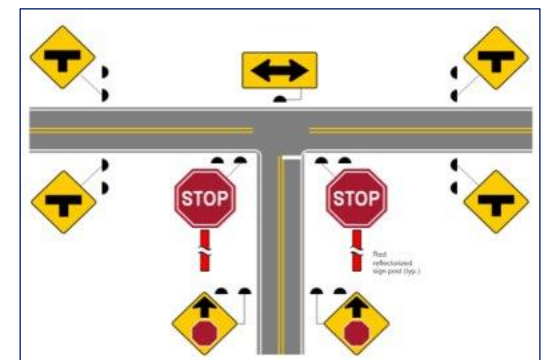
Target – Speeding Drivers



Oversized Stop Signs at Unsignalized intersections

- Enhancing visibility and uniformity

Target – Inattentive Drivers



Pedestrian Projects

Pedestrian Facilities at Signalized intersections

- Upgrading Pedestrian Indications

Target – Pedestrians

- Pedestrian signing at crosswalks
 - Enhancing existing crosswalk signage

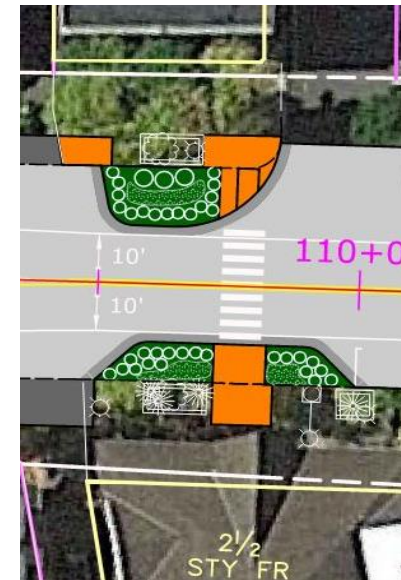
Target – Drivers



Bumpouts

- Making pedestrians more visible/less crossing time

Target -Drivers



Rectangular Rapid Flashing Beacons (RRFB)

- Enhancing visibility of pedestrians at or in crosswalk

Target - Drivers

Complete Streets Controlling Design Criteria

August 2023 - Department has instituted three new controlling design criteria on applicable CTDOT projects.

Pedestrian Facilities



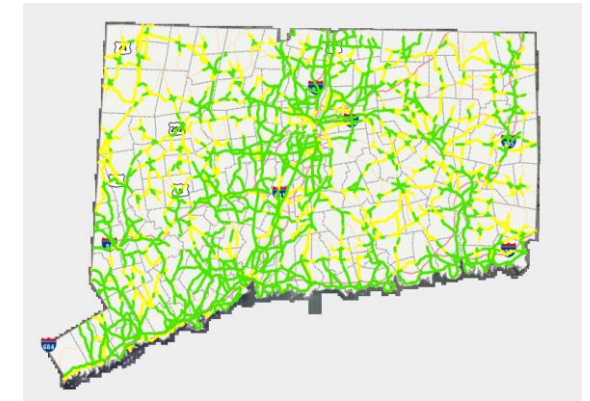
- Sidewalk (both sides of roads) Minimum Width – 5'-0"
- Marked Crosswalks – shall be provided at every leg of a signalized intersection where sidewalks are present and/or proposed
- Illumination – shall be provided for marked crosswalks on all State roads

Bicycle Facilities



Bicycle Facility Selection Matrix & Updated Standards

Bicycle Facility	Min. Width (feet)
Paved shoulder and Bicycle Lane	5
Buffered Bicycle Lane*	5
Separated Bicycle Lane (one-way)*	5 ¹
Separated Bicycle Lane (two-way)*	8 ²
Shared Use Path and Side path	10



Transit Provisions



- Office of Transit and Ridesharing and Office of Rails input required on all projects
- Shelter or Bench to be provided at all transit stops with high levels of boarding per day or low levels of frequency of service
- Marked Crosswalks within 400' of existing or proposed transit stops
- Illumination provided at all transit stops
- ADA compliance

Complete Streets Controlling Design Criteria

- Project Application:
 - CTDOT is the project proponent
 - CTDOT administers the project
 - CTDOT is responsible for providing project funding (state or federally aid)
 - CTDOT controls the affected infrastructure (State Highway)
- Design Exceptions:
 - Design Exceptions for CSCDC may only be granted by the Chief Engineer, with reporting requirements to the Commissioner.
 - This elevates the Design Exceptions review process for the CSCDC, as the approval of any requested Design Exceptions for the other 13 Controlling Design Criteria are determined by Engineering Administrator.



Challenges

- Project Screening requires robust enterprise level data
- Traffic Safety Culture
- Training
- Project Scoping, identifying opportunities
- NEPA/Environmental impacts
- ROW
- Evolving Standards



Farmington Canal Heritage Trail, Simsbury

Lessons Learned...

...TO BE DETERMINED

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Complete Streets Rendering, FHWA





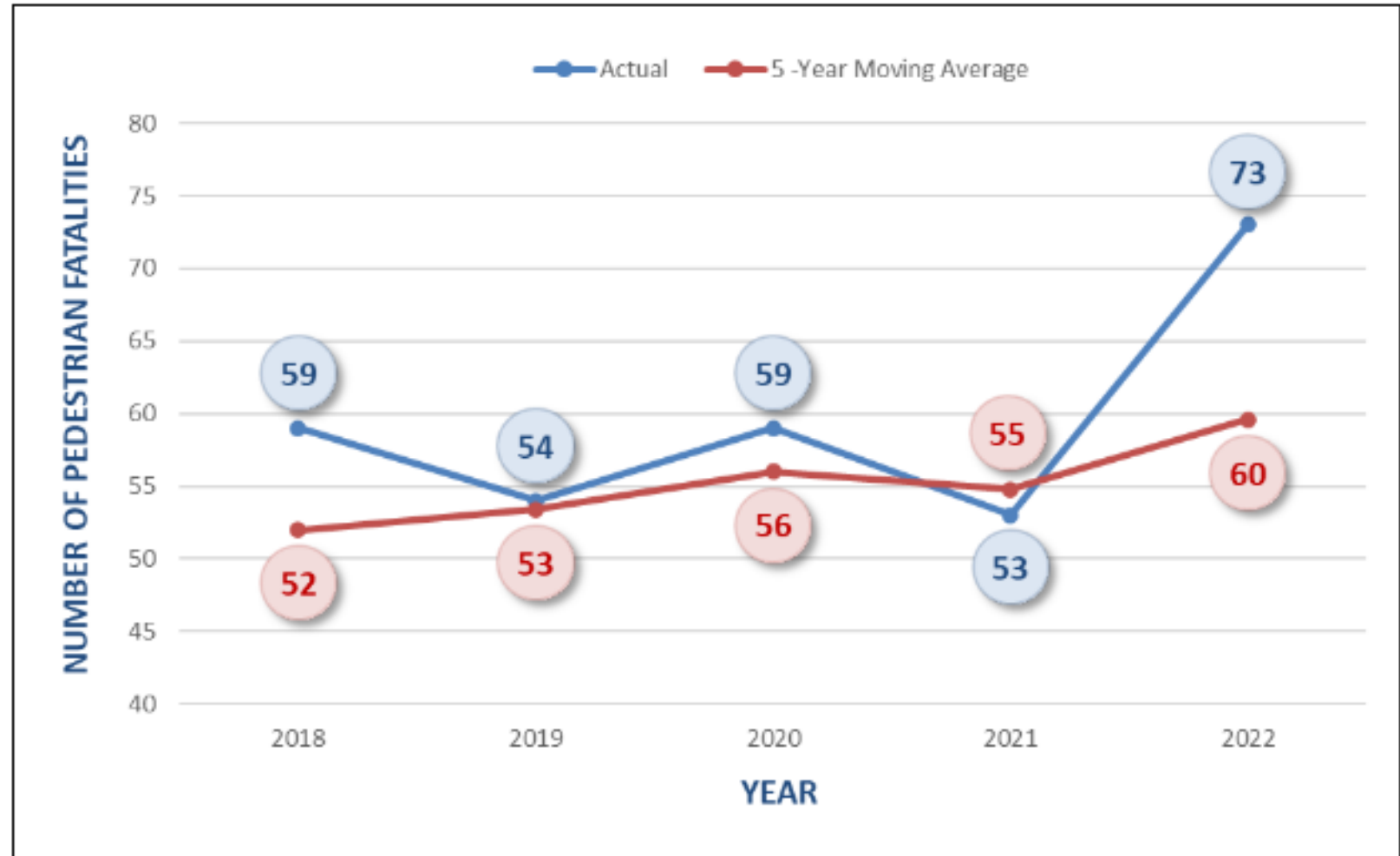
Thank You!

Questions?

Pedestrian Fatalities

Performance Target: To reduce the pedestrian fatalities (2019-2023 moving average) to 53 by 2023.

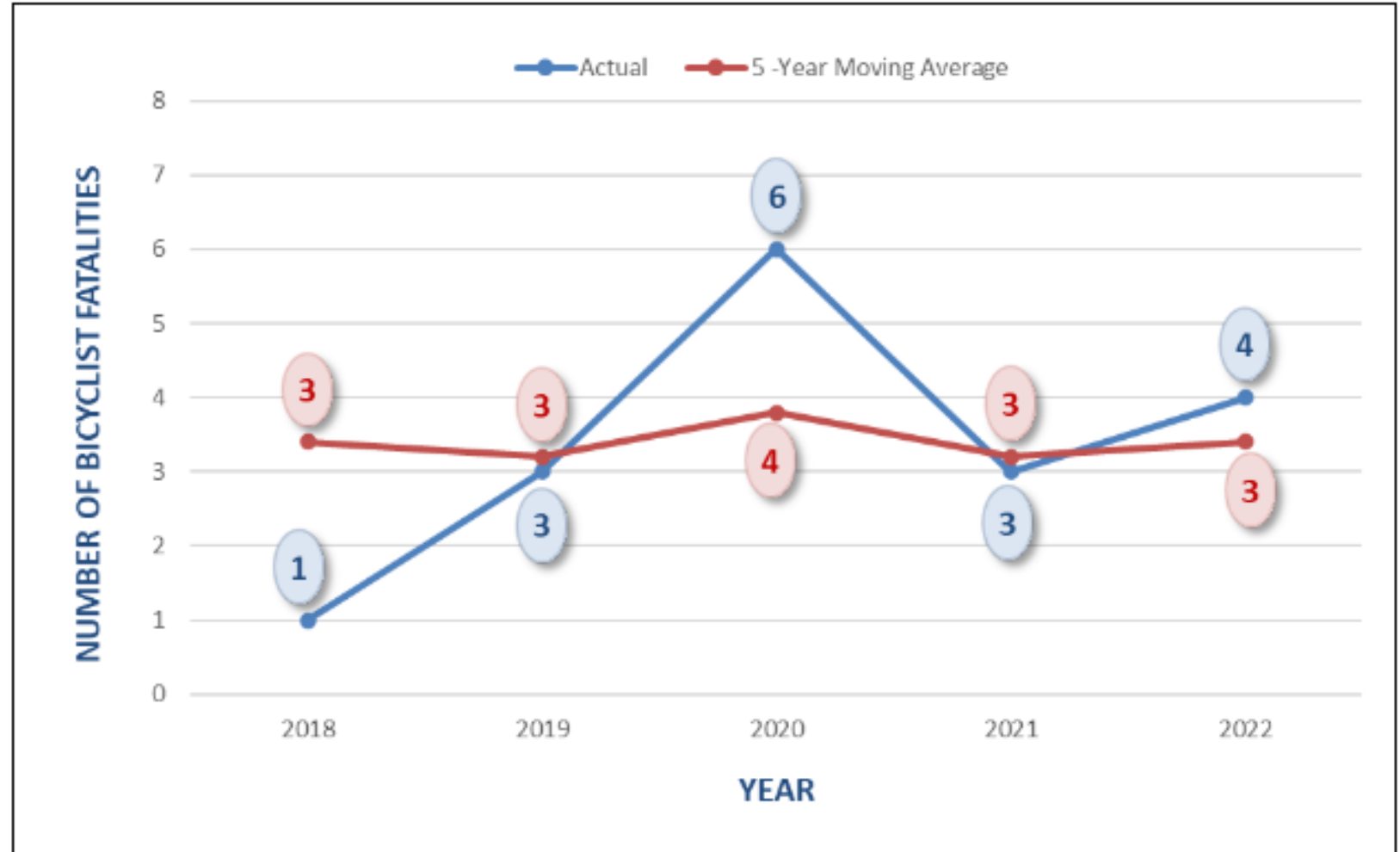
Outcome: In Progress. Possibility that the target will not be met.



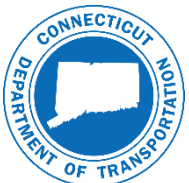
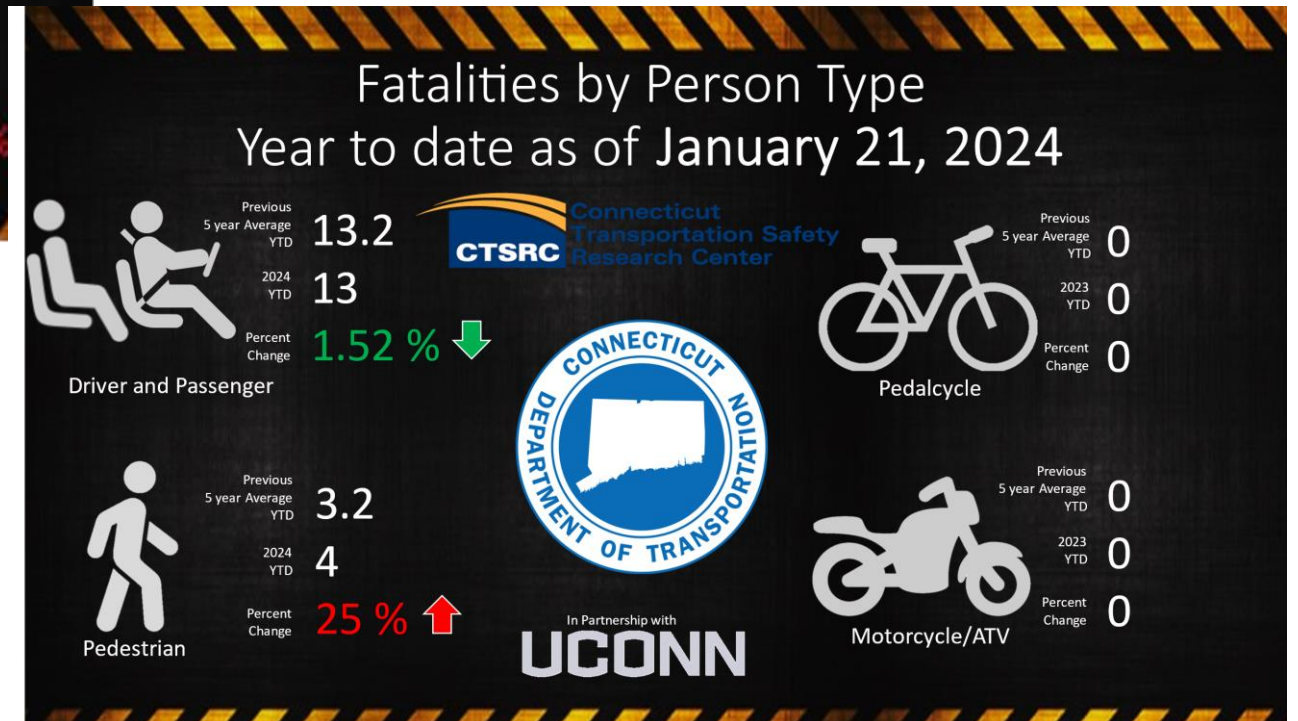
Bicyclist Fatalities

Performance Target: To maintain the bicyclist fatalities of 3 or under (2019-2023 moving average) in 2023.

Outcome: In Progress. Possibility that the target will not be met.



We still have work to do....



Safe Streets and Roads for All

IIJA authorizes \$6 billion over 5 years in Safe Streets grants

- Safe Streets and Roads for All is open to MPOs and Local Governments, *not State DOTs*.
- Eligible Activities
 - Develop or update a comprehensive safety action plan
 - Conduct Planning Design and development activities in support of an Action Plan
 - Carry out projects ID'd in an Action Plan
- The new grant program will support Vision Zero planning efforts, as well as capital projects to improve safety for all users.

Lead Applicant	Project Title	Type of Plan	Urban/ Rural	Funding Award
Capitol Region Council of Governments	Supplement to the Regional Transportation Safety Plan for the CT Capitol Region	Supplemental Action Plan	Urban	\$958,000.00
City of New Haven	The Safe Streets for All in the Elm City Supplemental Action Planning	Supplemental Action Plan	Urban	\$400,000.00
City of Torrington	Safe Streets for All - Action Plan Grant Application	Action Plan	Rural	\$200,000.00
Lower Connecticut River Valley Council of Governments	Lower Connecticut River Valley Regional Safe Streets for All Comprehensive Safety Action Plan	Action Plan	Urban	\$240,000.00
Northeastern Connecticut Council of Governments	SS4A Action Plan Grant to Northeastern Council of Governments in the State of Connecticut	Action Plan	Rural	\$160,000.00
Town of Westport	SS4A Action Plan Grant to Westport, Connecticut	Action Plan	Urban	\$450,000.00
Total Connecticut				\$2,408,000.00

Links

- DOT Complete Streets Directive: [ECD-2023-8 Complete Streets Controlling Design Criteria final sah.pdf \(ct.gov\)](#)
- FHWA Policy Statement: [Accommodating Bicycle and Pedestrian Travel: A Recommended Approach - Guidance - Bicycle and Pedestrian Program - Environment - FHWA \(dot.gov\)](#)
- FHWA Complete Streets: [Complete Streets | FHWA \(dot.gov\)](#)
- DOT Functional Classification Map: [Roadway Classification and Characteristic Maps and Dashboards | CTDOT Open Data \(arcgis.com\)](#)
- DOT Bike/Ped Demand Map: [ArcGIS Enterprise - State Routes with High Likelihood for Bike and Pedestrian Use \(ct.gov\)](#)

