Traffic Counts
Town of Litchfield

2024 Connecticut Road Safety Summit
Focused on SPEED
SCOPE

traffic radar tests

- Working with the Connecticut Transportation Institute’s Training and Technical Assistance Center, the Department of Public Works set up eight (8) key locations in the Town of Litchfield to record vehicular volume and speed classification data.

- The tests were performed over the period between February 2, 2024 and April 10, 2024.

- Each location recorded data 24 hours/day for seven (7) days.
LOCATIONS

radar test sites
Test Site #7 - ex

route 118 – 95 east litchfield road
## SUMMARY

compiled data

<table>
<thead>
<tr>
<th>Road Speed</th>
<th>Rt 202</th>
<th>West St</th>
<th>North St</th>
<th>South St</th>
<th>East St</th>
<th>Rt 254 (1)</th>
<th>Rt 118</th>
<th>Rt 254 (2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed Limit</td>
<td>40</td>
<td>30</td>
<td>35</td>
<td>35</td>
<td>40</td>
<td>50</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>Average Speed</td>
<td>45</td>
<td>34</td>
<td>44</td>
<td>40</td>
<td>47</td>
<td>48</td>
<td>48</td>
<td>60</td>
</tr>
<tr>
<td>10 MPH Pace Speed</td>
<td>41-50</td>
<td>31-40</td>
<td>36-45</td>
<td>36-45</td>
<td>41-51</td>
<td>51-61</td>
<td>51-61</td>
<td>51-61</td>
</tr>
<tr>
<td>Vehicles in Pace</td>
<td>53,281</td>
<td>64,432</td>
<td>22,400</td>
<td>18,233</td>
<td>35,008</td>
<td>11,257</td>
<td>27,152</td>
<td>11,266</td>
</tr>
<tr>
<td>Percent in Pace</td>
<td>74%</td>
<td>75%</td>
<td>63%</td>
<td>57%</td>
<td>58%</td>
<td>43%</td>
<td>58%</td>
<td>40%</td>
</tr>
<tr>
<td>&gt; Posted MPH (#)</td>
<td>61,983</td>
<td>82,949</td>
<td>33,720</td>
<td>25,722</td>
<td>55,027</td>
<td>10,940</td>
<td>19,725</td>
<td>20,264</td>
</tr>
<tr>
<td>&gt; Posted MPH (%)</td>
<td>85%</td>
<td>85%</td>
<td>95%</td>
<td>80%</td>
<td>90%</td>
<td>41%</td>
<td>42%</td>
<td>72%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Road Count</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Vehicles</td>
<td>72,762</td>
<td>87,713</td>
<td>35,658</td>
<td>32,180</td>
<td>61,283</td>
<td>26,407</td>
<td>47,201</td>
<td>28,145</td>
</tr>
<tr>
<td>West/South Bound</td>
<td>35,825</td>
<td>38,596</td>
<td>18,483</td>
<td>16,321</td>
<td>29,904</td>
<td>15,672</td>
<td>23,712</td>
<td>14,364</td>
</tr>
<tr>
<td>East/North Bound</td>
<td>36,937</td>
<td>49,117</td>
<td>17,136</td>
<td>15,859</td>
<td>31,359</td>
<td>10,735</td>
<td>23,889</td>
<td>13,751</td>
</tr>
<tr>
<td>AM Peak Volume</td>
<td>8,888</td>
<td>7,545</td>
<td>2,829</td>
<td>2,512</td>
<td>5,520</td>
<td>2,414</td>
<td>3,952</td>
<td>2,352</td>
</tr>
<tr>
<td>PM Peak Volume</td>
<td>6,859</td>
<td>8,033</td>
<td>3,423</td>
<td>3,178</td>
<td>6,119</td>
<td>2,580</td>
<td>4,350</td>
<td>2,460</td>
</tr>
</tbody>
</table>
## 2022 Fatality Breakdown

<table>
<thead>
<tr>
<th></th>
<th>Interstate</th>
<th>US Route</th>
<th>State Route</th>
<th>Local</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Count</td>
<td>77</td>
<td>50</td>
<td>144</td>
<td>92</td>
<td>3</td>
<td>366</td>
</tr>
<tr>
<td>Percent</td>
<td>21%</td>
<td>14%</td>
<td>39%</td>
<td>25%</td>
<td>1%</td>
<td></td>
</tr>
</tbody>
</table>
Watch for Me CT
Cross-topic education
Speed limits are not suggestions. They are specific to the road and situation.

“PLEASE SLOW DOWN. OUR LIVES DEPEND ON IT.”

OCTOBER IS NATIONAL PEDESTRIAN SAFETY MONTH

WORDS TO LIVE BY
Outreach, Education, Publications

• Events
• Presentations
• Health and Safety Fairs
• Kids events and Bike Rodeos
• Open Streets events
• Guides, tip sheets,
• Articles and op eds
Factors Influencing Operating Speeds and Safety on Rural and Suburban Roads

LATERAL SHIFT

Source: City of Sparks Public Works: Traffic Division, Reno, NV

Figure 142. Photo. Lateral shift.¹⁰¹

Description
A lateral shift is a curb extension that shifts travel lanes to one side of the road for an extended distance and then back to the other side.¹⁰²

Design Details
A lateral shift generally includes a center island with curbing, which prohibits vehicles from entering the opposing lane. They may also incorporate landscaping in the center island.¹⁰¹ The curb can be constructed from different materials, such as concrete, granite, or asphalt, depending on the desired appearance.

Safety Effectiveness
No published safety evaluation for a lateral shift was found.

Speed Reduction Effectiveness
Lateral shifts from the installation of raised traffic islands have been shown to reduce 85th-percentile speeds by 11 mph (-25 percent).¹⁰²

Cost
The cost to construct a lateral shift can vary significantly, which is mainly dependent on the type of material (i.e., concrete or granite), size of the offset, and the length of the transition.¹⁰¹
Speed Management

Speeding - traveling too fast for conditions or exceeding the posted speed limits - is a contributing factor in 26 percent of all fatalities. In 2020, there were 38,824 fatalities on our Nation's roadways, of which 11,258 were speeding-related - increased by 17 percent from the previous year. Speeding is a safety concern on all roads and for all road users. Although much of the public concern about speeding has been focused on high-speed Interstates, only 14 percent (1,344) occurred on interstate highways, rural and urban combined, while 86 percent of speeding-related fatalities occurred on non-interstate roadways. Speeding is a complex issue involving engineering, driving behavior, education, and enforcement. FHWA is the lead agency accountable for the engineering actions.

Last updated: Monday, September 26, 2022
Connecticut Safety Examples

About This Resource

Making decisions to improve safety on local roadways is not an easy task. We have prepared this repository of Connecticut safety countermeasure examples to assist you in evaluating solutions to safety concerns in your municipality. We hope the following information will be helpful as you navigate this tool.

Countermeasures By Type
- Pedestrian and Bicycle Safety Enhancements
- Planning and Policies
- Roadway Improvements

Countermeasures By Agency
- Town of Fairfield
- Town of Farmington
- City of New Britain
- Town of New Milford
- CTI
- CTI
- CTI
- City of New Britain
- City of New Britain
- City of New Britain
- City of New Britain
Safe speeds: roadway treatment technical toolkit

Speed management to prevent serious injuries and fatalities.

TABLE OF CONTENTS

- How to use the toolkit
- Vertical deflection countermeasures
- Horizontal countermeasures
- Mini roundabouts and neighborhood traffic circles
- Road diets and marking measures
- Speed transition zones, advisory, and feedback signage
- Take action and learn more
- Contact
Challenges Regarding Speed Management Countermeasure

(Emergency Personnel)

- Speed Humps/Bumps/Cushions
- Raised Intersections & Raised Ped Crossings
- Curb Extensions & Chicanes
- Mini-Roundabouts & Nhood Traffic Circles
- Road Diet
- Optical Measures
- Speed Feedback Signs
- Winter Maintenance
- Emergency Response
- Implementation Cost
- Routine Maintenance
- None
Belfast and Edinburgh reduced their speed limits from 30 mph to 20. The result:
"The main outcome of these schemes was a reduction in road casualties at all levels of severity."

pubmed.ncbi.nlm.nih.gov/36173872/

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**Developing and implementing 20-mph speed limits in Edinburgh and Belfast: mixed-methods study**

[Authors and affiliations]

PMID: 36173872  Datasheet ID: NCBI:345170  DOI: 10.1098/RSSB2044

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This Friday, join us on the @portland_state campus with @CEEdeptPDX professor Jason Anderson and @PBOTinfo #VisionZero coordinator Clay Veka, as they share progress and next steps in Portland's speed management process.  trec.pdx.edu/events/profess...
Latest Speed Limit Research (NCHRP 17-76)

The research team considered the breadth of approaches available for the setting of speed limits and the need to develop a methodology that could be used for any roadway type. The research team selected a decision-rule-based procedure for the SLS Procedure. Given the increased emphasis on designing for the context of the roadway, the research team decided that the SLS-Procedure should be sensitive to context and use the expanded functional classification scheme available in NCHRP Research Report 855 (13). The roadway types and roadway contexts available within the expanded functional classification scheme were collapsed into four Speed Limit Setting Groups (SLSGs): Limited-Access, Undeveloped, Developed, and Full-Access. Unique decision rules were developed for each SLSG.
Complete Street Visualization Tool – Streetmix.net
Q & A/Discussion