

Complete Streets Information Exchange

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Mark Carlino, P.E. Division Chief, Traffic Engineering CT Department of Transportation

CTDOT – Traffic Control Signal Design Manual



Updated Pedestrian Focus:

- "All pedestrian provisions incorporated into a signal design should strive to achieve the latest accessibility guidelines."
- "Concurrent pedestrian phasing is preferred for signals within a signal system, if concurrent phasing is appropriate based on the nature and type of pedestrian activity anticipated along the signal system corridor."
- "A Leading Pedestrian Interval (LPI) should be used in conjunction with concurrent pedestrian phasing wherever possible. However, LPI should typically not be used where protected/permitted left-turn phasing is provided for the parallel roadway. "



Motorists

Working toward Concurrent (Green) Pedestrian Phasing

- Pedestrians cross the main road while side street (parallel) motorists have a green ball indication
- Separate pedestrian signal face
- Benefits:
 - Clarifies to pedestrians & drivers when pedestrians should cross
 - o Increased pedestrian compliance
 - o Reduced delay to peds & drivers

Transitioning to Concurrent Green

- Signs to alert motorists
- Signs for pedestrians
- Education with Media Campaign

Leading Pedestrian Intervals (LPI)

- Proven safety benefit
- To be used wherever possible in Concurrent Pedestrian Phasing
- Establishes pedestrian presence in crosswalk "prior to" providing green ball for motorists





Concurrent







Signals for Parallel Motorists

<u>Turning</u> Motorists Yield to Pedestrians









Signals for Parallel Pedestrians

Countdown Time

Concurrent with Leading Pedestrian Interval (LPI)



Concurrent Pedestrian Phasing – Education Brochure

> WATCH FOR ME WatchForMeCT.or 0 📩







Pedestrian Focus for Signalized Intersection Designs

- Provide crosswalks & sidewalks ٠
- Provide shortest path for least amount ٠ of pedestrian exposure
- ADA compliant designs ٠
- Pedestrian push button access ٠
- Countdown signal heads ٠



Sample Signal Plan





Existing crosswalks



- Proposed crosswalks

Proposed pedestrian push buttons, pedestals, and signal heads

Accessible Pedestrian Signals (APS)



- APS push buttons have been the CTDOT <u>standard</u> since 2014.
- APS are push-button devices at signalized intersections that convey visual crossing information in audible and vibro-tactile formats accessible to blind, low vision, and other pedestrians
- The APS system includes:
 - pushbutton locator tone;
 - vibrotactile arrow pushbutton; and
 - percussive tone and/or speech walk message(s).

Pedestrian push button

Pedestrian Signing and Pavement Markings on <u>Local</u> Roads

- Enhance signing and pavement markings at uncontrolled crossing locations.
 - 1,500 locations upgraded
- Install yield lines and "Yield Here to Pedestrian" signs at mid-block crossings.
- Projects complete by end of 2020.





ALL Fatal (K) & Serious Injury (A) Crashes from 2016 to 2018



Pedestrian Safety Program

17% of total K&A crashes: 7% on state roads;10% on local roads.

New initiatives:

- RRFB installations on <u>LOCAL</u> roadways.
- Upgrade pedestrian facilities on <u>STATE</u> roadways and study <u>LOCALLY-owned</u> signals.
- PL monies on <u>LOCAL</u> roadways for BOTH pedestrian facility upgrades & Road Diet study.







COVID-19 Awareness – "Bump the Button" Campaign



Sidewalk Ramp & Bus Stop Accessibility – Snow & Ice Issues



- Most municipalities have local ordinances requiring property owners to remove snow and treat icy conditions
- Many do not provide specific clarity for clearing the sidewalk ramps and pedestrian push buttons (if present)
- Typically, they are also silent about requiring clearing for bus stops from the sidewalk to the street after each snow event.
- Lastly, use your GIS system and send letters to the property owners adjacent to bus stops, reminding them of their winter storm obligations.