Complete Streets Information Exchange

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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.”
Introducing *Concurrent* Pedestrian Phasing to CT

**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
  - Increased pedestrian compliance
  - Reduced delay to peds & drivers
Introducing *Concurrent* Pedestrian Phasing to CT

*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
Introducing *Concurrent* Pedestrian Phasing to CT

**Concurrent**

Signals for Parallel Motorists

*Turning Motorists Yield to Pedestrians*

Signals for Parallel Pedestrians

- **WALK**
- **Flashing Hand & Countdown Time**
- **Steady Hand**
Introducing *Concurrent* Pedestrian Phasing to CT

**Concurrent with *Leading Pedestrian Interval* (LPI)**

1. **Leading Pedestrian Interval** (3” - 5”)
   - Signals for Parallel Motorists
   - Signals for Parallel Pedestrians
   - WALK

2. **Remaining Concurrent Phase**
   - Signals for Parallel Motorists
   - Turning Motorists
   - Yield to Pedestrians
   - Remaining WALK
   - Flashing Hand & Countdown
   - Steady Hand
   - Signals for Parallel Pedestrians

[Introducing Concurrent Pedestrian Phasing to CT diagram]
Concurrent Pedestrian Phasing – Education Brochure

ON GREEN, WATCH FOR PEOPLE CROSSING!

New Signal Operation at (Street Name) and (Street Name)

An intersection near you is being upgraded to include concurrent pedestrian signals, which alert to both drivers and pedestrians when pedestrians should cross, reduce delays for everyone, and may help reduce the severity of pedestrian-involved crashes.

WHAT ARE CONCURRENT PEDESTRIAN SIGNALS?

Pedestrians cross in the same direction and at the same time as parallel traffic, who have a green light.

DRIVERS, LOOK FOR THIS SIGN! IT WILL LET YOU KNOW THAT PEDESTRIANS MAY HAVE THE WALK SIGN WHEN YOU HAVE A GREEN LIGHT.

Motorists may turn left or right over the crosswalk, after yielding to pedestrians in or entering the crosswalk.

This means that turning cars must wait for pedestrian traffic before completing the turn.

Some locations may provide pedestrians with a few seconds head start before the light turns green for motorists.

This establishes pedestrian presence in the crosswalk prior to providing the green ball for motorists. Pedestrians should watch for turning cars in case they are not yielding.

Concurrent with Pedestrian Head Start

Phase 1: Pedestrians only

Pedestrians are given a 3½ second head start entering the intersection.

Phase 2: Pedestrians and motorists

Motorists are provided a green light. Turning traffic yields to pedestrians entering or in the crosswalk.

Concurrent without Pedestrian Head Start

The walk signal for pedestrians typically begins at the same time as the green light for parallel traffic. Turning traffic yields to pedestrians entering or in the crosswalk.

Space for contact info, logos, etc.
Pedestrian Focus for Signalized Intersection Designs

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

Sample Signal Plan

Existing crosswalks
Proposed crosswalks
Proposed pedestrian push buttons, pedestals, and signal heads
• APS push buttons have been the CTDOT standard 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 Signing and Pavement Markings on *Local* 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 LOCAL roadways.
  - Upgrade pedestrian facilities on STATE roadways and study LOCALLY-owned signals.
  - PL monies on LOCAL roadways for BOTH pedestrian facility upgrades & Road Diet study.
COVID-19 Awareness – “Bump the Button” Campaign
• 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.