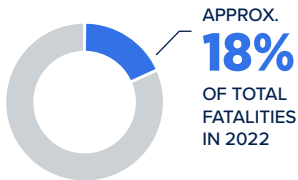




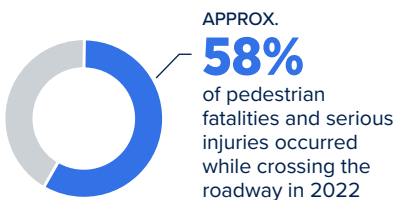
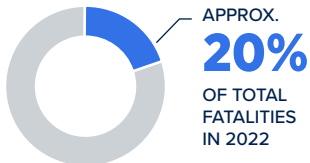
NATIONWIDE

7,522 Pedestrians killed in traffic crashes in 2022¹



CONNECTICUT

73 Pedestrians killed in traffic crashes in 2022²



Studies show raised crosswalks can improve pedestrian crossings and reduce crashes by

45% ↓

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STRATEGY AT-A-GLANCE

Raised Crosswalks and Intersections



Raised crosswalks are elevated 3 to 6 inches above the surrounding roadway forcing vehicles to slow down and providing a level path of travel for pedestrians.

Raised crosswalk on North State Street, Stamford, CT

According to the National Highway Traffic Safety Administration, in 2022 there were 7,522 pedestrians killed in traffic crashes, the highest number since 1981.¹ Pedestrian fatalities accounted for approximately 18% of roadway fatalities nationally and approximately 20% (73 of 362) of fatalities in Connecticut. In that same year in Connecticut, 58% of pedestrian fatalities and serious injuries occurred while crossing the roadway.

Raised crosswalks are elevated 3 to 6 inches above the surrounding roadway, often to the height of the sidewalks, forcing vehicles to slow down before passing over the crosswalk and providing a level path of travel for pedestrians. Raised crosswalks can be located at signalized and unsignalized intersections or mid-block. At intersections, the raised area can be extended to cover the entire intersection. Both raised crosswalks and intersections are marked with paint and/or special paving materials and are often implemented alongside other crosswalk visibility enhancements.

Raised crosswalks can reduce pedestrian crashes by 45% and are promoted by the Federal Highway Administration as a countermeasure to improve pedestrian crossings and reduce crashes.³ A single raised crosswalk reduces 85th percentile speeds to the range of 20 to 30 miles per hour (mph) when crossing the crosswalk and a raised intersection reduces speeds to the range of 25 to 35 mph when crossing the intersection.⁴



Raised crosswalk on Highland Avenue, Norwalk, CT

“Raised crosswalks and intersections have had a **“significant impact that changed character and operations on the street”** for the City of Norwalk. **“There has been a demonstrated reduction in speed.”**”

— City of Norwalk Officials



(top, bottom) Raised crosswalk on Townsend Avenue, New Haven, CT

Benefits

The benefits of raised crosswalks and intersections include:

- » Reduce vehicle speed at crosswalks and intersections
- » Encourage motorists to yield to pedestrians
- » Improve the line of sight so that pedestrians are more visible
- » Enhance the pedestrian crossing environment
- » Support streetscaping and placemaking goals

Cost Considerations

The cost of a raised crosswalk is approximately \$7,110 to \$30,880 depending on drainage conditions and materials used, while the cost of a raised intersection is highly dependent on the roadway cross-sections, ranging from \$25,000 to \$100,000.⁵

Where should Connecticut municipalities consider installing raised intersections and crosswalks?

1 TYPE OF STREET

On local and collector roads or on low-speed arterial streets through a commercial district, as well as in campus settings, shopping centers, and pick-up/drop-off zones.

2 SPEED LIMIT

Typically on roadways where the speed limit is 30 mph or less for raised crosswalks and 35 mph or less for raised intersections. However, higher speed limits may be considered depending on other factors.

3 TRAFFIC VOLUME

On roadways where average daily traffic (ADT) is below 9,000 vehicles for raised crosswalks. ADT may vary for raised intersections from 10,000-36,000 depending on the type of intersection.

4 GRADE

May not be appropriate for crossings on curves or steep roadway grades.

5 EMERGENCY OR TRANSIT ROUTE

Special considerations should be given to raised crosswalks and intersections along emergency vehicle routes. Both can be appropriate for a bus transit route.

6 DRAINAGE

Particular attention should be paid to impacts on drainage because without proper drainage design, water can pool around the crosswalk, which could create a hazard for pedestrians.

7 ROADWAY CROSS-SECTION

Raised crosswalks can be applied both with and without sidewalks or bicycle facilities. Raised intersections are appropriate only with an urban cross-section that includes sidewalks on all sides of the intersection.

Should municipalities wish to install a raised crossing on a state road, an encroachment permit must be applied for through the appropriate Connecticut Department of Transportation District office.⁶

Application in Connecticut

Several cities in Connecticut, including Norwalk and Stamford, have been installing raised crosswalks and intersections over the last decade.



3" Raised Crosswalk at Girard Avenue and Nathan Hale School, New Haven, CT, installed 2022.

City of New Haven

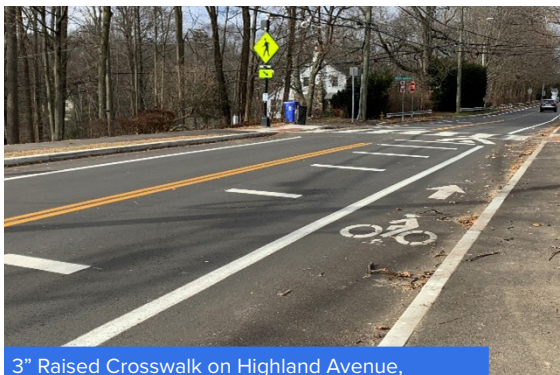
The first raised crosswalk on a state road was installed in 2022 on Route 337 (Townsend Avenue) at Girard Avenue and Nathan Hale School in New Haven. This crosswalk was raised 3 inches with high-visibility advanced and crosswalk markings and a Rectangular Rapid Flashing Beacon installed. It was designed with a 10-foot flat top and 6-foot-wide parabolic approaches on either side, for a 22-foot total cross-section.



Raised Intersection on Washington Street and Commerce Park, Stamford, CT, installed 2011.

City of Stamford

The City of Stamford installed its first raised intersection in 2011, and public feedback has been largely positive for raised crosswalks and intersections. A Vision Zero action plan is underway, and the city is looking at more locations to implement traffic-calming measures. It is now part of standard design procedure to consider a raised crosswalk or intersection in new projects. Although snow plowing is often cited as a concern with raised crosswalks and intersections, both Stamford and Norwalk have not noted maintenance issues or difficulty plowing.



3" Raised Crosswalk on Highland Avenue, Norwalk, CT, installed 2022.

City of Norwalk

The City of Norwalk has installed four raised crosswalks and three raised intersections since 2012. There is public support for both, and the city has received suggestions from the public for new locations based on the success of completed projects. Norwalk is actively considering raised crosswalks and intersections for inclusion in upcoming roadway-related improvement projects. Along the Norwalk River Valley Trail, a 6-inch raised crosswalk was recently installed on Union Park South, and a 3-inch raised crosswalk was installed on Highland Avenue in 2022.

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