

Pedestrian Safety Zone Checklists per Section [14-307a](#) of the CGS

Municipally Owned Roadways:

☐ The municipality by vote of its legislative body or its Board of Selectman through a town meeting authorizes the Local Traffic Authority to establish Pedestrian Safety Zones within the municipality.

NOTE: This authorization is not required if the Local Traffic Authority is the municipality's legislative body or board of selectmen.

☐ The proposed pedestrian safety zone must be located at one of the following locations:

- A clearly defined downtown district or community center frequented by pedestrians; **or**,
- An area adjacent to hospital property or is sufficiently close to hospital property as to constitute a risk to the public safety.

☐ An engineering study **must** be conducted by a licensed professional engineer in Connecticut and in accordance with the Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) for each proposed Pedestrian Safety Zone location. Supporting documentation may include but is not limited to:

- Crash history;
- Pedestrian activity;
- Type of land use and development;
- Speed data;
- Enforcement data;
- Traffic volume data (vehicles, pedestrians, bicyclists, etc.); and/or,
- Recommendations from a road safety audit (RSA) (if applicable)

If the findings of the engineering study recommend the establishment of a Pedestrian Safety Zone, then it must also include a speed management plan with recommended actions to achieve lower motor vehicle speeds. Additionally, the established speed limit for the Pedestrian Safety Zone must be **at least** 20 mph. If the speed limit is reduced by more than 10 mph, then reduced speed limit ahead signs shall be installed in accordance with the standards containing the Manual on Uniform Traffic Control Devices (MUTCD).

☐ Municipalities must notify the Office of the State Traffic Administration (OSTA) in writing of any newly established Pedestrian Safety Zones on municipally-owned roads within their jurisdiction indicating that all the requirements under section [14-307a](#) are satisfied.

State Highways:

A written request must be submitted to the Office of the State Traffic Administration (OSTA) (DOT.OSTA@ct.gov) by the Local Traffic Authority of any municipality to establish a Pedestrian Safety Zone on a State Highway that passes through a downtown district or community center. The written request must include:

☐ An engineering study conducted by a professional engineer, licensed in Connecticut and in accordance with the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways for each proposed Pedestrian Safety Zone location.

Supporting documentation may include but is not limited to:

- Limits of the proposed Pedestrian Safety Zone;
- Crash history;
- Pedestrian activity;
- Type of land use and development;
- Speed data;
- Enforcement data;
- Traffic volume data (vehicles, pedestrians, bicyclists, etc.); and/or,
- Recommendations from a road safety audit (RSA) (if applicable)

☐ A speed management plan with recommended actions to achieve lower motor vehicle speeds. Additionally, the proposed speed limit for the Pedestrian Safety Zone must be **at least** 20 mph.

☐ An [Application For Approval of Speed Limits](#) if the municipality is proposing to modify an existing approved speed limit on any State Highway within the proposed Pedestrian Safety Zone.