

October 7, 2021

2:30p.m. – 4:30p.m.

Vision Zero Council

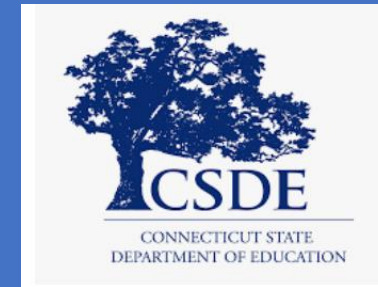


Vision Zero Council - Agenda

- Committee Chair Welcome and Introductions
- Adoption of 8.19.21 meeting minutes
- Current Involvement in Traffic Safety Initiatives
 - Presentation by Committee Members
- Mission Statement – review and discussion for adoption
- Committee Organization
 - Proposed Sub-committee focus areas
 - Recruitment
 - Administrative Items
 - Next Meeting – date and topics
 - Public Comment
 - Adjourn

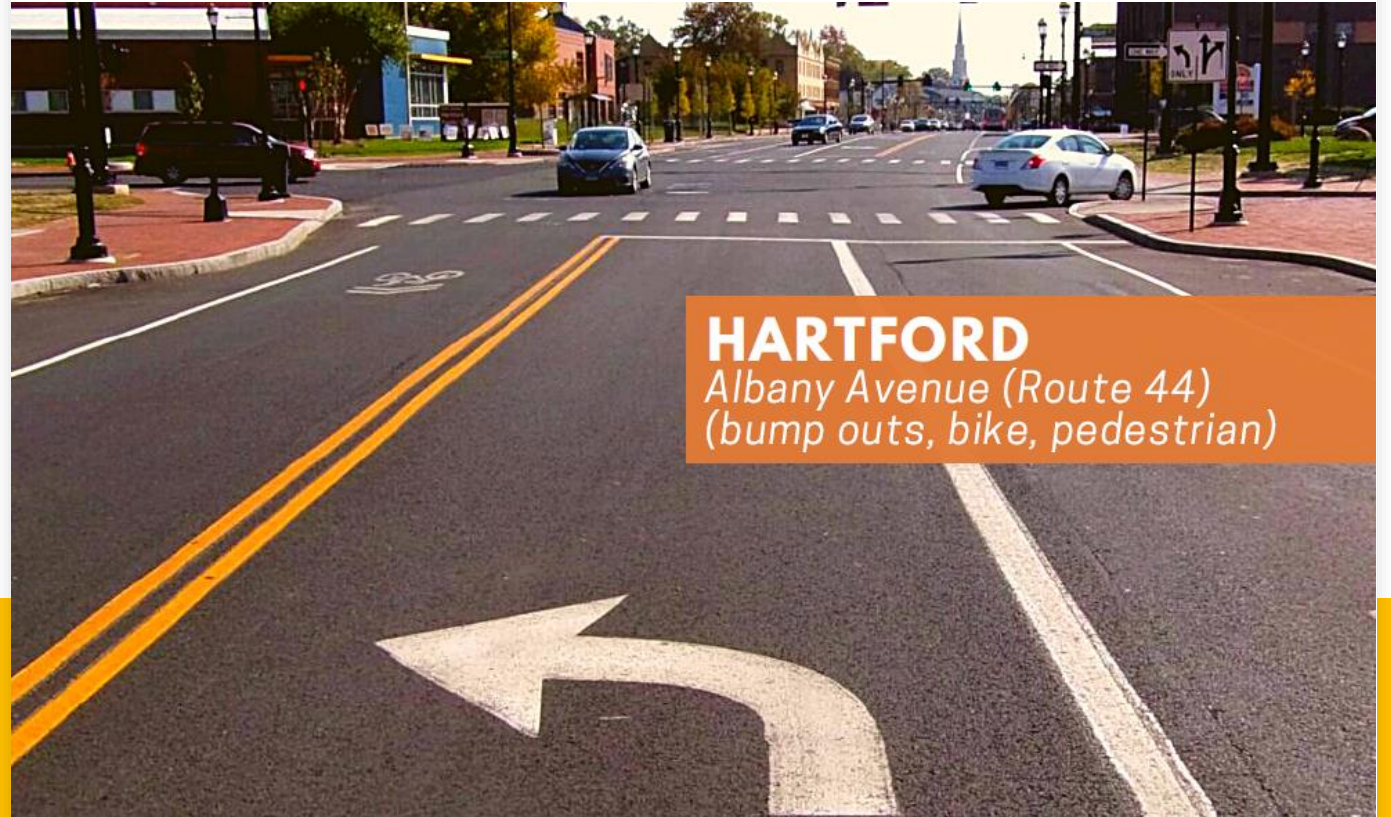


Welcome and Introductions



Adoption of 8.19.21
meeting minutes

Current Agency Traffic Safety Initiatives



HARTFORD
Albany Avenue (Route 44)
(bump outs, bike, pedestrian)



CONNECTICUT DEPARTMENT OF TRANSPORTATION

Vision Zero Council

Presentation

Traffic Safety Efforts

Diana Palmer

October 2021

2020 SAW RECORD HIGH DEATHS



- 65 pedestrians and 6 bicycle fatalities in Connecticut was the highest in over a decade – with fewer VMTs on our roadways
- CTDOT responded with our Pedestrian Safety Strategy
- CTDOT proposed legislation focused on speeds and safety
- CTDOT is pursuing increased state funding for programs and projects for pedestrian safety

Preliminary* CT Fatalities Data		
Year	Total Fatalities	Pedestrian Fatalities
2016	304	59
2017	281	49
2018	293	59
2019	249	54
2020*	307	63

Data Source: FARS Final Files 2016 -2018; FARS Annual Report File 2019; CTDOT Preliminary Data 2020.
Note: The 2020 data is preliminary and subject to change

DOT FOCUSES ON TWO AREAS OF SAFETY

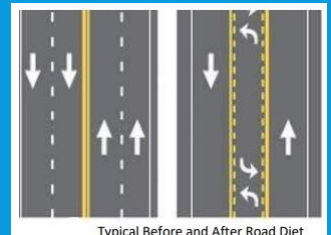
Driver Behavior

The Department addresses driver behavior through the implementation of Highway Safety Programs that are planned, funded and approved as parts of the Department's Highway Safety Plan (HSP). The HSP is approved annually by the National Highway Traffic Safety Administration (NHTSA)



Engineering

The Department's Traffic Safety Engineering unit is responsible for oversight of safety engineering planning and projects. These efforts are coordinated through the Highway Safety Improvement Plan (HSIP). The HSIP is approved annually by the Federal Highway Administration (FHWA)



BEHAVIORAL

A Key Component of CTDOT's strategy is to increase public awareness of the danger posed to pedestrians and other vulnerable users.

- The Highway Safety Office: plans, coordinates, and implements data-driven effective highway safety programs and provides technical leadership, support, and policy direction to highway safety partners.
 - Programs:
 - Impaired Driving
 - Occupant Protection
 - Distracted Driving
 - Police Traffic Services
 - Bike and Pedestrian Safety (non-motorized)
 - Motorcycle Safety
 - Traffic Records
 - Crash Data & Analysis
 - Advertisements
 - CTDOT has high-profile Public Outreach Campaigns

BEHAVIORAL: PEDESTRIAN & BICYCLE SAFETY ADS

Driver



Pedestrian



Dooring



Driver: [The Pedestrian Rules - Driver – YouTube](#)

Pedestrian: [The Pedestrian Rules - Pedestrian – YouTube](#)

Dooring: [The Pedestrian Rules - Dooring - YouTube](#)

BEHAVIORAL: CANNABIS ADS

- Cannabis Ad 1: [\(140\) 2021 CT DOT Cann Impaired Driving Reaction :15 – YouTube](#)
- Cannabis Ad 2: [\(140\) 2021 CT DOT Cann Impaired Driving Focus :15 – YouTube](#)
- Cannabis Ad 3: [\(140\) 2021 CT DOT Impaired Driving :15 spot B – YouTube](#)
- Cannabis Ad 4: [\(140\) 2021 CT DOT Impaired Driving :15 spot W - YouTube](#)

The image displays four panels of advertisements, each with a copyright symbol in the bottom-left corner. The top panel features the text "DRIVING HIGH = DUI" in large green letters, with a smaller version of the same text and icons (marijuana leaf, steering wheel, and equals sign) below it. The second panel shows "CONDUCCIR DROGADO = DUI" in large green letters, with a smaller version of the same text and icons below it. The third panel is a visual equation: a green marijuana leaf icon, a white plus sign, a green steering wheel icon with hands, a white equals sign, and the word "DUI" in large green letters. The bottom panel features the text "DON'T DRIVE IMPAIRED." in large green letters, with "HIGH. STONED. BLAZED. BLUNTED." in smaller grey letters above it. To the right of this text is a smaller version of the "marijuana leaf + steering wheel = DUI" equation.

BEHAVIORAL: OTHER SAFETY ADS

- Distracted Driving: [\(140\) DOT Painfully Obvious 2021 Fall – YouTube](#)
- Seatbelts: [\(140\) BUCKLEUP FINAL 30 - YouTube](#)
- Back to School: [\(140\) Back to School Final 2021 08 – YouTube](#)
- Words to Live By Older Adults: [\(140\) WORDS TO LIVE BY 30 FINAL - YouTube](#)



DOT Painfully Obvious 2021 Fall



BUCKLEUP FINAL 30



Back to School Final 2021 08



WORDS TO LIVE BY 30 FINAL

ENGINEERING: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

- Highway Safety Improvement Program:
- Identifies roadway features that constitute a hazard to road users;
- Identifies highway safety improvement projects based on crash experience, crash potential, or other data supported means;
- Describes how HSIP funds will be allocated, including projects, activities, and strategies to be implemented;
- Describes how the proposed projects, activities, and strategies funded under the State HSIP will allow the State to make progress toward achieving the safety performance targets; and
- Describes the actions the State will undertake to achieve the performance targets. The Plan reaffirms the Department's commitment toward achieving our safety performance targets in subsequent years. The Department is committed to safety and focused on reducing fatalities and serious injuries on all public roadways.

ENGINEERING: STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

- Strategic Highway Safety Plan:
- Federally mandated under 23 U.S.C. 148
- The SHSP establishes statewide performance measures, goals, objectives, and emphasis areas (EAs) and describes a program of strategies that use design, technology, behavioral, and policy approaches to significantly reduce fatalities and serious injuries on all public roads.
- The SHSP is a living five-year document that ultimately steers the annual federally mandated Highway Safety Improvement Plan (HSIP) and Highway Safety Plan (HSP)
- The SHSP Aligns goals set in both the HSP and HSIP so that state DOT's behavioral and engineering safety programs are working towards shared outcomes
- The Department, as part of its updated 2021 SHSP document, adopted Towards Zero Deaths as a programmatic response to working towards eliminating roadway fatalities. This document is currently under FHWA review and is expected to be approved for the coming calendar year.

COMMUNITY CONNECTIVITY GRANT PROGRAM

Stamford: Boxer Square
Sidewalks & Streetscapes



West Hartford:
Bike Lane



- Community Connectivity Grant Program
 - Seeks to improve accommodations for bicyclists and pedestrians in urban, suburban and rural community centers.
 - Provides construction funding for local initiatives that will contribute to reaching the overall goal of the program.
 - PA 15-1, Sec. 233(a)(12) Urban bikeway, pedestrian connectivity, trails and alternative mobility programs
 - Funds Critical Non-Motorized Safety Improvements
 - Over \$30.5 million in grants awarded to date
 - Bond Package included additional \$12 million per fiscal year for this program

COMPLETE STREETS PROGRAM



In October of 2014, former DOT Commissioner James Redeker signed a policy on Complete Streets (link to Policy: http://www.ct.gov/dot/lib/dot/plng_plans/bikepedplan/cs-exo31-signed.pdf).

Complete Streets is a means to provide safe access for all users by providing a comprehensive, integrated, connected multi-modal network of transportation options. The objectives of Complete Streets are to: improve safety, access, and mobility for all users; support healthy lifestyles; support compact, sustainable, and livable communities; ensure transportation system sustainability; encourage active transportation; provide integrated transportation networks; and enhance economic competitiveness by enabling communities to become livable, walkable, bike-able, drivable, efficient, safe, and desirable.



Substitute House Bill No. 5429

Public Act No. 21-28

AN ACT CONCERNING PEDESTRIAN SAFETY, THE VISION ZERO COUNCIL, SPEED LIMITS IN MUNICIPALITIES, FINES AND CHARGES FOR CERTAIN VIOLATIONS AND THE GREENWAYS COMMEMORATIVE ACCOUNT.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. Subsection (c) of section 14-300 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2021*):

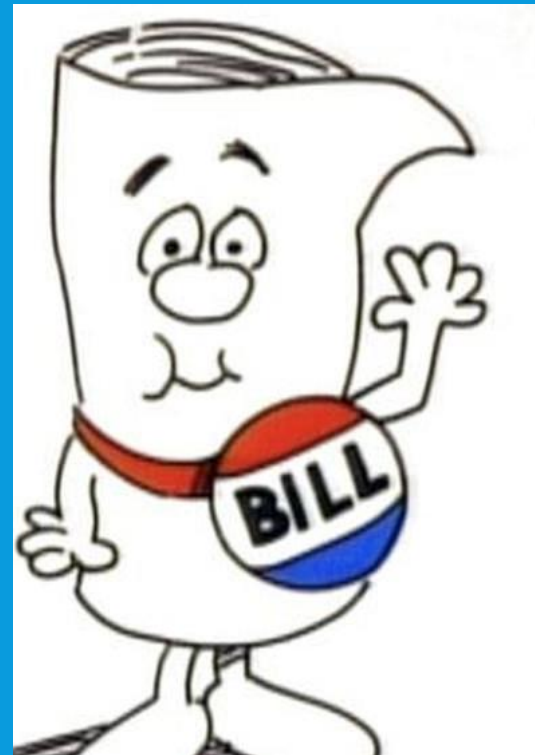
(c) Except as provided in subsection (c) of section 14-300c, at any crosswalk marked as provided in subsection (a) of this section or any unmarked crosswalk, provided such crosswalks are not controlled by police officers or traffic control signals, each operator of a vehicle shall grant the right-of-way, and slow or stop such vehicle if necessary to so grant the right-of-way, to any pedestrian crossing the roadway within such crosswalk, provided such pedestrian steps off the curb or into the crosswalk at the entrance to a crosswalk or is within that half of the roadway upon which such operator of a vehicle is traveling, or such pedestrian steps off the curb or into the crosswalk at the entrance to a

PEDESTRIAN SAFETY BILL PA 21-28

- Created Vision Zero Council
- Work Zone Camera Pilot
- Allow for local control of speed limits on local roads and the establishment of pedestrian safety zones (additional resources [OSTA speed limit webpage](#))
- Expand when drivers must yield to pedestrians in uncontrolled crosswalks
- Establish an infraction of “dooring” moving traffic

OTHER LEGISLATIVE PRIORITIES

- In the 2021 Legislative Session, CTDOT was successful in pursuing the change requiring ALL passengers to wear their seat-belts, including in the back seat.
- Potential Legislation for the 2022 session:
 - Require helmets for motorcycles
 - Prohibit open alcoholic beverage containers in motor vehicles
 - Improve visibility and safety for mid-block crosswalks





Lt. Kevin Manzolillo
Traffic Services Unit
Connecticut State Police



Connecticut State Police

Efforts to Eliminate Transportation Related Deaths



- Patrol Troopers
 - Make arrests
 - Issue summons, infractions and warnings
 - Create a presence on our roadways for deterrence
- Dedicated Traffic Enforcement Troopers
 - Speed Enforcement
 - Commercial Motor Vehicle Enforcement
- Selective Traffic Enforcement Program (STEP)
 - Commanding Officers of each troop can request selective enforcement activity at “hotspots” in an effort to reduce fatal collisions where patterns are being displayed (e.g. I-91 south, Hartford, or Route 6, Bolton or Route 32, Franklin). Upon request, the Traffic Services Unit could be deployed at these hotspots.





Connecticut State Police

Efforts to Eliminate Transportation Related Deaths



- DOT Grant funding for additional Troopers:
 - DUI Holiday weekends
 - Speed and Aggressive Driving
 - Distracted Driving
 - Seatbelts
 - Seatbelt education (Convincer & Rollover simulator)
 - Overweight Commercial Motor Vehicle
 - Speeding Commercial Motor Vehicles





Connecticut State Police

Efforts to Eliminate Transportation Related Deaths



- Map “Hotspots” for collisions and increase enforcement in those areas
- Drug Recognition Expert Program
- Aviation Spotter Enforcement Program
- Traffic Incident Management System (TIMS) Training





Connecticut State Police

Efforts to Eliminate Transportation Related Deaths



- Forensic mapping of serious injury & fatal collisions with small unmanned aircraft systems to reduce highway closures times, that may result in serious secondary collisions.
- Identification of the causation and any applicable contributing factors in fatal collisions that may identify issues that require corrective action.
- Social media outreach (Facebook, Twitter, Instagram) to educate viewers on distracted driving, operating under the influence, seatbelt usage, and obeying the speed limit.
- Educating teen drivers within state schools with a School Resource Trooper. Initiatives include, but are not limited to, the Save-a-life-tour, fatal mock crashes during prom season, and educational presentations.






Jonathan Slifka
Executive Assistant
Connecticut Department
of Aging and Disability
Services



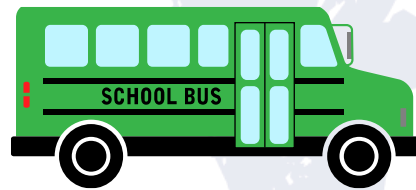
BESB-Aira

- 18 Month pilot program offering Aira service at no-cost for individuals who are blind or have low vision.
- Enables persons with visual impairments to connect with highly trained, live agents in real time for assistance using the public transportation system and other essential services.
- Collaboration between CTDOT and ADS.

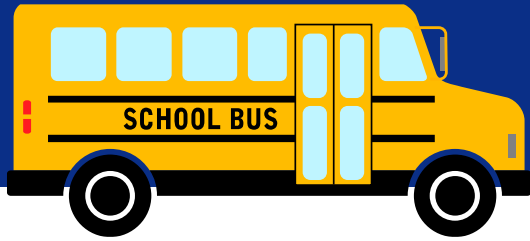


Laura Stefon
Chief of Staff
Connecticut State
Department of Education

Bus Safety Rules for Students



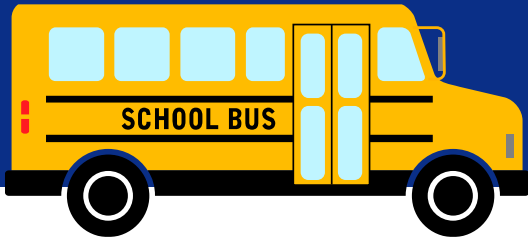
East Hartford & South Windsor



East Hartford: School Bus Safety Rules

- Get to the bus stop ten minutes before the bus is due to arrive.
 - When the bus comes to pick you up, you must stand at least three GIANT steps away from the curb.
 - Wait until the bus comes to a complete stop and the driver opens the door before you walk to get on the bus.
 - When you go up or down the steps of the bus, always use the handrail. Be careful that your clothing, backpack or other items do not get caught on the handrail.
 - Always sit in the seat facing forward. Never stand up or walk around the bus when it is moving!
- Never stick any part of your body or any object out of the window.
 - Always speak in a quiet voice.
 - Do not eat or drink on the bus. Do not throw litter on the floor. Do not throw anything around the bus.
 - Never walk behind the bus. If you need to cross, do so in front of the bus so that the driver can see you.
 - If you drop something near the bus, do not pick it up because the driver might not see you. Tell the driver if you drop something near the bus.
 - **Never distract the driver while he or she is driving and always obey the driver's instructions!**





South Windsor: Boarding the School Bus

1. **Stand back from the road ten feet whenever possible.**
2. **If you just miss or completely miss the bus:**
 - DO NOT FLAG DOWN OR CHASE AFTER THE BUS—THIS IS UNSAFE!
 - DO NOT RACE TO ANOTHER BUS STOP—THIS IS UNSAFE! (Parents will need to arrange transportation to school if a student misses the bus.)
3. **When the bus approaches REMAIN TEN FEET away from the road. Form a line. DO NOT PUSH OR SHOVE.**
4. **If you have to cross the road to board the bus:**
 - a. DO NOT CROSS THE ROAD UNTIL THE BUS DRIVER SIGNALS YOU TO DO SO!
 - b. Walk 10 or more steps ahead of the bus along the edge of the road until you can see the driver's face. If you can see the driver's eyes--the driver can see you!
- c. When the bus and all traffic have come to a COMPLETE STOP, the bus driver will signal you to cross the road.
- d. After the bus driver signals you to cross the road, check both ways to make sure all cars and trucks have stopped.
- e. Walk quickly across the road and do not stop or turn back. If you drop something, ask the driver or another adult to help.
5. **If you do not have to cross the road to board the bus:**
 - a. Wait until the bus comes to a COMPLETE STOP and the door is open before stepping near the bus.
 - b. Stay away from the wheels and don't go near the front of the bus.





Jacqueline McMahon
Traffic Safety Resource
Prosecutor
Deputy State's Attorney

The background features a large, faint watermark of the Seal of the State of Connecticut. The seal is circular and contains the text "STATE OF CONNECTICUT" around the top edge and "DIVISION OF CRIMINAL JUSTICE" around the bottom edge. In the center of the seal is a shield with a tree and a figure, with a banner below it that reads "QUI TRANSTULIT".

Division of Criminal Justice

Traffic Safety Initiatives 2021-2022

Vision Zero Council Meeting

October 7, 2021

Jacqueline P. McMahon
Traffic Safety Resource Prosecutor
Office of the Chief State's Attorney

Purpose

The Division of Criminal Justice is responsible for the investigation and prosecution of all criminal matters in the State of Connecticut.

Procedural Outcomes of DUI Cases (14-227a)

Fiscal Year 1999-00 through 2020-21

Fiscal Year	Bond Forfeiture	Dismissed*	Guilty	Not Guilty	Nolle**	Suspension***	Total
1999-00	55	5,734	5,226	4	684	140	11,843
2000-01	61	5,532	5,533	5	686	172	11,989
2001-02	62	6,138	5,800	11	711	131	12,853
2002-03	13	6,693	4,786	9	986	191	12,678
2003-04	5	7,328	4,426	4	979	176	12,918
2004-05	6	7,834	4,011	10	954	371	13,186
2005-06	1	7,420	3,918	11	859	83	12,292
2006-07	-	7,194	4,079	4	911	170	12,358
2007-08	1	7,503	4,171	7	857	141	12,680
2008-09	3	7,959	4,256	7	781	163	13,169
2009-10	-	7,945	3,879	11	756	80	12,671
2010-11	4	7,649	4,006	6	741	82	12,488
2011-12	1	7,533	3,742	5	774	76	12,131
2012-13	-	6,891	3,517	5	563	38	11,014
2013-14	-	6,341	3,249	5	632	81	10,308
2014-15	1	6,204	3,327	3	761	142	10,438
2015-16	-	5,937	3,550	6	611	161	10,265
2016-17	-	5,933	3,123	5	512	86	9,659
2017-18	-	5,634	2,961	3	504	150	9,252
2018-19	-	5,041	2,815	3	487	44	8,390
2019-20	-	4,263	1,902	7	398	39	6,609
2020-21	1	3,988	896	-	744	21	5,650

Info drawn on 12/18/20 based on verdict finding date

* First time offenders can enter the pre-trial alcohol education program. Upon successful completion, the charge is dismissed

** Includes not prosecuted

*** Suspension occurred as the result of a failure to appear. Suspension is not a final disposition

Traffic Safety Efforts

1. Training*

- Law Enforcement
- Prosecutors
- Joint Efforts with Sister Agencies

*With particular emphasis on impaired driving investigations and prosecutions in light of the recent cannabis legislation

2. Enforcement

- Approximately 250 prosecutors throughout the State, including prosecutors assigned specifically to motor vehicle infractions
- Dedicated Traffic Safety Resource Prosecutor



Susan Logan
Supervising Epidemiologist,
Injury and Violence Surveillance
Unit, Community,
Family Health and Prevention
Section Connecticut Department
of Public Health

Motor Vehicle Traffic Injury Prevention Program CT Department of Public Health

Brief Overview of MVT Injury Surveillance and Prevention Activities
For Vision Zero Council Meeting

10/7/2021



Connecticut Department of Public Health
Keeping Connecticut Healthy



* MVT Injury: A Public Health Issue

Motor Vehicle Traffic-involved Injury and Death is a Public Health Issue

* Major areas of concern:

- * Motor Vehicle-involved
- * Motorcycle-involved
- * MVT-Pedestrian
- * MVT-Bicyclist



* Funding: MVT Injury Surveillance & Prevention

Federal Funding to DPH:

- * CDC Public Health and Health Services Block Grant -
 - * 2 local health agencies promoting child car seat safety
- * CDC Behavioral Risk Factor Surveillance System (BRFSS)
- * CDC Youth Behavioral Risk Surveillance (YRBS)

State-Funding to DPH:

- * 1.2 FTE Injury related surveillance (all injuries and violence)
- * 0.7 FTE Injury related prevention (all injuries and violence)



* DPH Surveillance

Surveillance and Reporting:

- * Report annual trends in rates to the Centers for Disease Control and Prevention (CDC)
- * DPH Performance Dashboard Indicators
- * State Health Assessment and Health Improvement Plan
- * Customer-Requested (Ad-hoc) Reports



* DPH Surveillance

Sources for MVT Injury Data:

- * Hospital Discharge Data (Emergency Department and Inpatient Records)
- * Vital Records Data for MVT-involved Deaths
- * CT Crash Data Repository Reports
- * Behavioral Risk Factor Surveillance Data: Seatbelt Use; Driving Under the Influence
- * Youth Risk Behavior Survey: Seatbelt Use; Driving Under the Influence
- * Local Health Department Data: Child Safety Seat Use



* CDC Annual Reports: Hospitalizations (Example)

Nonfatal Unintentional Motor Vehicle Traffic-related (MVT) Hospitalizations-- Overall

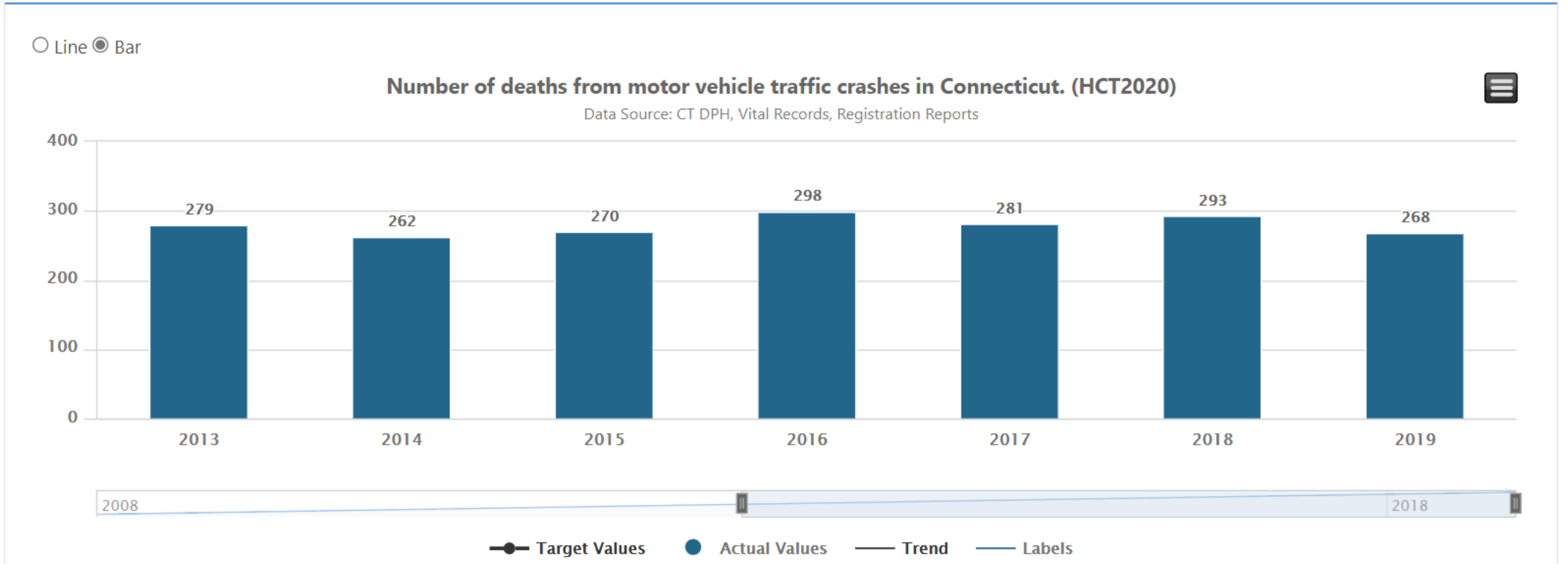
Age	State population	Number of hospitalizations	Rate	2000 population	Weight	Adjusted rate
<1 year	34,625	0		3,795	0.013818	
1-4 years	147,085	3		15,192	0.055317	
5-9 years	194,738	8		19,920	0.072533	
10-14 years	214,262	17		20,057	0.073032	
15-19 years	238,872	68		19,820		
20-24 years	239,931	117	48.8	18,257	0.066478	5.2
25-34 years	448,029	205	45.8	37,233	0.135573	6.2
35-44 years	427,141	144	33.7	44,659	0.162613	5.5
45-54 years	476,905	143	30.0	37,030	0.134834	4.0
55-64 years	513,455	164	31.9	23,961	0.087247	2.8
65-74 years	352,819	121	34.3	18,136	0.066037	2.3
75-84 years	186,095	67	36.0	12,315	0.044841	1.6
85+ years	91,330	25	27.4	4,259	0.015508	0.4
TOTAL	3,565,287	1,082		274,634	1	29.1

Age	Number of Hosps.	Rate
20-24	117 hosps.	48.8
25-34	205 hosps.	45.8

* Performance Dashboard: MVT-Involved Deaths

Number of deaths from motor vehicle traffic crashes in Connecticut. (HCT2020)

268 2019

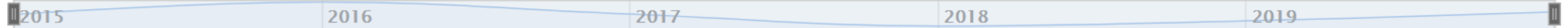
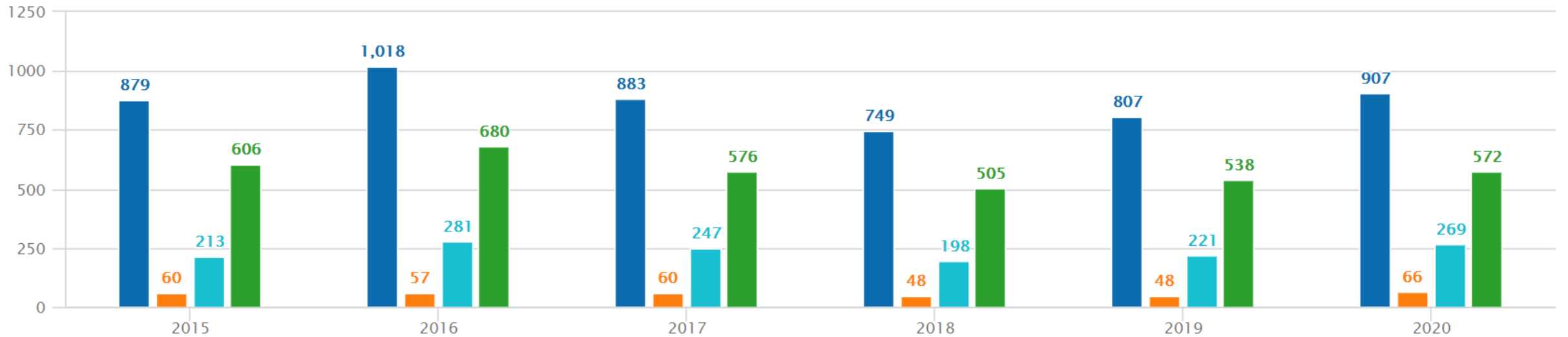


Data Source is CT DPH Office of Vital Records Mortality Data - 2008 to 2019

* Performance Dashboard: Motorcycle Injury

Line
 Bar
 Comparison

(2020) Motorcycle casualties (all) in Connecticut. (HCT2025) - Comparison



- [Injury] (2020) Motorcycle casualties (all) in Connecticut. (HCT2025)
 ● [Injury] (2020) Motorcycle casualties (fatal) in Connecticut. (HCT2025)
- [Injury] (2020) Motorcycle casualties (severe) in Connecticut. (HCT2025)
 ● [Injury] (2020) Motorcycle casualties (minor) in Connecticut. (HCT2025)

Data Source is Connecticut Crash Data Repository - 2020

* CT State Health Assessment

Healthy Connecticut 2025

STATE HEALTH ASSESSMENT

Motor Vehicle Crashes

Motor vehicle crashes are currently the third leading cause of death due to unintentional injury after falls and drug overdose. One in three crash deaths is due to drunk driving, and almost one in three involves a vehicle traffic-related non-fatal emergency department visit and hospitalizations have incurred millions of dollars in healthcare and related costs.⁴⁹

Yet, many of these deaths and non-fatal injuries are preventable. Reducing motor vehicle crash deaths was one of the major health achievements of the 20th century following the introduction of safety belts. Today, the CT DPH is taking the following steps to prevent motor vehicle-related injuries:

- Strict seat belt laws;
- Mandates for all vehicles, except buses, to wear a seat belt in designated seating positions;
- To wear a seat belt on every trip;
- To make sure children ride in properly installed car seats or booster seats appropriate for their weight and age;
- To wear bicycle and motorcycle helmets while riding;

PROGRAM SPOTLIGHT: CLICK IT OR TICKET — CONNECTICUT

Goal

Maintain safety belt use rates at a level that is consistently above the national average.

This CT Department of Transportation enforcement campaign was implemented in partnership with CT's law enforcement and supported by the Departments' Statewide Health Improvement Coalition.

PROGRAM SPOTLIGHT: PREVENTIVE HEALTH AND HEALTH SERVICES BLOCK GRANT FUNDING

This funding is provided to local health departments to address motor vehicle injury through activities designed to increase the correct use of safety belts and child safety seats and promote pedestrian safety.

Strategies utilized include:

- Safety seat checkup events;

- Training programs for parents, caregivers and health professionals
- Community awareness campaigns; and
- Development of community coalitions to identify local problems and implement environmental or policy changes to address these problems.

* Behavioral Risk Factor Survey: Seatbelt Use

MOTOR VEHICLE SAFETY

Seatbelt use is the most effective way to reduce the number of injuries and deaths in motor vehicle crashes.¹⁷ The prevalence of adults who said they always wore a seatbelt is shown in Figure 20. Respondents to the BRFSS were asked how often they wore seatbelts when they drove or rode in a car Figure 21.

In 2018, ninety-five percent of Connecticut adults reported using a seatbelt all the time. Approximately 3% of Connecticut adults reported having driven at least once when perhaps had too much to drink.

Compared to their counterparts in the state, the prevalence of **always or nearly always wearing a seatbelt** when they drove or rode in a car was significantly greater for:

- Females (96.0%);
- Non-Hispanic White adults (96.3%) compared to non-Hispanic Black adults (89.3%);
- Adults from households earning at least \$75,000 (96.9%) compared to less than \$35,000 (91.9%);
- Adults without a disability (96.1%); and
- Adults with more than a high school education (96.7%).

Reports available on DPH web portal - ct.gov/dph

Survey of adults 18+ years of age

FIGURE 20: ALWAYS OR NEARLY ALWAYS USED A SEATBELT, CT 2018

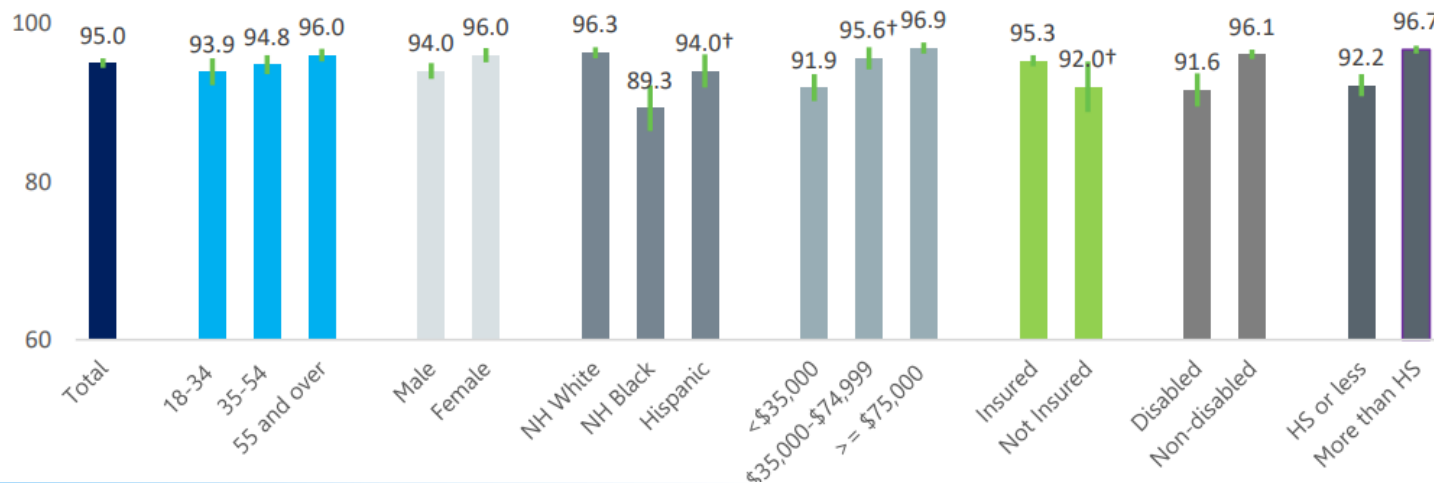
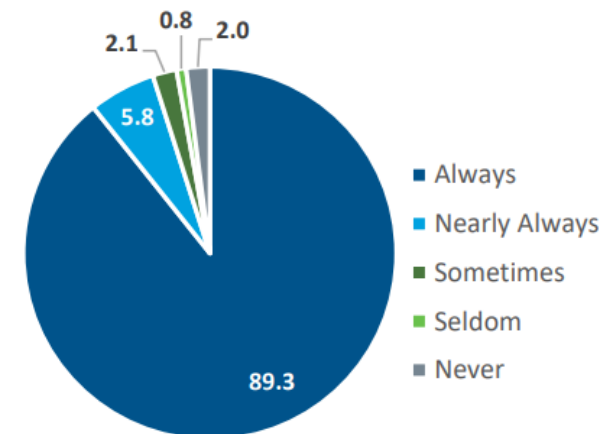
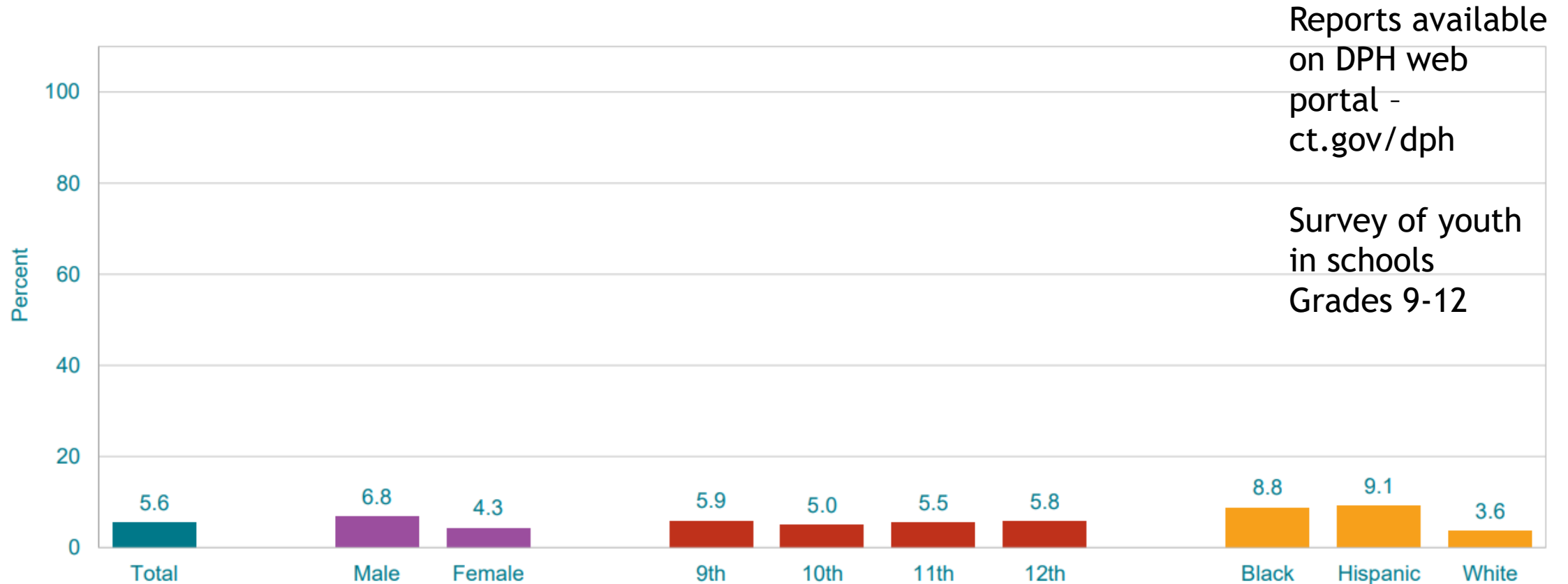


FIGURE 21: FREQUENCY OF SEATBELT USE, CT 2018



* Youth Risk Behavior Survey: Seatbelt Use

Percentage of High School Students Who Rarely or Never Wore a Seat Belt,* by Sex,† Grade, and Race/Ethnicity,† 2019



*When riding in a car driven by someone else

†M > F; B > W, H > W (Based on t-test analysis, p < 0.05.)



* Youth Risk Behavior Survey: MVT / Driving-related Questions

- * How often do you wear a seat belt when riding in a car driven by someone else?
- * During the past 30 days, how many times did you ride in a car or other vehicle driven by someone who had been drinking alcohol?
- * During the past 30 days, how many times did you drive a car or other vehicle when you had been drinking alcohol?
- * During the past 30 days, on how many days did you talk on a cell phone while driving a car or other vehicle
- * During the past 30 days, on how many days did you text or e-mail while driving a car or other vehicle?

Survey of youth in schools every 2 years

Grades 9-12

Reports available on DPH web portal - ct.gov/dph



* Local Health Depts. - Child Safety Seat Initiatives

- * Meriden Health Department
- * New Haven Health Department

Conducted child passenger safety programs to demonstrate awareness of the correct use of child safety seats. **Goal is 95%.**

October 2020 to March 2021:

- * No. of Participants in Individual Sessions^{note} = 60
- * No. of Car Seats Distributed & Installed = 64
- * No. Demonstrating Correct Use of Seats Post-Program = 60 **(100%)**

Contact Information:

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MVT Injury Surveillance Data Contact:
Susan Yurasevecz, IVSU Epidemiologist
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Sibongile Magubane
Commissioner
Department of Motor
Vehicles



State of Connecticut

Department of Motor Vehicles

Vision Zero Council Meeting Presentation

October 7, 2021

DMV Strategic Highway Safety Plan 2021-2025

Goal is to reduce commercial vehicle injuries and deaths and keep unsafe drivers off the road.

The 2021-2025 Strategic Highway Safety Plan continue to focus on keeping unsafe drivers of the road from the previous HSP plan:

- ❑ Commercial Vehicles - maintenance checks at our weigh stations which is key to highway safety and reducing pollution
- ❑ License Drivers - with a focus impaired and distracted drivers, aggressive driving and speeding infractions
- ❑ Unlicensed Drivers - between the ages of 15 to 20 years – with a focus on speeding, impaired driving and hit and run;

Additional emphasis areas included in the updated current plan:

- ❑ Impaired and Distracted Driving
- ❑ Roadway Entry and Departure

Primary Goals:

To strengthen the Administrative Per Se process to remove Impaired and Distracted drivers from the roadway regardless of substance, i.e., alcohol, cannabis and drugs.

Focus Areas:

- ❑ Expand definition of Impaired Driver to include operating under the influence of alcohol; cannabinoids; stimulants; sedatives; opioids; antidepressants; over the counter drugs
- ❑ Expand training
- ❑ Strengthen and expand report
- ❑ Enhance analytics to drive actions to improve road safety
- ❑ Subject all impaired operators to the Administrative Per Se hearings (currently they only attend DUI hearings)
- ❑ Establish tracking and reporting mechanisms for all impaired drivers (currently track DUI's only)

Primary Goals:

Virtual Weigh Stations (VWS) are Weigh-In-Motion systems that provide vehicle records for enforcement, traffic surveillance and/or data collection in real-time.

The use of an IRD VWS system benefits the transportation agencies, trucking industry, and the general public in many ways, including:

- ❖ Protection of pavement and bridge structures against premature damage due to overweight vehicles
- ❖ Policing of trucks on secondary roads attempting to bypass main inspection stations
- ❖ Better identification of potential violators, leading to more efficient enforcement
- ❖ Increased resources to focus on safety issues
- ❖ Better data collection to improve road design
- ❖ Potential e-screening against Federal and State credential and safety databases

Focus Areas:

- ❑ License Plate Readers and USDOT Number Readers - for automated vehicle identification
- ❑ Weight In Motion System - weigh vehicles at highway operating speeds
- ❑ Cameras - capture commercial vehicle identification photos
- ❑ Data Integration System – match data collected with safety records from various sources

Primary Goals:

Focus on crashes that occur during roadway entry/departure which account for 33% of fatalities and serious injuries in CT.

Focus Areas:

- ❑ Roadway conditions
- ❑ Impaired driving
- ❑ Distracted driving
- ❑ Poor passing maneuvers

Equity – Suspension of Driving Privileges

Primary Goals:

To limit suspension of driving privileges to drivers who commit highway safety-related violations.

To focus resources on suspending driving privileges where the driving violation is directly related to safety on the roads.


Certain populations often have a hard time paying fines and court fees for offenses such as school truancy or parking tickets. License suspensions for failure to pay is now seen as a punishment that falls disproportionately on citizens with fewer means to pay, who are then caught in a downward spiral of unpaid fines and fees.

Focus Areas:

- ❑ To suspend for highway safety violation reasons, and not suspend for non-driving reasons
- ❑ Separates offenses into two categories: Failure To Pay (FTP) and Failure To Appear (FTA)
- ❑ License suspension target Failure To Appear (FTA) violations when the underlying offense is related to highway safety
- ❑ Use existing tests for indigency in FTP cases before suspending driving privileges

Vision Zero Council – Proposed Mission Statement

The Vision Zero Council (VZC) believes that even one life lost in a traffic crash is unacceptable, acknowledges that traffic deaths are preventable, and commits to using all available tools to influence the conditions and behaviors that lead to serious crashes. The goal of the VZC is to bring together policies, partnerships, and technologies that prevent death and serious injury from traffic crashes. Working together, we can eliminate traffic deaths and life-altering injuries. The VZC will build and enhance existing partnerships between state agencies and safety advocates who are committed to reducing traffic crashes that cause death and serious injury through both policies that make roadways safer and through inclusive community engagement.



Vision Zero Council – Committee Organization

- **Proposed focus areas for subcommittee organization to framed around the five “E’s” of traffic Safety**
 - Engineering
 - Enforcement
 - Education
 - Emergency Medical Services
 - Equity
 - Please note, this list substitutes “Equity” for “Evaluation” as many agencies adopt equity into policy documents. Evaluation serves more of a programmatic need and as currently stated, the goal of the VZC is to craft policy initiatives that keep participating agencies working in concert to focus traffic safety efforts and equity is critical to any policy.

Vision Zero Council – Next Steps and Schedule

- Administrative Items:

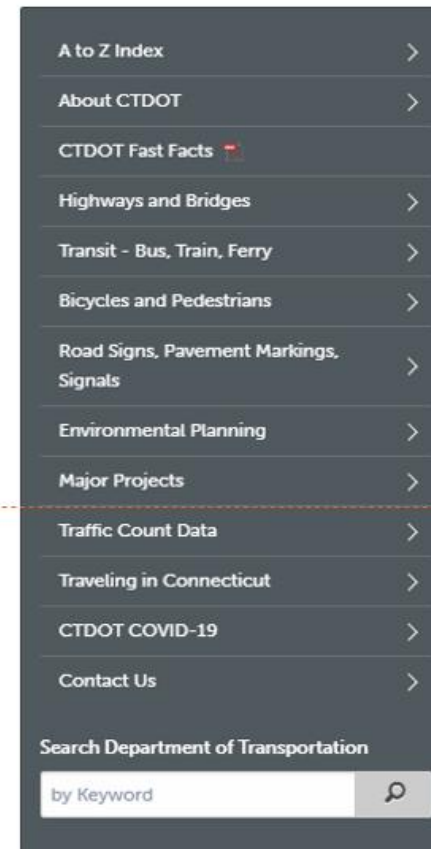
- A VZC landing page is currently under construction and should be live by the next meeting
- VZC Email address:
CTVisionZero@ct.gov

- Next Meeting – Date and Topics

- Begin drafting policy ahead of February 2022 deadline



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What is the Vision Zero Council?

The **Vision Zero Council** is an interagency work group tasked with developing statewide policy to eliminate transportation-related fatalities and severe injuries involving pedestrians, bicyclists, transit users, motorists, and passengers.

The Council was established in 2021 by the Connecticut General Assembly as part of [Public Act 21-28](#), a landmark transportation safety bill.



Vision Zero Council – Public Comment

- Please raise hand or use Q&A box