



Vision Zero Council

12/12/23

10:00a.m.-12p.m.



Vision Zero Council - Agenda

- I. Committee Chair Welcome and Introductions
- II. Adoption of 9/19/23 Meeting Minutes
- III. Automated Enforcement Update
 - a. Questions from Council
- IV. Sub-Committee Update and Policy
Recommendations:
 - a. Sub-Committee Recommendations Presented to Council
 - b. Discussion
- V. Next Meeting – dates and potential topics for future 2024 VZC meetings
- VI. Public Comment
- VII. Adjourn

Welcome and Introductions



Adoption of 9.19.23 Meeting Minutes



Automated Enforcement Update

- Elizabeth Keyes, Chief of Legal and Regulatory Affairs - Connecticut Department of Transportation

Automated Traffic Enforcement Safety Device (ATESD) Guidance

Public Act 23-116 requires that:

“Not later than January 1, 2024, the Department of Transportation shall issue written guidance to municipalities concerning the development of a plan to use automated traffic enforcement safety devices, the submission of such plan and the criteria to be used by the department when evaluating any such plan for approval. Such guidance shall be consistent with the goal of installing automated traffic enforcement safety devices at locations likely to improve traffic safety and ensuring that the distribution of such devices throughout the municipality is equitable.”

What's in the Guidance?

- Considerations for selecting ATESD locations
 - Transportation Safety
 - Equity
- Overview of OSTA review & approval process
- Duration of ATESD approvals
- Reporting requirements
- Model privacy policy for the privacy, security, collection, and destruction of personal data
- Process to notify companies with mobile applications regarding ATESD locations

Vision Zero Council – Sub-Committee Update

- **Vision Zero Council Subcommittees:**
- Engineering
 - This subcommittee will focus on ways in which traffic safety improvements can be attained through changes to transportation systems. For example, adoption of a “Safe Systems” approach to roadway design projects.
- Enforcement
 - This subcommittee will focus on how traffic safety laws and their enforcement impact the safety of all road users.
- Education
 - This subcommittee will focus on how educational campaigns targeted at specific groups of road users can improve traffic safety.
- Equity
 - This subcommittee will focus on identifying equitable policy initiatives that keep participating agencies working in concert to focus traffic safety efforts.

Vision Zero Council – Sub-Committee Policy Recommendations

- Council asked sub-committees to share any recommendations they may have to share with the Connecticut General Assembly for consideration during the next legislative session

Vision Zero Council – Enforcement Sub- Committee Update

- Sgt. John Acampora, DESPP
- Terri Thompson, CRCOG

2023 Proposals to be resubmitted for consideration:

List of recommendations approved by Council and sent to Legislature but never made it thru the legislative session ending June 7, 2023.

- HB 5917
 - Enact a Helmet Law for ALL Motorcycle Riders
 - Establish a Fatal Collision Reduction Team to Engage in High Visibility Enforcement Blitzes (Recommended to Council and submitted to legislature under HB 5917)
 - Open Container Law
- SB 1082
 - Lowers the general blood alcohol content (BAC) per se limit for impaired driving and boating from 0.08% to 0.05%. (Submitted separate under SB1082)



**ROAD TO
SAVING LIVES**

HB 5917 2023 session

Enact a Helmet Law for ALL Motorcycle Riders

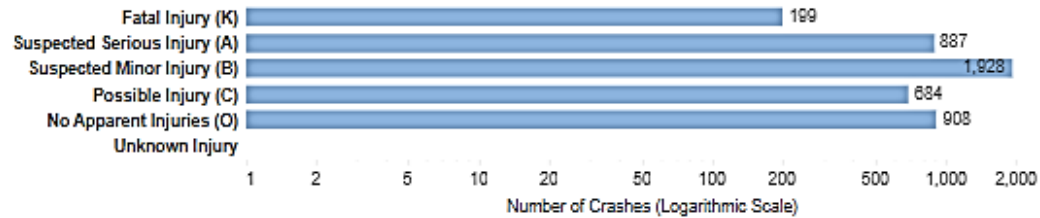
Crash Emphasis Areas - Motorcycle Riders Only

<
Crash Severity
Top 10 Routes
Crash Conditions
Time and Date of Crashes
Crash Manner and Location
First Harmful Event 1
Fi Ev
>

Queries Selected: Emphasis Area *Motorcycle Riders Only*, Town(s) *All*, Date: *1/1/2020 to 9/30/2023*, Severity *All*, Route Class *None*, Road Number(s) *All*, Local Road Name(s)

These figures display crash-level data only and provide the totals for crashes involving an injury of that type.

Injury Status of Crashes



Crash Severity	Crashes	% of All Crashes
Fatal Injury (K)	199	4.32%
Suspected Serious Injury (A)	887	19.26%
Suspected Minor Injury (B)	1,928	41.88%
Possible Injury (C)	684	14.85%
No Apparent Injuries (O)	908	19.71%
Unknown Injury	0	0.00%
Grand Total	4,606	100.00%



**ROAD TO
SAVING LIVES**

Demographics on motorcycle crashes

Currently Connecticut requires helmets for riders:

1. under age 18 (C.G.S. 14-289g); and
2. who have a motorcycle instruction permit only. (C.G.S. 14-40a)

		Fatal Injury (K)	Suspected Serious Injury (A)
No Helmet	No Helmet	88	532
Helmet	Helmet, DOT - Compliant	60	219
	Helmet, Not DOT - Compliant	2	18
	Helmet, Unknown if DOT - Compliant	35	132
Not Applicable & Unknown	Not Applicable		
	Unknown	11	31
Grand Total		196	932

These data are exempt from
Da



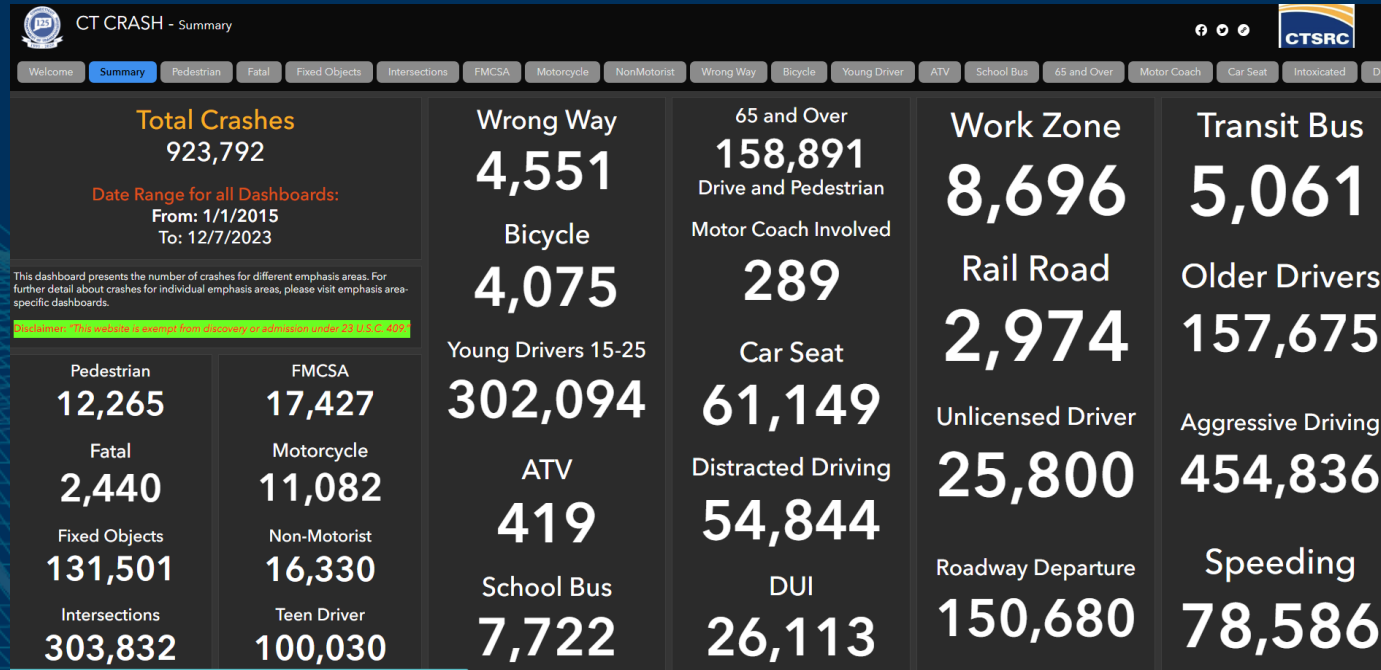
HB 5917 2023 session

Establish a Fatal Collision Reduction Team and High Visibility Enforcement Blitzes

- Gather traffic officers from State Police and/or Municipal Departments, including specially-trained officers (DRE, ARIDE)
- Identify traffic violations that correlate with crashes involving highest crash frequency
- Identify high frequency crash locations
- Engage in high visibility enforcement efforts targeting those identified traffic violations in the identified areas, using the special team

**VZC Enforcement
Subcommittee**

Crash Summary from CT Crash Repository



and #3

forcement
mittee

HB 5917 2023 session

Enact an Open Alcohol Container Statute and Enforce the Statute

Currently, Connecticut has legislation that prohibits drinking alcohol while operating a vehicle. See C.G.S. § 53a-213.

Drinking while driving is a class C misdemeanor, punishable by up to 3 months in jail and a fine of up to \$500. There are no statutes that prohibit simply having an open container of alcohol in the vehicle or a passenger's consumption of alcohol while a vehicle is in operation.

Transportation Equity Act for the 21st Century 23 USC § 154 (1998) encouraged states to adopt laws prohibiting the possession and consumption of alcohol in the passenger compartment of motor vehicles generally

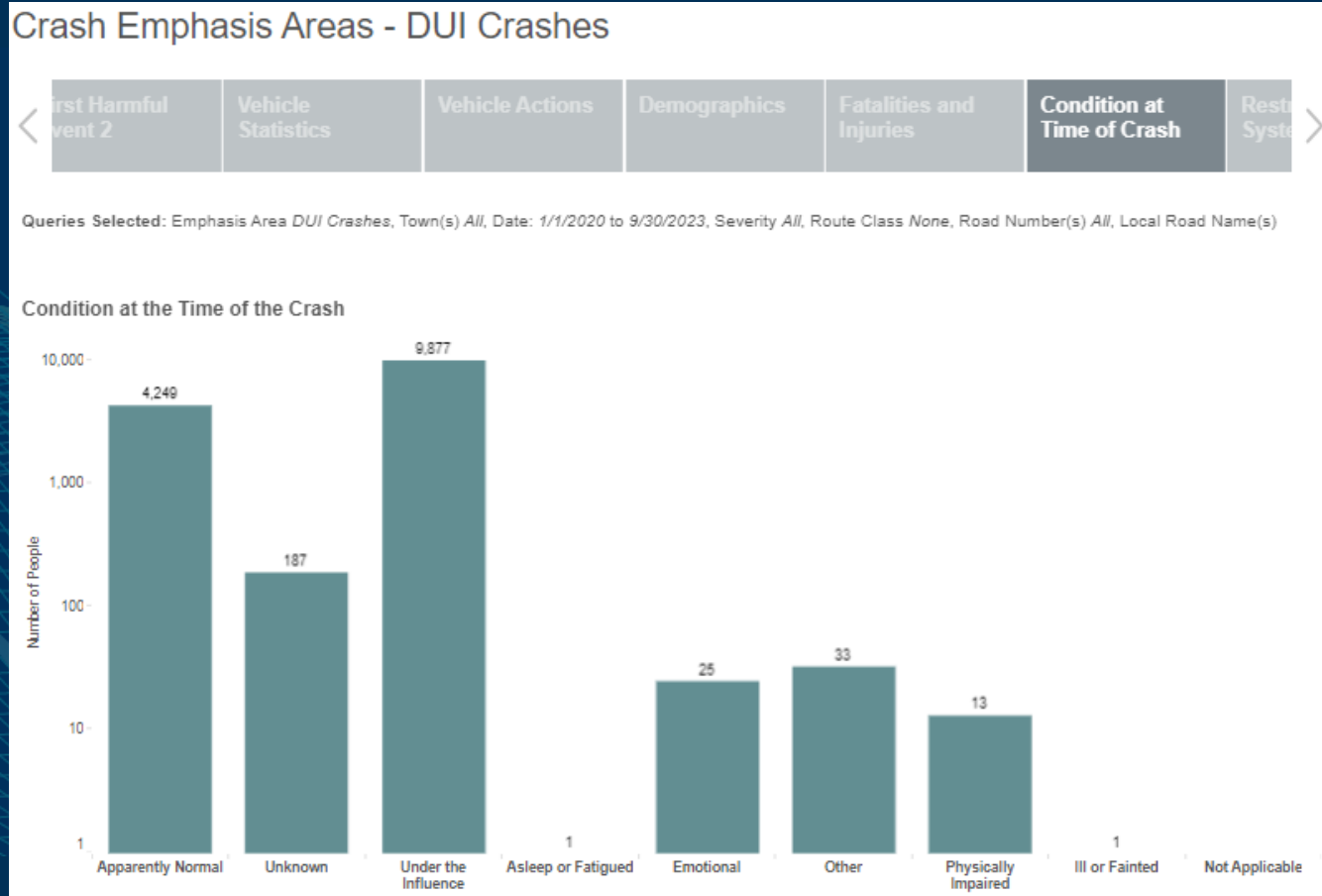
Penalizes states by diverting funds if no open container law

and #3

Enforcement
Committee

SB 1082

Lower the general blood alcohol content (BAC) per se limit for impaired driving and boating from 0.08% to 0.05%.



and #3
Committee



- Welcome
- Summary
- Pedestrian
- Fatal
- Fixed Objects
- Intersections
- FMCSA
- Motorcycle
- NonMotorist
- Wrong Way
- Bicycle
- Young Driver
- ATV
- School Bus
- 65 and Over
- Motor Coach
- Car Seat
- Intoxicated**

Total Crashes

26,113
Including an Intoxicated Driver

Work Zone Related

219

Last updated: 7 minutes ago

School Bus Related

36

Directly or Indirectly

Intersection Related

6,784

Click on the arrow to the left to access the side panel and select filters.

Fatal Injury Crashes



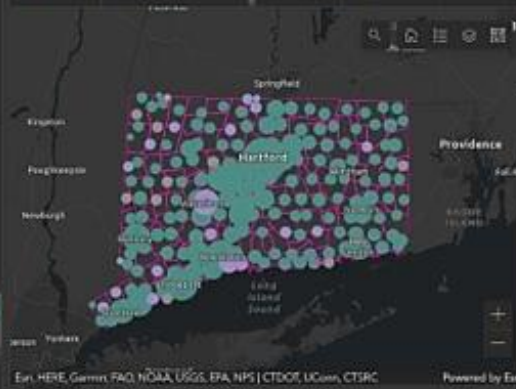
662
of 26,113

Suspected Serious Injury Crashes



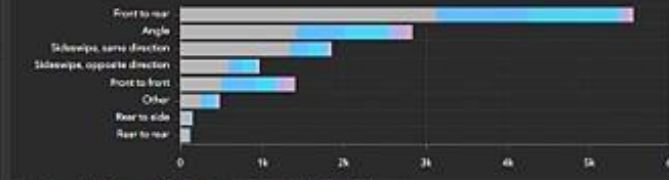
1,166
of 26,113

Start Date: 1/1/2015 End Date: 12/5/2023



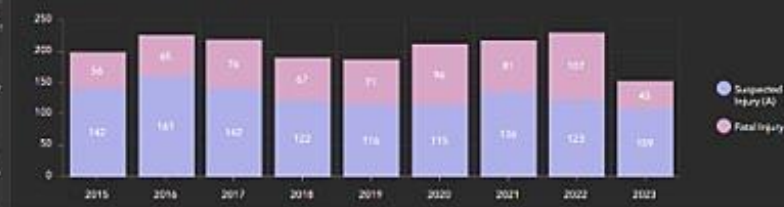
Map Info

Most Severe Injury by Manner of Collision



Severity by Manner of Collision Severity by Route Class

Fatal and Suspected Serious Injury Crashes by Year



Total Crashes by Hour of the Day



By Hour of the Day By Day of the Week By Month of the Year

Roadway Surface Condition



orcement
mittee
and #3

NEW PROPOSALS FROM SUBCOMMITTEE

- **Speed Enforcement Camera Pilot Program for Work Zones**

Extend pilot program which expires December 2023. Program did not get fully implemented in 2023 until midyear.

- **Establish a pilot program for blood draws / saliva testing to include electronic warrant system to compel testing for impairment.**

Blood is best evidence to test for impairment. Alternate also would be saliva collection. Breath and urine currently falling out of favor. Most drug toxicologists going to blood or saliva as means to establish impairment.

- **Funding allotted to support Vision Zero initiatives that are not funded through Federal programs.**

and #3

Enforcement
Committee

NEW PROPOSALS CONT'D

- **Establish a system of electronic warrants for blood draws in DUI cases and amending the implied consent statute to authorize the collection of evidentiary oral fluid samples**

Two working groups created out of the Cannabis legislation to consider whether Connecticut should implement a pilot program for e-warrants for blood and also oral fluid. The groups are recommending proceeding with both, and since this will have an impact on traffic safety and OUI investigations/prosecutions support for recommendations made by the working group and legislation is recommended.

and #3

enforcement
committee

NEW PROPOSALS CONT'D

- **Require person applying for license renewal to be required to take a short quiz on current state laws**

Many drivers took a test when got license and have not been required to be retested on changes in laws. Need to look at data on the number of drivers licensed and how long there license has been in affect. Opportunity to educate and raise awareness of current laws in place. Further discussion needed with DMV on this proposal.

- **Statutory changes to Judicial tiered system** for motorists committing multiple traffic violations such as speeding or impairment

and #3

rcement
nittee

Vision Zero Council – Engineering Sub- Committee Update

- Natasha Fatu, CTDOT
- Charles Harlow, Fuss & O'Neill

Final Policy Recommendations

to Vision Zero Council

Engineering
Sub-Committee
Vision Zero Council

Policy Recommendation #1

- Requiring a Complete Streets Plan

- Each municipality would be required to have a Complete Streets Plan in order to be eligible for certain State funding programs/grants (i.e. Community Connectivity)

Policy Level – State Legislature

Reason – Funding

To ensure equity in opportunity to develop and implement a Complete Streets Plan, funding should be provided by the Legislature for local development and adoption

Policy Recommendation #2

■ Designation of Safety Corridors

- Currently, CTDOT may not have legislative authority to designate Safety Corridors on public roadways. Safety corridors require enhanced enforcement and often doubled fines for a stretch of roadway.

Authority Level – Legislature

Reason – Authority

This is a collaborative and coordinated approach to help curb speeding and aggressive driving. It will require CTDOT to identify roadways appropriate for establishing Safety Corridors and CTDESPP to help patrol and enforce the rules for the roadway.

Policy Recommendation #3

- Adoption of a Centerline Rumble Strips (CLRS) Policy

- Centerline rumble strips are one of the proven safety countermeasures that reduces the risks of cross centerline crashes, reducing roadway departure crashes.

Authority Level – Agency (CTDOT)

Reason – Internal Practice

Can provide consistent documentation to support transparency of decisions, increased awareness of innovative solutions, & objective performance metrics for decision making

Policy Recommendation #4

- Free/reduced cost for Driver's Education for new student drivers
 - Unlicensed and younger drivers were the contributing factor in ~10% of fatal and ~10% of serious injury crashes.
 - Both unlicensed and younger driver crash types tend to involve aggressive or speeding drivers.

Authority Level – Legislature

Reason – Funding

Providing education for new drivers will help with understanding the rules of the road as well as how to interact with traffic devices. Providing free or reduced cost makes it more equitable for all.

Policy Recommendation #5

- Funds for Vision zero Initiatives

- For Vision Zero initiatives, which leads to safer, more equitable roadways for all road users.

Authority Level – Legislature

Reason – Funding

A number of the proposed initiatives have a cost associated with implementation. Providing a funding source will help to advance these initiatives that will help to reduce fatal and serious injury crashes toward zero.

Engineering Sub-Committee Endorsements

- Sub-Committee Discussion

- The Engineering Sub-Committee endorses a continued discussion and collaboration between sub-committees outside the formal Vision Zero Council quarterly meetings.

- Continuation of Vision Zero Council

- The Engineering Sub-Committee endorses the continuation of the Council into future years. Working groups have been established to further the goals on the sub-committee and it is recognized that a long-term commitment will be needed to implement current and future recommendations.

Vision Zero Council – Education Sub- Committee Update

- Ernie Bertothy, Corporate and Public Relations, DMV
- Shaun Formica, Corporate and Public Relations, DMV
- Amy Watkins, Connecticut Children's Medical Center, Injury Prevention Center

Vision Zero Council – Education Sub- Committee Update

- No new policy recommendations at this time
- We are focused on implementation
 - DMV is working on the driver educational video and plans for dissemination
 - DOT's Safe Routes to Schools program is implementing a Vision Zero Program Distinction plan

Vision Zero Council – Equity Sub- Committee Update

- Katherine Hedberg, ADA Coordinating Engineer, DOT
- Alec Slatky, AAA Northeast

Potential Policy Recommendation

Create opportunities for car seat distribution and education

Rationale:

Research has found that individuals of lower socioeconomic status are less likely to have their children ride in appropriate child restraints. In Connecticut: only 1 out of 5 car seats are installed correctly.

Proposal:

- Establish program and funding stream to provide car seats for any needy families in Connecticut who do not have one
- Expand existing state resources like fitting stations, with a focus on training technicians in underserved areas, and promote child passenger safety education that is available online

Potential Policy Considerations - Engineering

Requiring a complete streets plan for competitive grants:

- Support providing additional funding to municipalities to create and implement complete streets plans and/or Vision Zero action plans (which should also qualify), in addition to federal government grants

Designation of safety corridors:

- Consider geographic distribution as part of these corridors – if all of the corridors are in underserved communities (which often have more dangerous roads), that would be a concern

Potential Policy Considerations - Enforcement

Fatal collision reduction team:

- Efforts to ensure that enforcement is as data-driven as possible – that it's targeted at the most dangerous violations at the locations most prone to severe crashes – are beneficial for equity.
- Consider providing assistance to municipalities with smaller local police forces to help them conduct data-driven analyses of most common violations / crash locations.

.05 BAC:

- Depending on legislative appetite, consider different levels of penalties at different blood alcohol concentrations.
- As part of an impaired driving bill, consider addressing indigent populations with DUI-related license suspensions to ensure compliance and allow for safe return to the road.

Work zone speed camera program:

- Workers are vulnerable road users, and if the initial evaluation demonstrates success, renewal is recommended with continuation of equity provisions.

Funding for Vision Zero initiatives:

- Support providing additional funding to municipalities to create and implement Vision Zero action plans, in addition to federal government grants

Vision Zero Council – Sub-Committee Recommendations

- Questions and Discussion

Vision Zero Council – Administrative Items



Next Meeting

Continued Quarterly Meetings in 2024



Other Administrative items:

Potential topics of discussion for meetings in 2024

Vision Zero Council – Public Comment

Please raise hand or use Q&A
box

Due to FOIA and public access laws, please refrain from using the Chat feature for anything other than our ability to coordinate/help speakers who need assistance using zoom.