



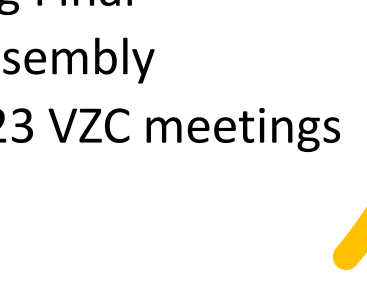
Vision Zero Council

12/13/22

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



Vision Zero Council - Agenda

- I. Committee Chair Welcome and Introductions
 - II. Adoption of 10/4/22 Meeting Minutes
 - III. 2022 VZC Final Recommendations and Voting
 - i. Engineering
 1. Vote on Recommendations
 - ii. Enforcement
 1. Vote on Recommendations
 - iii. Education
 1. Vote on Recommendations
 - iv. Equity
 1. Vote on Recommendations
 - IV. Policy Recommendation Next Steps – Transmitting Final Recommendations to the Connecticut General Assembly
 - V. Next Meeting – dates and potential topics for 2023 VZC meetings
 - VI. Public Comment
 - VII. Adjourn
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Welcome and Introductions



Connecticut Traffic Deaths

Year to Date as of **December 5, 2022**



UConn

2022	2021	2020	2019
354	285	280	240

Preliminary Year-End

2021	2020	2019
304	300	251



Adoption of 10.4.22 Meeting Minutes



Vision Zero Council – Sub-Committee Recap

- Four Sub-Committees commissioned by VZC
 - Engineering
 - Enforcement
 - Education
 - Equity
- Sub-Committees formed via survey response and appointments by council members
- Sub-Committee chairs appointed by VZC members, co-chairs selected by sub-committees
- Sub-Committee chairs tasked with scheduling and holding two meetings prior to 6.14.22 VZC meeting and reporting out on progress
- Sub-Committees tasked with discussing and drafting policy recommendations at 10.4.22 VZC meeting
- Sub-Committees provided final policy proposals to the Council prior to 12.13.22 VZC meeting

Vision Zero Council – Engineering Recommendations

- Final Recommendations Presented by Deputy Commissioner Garrett Eucalitto, Department of Transportation

Policy Recommendation #1

- Requiring a Complete Streets Plan
 - Require each municipality to have an adopted Complete Streets Plan in order to be eligible for certain State funding programs/grants (i.e. Community Connectivity)

Policy Recommendation #2

- Clarify CTDOT Authority to Acquire Land for Trails
 - Currently, CTDOT may not have legislative authority to condemn ROW for off-road trails or bike/ped facilities. With trail networks growing to support non-motorized travel, this authority can facilitate expansion of these networks.

Policy Recommendation #3

- Adoption of an ICE Policy (Intersection Control Evaluation)
 - CTDOT should adopt an intersection control evaluation (ICE) policy; an ICE is a data-driven, performance-based framework to screen intersection alternatives and identify an optimal solution. This can provide **consistent documentation** to support **transparency** of decisions, increased awareness of innovative solutions, & objective performance metrics for decision making



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Policy Recommendation #4

- CTDOT Study of Specific Traffic Movement Regulations
 - CTDOT should study whether and how the “Idaho Stop” could be legalized in Connecticut, as well as whether to prohibit “Right on Red” at intersections with crosswalks.



Engineering Sub-Committee Endorsements

■ Enforcement Committee

- The Engineering Sub-Committee endorses and supports the Enforcement Committee's proposal to institute speed control measures using technology.

■ 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

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Enforcement Recommendations

- Final Recommendations Presented By Sergeant Mark DiCocco, Connecticut State Police

Four Recommendations:

1. Enact a Helmet Law for ALL Motorcycle Riders
2. Establish a Fatal Collision Reduction Team to Engage in High Visibility Enforcement Blitzes
3. Implement Automated Traffic Enforcement
4. Enact a Prohibition on Open Alcohol Containers in Motor Vehicles



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Enact a Helmet Law for ALL Motorcycle Riders

Recommendation #1

Motorcycle fatalities – no helmet



- 2021: 41 Fatalities
 - 2020: 41 Fatalities
 - 2019: 36 Fatalities
 - 2018: 32 Fatalities
 - 2017: 40 Fatalities
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- In summary, 190 **unhelmeted** motorcycle operators or passengers were fatally injured over the past 5 years.

Fatal Collision Reduction Team and High Visibility Enforcement Blitzes

Recommendation #2

Premise

- Gather traffic officers from State Police and/or Municipal Departments, including specially-trained officers (DRE, ARIDE)
- Identify traffic violations that correlate with crashes
- Identify high frequency crash locations
- Engage in high visibility enforcement efforts targeting those identified traffic violations in the identified areas, using the special team
- Public input should be solicited to help identify areas of concern



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Implement Automated Traffic Enforcement

Recommendation #3

Recommendation #3

- The Connecticut General Assembly should examine best practices in the 18 states that have speed cameras, and the 22 states that have red light cameras, and advance legislation that would authorize automated traffic enforcement in locations with a documented history of excessive speeding or serious crashes.
 - The CGA should consider results of the CTDOT pilot launching in early 2023.
 - Approval of a third party, such as the Office of the State Traffic Administrator, should be required to before deployment of automated traffic enforcement on municipal roadways, ensuring there is evidence justifying the selected location.



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Enact a Prohibition on Open Alcohol Containers in Motor Vehicles

Recommendation #4

Recommendation #4

- 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.
- Unlike other states, 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.



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Vision Zero Council — Education Recommendations

- Presented By Eric Scoville, Connecticut State Department of Education

Recommendation #1

Utilize schools to better educate children about road safety

Recommendation: Create a Vision Zero Schools program. Based on efforts from North Dakota, create a list of criteria for a school to become a Vision Zero school, which could include traffic safety education to students, peer-to-peer education, outreach to parents, safety messaging to teachers and staff, etc. Ideally, DMV/DOT/DOE would not need to do much of that education, but could help nudge the schools to do it themselves (with help from community safety partners). This program would be optional for schools.

Implementation suggestion: Perhaps tie this in with federal Safe Routes to School initiatives/funding. Involve children and parents in creating safer school zones and routes to schools. It also is important that educational materials and opportunities are looked at through the lens of accessibility.

Recommendation #2

Utilize the judicial system in driver re-training

Rationale: The criminal justice system provides an opportunity for driver retraining, specifically for traffic offenders.

Recommendation: Offense-specific retraining classes. Expand the operator retraining program to include an option for the Judicial Branch to offer a class tailored to an offense as part of a plea deal, which could reduce the fine amount that a driver must pay.

Implementation suggestion: For example, if the driver received a distracted driving ticket, they could take a short class on the types of distractions and why they're dangerous. (This could be similar to the CPS course). This would require some more work to set up and have a longer time horizon, but could continue to emphasize safety in the traffic ticket process.

Recommendation #3

Increase options for driver retraining

Rationale: after initial driver training, there are no driver re-training opportunities except for an optional class for older drivers. There is concern that drivers are not made aware of new laws, how to use new infrastructure, etc.

Part 1: Require a skills refresher at other points in a lifetime. We test drivers once at the onset but nothing after. This would not be optional but required, especially for those who have been driving for 40 or 50 years.

Part 2: Offer a statewide, incentive-based driver education for drivers to get a refresher on law updates and other safety reminders.

Note: educational materials should be looked at through the lens of accessibility.



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Recommendation #4

Utilize DMV to educate drivers on a more frequent basis

Rationale: The DMV has frequent touch points where they can impart new information and reminders to current drivers throughout their lives.

Part 1: Empowering CT's DMV to have more frequent engagement with customers/drivers at every available opportunity, such as at license renewals and registration. This could be in the form of a video that must be watched in its entirety before an online application could be processed. The video would be an update on new laws that impact drivers and pedestrians.

Part 2: Incorporate CT driver training materials within the DMV process of awarding a CT license to out-of-state drivers when they become CT residents. Focus on Connecticut-specific laws as well as key points that have been implicated in car-to-pedestrian and car-to-cyclist fatalities.



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Recommendation #5

Utilize DPH to educate around emerging traffic safety issues

Rationale: DPH is a leading source for safety and health information, and could perhaps – with funding – play a role in traffic safety messaging.

Recommendation: Specifically around driving under the influence of RX drugs (with an emphasis on opioids, OTC medications and marijuana), DPH could choose one or two local health departments and/or health districts to collaborate on an educational initiative about the dangers of driving under the influence of prescription drugs. It could include outreach to pharmacies or hospitals (or possibly even methadone clinics) who could themselves communicate information to drivers receiving medications.



Vision Zero Council — Equity Recommendations

- Presented By Deputy Commissioner Garrett Eucalitto, Department of Transportation

Vision Zero Council – Final Policy Recommendations

- Transmitting Final Policy Recommendations to the Connecticut General Assembly:
 - Department of Transportation staff will codify policy recommendations into a memo for transmission to C.G.A., and include copies of all subcommittee final products in transmittal.
 - Motion to give DOT authority to act on the Council's behalf

Vision Zero Council – Administrative Items



Next Meeting(s)

Will work to schedule 2023 meeting schedule prior to year end – posted on VZC website



Other Administrative items:

Potential topics of discussion for meetings in 2023

Ongoing VZC work

Vision Zero Council – Public Comment

Please raise hand or use Q&A
box

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