



Vision Zero Council

6/6/23

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



Vision Zero Council - Agenda

- I. Committee Chair Welcome and Introductions
- II. Adoption of 3/7/23 Meeting Minutes
- III. Legislative Update
 - a. Legislative Updates from VZC Agencies
- IV. Safe Routes to Schools Presentation – Kristen Levesque
 - a. Questions from Council Members
- V. Sub-Committee Update:
 - a. Sub-Committee Co-Chair Updates
 - b. Council Guidance to Sub-Committees prior to next VZC meeting
- VI. Next Meeting – dates and potential topics for future 2023 VZC meetings
- VII. Public Comment
- VIII. Adjourn

Welcome and Introductions





Adoption of
3.7.23
Meeting Minutes



Vision Zero Council— Legislative Update

- Anne Kleza – Legislative Program Manager, Office of Legislative Affairs, DOT

5917: An Act Implementing the Recommendations of the Vision Zero Council

Section 1: Requires DOT to study the Idaho stop and prohibiting turning right on red

Section 2: Requires DOT to adopt and revise an intersection control evaluation policy to use when evaluating new and existing intersections

Section 3: Requires DOT to award an exemplary “Vision Zero” program distinction to local and regional boards of education

Section 4: Allows prosecutorial officials to require people who contest infractions and certain violations to attend an approved driving safety course as a condition for resolving the ticket before a hearing

5917: An Act Implementing the Recommendations of the Vision Zero Council

Sections 5-7: Requires DMV to (1) develop a safety video and require people to watch them upon every other renewal and when transferring a license from another jurisdiction and (2) provide other safety materials when applicable

Section 8: Requires DOT to conduct a public awareness campaign about the dangers of driving while under the influence of certain over-the-counter drugs and prescription drugs, with an emphasis on opioids and cannabis

Section 9: Requires DOT, when developing the capital plan, to examine proposals from the Vision Zero Council's equity subcommittee and consider infrastructure that specifically protects vulnerable highway users

Section 15 : Requires DOT to establish a program promoting seatbelt use among vulnerable communities that are less likely to wear a seat belt

5917: An Act Implementing the Recommendations of the Vision Zero Council

Sections 10-14, 16-18: Automated Enforcement

The bill requires DOT to develop, and revise as necessary, guidance for municipalities developing speed and red light camera plans

Before submitting a plan to DOT for approval, the municipality must hold a public hearing on it. The plan's submission must be approved by a vote of the (1) municipality's legislative body or (2) board of selectman in municipalities where the legislative body is a town meeting.

The bill requires municipalities to submit a subsequent plan for DOT approval every 3 years if they want to continue using speed and red light cameras after a DOT-approved plan expires.

6746: An Act Concerning Wrong Way Driving

- This bill requires the Department of Transportation (DOT) to expand its efforts to implement wrong-way driver countermeasures.
- These efforts must include the following:
 - installing wrong-way driving detection and notification systems (i.e., systems capable of alerting drivers with flashing lights when they are going the wrong way and notifying law enforcement upon detecting a wrong-way driver) on at least 120 highway exit ramps that DOT determines are high-risk for wrong-way drivers;
 - establishing a pilot program at high-risk exit ramps that the department determines are appropriate for testing systems that also broadcast alerts about a wrong-way driver's presence on electronic highway message boards (i.e., "wrong-way driving detection, notification, and broadcasting systems"); and
 - giving a grant, from available resources for implementing wrong-way driving countermeasures, to UConn to test and analyze the use of directional rumble strips to alert a driver through vibration and sound that he or she is driving the wrong way.

904: DOT “Aircraft Carrier” Bill

- Sections 1 & 2: The bill explicitly permits the use of symbols (i.e., of a walking person to represent “Walk” and an upraised hand to represent “Don’t Walk”), rather than only words as under current law, on pedestrian control signals. This conforms to the Federal Manual on Uniform Traffic Control Devices (MUTCD).
- Section 5: The bill requires UConn’s Connecticut Training and Technical Assistance Center to offer mandatory training for traffic authorities at least three times per year.
 - Starting by January 1, 2024, each traffic authority or its appointed representative must annually complete one training.
- Section 6: Allows OSTA to set speed limits up to 65 mph
- Sections 14 & 15: Increases the fine for driving commercial motor vehicles on state parkways to \$500 for a first violation and \$1,000 for a subsequent violation

1082: An Act
Implementing the
Recommendations of
the DOT Regarding a
Reduction in Blood
Alcohol Limits for
Impaired Driving and
Boating

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

Vision Zero Council— Legislative Update

- Questions from Council members on Vision Zero related bills
- Update from Council members on any Vision Zero related bills under their agency purview

Safe Routes to School

- Kristen Levesque, Transportation Engineer,
Safe Routes to School Coordinator, DOT

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Safe Routes to School Program



Kristen Levesque • June 2023
Safe Routes to School Coordinator

Connecticut Department of Transportation •
Bureau of Policy and Planning •
Office of Strategic Planning and Projects •
Project Coordination Unit



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Vision Zero and Safe Routes to School: Partners in Safety

Why should Safe Routes to School and Vision Zero programs work together to amplify shared transportation safety goals and strategies?

Safe Routes to Schools focuses on making it safer for more kids to walk and bike to school. Vision Zero works to eliminate all traffic deaths and serious injuries.

What opportunities are there for Safe Routes to School and Vision Zero advocates to collaborate to improve safety and advance equity together?

How can Vision Zero efforts help move Safe Routes to School programs toward a data-driven, community-wide approach that prioritizes areas with the greatest safety needs?



Advancing Safe Routes to School Through Vision Zero



Project Status

- **BACKGROUND**
 - Purpose and Need
 - Framework (6 E's)
 - Legislation
- **PROGRAMS AND PROJECTS**
 - **Programs**
 - Equity
 - Education
 - Encouragement
 - **Projects**
 - Evaluation
 - Enforcement
 - Engineering
- **ALIGNMENT WITH VISION ZERO**

Purpose

The purpose of Safe Routes to School as established in 2005 and revised in 2021 in accordance with the Federal Infrastructure Investment and Jobs Act is:



*Photo Credit:
CT DOT – South
Windsor CT*

Safety:

to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age

Accessibility:

to enable and encourage all children, including those with disabilities, to walk and bicycle to school

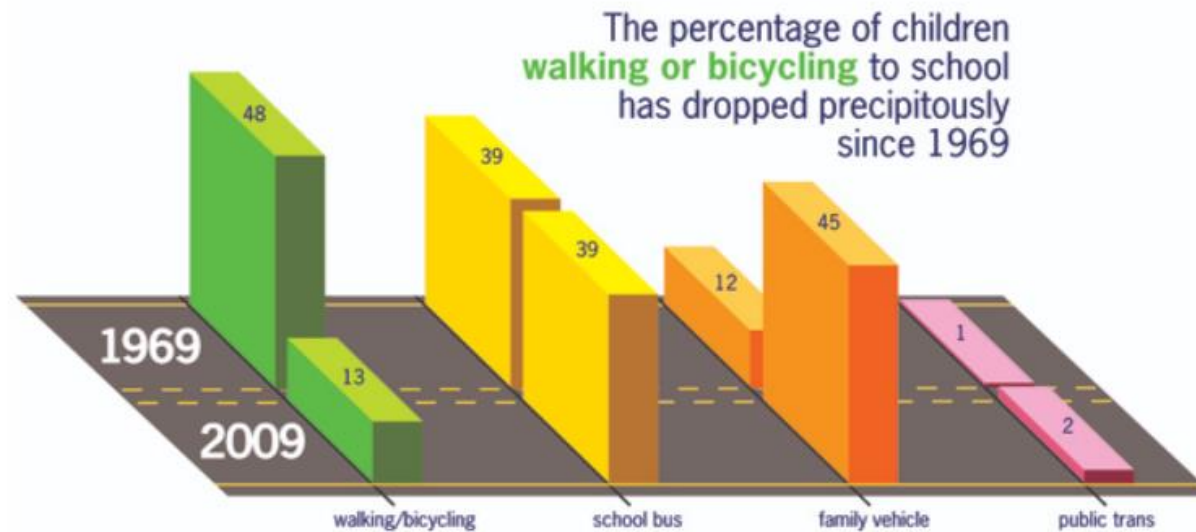
Sustainability:

to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools

Need

Support for Safe Routes to School is needed in order to implement **programs** and **projects** to:

- **INCREASE WALKING AND BICYCLING TO SCHOOL**



The Safe Routes partnership research indicates that increased walking and bicycling to school results in:

- Healthier and safer students
- Reduced traffic congestion
- Reduced student absences and tardiness
- Cleaner air
- Improved academic performance

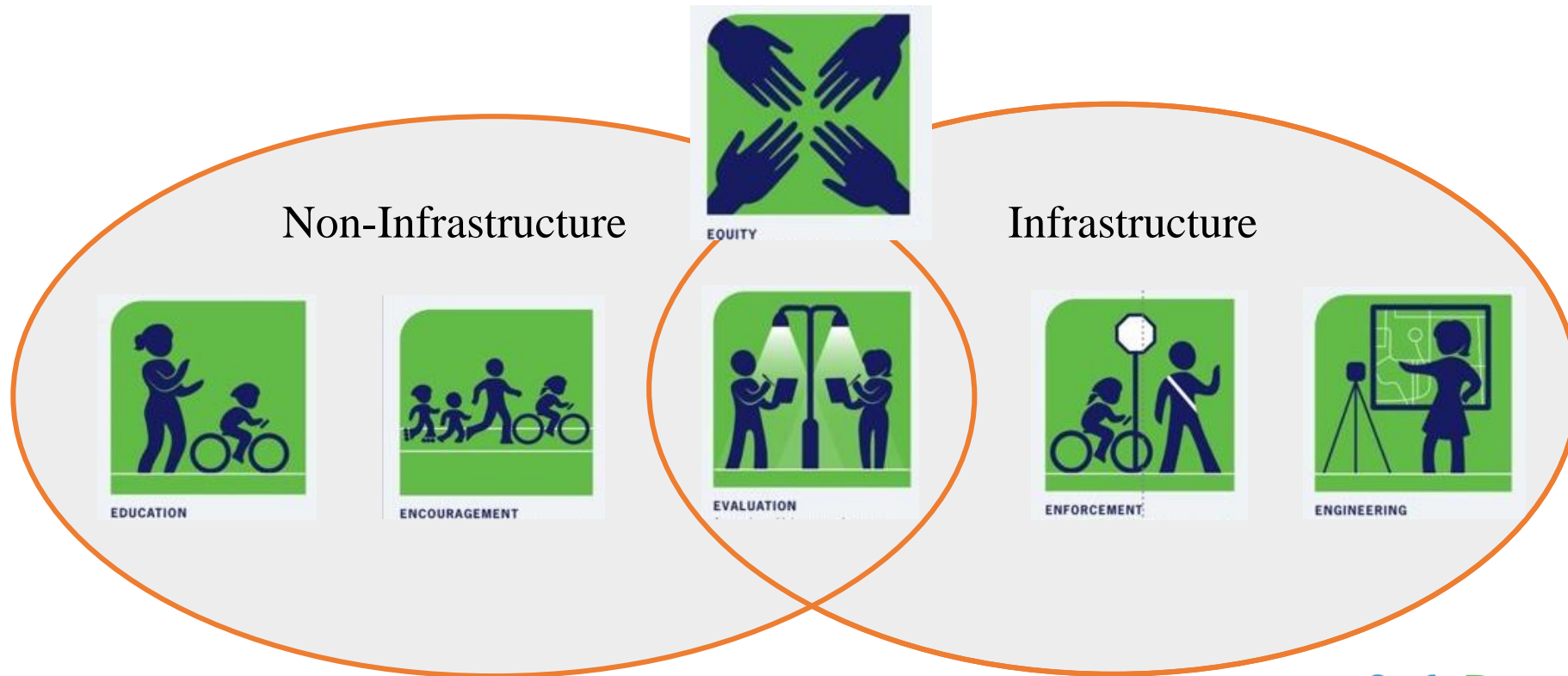
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Framework



Framework:

The six E's to ensure a comprehensive approach to both non infrastructure activities as well as safety projects.

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Legislation

One Hundred Seventeenth Congress of the United States of America

AT THE FIRST SESSION

*Begun and held at the City of Washington on Sunday,
the third day of January, two thousand and twenty-one*

An Act

To authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.

*Be it enacted by the Senate and House of Representatives of
the United States of America in Congress assembled,*

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) **SHORT TITLE.**—This Act may be cited as the “Infrastructure Investment and Jobs Act”.

- [BILLS-117hr3684enr.pdf \(congress.gov\)](https://www.congress.gov/bills/117/hr3684/enr/pdf)

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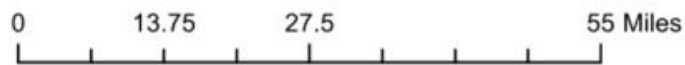
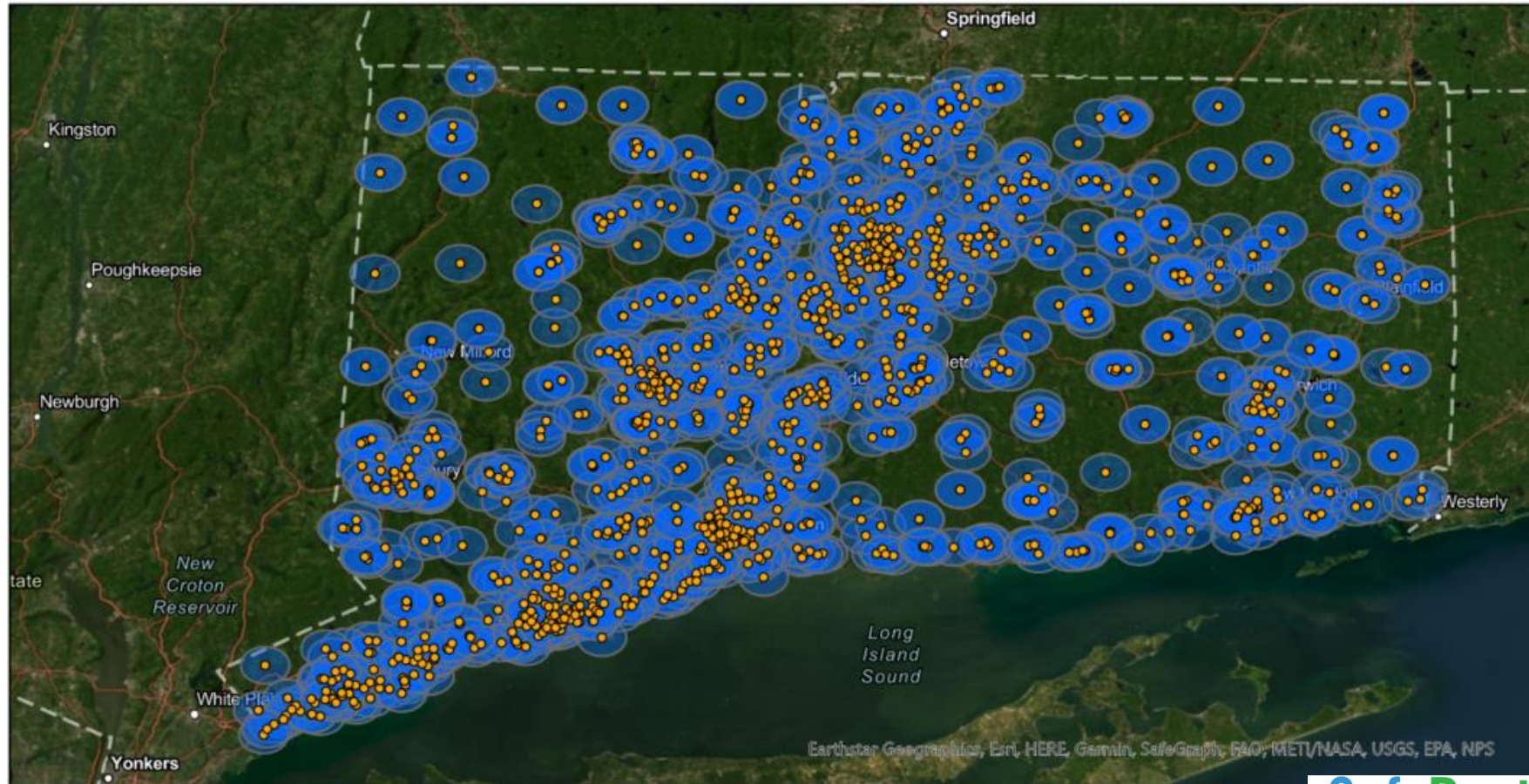
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Legislation

- **SEC. 11119. SAFE ROUTES TO SCHOOL. (a) IN GENERAL.**—Chapter 2 of title 23, United States Code, is amended by inserting after section 207 the following: “§ 208. Safe routes to school
- “(a) DEFINITIONS.—In this section: “(1) **IN THE VICINITY OF SCHOOLS.**—The term ‘in the vicinity of schools’, with respect to a school, means the **approximately 2-mile area** within bicycling and walking distance of the school. “(2) **PRIMARY, MIDDLE, AND HIGH SCHOOLS.**—The term ‘primary, middle, and high schools’ means schools providing education from **kindergarten through 12th grade.**



Areas of the state "in the vicinity of schools" as defined by IIJA



- SRTS_CTSchools
- SRTS_CTSchools_Buffer2mi

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Infrastructure

“(1) INFRASTRUCTURE-RELATED PROJECTS.—“(A) IN GENERAL.—

Amounts apportioned to a State under this section may be used for the

- planning,
- design, and
- construction

of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including

- sidewalk improvements,
- traffic calming and speed reduction improvements,
- pedestrian and bicycle crossing improvements,
- on-street bicycle facilities,
- off-street bicycle and pedestrian facilities,
- secure bicycle parking facilities, and
- traffic diversion improvements in the vicinity of schools.

“(B) LOCATION OF PROJECTS.—Infrastructure-related projects under subparagraph (A) may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools.



Non Infrastructure

“(2) NONINFRASTRUCTURE-RELATED ACTIVITIES.— “(A) IN GENERAL.—In addition to projects described in paragraph (1), amounts apportioned to a State under this section may be used for noninfrastructure-related activities to encourage walking and bicycling to school, including:

- public awareness campaigns and outreach to press and community leaders,
- traffic education and enforcement in the vicinity of schools,
- student sessions on bicycle and pedestrian safety, health, and environment, and
- funding for training, volunteers, and managers of safe routes to school programs.



Programs



EQUITY

Equity

- Updated framework to include Equity
- Updated Website including Accessibility



- Expansion of the program to include all students



EDUCATION

Education

- Outreach to superintendents, school principals and advocates
- SRTS Bike/Ped Safety Working Group
- Observations of existing bike ed curriculum



- Collaboration with other states on best practices



ENCOURAGEMENT

Encouragement

- Walk, Bike and Roll to School Day
- Bring your Child to Work Day



- Additional outreach and events.

Projects



Evaluation

- Technical Assistance
- Toolkit and Checklists
- Walk Audits and SRTS Plans
- Story map



- Documentation of Progress and Performance Measures
- Coordinated Active Transportation Efforts



Enforcement

Programmatic Safety Projects

- Safety Countermeasures in the vicinity of schools
- Establishment of School Zones
- Dynamic Speed Feedback Signs



Engineering

Infrastructure -

- 2006-2012 SRTS Federal funding allowed for 21 infrastructure projects
 - Sidewalks
 - Pathways
 - Bicycle and pedestrian facilities



Quick build -

- Crosswalks
- Raised Crosswalks
- Rectangular Rapid Flashing Beacons (RRFBs)
- Bicycle Parking Facilities

Alignment with Vision Zero



Resources

- [Safe Routes Partnership](#)
- [National Safe Routes to School](#)
- [Vision Zero for Youth](#)

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Connecticut Safe Routes to School



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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 – Engineering Sub- Committee Update

- Natasha Fatu, Transportation Principal Engineer, DOT
- Charles Harlow, Fuss & O'Neill

Legislation Discussion

Previous Policy Recommendations and Status

- Requiring a Complete Streets Plan
 - Removed from the Bill
- Clarify CTDOT Authority to Acquire Land for Trails
 - Removed from the Bill
- Adoption of an ICE Policy (Intersection Control Evaluation)
- Automated Speed Enforcement

Penalties

The FHWA has reviewed Connecticut's data for the safety performance target assessment.

- Connecticut did not meet their Safety Performance Targets for all 5 categories
 - Number of fatalities
 - Rate of fatalities
 - Number of serious injuries
 - Rate of serious injuries
 - Number of non-motorized fatalities and serious injuries
- A HSIP Implement Plan is required and a funding obligation for Safety.

Penalties

In addition, the crash analysis triggered the following Special Rules:

- High-Risk Rural Roads
 - Obligate funding for High Risk Rural Roads
- Older Drivers and Pedestrians
 - Include Strategies to address the increase in older driver and pedestrian fatal and serious injury rates in the SHSP.
- Vulnerable Road User (VRU) Safety
 - Obligate funding for projects to address the safety of VRUs

Recent CT Stats

2020 – 2022

- 4,494 fatal and serious injury crashes
 - 832 fatalities
 - 3,661 serious injuries

- Emphasis Areas
 - 1,225 Roadway Departure (27%)
 - 1,125 Angle (25%)
 - 628 Pedestrians (14%)

Discussion Points

- Complete Streets
 - Complete Streets and Quick Builds
 - Road Diets
- Roadway Departure
 - High Friction Surface Treatment (HFST) Program
 - Horizontal Curve Warning Signs
- Centerline Rumble Strips

Next Steps

- Developing a Working Group for Roadway Departures
 - Implementing more Centerline Rumble Strips in CT
- How to progress the Complete Streets Plan

Vision Zero Council – Enforcement Sub- Committee Update

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

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 – Equity Sub- Committee Update

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

Vision Zero Council – Sub-Committee Guidance

- Questions and General Discussion
- Sub-Committee Next Steps and Guidance

Vision Zero Council – Administrative Items



Next Meeting(s)

September 19, 2023 10:00AM – 12:00PM

December 5, 2023 10:00AM – 12:00PM



Other Administrative items:

Legislative Tracking – End of session

Potential topics of discussion for meetings in 2023

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.