

Vision Zero Council

March 22, 2022 Meeting Minutes

2:00 pm – 3:20 pm

This virtual public meeting was hosted on Zoom

Council Members: Garrett Eucalitto, Jon Slifka, Keith Norton, Kevin Manzolillo, Susan Logan, Tony Guerrera

Other Attendees: Aaron Swanson, Aaron Goode, Adam Weber, Alec Slatky, Amy Watkins, Bryan Pavlik, Cindy Harrison, Craig Yannes, Daisy Hernandez, Danielle Brown, Daniel Parlapiano, Diana Palmer, Douglas Hausladen, Elizabeth Middleton, Erika Lindeberg, Gannon Long, Holly Schultz, James McQueeney, Jennifer Lacker, Joseph Balskus, Judith Proctor, Justin Peng, Kate Rozen, Katherine Grady, Kevin Ryan, Marissa Pfaffinger, Mark DiCocco, Marlon Pena, Mathew Lieber, Melissa Evans, Michael Zacchera, Natasha Fatu, Nicolas just, Phyllis DiFiore, Richard Donovan, Robert Dickinson, Robin Tousey-Ayers, Roger Krahn, Sandy Fry, Sean Maher, Shannon King, Sonia Szczesna, Susan Yurasevecz, Thomas Regan-Lefebvre, Tim Sperry, Timothy Malone, Timothy Snyder

- Meeting called to order 2:03 pm by Chairman Eucalitto
- Aaron Swanson – Meeting announcements
- Garrett Eucalitto – Discuss Meeting Agenda
- Garrett Eucalitto – Meeting Minute adoption
- Motion by Jon Slifka, second by Susan Logan
- All in favor – adopted
- Lt. Manzolillo – Presentation on efforts to reduce speeding presentation

Council Members Questions

- Jon Slifka – Traffic stops went down in 20 and 21 but the deaths went up, any research on that? It seems like there were fewer drivers but more fatalities.
- LT. Manzolillo - Just trends when you put less drivers on the road people could drive faster and increase in impaired driving as well.
- Tony Guerrera – Was the fatality rate due to the COVID issue where people have been locked down and, in their homes, and on the road, they have a sense of freedom on the roads?
- LT. Manzolillo – Yes and mental health is certainly at play too.
- Garrett Eucalitto – There was an uptick in pedestrian deaths too.
- Susan Logan – During COVID was there any decrease in the state police on the roads that could have contributed to less traffic stops?
- LT. Manzolillo - We have minimum staffing; they might have been there on days off due to others having covid etc.
- Garrett Eucalitto – Average speed has been increasing, and the percentage of drivers going over 80mph has gone up as well. Is this what you are seeing as well?
- LT. Manzolillo - Yes speeds are up across the board, speeds have gone up.
- Garrett Eucalitto – What are you hearing from your partners on a local level? Are they doing more enforcement on the ground?

- LT. Manzolillo – Yes, I think locals have increased their presence too.
- Garrett Eucalitto – I know once we get our subcommittees up and running, we have local law enforcement represented there.
- Garrett Eucalitto – I will turn it over to Erika Lindeberg from DOT re: Strategic Highway Safety Plan
- Erika Lindeberg – Presentation
- Garrett Eucalitto – Can you talk about the HSIP funding? What that is and how much the state has received from the federal government or types of projects?
- Erika Lindeberg – We receive \$32 million approximately, with IIJA we expect \$40 million per year. We have an implementation plan that uses all of this funding. The projects have to be in the HSIP. Traffic signal upgrades, putting back plates on traffic signals. Flashing beacons at midblock crosswalks.
- Susan Logan – Evaluation process, how will that look when you evaluate the implementation, will the plan be the living document or what will adapt?
- Erika Lindeberg – The plan is being published, there are tools and strategies in the plan on what can be used, it is a living document and will be updated.
- Susan Logan – When you are evaluating what is effective or not, are those results published anywhere for the public?
- Erika Lindeberg – It is a continual process, and the plan has statistics from the previous 5 years. They are published on UConn's T2 website.
- Erika Lindeberg – Will stay on in case members from the public have questions.
- Garrett Eucalitto – How do you view the interaction of this council with what you do?
- Erika Lindeberg – There is overlap, we should have some of our team leads participate in this Council for more state legislation making and policy making. I can see us working together.
- Subcommittees
- Garrett Eucalitto – Subcommittees moving forward. We thank all of you who volunteered. We have a mix of state agency and public members. The state agency will have a cochair appointed and help to staff the subcommittee. We are going to hold off on EMS for now and will establish it when we have enough people. We are asking each subcommittee to meet within the next month or so to get started. Aaron will go over the specifics.
- Aaron Swanson – Leaving up to each subcommittee how to choose their co-chair. Introduce subcommittee chairs. If you signed up and you don't see yourself let me know.
Cochair Enforcement Sgt. Mark Dicocco – DESPP
Cochair Engineering, Erika Lindeberg – DOT
Cochair Education, Ernie Bertothy – DMV
Cochair Equity, Sibongile Magubane – DMV
- Garrett Eucalitto – Let us know, council members, what you want to see the subcommittees focus on over the next few months. Do you have anything you want to ask of the subcommittees to focus on as they get up and running?
- Jon Slifka – Let them determine their own goals and come back to us and then we can advise from that point.
- Susan Logan – Will there be a certain format they need to follow in putting themselves together what the roles are etc.? What is the structure of the subcommittees? Are we giving format or structure approach for their meetings?

- Garrett Eucalitto - We have not but we should give them a rubric on how it should work. We will be in touch with Susan after this meeting to set things up.
- Garrett Eucalitto - Next meetings will be quarterly to allow the subcommittees to meet and report back to the full council. We want the subcommittees to meet at least twice before we meet in June. Then we will meet in September and December before we need to adopt our annual policy next year.
- We will flag for the council and subcommittee any safety bills that become law.

Public Comment

- Aaron Swanson – Intro, we will answer raised hands first then Q&A box questions.
- Thomas Regan-Lefebvre – Communication regarding prevention of crashes, ads, nice campaigns. Do we have any data if this type of communication is effective compared to the shock campaigns in the UK? Teenager named Jenny Gonzalez was liked on route 140 in East Windsor with no sidewalk. Why is there no sidewalk on state roads? What is the plan from DOT and others? We already have 19 pedestrian deaths; what is the plan?
- Lt. Manzolillo – We do push out images on social media, we don't have shock campaigns here we aren't allowed to post certain pictures.
- Thomas Regan-Lefebvre – I see your campaigns on social media and it is very nice. But you should show parents being told their kid didn't make it as an example.
- Garrett Eucalitto – In Europe they have different messaging even on cigarettes. Work zone camera status, we are going to RFP for a vendor to do that. We will have a couple sites up and running soon. Sidewalks – from DOT perspective we need municipal partners to support us on the installation of sidewalks and they will maintain and clear them.
- Matthew Lieber – East Haven Greenway Trail, is it still open to participate in subcommittee?
- Aaron Swanson – You can go to the contact us tab and we will get you placed.

Questions from Q&A

- Gannon Long – This group says highway safety but also has a pedestrian emphasis area. Does that mean that highway projects will include pedestrian/ bike safety improvements? Such as the improvements on 91 Charter Oak area, which includes hundreds of millions, but so far almost no/minimal pedestrian safety improvements.
- Garrett Eucalitto – Municipalities are required to maintain sidewalks even on state roads.
- Jennifer Lacquer – Has the Vision Zero Council read the USDOT's report to Congress on Complete Streets earlier this month and how it has failed especially at the rural level? It calls for more design flexibility but our current system abides by rigid MUTCD norms and does not allow any change. IS real change in the works, not just more reports?
- Garrett Eucalitto – I have the report and I will share that report with the council members and Secretary Buttigieg has made it a priority too.
- Gannon Long – Sorry that I came late and missed Lt's Manzolillo' s presentation, caught the slides. It looks like CHP is focused on targeted areas for speed enforcement. But we know that speeding tickets are way down and that speeding crashes, injuries & deaths are up. Is there a sense that the more targeted measures are working, given the concerning trends we are seeing?
- Lt. Manzolillo – Time will tell if it is working overall.

- Holly Schultz - Is there funding or a program to help implement dynamic speed signs and cameras to ticket by mail at hotspots, and to alert enforcement when there is excessive speed, reckless driving, or improper vehicles on parkways? Is there an easy way (app, phone line) for the public to alert state enforcement of active erratic driving or excessive speeding? Has the state considered speed limit lowering at hot spot intersections to help slow traffic in those zones? When will DOT include pedestrian and cyclist engineering as a mandatory part of any/all road work going forward (both maintenance work and new construction)? Does the DOT support creating low-cost crosswalks with signage and ADA-compliant ramp/platform at both sides where state roads intersect other roads in neighborhoods where public transit (trains/bus) is available - even when no sidewalks exist despite active pedestrian traffic?
- Garrett Eucalitto – Dynamic speed signs and cameras- cameras are not allowed except for in the pilot program for work zones. UConn lends those dynamic speed signs out to rural towns that don't have it.
- Lt. Manzolillo – If it poses a safety risk call 911 and it will go to the closest barracks. If not, an emergency call the routine number for the Troop.
- Garrett Eucalitto – Questions about including pedestrian as part of projects, Erica can you talk about how we approach that from a traffic engineering side?
- Erika Lindeberg – We work with the local traffic authorities. We look at the location and determine if it is the best location. We work closely with them to make the decisions. And dynamic speed signs- there is some federal money being used by UConn to provide those signs to all of the towns in CT. All the towns are being contacted.
- Garrett Eucalitto – Part about lowering speed limits, last year the legislature passed a law that allows for towns to lower their own speed limits. So far, we have had one municipality take advantage of that. And there is a pedestrian speed study.
- Alec Slatky - If my information is correct, many of the changes to the SHSP required by the Infrastructure Investment and Jobs Act take effect for plans submitted for FY 24 and thereafter. Is DOT thinking about including some of those provisions in the May 22 plan?
- Erika Lindeberg – Clarify with IJIA, it is looking at the overall HSIP program and SHSP is required as part of that program. Some things have been added. There are things that will be in the plan that comes out in May that were in IJIA that will be included.
- Gannon Long – This group says highway safety but also has a pedestrian emphasis area. Does that mean that highway projects will include pedestrian/ bike safety improvements? Such as the improvements on 91 Charter Oak area, which includes hundreds of millions, but so far almost no/minimal pedestrian safety improvements.
- Garrett Eucalitto – HSO should be Roadway safety plan not highway safety plan
- Holly Schultz – Thank you Erica for clarification on crosswalks - however, for 18 years now we've asked both local traffic authority (police comm) and DOT for crosswalks, and we get sent back-and-forth each time, with both saying the other says it can't happen. It would be nice to see a clear transparent set of "rules" or guidelines used to address these requests, since there seem to be very strong legacy personal feelings on the issue that cause requests to be squashed without clear reasoning. To Garrett (DOT) on your response to the inquiry about why we don't have sidewalks on the state roads. --We have a willing partner at the local level for sidewalks along Rt.106 from Leeds Lane in Darien to Talmadge Hill Road in New Canaan. We've had official town support for years (since 2010/12ish), happy to maintain, and the DOT even did

engineering drawings for this stretch to add walks and crosswalks. However, we've repeatedly annually asked the DOT to proceed with this, only to be told each time to go to the town for funding - as DOT was not willing to fund this. If that has changed, per your comments, how do we get the DOT to proceed with these plans they made over 10 years ago for walks in the 1/2mile stretch up to the Talmadge Hill Metro North RR station?

- Garrett Eucalitto – Reach out to us and we can set up a meeting about this concern.
 - Garrett Eucalitto – Each subcommittee chair will send out an email to everyone who is identified for each subcommittee. It is ok if you can't do both, you can pick one.
-
- Motion to adjourn by Keith Norton
 - Second by Jon Slifka
 - Adjourned 3:20pm