



# 2023

# ANNUAL REPORT

# *VISION ZERO COUNCIL*

# *OF CONNECTICUT*

*CONNECTICUT DEPARTMENT OF TRANSPORTATION*



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**STATE OF CONNECTICUT**  
**DEPARTMENT OF TRANSPORTATION**

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February 1, 2024

Dear Chairs and Ranking Members of the Transportation Committee,

In accordance with Section 2 of Public Act 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*, the Vision Zero Council is transmitting the previously shared state-wide policy and interagency approach, as well as an annual report on the activities of the Vision Zero Council and its subcommittees established in accordance with Section 2.

Sincerely,

Garrett T. Eucalitto

Commissioner, CTDOT

Chair, Vision Zero Council of CT

## EXECUTIVE SUMMARY

Following one of the deadliest years in recent state history, with over 360 deaths on Connecticut's roadways in 2022, the Vision Zero Council submitted recommendations to the Connecticut General Assembly on January 27, 2023, in accordance with Section 2 of PA 21-28<sup>1</sup>.

In early 2023, the Transportation Committee raised HB 5917, *An Act Implementing Recommendations of the Vision Zero Council*, and after successful votes in both the House and the Senate, Public Act 23-116 was signed by Governor Lamont on June 27, 2023. This law contained many of the important recommendations transmitted by the Vision Zero Council and its subcommittees.

The Vision Zero Council and its subcommittees spent the remainder of 2023 monitoring the implementation of PA 23-116. Some of the subcommittees resubmitted policy and program recommendations to the Vision Zero Council, but the Vision Zero Council made the decision to not endorse any new recommendations in 2023 and instead focus on the implementation of PA 23-116.

This report contains four distinct sections:

1. A status report of each section of PA 23-116
2. A summary of the recommendations submitted by the subcommittees, which were not acted upon by the Vision Zero Council as a whole; and,
3. A summary of the 2023 activities of the four subcommittees, and a listing of the active members of each subcommittee.
4. A resubmittal of the state-wide policy and interagency approach that was submitted to the Connecticut General Assembly in February 2022.

The Vision Zero Council will continue to meet in 2024, monitoring the progress towards the goal of zero roadway fatalities and serious injuries, and tracking the implementation of PA 23-116.

## **STATUS OF STATUTORY REQUIREMENTS FROM PA 23-116**

### **Idaho Stop and No Turn on Red Studies (§1)**

#### **Requirement**

Under the act, the CTDOT commissioner must study (1) allowing bicyclists to treat a stop sign as a yield sign and red light as a stop sign (known as the “Idaho Stop”) and (2) prohibiting right turns at red lights. By February 1, 2024, the commissioner must report to the Transportation Committee on the study’s results and recommend whether these changes to the law are advisable.

#### **CTDOT Update – Idaho Stop Study**

The CT OSTA Idaho Stop Study was transmitted to the Connecticut General Assembly on January 31, 2024, and includes a literature review of the benefits and drawbacks of the Idaho Stop, as well as the legislative changes other states and jurisdictions have enacted to incorporate the Idaho Stop. The report discusses how there is not much research on the safety effectiveness of the Idaho Stop, as states have only recently adopted the practice; however, the research that does exist suggests that the Idaho Stop will not result in an increase in bicyclist fatalities or injuries. While there are mobility benefits to implementation of the Idaho Stop, it could create confusion for drivers and law enforcement without a robust public education campaign and revisions to driver education

programs. As such, the CTDOT makes no recommendation for or against implementation of the Idaho Stop in Connecticut at this time.

### **CTDOT Update – No Turn on Red (NTOR) Study**

CTDOT's Traffic Safety Engineering group conducted research on this topic at a national level, reviewing Institute of Transportation Engineers (ITE) and other state CTDOT information including the status of NTOR implementations. Simultaneously, the group gathered all the CT crash data and worked to analyze the crashes associated with right turning vehicles from an intersection and angle crashes occurring at the intersection. Traffic Safety worked with the UConn Crash Team to refine the review of the crashes and obtain further information from the police reports. Based on the review, the Traffic Safety Team has prepared recommendations. A presentation on the findings and recommendations was given to the CTDOT Commissioner on Tuesday, January 16, 2024. The CTDOT transmitted the report to the Connecticut General Assembly on January 31, 2024.

### **Intersection Control Evaluation Policy (§2)**

#### **Requirement**

Starting July 1, 2024, the act requires CTDOT to adopt, and revise as needed, an intersection control evaluation policy to use when it evaluates new intersection construction and modifications to existing intersections. The policy must (1) have a decision-making framework with specific, performance-based criteria to screen intersection alternatives and identify an optimal solution and (2) require consistent documentation of each intersection evaluation.

## CTDOT Update

The CTDOT has compiled a working group to develop the CTDOT's Intersection Control Evaluation (ICE) Policy. The working group includes engineers from the CTDOT's Division of Traffic Engineering, Division of Highway Design, and OSTA. The working group has researched and communicated with other states in the country with ICE Policies recognized by the Federal Highway Administration (FHWA) to learn more about their policies and the factors that play a key role when determining a control strategy for a location as part of their ICE policy. Many states have an ICE framework that is broken into several stages, and CTDOT proposes to do the same. Below is the proposed framework for the CTDOT ICE Policy:

- Applicability – Determine if a Project requires an ICE.
- Stage 1 – Existing Conditions and Control Type Screening (screen out control types that are not applicable)
- Stage 2 – Detailed Assessment of Viable Control Types
- Stage 3 – Evaluation and Recommendations

## Vision Zero Program Distinction for Schools (§3)

### Requirement

The act requires CTDOT, in consultation with the State Board of Education and, to award an exemplary "Vision Zero" program distinction to local and regional boards of education offering programs that give students in grades 6 to 12 opportunities to learn about the importance of safe driving habits, pedestrian safety skills, and the Vision Zero Council's mission. These opportunities may include classes, extracurricular activities, presentations, symposiums, peer-to-peer education, parent involvement, and parenting education and outreach. CTDOT must award this distinction upon a school board's request, which a board

may submit to CTDOT with details about its program, when and how CTDOT prescribes. CTDOT must also put information about the distinction on its website.

## **CTDOT Update**

A Vision Zero Program Distinction for Schools is available upon request to those local and regional Boards of Education who offer a program that provides opportunities to learn about: the Mission of the Vision Zero Council, Safe Driving Habits, and Pedestrian Safety skills. Opportunities are available for student-led projects when possible or can be done by other members of the school community and presented to a local or regional Board of Education for application to the CTDOT. Application materials can be found at this link: [Vision Zero Program Distinction for Schools Application](#). Applications are encouraged before May 1, 2024, for recognition and award by June 2024. More information is available at the CTDOT Safe Routes to School website [www.ct.gov/SafeRoutes](http://www.ct.gov/SafeRoutes).

## **Safety Course after Traffic Violations (§4)**

### **Requirement**

“By law, people charged with motor vehicle infractions and specified violations that are processed by the Centralized Infractions Bureau may either (1) pay the fine and any additional fees, which is considered a plea of no contest (*nolo contendere*), or (2) plead not guilty and be scheduled for a hearing. If a person pleads not guilty and is scheduled for a hearing, the person may, at a subsequent Superior Court proceeding, reach an agreement with a prosecutorial official on the fine amount and elect to pay the fine without appearing before a judicial authority. The act allows the prosecutorial official, as a part of this agreement, to require that the person attend a driving safety course. Any course required must address the nature of the violation or infraction and be offered or approved by the chief state’s attorney.”



## **Judicial Branch Update**

Prosecutors have the option to make use of existing safety and training programs. As a result of the enacted legislation prosecutors will continue to review infractions for possible resolution including existing offense specific programs.

## **Safety Video and Materials at License Renewal and Issuance to New Residents (§5-7)**

### **Requirement**

The act requires the DMV commissioner to develop, and revise as needed, a video presentation about (1) state laws impacting drivers, pedestrians, and bicyclists and (2) ways to drive safely and reduce transportation-related fatalities and severe injuries. When developing the video, the commissioner may use materials and videos developed by a governmental entity, independent contractor, or other party. Under the act, DMV must require people to watch the video every other time they renew their license before issuing the renewed license. DMV must also (1) require anyone transferring a license from another jurisdiction to Connecticut to watch the video and (2) give them other safe driving training materials.

### **DMV Update**

The Department of Motor Vehicles (DMV) is working closely with CTDOT to secure funding for producing a video that highlights new laws impacting motorists. Both agencies met on January 17, 2024, to discuss the grant application. DMV is aiming to have the grant application completed by month-end.

## **Public Awareness Campaign on Drug Impaired Driving (§8)**

### **Requirement**

CTDOT must 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. CTDOT must (1) collaborate with DPH and local health departments or district departments of health when conducting the campaign and (2) include outreach to pharmacies; hospitals; substance abuse treatment facilities; and cannabis dispensary facilities, hybrid retailers, and retailers that can communicate information about these dangers to drivers who are receiving or purchasing these drugs.

### **CTDOT Update**

CTDOT has developed and executed a public education campaign to raise awareness about the dangers of drug impaired driving. The media campaign, "Driving High = DUI" is a high-visibility statewide campaign that includes television, radio, streaming audio/podcasts, digital, social, mobile, gaming, outdoor, Hispanic media, in-bar advertising and more. The campaign has been featured in several high-profile placements such as the 2023 Super Bowl, the 2023 NFC Championship Game, the Latin Grammys, the Oscars, UConn Basketball, NCAA Selection Show and more. CTDOT also conducts ongoing public relations efforts with statewide media, as well as community outreach efforts. In addition to the media campaign, CTDOT is also the lead agency for the Connecticut Impaired Driving Task Force, which works to address trends seen in Connecticut to save lives and reduce injuries due to impaired driving on Connecticut roadways through program leadership, innovation, and facilitation of effective partnerships with public and private organizations. The task force was developed in 2013, with constant expansion and evolution as trends in the state change. Participants include, but are not limited to, representatives from the CTDOT, Department of Mental Health and Addiction Services (DMHAS), CT State Police and

municipal law enforcement agencies, CT DMV Per Se Attorneys, CT's Traffic Safety Resource Prosecutor, Mothers Against Drunk Driving (MADD), AAA, Connecticut Children's Medical Center, Department of Emergency Services and Public Protection Division of Scientific Services (DESPP DSS) Laboratory. New additions to the task force include the program coordinator for a CTDOT project Healthcare Heroes, using trauma center personnel to speak to the dangers of impaired driving, as well as a medicinal cannabis distributor. Impaired driving encompasses alcohol, drug, and polysubstance use.

## **CTDOT 5-Year Capital Plan and Equity Proposals (§9)**

### **Requirement**

The act requires CTDOT, when developing its next five-year capital plan, to examine proposals from the Vision Zero Council's equity subcommittee and consider infrastructure that specifically protects vulnerable highway users, including pedestrians, bicyclists, and people with disabilities.

### **CTDOT Update**

To complement the safety initiatives of Public Act 23-116, in 2023 the CTDOT instituted a Complete Streets Controlling Design Criteria Policy and corresponding Engineering and Construction Directive. These newly released documents mandate that designers evaluate and as warranted, incorporate infrastructure that specifically protects Vulnerable Road Users (VRUs) including pedestrians, bicyclists, and people with disabilities on all applicable CTDOT administered projects. The significance of the "controlling design criteria" designation is that any project that does not specifically include such protective infrastructure must be reviewed and approved by the Chief Engineer. Complete Streets and consideration for active transportation modes are becoming ingrained in the culture within CTDOT, which will ensure that upcoming projects, such as those listed in CTDOT's

draft Five Year Capital Plan (2024-2029) are developed with a consistent emphasis on the protection of VRUs.

## **Automated Traffic Enforcement (§10-14, 16-18)**

### **Requirement**

CTDOT must issue guidance by January 1, 2024, on how municipalities can apply to OSTA to deploy speed cameras and red-light cameras to improve safety.

### **CTDOT Update**

CTDOT has released guidance for municipalities that elect to use automated traffic enforcement safety devices, such as red light and speed safety cameras, in their communities. Pursuant to Public Act 23-116, CTDOT was required to develop guidance on the plan development, criteria, and application submission. To view the guidance, click [here](#). The guidance document contains guidelines for applying for an Automated Traffic Enforcement Safety Device (ATESD), requirements for installing an ATESD, and criteria CTDOT will be using to evaluate plans submitted by Connecticut municipalities. By releasing the guidance, Connecticut towns and cities are now able to start the process of submitting applications to CTDOT.

## **Seat Belt Promotion (§15)**

### **Requirement**

CTDOT must collaborate with DMV, DPH, SDE, DSS, and DVA, to establish a program promoting seatbelt use among vulnerable communities that CTDOT identifies as less likely

to wear a seat belt. The program may include things like peer-to-peer education and outreach to parents and community organizations.

## **CTDOT Update**

CTDOT currently runs two public education campaigns, “Toe Tag” (Buckle Up Connecticut), which focuses on a social norming message to remind motorists of the dangers and consequences of driving unbelted, and “Under the Radar” (Click it or Ticket), an enforcement campaign that focuses on the penalties of getting caught or pulled over without a seatbelt. Both campaigns include television, radio, gas station radio, streaming audio/podcasts, digital, social, and gaming integrations. Our media buy is targeted towards vulnerable communities that are least likely to wear a seat belt. Partnerships have been built with representatives from law enforcement, media, health professionals, education, and local civic organizations. Programming includes enforcement activities such as checkpoints and participation in national mobilizations.

## **SUBCOMMITTEE POLICY RECOMMENDATIONS**

The Vision Zero Council has four active subcommittees: Enforcement, Education, Engineering, and Equity. These committees worked throughout the year to monitor the implementation of P.A. 23-116 as well as consider new and updated policy recommendations to propose to the council and C.G.A. The subcommittees put together potential policy recommendations and shared them with the VZC in December 2023. The VZC did not vote to endorse these recommendations but is sharing the entire list of subcommittee recommendations in this Annual Report for the CGA’s information. Recommendations are listed below in Table 1. A “P” indicates the subcommittee was the primary subcommittee recommending and an “S” indicates the subcommittee supports another subcommittee’s recommendation.

## Subcommittee Recommendations

Name	Description	Subcommittees Recommending			
		Enforcement	Education	Engineering	Equity
Helmet Law	Enact a Helmet Law for ALL motorcycle riders	P	S		
Fatal Collision Reduction Team	Establish a Fatal Collision Reduction Team to Engage in High Visibility Enforcement Blitzes	P			S
Open Container Law	Update the statute to prohibit simply having an open container of alcohol in the vehicle and/or a passenger's consumption of alcohol while a vehicle is in operation.	P			
Blood Alcohol Content (BAC) Lowering	Lowers the general blood alcohol content (BAC) per se limit for impaired driving and boating from 0.08% to 0.05%.	P	S		S
Blood Draws, Saliva Testing	Establish a pilot program for blood draws / saliva testing to include electronic warrant system to compel testing for impairment.	P	S		
State Law Quiz	Require person applying for license renewal to be required to take a short quiz on current state laws.	P	S		
Multiple Traffic Violation Statutory Changes	Statutory changes to Judicial tiered system for motorists committing multiple traffic violations such as speeding or impairment.	P	S		
Work Zone Speed Camera Program Renewal	Workers are vulnerable road users, and if the initial evaluation demonstrates success, renewal is recommended with continuation of equity provisions.	P			S

Name	Description	Subcommittees Recommending			
		Enforcement	Education	Engineering	Equity
Designation of Safety Corridors on Public Roadways	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.		S	P	S
Adoption of 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.		S	P	
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.		S	P	
Municipal Complete Streets Plans	Requiring a Complete Streets Plan for each municipality to be eligible for certain State funding programs/grants (i.e., Community Connectivity).			P	S
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.	S		P	S
Car Seat Distribution & Education	Establish a funding stream in the state budget for a program to provide car seats for needy families in Connecticut who lack an appropriate child restraint.		S		P

P=Primary subcommittee recommending

S=Supports the recommendation from another subcommittee

# SUBCOMMITTEE ACTIVITY SUMMARY

## Enforcement Subcommittee

### Council meetings

The Enforcement Subcommittee attended all Council meetings in 2023, including March 7, June 6, September 19, and December 12.

### Subcommittee meetings

The Enforcement Subcommittee met once in 2023, on December 6. The meeting was held to develop policy proposals and recommend legislation for the Vision Zero Council's consideration.

#### *December 6, 2023, Meeting summary*

Sgt. John Acampora representing the Connecticut State Police Traffic Services Unit replaced existing co-chair, Sgt. Mark DiCocco in 2023. The subcommittee provided a presentation of their slate of proposals and recommendations at the Council meeting held on December 12, 2023. The Enforcement Subcommittee emphasized the importance of supporting the recommendations from the other Vision Zero subcommittees and to ensure alignment with the State's Strategic Highway Safety Plan and its Emphasis Area committees.

The Enforcement subcommittee is prepared to continue its work to develop a state-wide interagency enforcement approach to eliminate transportation-related fatalities and serious injuries to pedestrians, bicyclists, motorists, and passengers. The subcommittee is currently updating its membership roster and will schedule meetings as needed to discuss current VZ initiatives that have been enacted by the legislature, monitor all safety related legislation, and submit agenda items for future discussions.



## **Enforcement Subcommittee Members**

Jennifer M. Barry, Jackie McMahon, Dan Parlapiano, Eamon Flannery, Sergeant John Acampora, Keven McNeill, Lieutenant Jamie Taylor, Lieutenant Robert Stanford, Lieutenant Sean Maher, Sergeant Steven Lougal, Sergeant Jon Krchnavy, Officer Timothy Budwitz, Joy Allegra, Robert Frankel, Abigail Roth, Justin Peng, Terri Thompson, Roger Krahn, Angela Rovinelli, Caro Marrero, Alec Slatky, Alva Jeffreys, Holly Schulz, Lior Trestman, Jay Stange, Richard Donovan, John Hall, Trooper First Class Donald Dunning.

## **Education Subcommittee**

### **Council Meetings**

The Education Subcommittee attended all Council meetings in 2023, including March 7, June 6, September 19, and December 12. The June 6, 2023, meeting featured a Safe Routes to Schools presentation by Kristen Levesque, a recommendation from our subcommittee.

### **Subcommittee Meetings**

The Education Subcommittee met formally on May 22 and September 13. Between these meetings, the co-chairs met to discuss progress on the implementation of education-related aspects of the 2023 Vision Zero law, including CTDOT's Safe Routes to Schools Vision Zero Program Distinction award and the Department of Motor Vehicles' driver educational video. Members of the Education Subcommittee, including co-chair Amy Watkins, served on a Safe Routes to School working group to review school curriculum on safe walking and bicycling.

### *May 22, 2023, meeting summary*

During this meeting, we welcomed new subcommittee members, provided a recap of the policy recommendations previously made to the Council, and gave time for members to share their safety-related work currently taking place. We discussed next steps, including opportunities for cross-collaboration.

### *September 13, 2023, meeting summary*

During this meeting, Kristen Levesque of Safe Routes to Schools presented an overview of the program and solicited feedback from the committee on bicycle and pedestrian safety curriculum.

## **Policy Recommendations**

At this time, the Education Subcommittee does not have any new policy recommendations to present, having been focused on implementation over the past year. Instead, we offer our support for the recommendations of other Vision Zero subcommittees (see Table 1).

## **Education Subcommittee Members**

Jennifer M. Barry, Kristen Levesque, Ron Goralski, Eric Jackson, Alec Slatky, Fran Mayko, Eileen McMurrer, Magdalena Valentine-Campos, Don Therkildsen, Jackie McMahon, Phyllis DiFiore, Eric Scoville, Judith Proctor, Melissa Evans, Kate Rozen, Douglas Hausladen, Robin Tousey-Ayers, Angela Rovinelli, Douglas Hausladen, Neil Olinski, Craig Yannes, David Beers, Jim Jinks, Charles Harlow, Joseph Balskus, Joy Allegra, Alva Jeffreys, Marlon Pena, LaToya Ireland, Tracy Noble, Neil Olinski, Michael Zacchera, Cherese Miller, Stephanie Denya, Shaun Formica, Ernie Bertothy, Amy Watkins.

# Engineering Subcommittee

## Council Meetings

The Engineering Subcommittee attended all Council meetings in 2023, including March 7, June 6, September 19, and December 12. At each meeting we provided a summary of the work the Subcommittee completed.

## Subcommittee Meetings

The Engineering Subcommittee met formally on May 16, August 22, and November 15. During these meetings, the committee met to discuss status of the approved engineering-related aspects and prospective new recommendations.

### *May 16, 2023, meeting summary*

Welcomed new subcommittee members, provided a status update of the policy recommendations previously made to the Council, and provided a brief summary of the ongoing engineering initiatives occurring at CTDOT. Discussed next steps and established a Roadway Departure Working Group to focus on roadway departure crashes.

### *August 22, 2023, meeting summary*

Discussed the engineering VZ recommendations that passed in Legislation and any next steps for the committee. Then started discussion on new ideas and strategies to help reduce fatal and serious injury crashes based on the crash data including strategies that were talked about in the Roadway Departure Working Group meeting.

### *November 15, 2023, meeting summary*

Summarized all the recommendations previously discussed. Focused on prioritizing the engineering recommendations including discussing the pros and cons of each recommendation and determined which ones to advance to the VZ Council.

## **Roadway Departure Working Group**

### *July 19, 2023, meeting summary*

Focused on reviewing the crash data specifically for roadway departure crashes. Roadway Departure crashes are the crash type that contribute to the highest number of fatal and serious injury crashes. Developed strategies that could be used to combat these types of crashes.

## **Engineering Subcommittee Members**

Sandeep Ayasola, Joe Balskus, Jennifer Barry, David Beers, Ranjit Bhave, Sara DiSano Roy, Richard Donovan, Lindsay Drotman, Kevin Ellis, Melissa Evans, David Ferland, John Hall, Douglas Hausladen, P Houser, Elizabeth Keyes, Roger Krahn, Erika Lindeberg, Jim Links, Susan Logan, Caro Marrero, Neil Olinski, Joe Ouellette, Caitlin Palmer, Kaethe Podgorski, JC Proctor, Abigail Roth, Kate Rozen, Holly Schulz, Jerry Silber, Balazs Szoke, Terry Thompson, Lior Trestman, Amy Watkins, Adam Weber, Craig Yannes, Susan Yurasevecz.

## **Equity Subcommittee**

### **Council meetings**

The Equity Subcommittee attended all Council meetings in 2023, including March 7, June 6, September 19, and December 12.

## Subcommittee meetings

The Equity Subcommittee met formally on May 16, September 8, October 11, and December 11.

### *May 16, 2023, meeting summary*

During this meeting, we discussed updates on the Vision Zero Council bill in the legislature, including the policies submitted by the equity subcommittee the previous year, and other traffic safety bills. We heard from members about what they were working on during the spring and solicited ideas for future meeting topics.

### *September 8, 2023, meeting summary*

During this meeting, we introduced Katie as the new co-chair, following the departure of the prior co-chair from state service at the beginning of the year. We principally discussed potential equity policies that could be included in the automated enforcement guidelines. We also touched on other issues, including hot pursuit, traffic stop education, and prioritization of active transportation investments.

### *October 11, 2023, meeting summary*

During this meeting, equity subcommittee members were briefed by CTDOT staff about their forthcoming automated enforcement guidelines related to equity and shared their ideas for how to maximize both safety and equity.

### *December 11, 2023, meeting summary*

During this meeting, equity subcommittee members discussed their own policy recommendations as well as those from the other subcommittees. See Table 1 for a summary of their recommendations. In addition to what is provided in Table 1, the subcommittee also wanted to highlight specific equity considerations.

- Safety Corridors (24-3-1 in Table 1) - The equity subcommittee supports analyzing geographic distribution as part of the designation of any safety corridors, so that there isn't a high concentration of such corridors (with higher fines) in minority neighborhoods.

### **Equity Subcommittee Members**

Robert Frankel, Doug Hausladen, Patricia Houser, Latoya Ireland, Alva Jeffreys, Juliet Little, Jackie McMahon, Eileen McMurrer, Caitlin Palmer, Eyvonne Parker-Bair, Marlon Pena, Kaethe Podgorski, Don Therkildsen, Amy Watkins, Susan Yurasevecz.

## **APPENDIX**

### **STATE-WIDE POLICY AND INTERAGENCY APPROACH**

This policy is developed in accordance with Section 2(e) of Connecticut Public Act 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, of the Connecticut General Statutes (CGS 13b-23b). It is the policy of the Vision Zero Council to develop an interagency approach to eliminate all transportation-related fatalities and severe injuries to pedestrians, bicyclists, transit users, motorists, and passengers. The council shall consider ways to improve safety across all modes of transportation by using data, building new partnerships, implementing safe planning and community-based solutions to achieve the goal of zero transportation-related fatalities. The following policy will be adopted by all agencies who sit on the council.

## **Objectives:**

### **Public, High-Level, and Ongoing Commitment**

High-level leadership and sustained political commitment are essential to Vision Zero success. Participating agency commissioners or their designees and other key elected officials must set the tone and direction for Vision Zero and back up their words of commitment with action, reflected in data driven and equitable spending decisions, effective policies, and evidence-based practices that prioritize safety (even when this means a shift from the status quo). Following from this, the leaders of the public health, police, and transportation agencies should be closely involved with the day-to-day work of Vision Zero and ensure consistent interagency coordination.

### **Authentic Engagement**

Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity

- Engage the community in meaningful, culturally relevant ways and support involvement by influential community leaders
- Prioritize support of communities most impacted by traffic crashes and most traditionally underserved by safety efforts and equitable infrastructure planning decisions

### **Strategic Planning**

A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit Specific, Measurable, Achievable, Relevant, and Time-bound (SMART) goals, and it identifies responsible stakeholders

- The Action Plan and corresponding strategies are built on the Safe Systems approach by designing and maintaining a transportation system where human error does not result in loss of life or severe injury or disability
- Leadership across these agencies consistently prioritizes safety via a collaborative working group and other resource-sharing efforts

## **Equity-Focused Analysis and Programs**

- Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and continuing to practice equitable traffic enforcement.
- Any enforcement efforts within Vision Zero will be focused on traffic violations that pose a danger on our roadways as identified by quality data analysis to prevent any disproportionate enforcement levels by race, ethnicity, disability, and socioeconomic status.

## **Procedures:**

### **Political Commitment**

The commissioners of the state agencies that make up the Vision Zero Council commit to shared goals and objectives toward a Vision Zero goal to achieve zero traffic fatalities, serious injuries, and disability among all road users (including people walking, biking, using transit, and driving) within a set timeframe. This should include passage of a local policy laying out goals, timeline, stakeholders, and a commitment to community engagement, transparency, and equitable outcomes. Leadership across these agencies consistently engages in prioritizing safety via a collaborative working group and other resource sharing efforts.

### **Equity**

Vision Zero Council members, and stakeholders commit to an equitable approach to Vision Zero by establishing inclusive and representative processes and equitable outcomes by ensuring measurable benchmarks to provide safe transportation options for all road users.

### **Development of an Action Plan**

A Vision Zero Action Plan (or Strategy) will be created following the acceptance of the Vision Zero Interagency Policy. The Action Plan is implemented with clear strategies, “owners” of each strategy, interim targets, timelines, and performance measures.



### **Cooperation and Collaboration**

A commitment is made to encourage meaningful cooperation and collaboration among relevant governmental agencies and community stakeholders to establish a framework for multiple stakeholders to set shared goals and focus on coordination and accountability.

### **Safe Systems Approach**

Vision Zero Council members commit to and prioritize a safe systems-based approach to Vision Zero — focusing on the built environment, systems, and policies that influence behavior — as well as adopting messaging that emphasizes that these traffic losses, injuries, and disabilities are preventable.

### **Data Driven Analysis**

Vision Zero Council members commit to gather, analyze, utilize, and share reliable data to understand traffic safety issues and prioritize resources based on evidence of the greatest needs and impact.

### **Transparency**

The Vision Zero Council's processes are transparent. Safety stakeholders and the larger safety community work together to provide regular updates on the progress of the Action Plan and performance measures and submit a yearly report.