

Vision Zero Council

1.19.22 Meeting Minutes

10:00am to 12:00pm

This virtual public meeting was hosted on Zoom

Meeting was called to order at 10:05am

Council Members Present: Garrett Eucalitto, Jackie McMahon, Jon Slifka, Kevin Manzolillo, Susan Logan, Sibongile Magubane

Council Members Absent: Beth Bye, Keith Norton

Guests: Richard Simon NHTSA, Amy Jackson-Grove FHWA

Other Attendees: Aaron Swanson, Diana Palmer, Cathy Osten, CT-N, Danielle Brown, Gannon Long, Kate Rozen, Kevin Ryan, Richard Donovan, Timothy Malone, Sandeep Aysola, Aaron Goode, Kate Rattan, Amy Watkins, Katherine Grady, James O'Donnell, Andrew Giering, Lior Trestman, Joel LaChance, Adam Weber, Will Haskell, Maureen Goulet, Holly Shultz, Christopher Dawson, Cindy Harrison, Alec Slatky, Tanner Tompson, Robert Moore, Francisco Gomez, Emily Wolfe, Caitlin Palmer, Tammy Nuccio, Timothy Snyder, Patricia Houser, Tim Sperry, Tracy Noble, Dimitris Koutoumbas, Melinda Tuhus, Adam Murphy, Richard Donovan, Ron Manizza, Craig Yannes, Joseph Balskus, Judith Proctor, Roger Krahn, Thomas Regan-Lefebvre, Melissa Evans, Amy Walsh, Anthony Cherolis, Cara Radzins, Robert Dickinson, Douglas Hausladen, Matthew Lieber, Kaethe Podgorski

- Aaron Swanson – review of meeting rules
- Garrett Eucalitto – introduction. Adoption of minutes Susan Logan motion, second Jonathan Slifka. All in favor. minutes are adopted.
- Garrett Eucalitto - 2021 Traffic Fatality Update we are looking at around a 20-year high. Motorcyclist deaths are at the highest since 1987, we don't know what each of the crashes were caused by. Numbers for 2021 are totally unacceptable in terms of the deaths we saw on our roadways. Regardless of the cause 326 people lost their lives on our roadways and that is unacceptable and more of a reason why this council is so important. This number is sobering.
- Susan Logan – those numbers look like it has been trending up since 2019. I know we have been talking about the 2020 numbers and the pandemic, talking about speeds on highways, do we know if these are highway based deaths from speeding?
- Garrett Eucalitto – Our crash data repository will map out the location of every single crash. They will be able to inform us over the next several months where each crash occurred, what the specifics were. We know there were increases on highways but also local roads over the past couple years.
- Garrett Eucalitto– introduced Amy Jackson-Grove FHWA Federal Highway Association and Richard Simon NHTSA National Highway Traffic Safety Administration
- Amy Jackson-Grove – talk about their resources for Vision Zero. FHWA has an office in every state.
- Richard Simon – NHTSA resources
- Amy Jackson-Grove – FHWA's safe systems

- Richard Simon– CRASH not accident, people of color are more impacted by crashes
- Amy Jackson-Grove– double down on what works.
- Richard Sion– NHTSA Resources
- Garrett Eucalitto – council members can ask questions. Susan now on via phone. Trying to unmute her now.
- Garrett you showed the map, IIA has a new safe street for all program, that should be under Federal Highway, states are not eligible. How can our state access these funds?
- Amy Jackson-Grove – resources a lot coming we will get the word out as best as we can and will provide technical assistance.
- Susan Logan– unmuted we are working on who would like to get a meeting up and going with our local health departments, been in charge with section chief who oversees health administration. We can set something up with the local health department directors to work on the community level around traffic safety. I will need to talk to Richard Simon to see about what else we should be including in these meetings.
- Sibongile Magubane – how do you reach out to engage communities that are most impacted. How do they go about accessing resources? Neighborhood leaders?
- Richard Simon– First step is awareness, people are aware of these tragic crashes. What can we do about it. To many communities don't have answers, often highway safety agencies have the answers. We need to raise the awareness of the traffic safety programs and traffic safety funders that are out there.
- Amy Jackson-Grove – awareness, we have many webinars on the state and local level but we need to reach the neighborhood grassroots. There are video resources but I'm not sure if they connect with neighborhood level needs.
- Sibongile Magubane - Hartford NRZ's are struggling with this.
- Jon Slifka – little alarmed that they don't look at things through an equity lens, I am here representing aging and disability community. This community may not have access to internet and other resources.

Richard Simon– I don't mean to ignore equity, the word equity means different things to different people. If people don't see inequity and if we start talking about equity then we don't know where they are starting from. The numbers will show who is disproportionately affected. I meant there are inequities that we must address,

- Garrett Eucalitto – Amy and Richard we are establishing 5 subcommittees, equity is one of those 5 E's.
- Amy Jackson-Grove– want to add to what Richard said there are equity elements to several programs, which is very exciting this is being recognized. You will be seeing a lot more discussion about equity in our programs.
- Garrett Eucalitto – Richard NHTSA's role is in the behavioral space, you also over see motor vehicle safety, concern I have is the vehicles are becoming larger, now people are going under the vehicle instead of rolling off the hood. More aggressive vehicles for bikers or pedestrians. Have you been having those conversations?
- Richard Simon– Yes, we are looking at studies to see what can be done to address the safety of pedestrians who are hit by vehicles, this takes time because we need to research.

- Garrett Eucalitto – last question Amy has CT Richard has the tristate area. What have you seen as successful in other parts of the country that we should be looking at. What have you seen as successful in other parts of the country, maybe policies or practices that CT is not doing but maybe we should look at.
- Richard Simon – because we are regional, we are aware of other states. Recognizing that numbers are going up everywhere. I would point to New York City and Philadelphia as examples of big cities where the problems of crashes and fatalities found their way to the mayor’s agendas. They have their own Vision Zero Websites. Are there statewide Vision Zero you can point us to one example is North Dakota.
- Amy Jackson-Grove - Connections with Communities, vision zeros that are recognizing the local role in traffic fatalities. They should be part of the conversation and the approach. Partner with your locals. What resources do they need.
- Susan Logan– as far as funding, municipalities getting involved, healthy communities, making streets safer traffic wise. How will municipalities fund these programs? Things to slow down the traffic etc.
- Amy Jackson-Grove– under new infrastructure law there are local funding opportunities. They will be coming out over the next few months. I will be working with DOT and UConn and we will get that information out and there will be lots of opportunities. Two months into the new law.
- Garrett Eucalitto– thank you
- Amy Jackson-Grove and Richard Simon– Thank you for having us today.
- Garrett Eucalitto – Interagency Policy last meeting we did talk about getting something approved to submit to the legislature this month, this has taken a bit more work so the timeline didn’t line up. But we can have something to submit to the legislature next month after our meeting. Aaron prepared a first draft and have sent it to all council members for their comments, once we have that we will post on our website for public comment. We want to adopt at our next meeting in February. We don’t think we should be establishing a robust-ironclad policy without hearing from the public and the subcommittees. This policy is going to high level talking about political commitment from our state agencies. How to develop an action plan, better cooperation between state agencies.
- Get comments back and then will post, Aaron and Diana will incorporate comments from Council and public, will send out before the next meeting.
- Aaron Swanson– discussing the VZC website, live on DOT page. Will be a place to grow with the work of the council. Appeal to council members to provide data to us for us to share. Links to resources from your agencies. We will add traffic fatality data and other things that we produce here at DOT. We would like data like that from the other agencies that pertain to the Vision Council to add to the website to tell the whole story.
- Jon Slifka – I imagine it has been checked for accessibility for low vision and other population? Compatible with screen readers, etc.?
- Aaron Swanson– I believe so. I will check.
- Diana Palmer – Update on Subcommittees Organization and how to sign up. Open to the public.
- Garrett Eucalitto – I know it was slow getting names from members of the council but we have gotten members of the public who have signed up. We have enough people that we should be able to start assigning subcommittees for our March meeting.

- Next meeting 2/16/22 and 3/22/22 posted on SOTS calendar and will be added to our website. Will post these on the DOT Facebook page.

#### Public Comment

- Aaron Swanson – process for comments/questions
- Gannon Long – on NRZ DMV mentioned, I want to thank Garrett for your leadership and you are doing a great job on keeping people updated about the meetings. New group at DOT, new public engagement unit at DOT. Thrilled to see Federal partners on this meeting. Lots of good comments in the Q&A box. I want to support the work of this group.
- Garrett Eucalitto– we will save a transcript of all the q&a and provide to our federal partners.
- Anthony Cherolis – question on the action side, we understand there is an issue and we understand that because we aren't at the forefront of solving the issues there are lots of things that can be done. Is DOT or DMV working on draft legislation related to Vision Zero relating to road crashes? City of Harford has asked there state delegation ask for red light cameras, but they need support from DOT, DMV etc.
- Garrett Eucalitto– I will speak for DOT, we had a very successful year legislatively on safety, we are looking to pursuing visibility for midblock crosswalks. We at DOT are trying to stand up the work zone speed camera pilot program, we want to be able to demonstrate the efficacy of automated enforcement. We have testified in support of automated enforcement, we would review that legislation closely.
- Sibongile Magubane – Katherine Grady will put our comments in the Q&A section.
- Matthew Lieber – New to all of this East Haven shoreline greenway trail. Looks to create a multiuse bike train to Madison. Building support for complete streets. How can we join vision zero and help with our local efforts.
- Garrett Eucalitto– we will share the information about how to participate.
- Tanner Thompson – chair of the bike walk commission in Norwalk found out about this meeting on Twitter about halfway through.
- Garrett Eucalitto – thank you, we will be sure to share everything with the council members.

#### Adjournment

- Motion to adjourn Jon Slifka, second Susan Logan

Adjourned 11:31am.

#### Q&A Section from Zoom Webinar

- 1 No mention of infrastructure as a potential cause of crashes? Thomas Regan-Lefebvre [thomas.lefebvre@ctprf.org](mailto:thomas.lefebvre@ctprf.org)
- 2 City of Hartford traffic stops in 2021 is even lower than 2020 - and far lower than 2018 where we had as many road crash deaths as homicides. 2021 is 36% lower than 2018 for traffic stops. Hartford PD focuses traffic stops on safety related violations to stay out of bias and 'stop-and-frisk' issues, with 83% of stops in Hartford for core moving violations. But Hartford is now only around 50% traffic stop rate per capita relative to the pre-pandemic statewide average. Traffic calming on arterials isn't in place and won't be for years. We can't reduce speeding and reckless driving without in-person

traffic stop or camera-based enforcement. If HPD (and state police) can't or won't get the job done, will the Vision Zero Council be moving school zone and traffic light camera pilots forward in 2022 legislation?

Anthony Cherolis [tony\\_cherolis@ctprf.org](mailto:tony_cherolis@ctprf.org)

3 While the specific causes of each death may vary, isn't it true that speed is the most consistent factor leading to injury and death? What are we doing to bring down speeds on the roads? I'm concerned that CT's plans to expand several highways and the federal government's continued funding of these plans lead directly to increased speeds, which we know lead to deaths. Gannon Long

[gannon@operationfuel.org](mailto:gannon@operationfuel.org)

4 Any consolidated data source that would allow visualization of locations of all CT collisions/crashes which result in any injuries (not just fatalities)? Many locations could be easily flagged as trouble-zones based on these counts - especially for pedestrians and cyclists. Holly Schulz

[SchulzAmatruda@optonline.net](mailto:SchulzAmatruda@optonline.net)

5 I see unenforced traffic laws as a/the principal cause of traffic deaths. Most parts of the country do not allow photo enforcement. Is there any effort to promote photo enforcement? Robert

Dickinson [RLDickinson@snet.net](mailto:RLDickinson@snet.net)

6 FYI, in Hartford so far, speeding drivers have killed 2 pedestrians; our highest pedestrian death toll in January in recent memory. What is the federal government doing to support cities like Hartford, which have been torn apart by federal highway projects, and experience disproportionate traffic violence? Gannon Long [gannon@operationfuel.org](mailto:gannon@operationfuel.org)

7 Have there been any studies to study areas of US or countries in Europe to look at effectiveness of Photo enforcement? Robert Dickinson [RLDickinson@snet.net](mailto:RLDickinson@snet.net)

8 It is so great to have federal folks here. Thanks for joining. Do other states have Vision Zero Councils? Have you all/ other federal people met with them? What are the key things that state agencies in successful Vision Zero states do? (Eg Motor Vehicles, Public Health, Environmental Protection, Chief State's atty, etc) Gannon Long [gannon@operationfuel.org](mailto:gannon@operationfuel.org)

9 Given the role of highways in deadly crashes (including their impact on city streets where they're concentrated, such as north of downtown in Hartford), what does it take to close a highway exit/entrance ramp? How many people need to die on a highway before we consider closing the highways?

Gannon Long [gannon@operationfuel.org](mailto:gannon@operationfuel.org)

10 Is there an action plan? It seems based on this council existing that the state understands there is an issue. 1) Is there a structured program of identifying what the key "hot-spots" are to focus on (public transit stations, parks, schools, town centers, libraries, etc.), and a timeline tasking each community with filling out a template to report in on their hot-spots and the needs/recommendations for each? 2) Has the DOT and all local Public Works been challenged/required to address Complete Streets design for EVERY project they have on their budgets/boards? We've been asking for simple solutions for years, and safety has been repeatedly been pushed aside in support of "traffic flow". It shouldn't be a years-long fight with both local Police Commission and state DOT to get dynamic speed signs and crosswalks where pedestrians are routinely having to walk in/on roads to get to public transportation and other priority public resources. Holly Schulz [SchulzAmatruda@optonline.net](mailto:SchulzAmatruda@optonline.net)

11 Can we get some federal \$ to help municipalities clear sidewalks so people walking don't fall on ice or have to walk in the street? Can the state give us \$ for that? Gannon Long  
[gannon@operationfuel.org](mailto:gannon@operationfuel.org)

12 ITE Vision Zero Council had a meeting at the TRB conference last week where NHTSA provided an overview of the trends. Although VMT reduced during COVID, risky behavior and fatalities increased. 1. Enforcement changed- because of high COVID exposure to first responders (law enforcement comprise 2/3 of first responder fatalities); reduced stops, DWI arrests, speeding and other citations; overall reductions in enforcements based on anecdotal evidence 2. Risky behavior- low belt use and high ejection rates among young males; risky driving; ejection rates in rural areas were highest among males; also increase in opioid use, increased sales of alcohol and marijuana Sandeep Aysola  
[saysola@newhavenct.gov](mailto:saysola@newhavenct.gov)

13 "Source: NEMESIS, [https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-10/Traffic-Safety-During-COVID-19\\_Jan-June2021-102621-v3-tag.pdf](https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-10/Traffic-Safety-During-COVID-19_Jan-June2021-102621-v3-tag.pdf) Sandeep Aysola [saysola@newhavenct.gov](mailto:saysola@newhavenct.gov)

14 The logical conclusion from the FHWA presentation is that CT DOT should create an equity council! Thomas Regan-Lefebvre [thomas\\_lefebvre@ctprf.org](mailto:thomas_lefebvre@ctprf.org)

15 Is the NHTSA still saying that "94% of serious crashes are solely due to driver error"?  
[https://www.ctpost.com/news/article/NTSB-chief-to-fed-agency-Stop-using-misleading-16785692.php?utm\\_campaign=CMS%20Sharing%20Tools%20\(Premium\)&utm\\_source=t.co&utm\\_medium=referral](https://www.ctpost.com/news/article/NTSB-chief-to-fed-agency-Stop-using-misleading-16785692.php?utm_campaign=CMS%20Sharing%20Tools%20(Premium)&utm_source=t.co&utm_medium=referral)

Thomas Regan-Lefebvre [thomas\\_lefebvre@ctprf.org](mailto:thomas_lefebvre@ctprf.org)

16 "Oversized and inefficient giant personal trucks and SUVs put other drivers and especially vulnerable users at increased risk of death. Could CT apply an over-sized or gas guzzler vehicle fee for non-commercial personal vehicles? The 1978 federal gas guzzler tax doesn't include SUVs and personal (giant) pickup trucks. The funds could go into a Connecticut Complete Streets acct or annual ""community connectivity"" grants. \*\*\*\*\* These ridiculous vehicles are literally bigger than WWII tanks. Also, there's that urgent #ClimateEmergency, let's address both." Anthony Cherolis  
[tony\\_cherolis@ctprf.org](mailto:tony_cherolis@ctprf.org)

17 To Mr. Simon - can you talk about regulatory measures are in development to increase the safety of vehicle design. It is notable that Europe applies pressure to the car industry to make vehicles safer for vulnerable users. What can states do to push safer vehicle design? kate rattan  
[krattan@seccog.org](mailto:krattan@seccog.org)

18 Is the federal government n to assess the vehicles' design on safety impacts on pedestrians (as it is done in Europe)? Thomas Regan-Lefebvre [thomas\\_lefebvre@ctprf.org](mailto:thomas_lefebvre@ctprf.org)

19 To what extent are your organizations able and to and interested specifically in supporting state and local efforts to create protected bike lanes? The research which shows that infrastructure as a significant way to reduce auto, pedestrian and bicyclist injuries is extensive. Patricia Houser  
[bicyclefriendlymilford@gmail.com](mailto:bicyclefriendlymilford@gmail.com)

20 Not one city or town in Connecticut has \*officially\* stepped up to be identified as a Vision Zero community. Will CT DOT or Sustainable CT be reaching out to encourage cities to sign-on? City of

Hartford's Mayor Bronin verbally said the city is working on Vision Zero - and they have an internal Vision Zero recurring meeting, along with a public Complete Streets Task Force meeting every two months. Is it just a form to be considered a "Vision Zero City?" ----- Aside from shortfalls on traffic enforcement, City of Hartford is already putting in a lot of the work for Vision Zero with traffic calming, demo safety projects, street redesigns, etc. Progress is really slow though as a financially constrained city operating on an austerity budget. Anthony Cherolis [tony\\_cherolis@ctprf.org](mailto:tony_cherolis@ctprf.org)

21 Gov. Malloy used to close highways to truck drivers when they were too unsafe to be used (snow/ice). Why are DOTs/FHWA/NHTSA no closing highways when they know that crashes are going to happen. Thomas Regan-Lefebvre [thomas\\_lefebvre@ctprf.org](mailto:thomas_lefebvre@ctprf.org)

22 Jeeps are rated as 1 safety star in the EU as survival rates for pedestrians after a crash is so low. When are you going to ban vehicles which are so dangerous to vulnerable users. Thomas Regan-Lefebvre [thomas\\_lefebvre@ctprf.org](mailto:thomas_lefebvre@ctprf.org)

23 With all due respect, people directly impacted by traffic violence are already "aware" this is an issue. We need more support/ resources/ action. Gannon Long [gannon@operationfuel.org](mailto:gannon@operationfuel.org)

24 To Richard/Amy: we get what Vision Zero is: what are your targets, what are you delivering? Thomas Regan-Lefebvre [thomas\\_lefebvre@ctprf.org](mailto:thomas_lefebvre@ctprf.org)

25 We've identified our needs and areas of concern. We don't have the resources or leadership to implement changes. That is where we need help - and to date the state DOT and local police commission have often undermined our ped safety efforts on local state roads, not supported them (focusing on past ideas of prioritization of traffic flow). [http://darienct.gov/filestorage/28565/31353/35935/47541/PIAC\\_Report\\_Dec.2015.pdf](http://darienct.gov/filestorage/28565/31353/35935/47541/PIAC_Report_Dec.2015.pdf)

Holly Schulz [SchulzAmatruda@optonline.net](mailto:SchulzAmatruda@optonline.net)

26 Making the driver of an SUV (many thousand of pounds vehicle) "aware" of safe behavior (or telling a pedestrian to "look both ways" before crossing) and providing NO physical design measures to protect the pedestrian or bicyclist trying to travel on same roads is problematic. Many cities have discovered this is a design issue. Patricia Houser [bicyclefriendlymilford@gmail.com](mailto:bicyclefriendlymilford@gmail.com)

27 The European Union is mandating speed limiters on all new cars by July 2022. We require GPS enabled speed limitations on the low-speed, low-risk e-scooters in Hartford. They are capped at 15 mph, and in some pedestrian areas 8 mph. Why aren't we having that same conversation about cars and trucks in cities and town centers? Readily available technology makes it rather simple to keep a car from blowing the speed limit by 10, 15, 25 mph. <https://qbbeurope.com/news-and-events/blog-articles/mandatory-speed-limiters-on-the-way/> Anthony Cherolis [tony\\_cherolis@ctprf.org](mailto:tony_cherolis@ctprf.org)

28 We need to have DOT committees open to the public! Not just internal one! Thomas Regan-Lefebvre [thomas\\_lefebvre@ctprf.org](mailto:thomas_lefebvre@ctprf.org)

29 Come on Richard, we know that brodozers are not good for pedestrians! Thomas Regan-Lefebvre [thomas\\_lefebvre@ctprf.org](mailto:thomas_lefebvre@ctprf.org)

30 Re looking at the data, again from a community standpoint here in East Haven, fatalities is one major point but also an extreme event. What other data should we be looking at - crash, speed, injury, tickets? There is a ton of unsafe activity that is flying under the radar so to speak. Thank you for what you're doing all of you! Matthew Lieber [mlieber8@gmail.com](mailto:mlieber8@gmail.com)

31 Example: Cambridge, Massachusetts—so successful with vision zero that DC is copying: <https://www.bloomberg.com/news/articles/2021-02-02/how-d-c-s-mandatory-bike-lane-law-happened>

Patricia Houser [bicyclefriendlymilford@gmail.com](mailto:bicyclefriendlymilford@gmail.com)

32 Establishing V0 as a local political priority is really important, but the local Transportation and Engineering Depts efforts have historically been stymied by the DOT. How can the engineering/design culture at the DOT be more supportive of local efforts to build slower, safer streets? Narrower lanes, tighter radii, shared streets, etc Lior Trestman [lior.trestman@gmail.com](mailto:lior.trestman@gmail.com)

33 CT-DOT needs to mandate complete streets principles, and require a design review including outside public experts on ALL projects before any more road work proceeds (to embrace opportunities to make changes). One small example - In 22 years I've repeatedly watched them proceed with major road work on the state highway outside my door while completely ignoring our neighborhood requests (since 2004) for addressing speed, ped and cyclist needs. Thank you all for taking the time to address this. It would be nice to see this structured into an actionable plan with a specific package of tasks for both the state and local groups to proceed with - and a timeline for implementation. Holly Schulz [SchulzAmatruda@optonline.net](mailto:SchulzAmatruda@optonline.net)

34 During Vision Zero Council #2, I asked DMV on their plan to inform drivers following implementation of HB 5429. Following back as I did not get an answer. Thomas Regan-Lefebvre [thomas\\_lefebvre@ctprf.org](mailto:thomas_lefebvre@ctprf.org)

35 Great presentation and seeing the Federal Government move to Safe Systems approach. That will show benefits in the future. What is missing is a focus on driver behavior and driving culture that has worsened in the pandemic. That is the short term focus that needs be incorporated. The mental health side of the equation. Joseph Balskus [jbalskus@vhb.com](mailto:jbalskus@vhb.com)

36 For the data. The Vision Zero Spirit is that every single crash should lead to infrastructure change, as it is done in the Scandinavian countries. When is the DOT going to create the structure to investigate each crash with a dedicated team and implement infrastructure changes? Thomas Regan-Lefebvre [thomas\\_lefebvre@ctprf.org](mailto:thomas_lefebvre@ctprf.org)

37 We compiled 5.5 years of crash data into an interactive heat map for City of Hartford, easy to use this to highlight the most dangerous locations and corridors. One interesting highlight we noticed was that in that time period there were only 6 fatal interstate crashes compared to 72 fatal crashes on local roads. Hugely expensive interstate \*safety\* projects are proposed, but the real carnage is on local roads - mostly on the main arterial corridors with dense development, retail, and storefronts. Due to 50+ years of design for car-centric roads those urban arteries are now unsafe for all road users. ----- [https://ctnewsjunkie.com/2020/09/02/20200902\\_analysis\\_what\\_can\\_we\\_learn\\_from\\_an\\_interactive\\_crash\\_map/](https://ctnewsjunkie.com/2020/09/02/20200902_analysis_what_can_we_learn_from_an_interactive_crash_map/)

Anthony Cherolis [tony\\_cherolis@ctprf.org](mailto:tony_cherolis@ctprf.org)



- 38 Talking about accessibility: this meeting could have Close Captions (it's free and it's just a setting change in Zoom) Thomas Regan-Lefebvre [thomas\\_lefebvre@ctprf.org](mailto:thomas_lefebvre@ctprf.org)
- 39 Awesome that subcommittees are open to the public Thomas Regan-Lefebvre  
[thomas\\_lefebvre@ctprf.org](mailto:thomas_lefebvre@ctprf.org)
- 40 Has your call for subcommittee participants gone to the local papers and town halls? I don't think there is a lot of awareness that this group exists or is seeking volunteers. I'm sure there are EMS folks out there who would love to volunteer in this capacity. Holly Schulz  
[SchulzAmatruda@optonline.net](mailto:SchulzAmatruda@optonline.net)
- 41 When is the deadline to candidate for the subcommittees? Thomas Regan-Lefebvre  
[thomas\\_lefebvre@ctprf.org](mailto:thomas_lefebvre@ctprf.org)
- 42 Can this thread be posted in the recording so we can look at it in the future? Judith Proctor  
[jcproctor@gmail.com](mailto:jcproctor@gmail.com)
- 43 agreed Holly - I missed the last meeting of this group and didn't know there was a call for the public to join these subcommittees. Are there recruitment/ info materials available that networks can share? Gannon Long [gannon@operationfuel.org](mailto:gannon@operationfuel.org)
- 44 Would it be possible to invite folks from NYC and/or Providence to speak at one of the next Vision Zero Council meetings on their nearby experience (and successes) in reducing speeding and crashes with school zone speed cameras? Lots of data (required annual reports) on the NYC pilot program that has since been expanded. Anthony Cherolis [tony\\_cherolis@ctprf.org](mailto:tony_cherolis@ctprf.org)
- 45 DMV will work in partnership with DOT throughout Session to evaluate opportunities for legislation to support these initiatives. Katherine Grady [katherine.grady@ct.gov](mailto:katherine.grady@ct.gov)
- 46 We're had two pedestrian deaths here in Fairfield in 2020-21. A number of us are trying to implement traffic calming solutions. Residents know they are needed, but back off when asked to approve changes. We need to educate on the importance of traffic calming in this highly pedestrian and cycling area also used as bypass for traffic I-95. Are there videos we can easily access? Judith Proctor  
[jcproctor@gmail.com](mailto:jcproctor@gmail.com)
- 47 Hello, and thank you. Joel LaChance [lachancej2@gmail.com](mailto:lachancej2@gmail.com)
- 48 News 12 would be a great way to get the word out - I found out about this group and meeting literally this morning due to a Facebook post from the Bike/Walk CT group I am a member of. Holly Schulz [SchulzAmatruda@optonline.net](mailto:SchulzAmatruda@optonline.net)
- 49 Fewer cars on the roads would also be helpful to reduce fatal crashes. Maureen Goulet  
[mgoulet@crcog.org](mailto:mgoulet@crcog.org)