



2024

ANNUAL REPORT

VISION ZERO COUNCIL OF CONNECTICUT



Table of Contents

EXECUTIVE SUMMARY	4
STATUS OF STATUTORY REQUIREMENTS FROM PA 23-116	5
Idaho Stop and No Turn on Red Studies (§1)	5
Intersection Control Evaluation Policy (§2).....	7
Vision Zero Program Distinction for Schools (§3)	8
Safety Course after Traffic Violations (§4).....	9
Safety Video and Materials at License Renewal and Issuance to New Residents (§5-7)	10
Public Awareness Campaign on Drug Impaired Driving (§8).....	10
CTDOT 5-Year Capital Plan and Equity Proposals (§9)	12
Automated Traffic Enforcement (§10-14, 16-18).....	13
Seat Belt Promotion (§15).....	14
SUBCOMMITTEE POLICY RECOMMENDATIONS	15
Subcommittee Recommendations.....	15
SUBCOMMITTEE ACTIVITY SUMMARY	20
Enforcement Subcommittee	20
Education Subcommittee	21
Engineering Subcommittee	23
Equity Subcommittee.....	25
APPENDIX.....	26
STATE-WIDE POLICY AND INTERAGENCY APPROACH	26



February 1, 2025

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.

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 into law 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. The council and its subcommittees continued to meet in 2024. The council directed its subcommittees to continue to submit policy and program recommendations which can be found in this document.

This report contains three distinct sections:

1. A status report of each section of PA 23-116
2. A summary of the 2024 activities of the four subcommittees, and a listing of the active members of each subcommittee.

3. A summary of the recommendations submitted by the subcommittees, which were not acted upon by the Vision Zero Council as a whole; and,
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 2025, 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 Office of the State Traffic Authority (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] Crash Team at the Connecticut Transportation Safety Research Center (CTSRC) 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 U.S. states 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. To date, CTDOT has:

- **July 1, 2024 – Policy No. EX.O.-46 was adopted by the CTDOT**
 - Defines an ICE, provides background information, and outlines when the ICE Policy and Requirements will go into effect.
 - Projects Initiated after December 31, 2024, will be subject to the ICE Policy and Requirements.
- **January 5, 2025 – Engineering and Construction Directive No. ECD-2025-1 was Issued.**

- Defines Responsibilities
- Outlines the CTDOT ICE Process
- Defines Exempt Project Types
- **January 2025 – ICE Tools and Guidelines made available**

Vision Zero Program Distinction for Schools (§3)

Requirement

The act requires CTDOT, in consultation with the State Board of Education, 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 post information about the school “Vision Zero” program 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](#). More information is available at the CTDOT Safe Routes to School website www.ct.gov/SafeRoutes. Four schools or school districts applied to this program in 2024. Schools in, or the districts of Canton, East Haddam, Hamden and Norwalk were ultimately recognized with this distinction and representatives of each of the four were presented with Vision Zero signs to commemorate their awards.

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) secured funding with assistance from CTDOT and worked with a third-party vendor to produce a video that highlights new driving-related laws. The video was completed in October 2024 and is now featured on the DMV customer service website and other platforms.

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 continued to execute its 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 was updated in FY24, and features a testimonial approach, filmed in dispensaries. The campaign was supported by a statewide paid media effort, as well as ongoing public relations and community outreach efforts. The paid campaign includes television, radio, gas station radio, streaming audio/podcasts, digital, social, in-bar placements, and gaming integrations. 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 Health, 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 (2025–2029) 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. [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. CTDOT received three applications from municipalities during 2024. The details of those submissions and subsequent comments or approvals were outlined in a report from the Office of the State Traffic Administration to the Transportation Committee transmitted on January 7, 2025.

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. A new creative campaign is currently in development for Fiscal Year 2025. The Seatbelt Working Group continues to meet to discuss strategies to increase seat belt use and reduce unrestrained injuries and fatalities.

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 September 2024. 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 consideration. Recommendations are listed below in Table 1. The letter “P” indicates the subcommittee was the primary subcommittee recommending and the letter “S” indicates the subcommittee supports another subcommittee’s recommendation.

Subcommittee Recommendations

Name	Description	Subcommittees Recommending			
		Enforcement	Education	Engineering	Equity
Helmet Law	Re-submit the proposal (Originally proposed in 2023) to enact a helmet law for all operators of motorcycles, as seen with surrounding States.	P	S	S	S

Fatal Collision Reduction Team	Re-submit the proposal (Originally proposed in 2023) for a dedicated High-Visibility Fatal Collision Mitigation Team under the supervision of the Connecticut State Police.	P	S	S	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	S	S	S
Blood Alcohol Content (BAC) Lowering	Resubmit S.B. No. 424 – An Act Reducing The 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%.	P	S	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	S	S
Engage Insurance Companies	Recommendation to Council to assist in engaging insurance companies to discuss concerns on highway safety; the effects of current laws, technology, and liability.	P	S	S	S
Joint Meeting of Vision Zero Council and SHSP Executive Committee	Propose a joint meeting of the Vision Zero Council and the SHSP Executive Committee to make sure they are aligned with actions for improving road safety.	P	S	S	S

Review and Revise Cannabis Related Statutes	Resubmit Senate Bill No. 423 - An Act Improving Highway Safety By Prohibiting Driving While Ability Impaired And Studying Methods To Detect Cannabis-Impaired Driving.	P	S	S	S
Work Zone Speed Camera Program Continued Implementation	Support the continued implementation of the Automated Work Zone Safety Enforcement (AWZSE) program as it currently stands and expand it to add additional programming.	P	S	S	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	S	P	S
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	S	P	S

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).	S	S	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	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	S	P
Increase funding for Community Connectivity Grant program, with a focus on safety	The Community Connectivity Grant program has proven to be popular with municipalities across the state. Proposal to increase funding for this program to accelerate gains for the safety of pedestrians, bicyclists, and people with mobility impairments.	S	S	S	P
Investigate the possibility of including community service as part of a disposition for certain traffic cases	Propose to include community service requirements in lieu of (or partly in lieu of) financial penalties for income-qualified offenders, depending on the severity of the offense.	S	S	S	P
Update the Vision Zero Program of	New recommended language has been provided to the Council. The proposed changes are inclusive to help to eliminate	S	P	S	S

Distinction language	barriers to application and access to the program.				
Fund a research position to inform policy recommendations based on specific data analysis	Proposal to fund a research position who can gather and analyze data on the issues surfaced by the Vision Zero Council and its subcommittees. This information can be used to inform policy recommendations and to evaluate implemented policies.	S	P	S	S
Review of Driver Test Questions	Provide a directive to the DMV, to review questions on the driver's test and revise accordingly to ensure inclusion of new infrastructure and policies, especially as they relate to pedestrian and bicyclist safety.	S	P	S	S
Review of Driver's Education Program	Provide a directive to DMV to monitor driving schools to ensure that the most current materials are being utilized and instructors are up to date on new laws and infrastructure.	S	P	S	S
Increase community education on new policies and infrastructure	Recommend increasing public announcements/promotions regarding changes in driving laws and new infrastructure. This can be in the form of advertisements that reach the public detailing important new information. Example: a video on roundabouts and how to use them	S	P	S	S

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 held on March 27, June 20, September 26, and December 16. The subcommittee provided a report-out on committee activity, briefings as requested, and also provided final recommendations for consideration by the Council.

Subcommittee meetings

The Enforcement Subcommittee met three times in 2024, on May 24th, September 18th and held a special meeting on October 23rd. The meetings were held to develop policy proposals and recommend legislation for the Vision Zero Council's consideration.

May 24th, 2024, Meeting summary

The primary focus of the meeting was to discuss all safety related legislation during the 2023-2024 session and developed a list of recommendations to present to the Council at the June meeting.

September 18th, 2024, Meeting summary

A second meeting was held on September 18, to further discuss recommendations, amend as needed based on feedback from members and hold a vote on

recommendations to formally go to the Council. On September 24, a memorandum was transmitted to the Council with the approved list of recommendations agreed upon by the members of the subcommittee.

October 23rd, 2024, Meeting summary

This was a special meeting called by the Enforcement Subcommittee to provide insight on the current judicial process for traffic offenses, how we can change driver behavior and what impacts are to highway safety. The meeting was opened to all members of the Vision Zero Council and its subcommittees. The presentation was given by Stacey Manware who is the Deputy Director of Superior Court Operations in the Connecticut Judicial Branch, Centralized Infraction Bureau, Data Collection, Analysis, & Quality Subcommittee Chair and is a member of the CT Traffic Records Coordinating Committee.

Enforcement Subcommittee Members

Sergeant John Acampora, Terri Thompson, Jennifer M. Barry, Nancy Chupak, Keven McNeill, Joe Ouellette, Lieutenant Sean Maher, Sergeant Jon Krchnavy, Officer Timothy Budwitz, Abigail Roth, Susan Yurasevecz, Roger Krahn, Alec Slatky, Holly Schulz, Lior Trestman, Jay Stange, Richard Donovan, John Hall, TFC Donald Dunning, Anna Stern, Eytayo Olaleye, Janice Surato, Janet Keiser

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 13 and September 11. 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 the school curriculum on safe walking and bicycling.

May 22, 2023, meeting summary

Welcomed new subcommittee members. Provided a status update of the policy recommendations previously made to the Council, specifically an update on the Vision Zero Program of Distinction and DMV educational video for license renewal. Discussed work zone safety, the DMV teen safe driving video contest, and issues around driver's education.

September 11, 2023, meeting summary

Discussed recommendations for the Vision Zero council, including updated language for the Vision Zero Program of Distinction, driver's education and re-education (fair access to course for young drivers and retraining or retesting for older drivers),

education around new policies and laws, and how prescriptions affect driving safely. Discussed the need for research to be conducted to better inform policy recommendations through exploring data, best practices, and national recommendations.

Education Subcommittee Members

Allegra, Joy, Aysola, Sandeep, Balskus, Joe, Barry, Jennifer M, Beers, David, Bertothy, Ernie, Denya, Stephanie, DiFiore, Phyllis, Dorghazi, Anna, Evans, Melissa, Formica, Shaun, Goralski, Ron, Hare, Amy, Harlow, Charles, Hausladen, Douglas, Ireland, LaToya, Jackson, Eric, Jeffrey, Alva, Jinks, Jim, Keiser, Janet, Levesque, Kristen A., Miller, Cherese, Noble, Tracy, Olinski, Neil, Pena, Marlon E, Proctor, Judith, Rovinelli, Angela, Rozen, Kate, Slatky, Alec, Smith, Donna, Stamp, Ellen, Stern, Anna, Therkildsen, Don, Tousey-Ayers, Robin, Watkins, Amy, Yannes, Craig, Zacchera, Michael

Engineering Subcommittee

Council Meetings

The Engineering Subcommittee attended all Council meetings, including March 27, June 20, September 26, and December 16. At each meeting we provided a summary of the work the Subcommittee completed.

Subcommittee Meetings

The Engineering Subcommittee met formally on May 8 and August 13. During these meetings, the committee discussed the status of the approved engineering-related aspects and prospective new recommendations.

May 8, 2024, meeting summary

Provided a brief update on the legislation passed in 2023 and discussed ideas for the 2024 legislative session that were presented to the legislature in a report. Discussed automated enforcement and safety corridors and the need for increased enforcement, but that the main issue is staffing. Discussed rumble strips vs “mumble” strips, pedestrian safety zones, and quick builds. Finally discussed our recommendation to provide free/reduced costs for driver education.

August 23, 2024, meeting summary

Discussed current fatal and serious injury crash trends and noted a large increase in fatal crashes related to pedestrians and motorists. Discussed ongoing road projects, VIP projects, LOTCIP funding and Community conductivity. Provided an update on the status of the engineering items from the 2022 Legislation and discussed that none of the 2023 recommendations were introduced in a bill. Decided to recommend them again for 2024.

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 June 5 and September 18.

June 5, 2024, meeting summary

Discussed various issues related to equity and traffic safety, including dealing with offenders who fail to pay due to indigency (community service, offender classes, payment plans), equity in driver education, transparency related to police phlebotomy, prescription drugs and driving, the Community Connectivity Grant Program.

September 8, 2023, meeting summary

Discussed and finalized recommendations for the Vision Zero council, including a car seat distribution program in the state budget and others (see below). Discussed and endorsed some proposals of other subcommittees.

Equity Subcommittee Members

Dubois, Marlon, Frankel, Robert, Hausladen, Doug, Houser, Patricia, Jeffrey, Alva, Little, Juliet, Palmer, Caitlin, Parker-Bair, Eyvonne, Pena, Marlon, Podgorski, Kaethe, Therkildsen, Don, Watkins, Amy, Witby, Latoya, Yurasevecz, Susan

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). Subsequently, 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.