

Vision Zero Council

12/16/24

10:00a.m. – 12:00p.m.

Vision Zero Council – Welcome and Introductions



Vision Zero Council – Meeting Agenda

- I. Committee Chair Welcome and Introductions
- II. Adoption of 9/26/24 Meeting Minutes
- III. 2024 Agency Updates
 - a. CTDOT
 - b. DESPP
 - c. DCJ
 - d. DPH
 - e. Other agencies represented on the council
- IV. 2024 Sub-Committee Recommendations
 - a. Process/Recap
 - b. Report to C.G.A.
 - c. Next Steps
- V. Vision Zero in 2025
 - a. Sub-Committee Reorganization or Tasks
 - b. Meeting Topics
 - c. Meeting Dates
 - d. Questions from Council
- VI. Public Comment
- VII. Adjourn



Vision Zero Council – Adoption of 9/26/24 Meeting Minutes



Vision Zero Council – Safety Updates

CTDOT –

Bryan Pavlik – Highway Safety

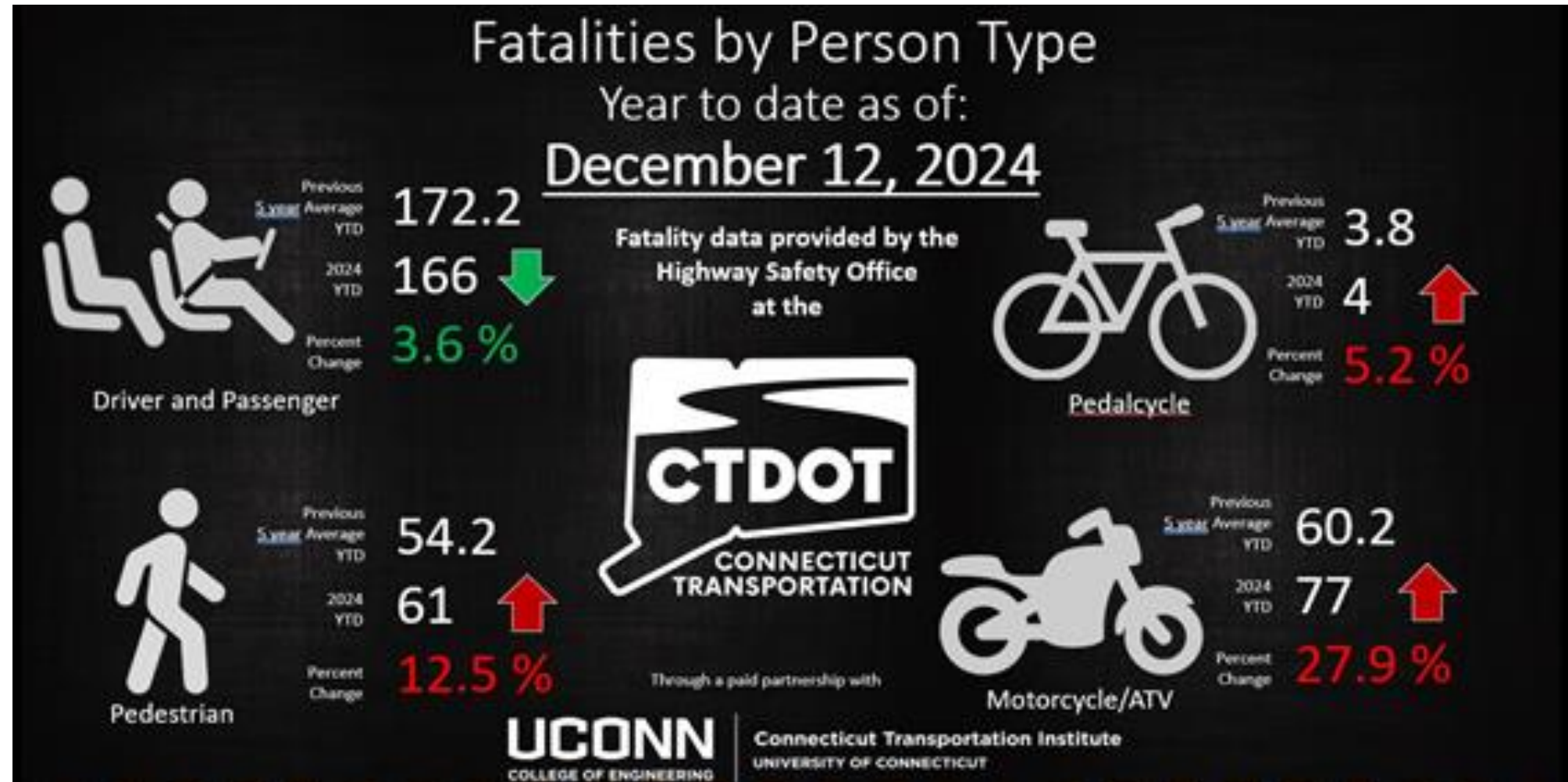
Natasha Fatu– Office of Engineering

CTDOT Highway Safety Office

Crash Data Trends



Crash Fatalities Overview





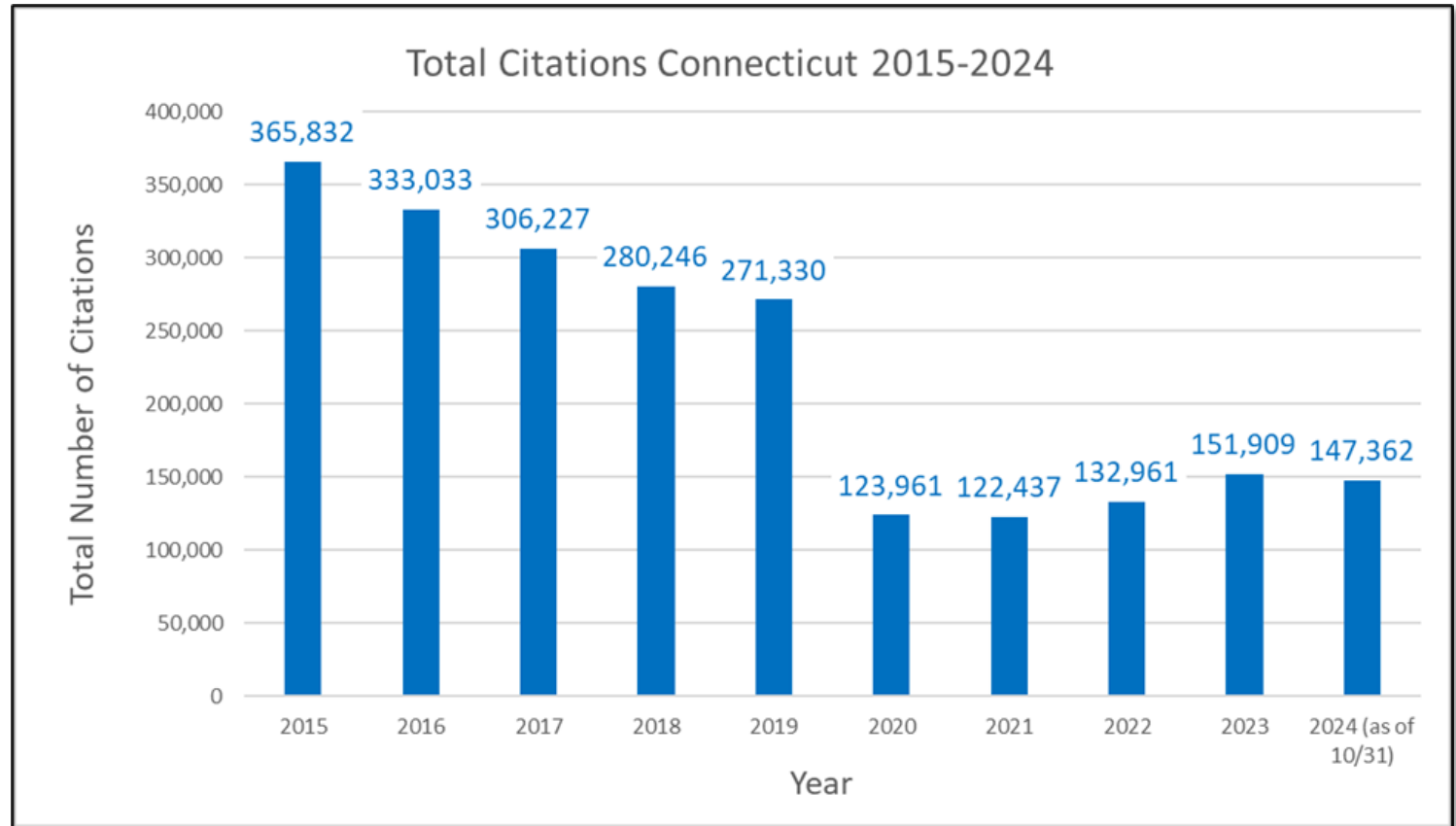
Crash Fatality Statistics

Year	Total Fatalities	Change from Previous Year	Motorcyclist Fatalities	Change from Previous Year	Pedestrian Fatalities	Change from Previous Year	Bicyclist Fatalities	Change from Previous Year
2015	270	8.9%	55	0.0%	46	-2.1%	3	-25.0%
2016	304	12.6%	52	-5.5%	59	28.3%	6	100.0%
2017	281	-7.6%	57	9.6%	49	-16.9%	3	-50.0%
2018	293	4.3%	49	-14.0%	59	20.4%	1	-66.7%
2019	249	-15.0%	46	-6.1%	54	-8.5%	3	200.0%
2020	299	20.1%	58	26.1%	59	9.3%	6	100.0%
2021	303	1.3%	67	15.5%	55	-6.8%	3	-50.0%
2022	366	20.8%	67	0.0%	68	23.6%	3	0.0%
2023	310	-15.3%	59	-11.9%	50	-26.5%	4	33.3%
2024 (as of 11/30)	307	-1.0%	76	28.8%	61	22.0%	4	0.0%

Source: FARS 2015 -2021 Final File; FARS 2022 Annual Report File; CTDOT 2023-2024 data are preliminary and subject to change

Statewide Citation Data

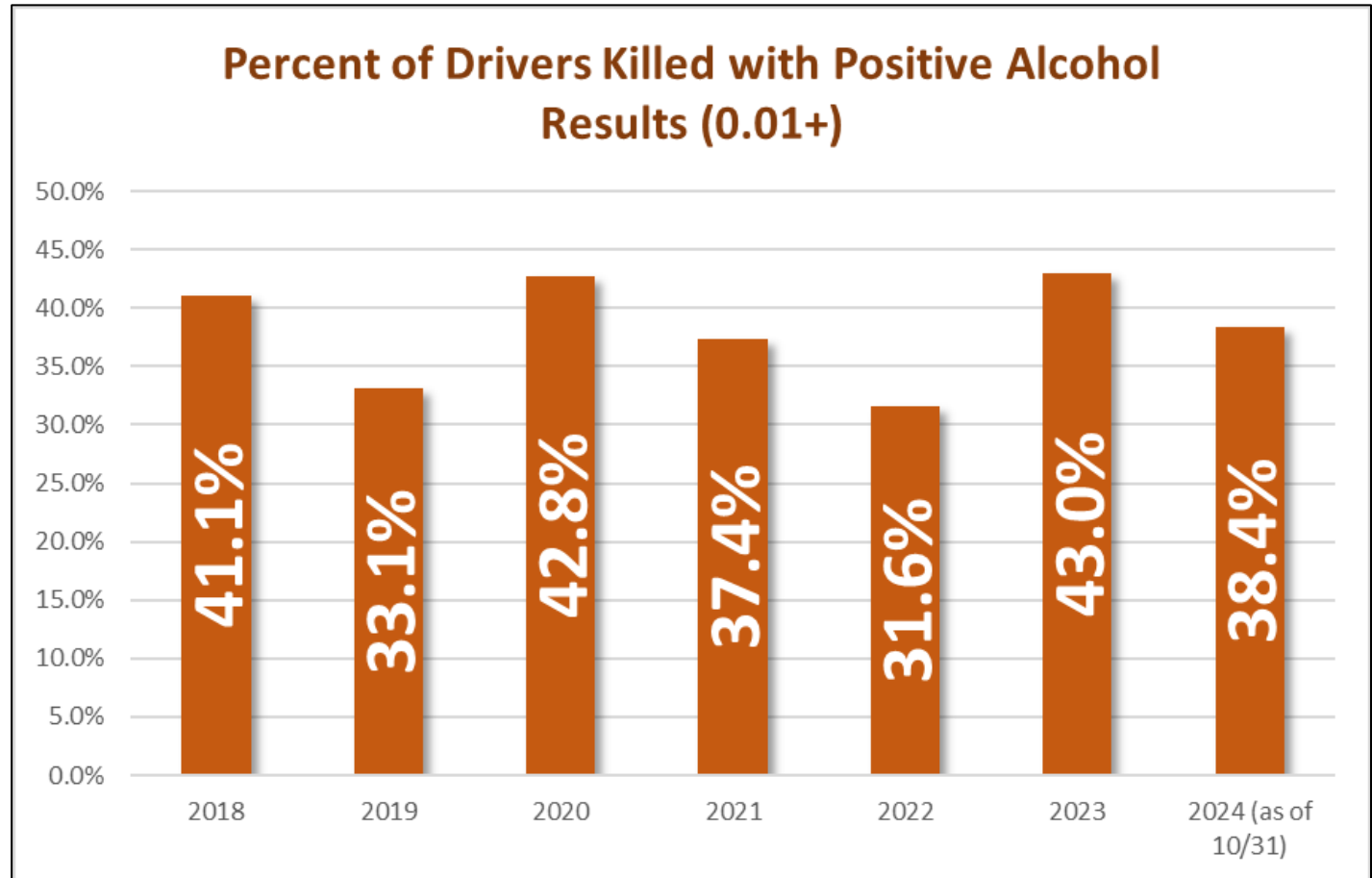
- Since the COVID-19 pandemic in 2020-2021, citations have decreased 55%
- Citations have slowly increased starting in 2022 but have not returned to pre-COVID-19 pandemic levels



Source: Centralized Infraction Bureau

Toxicology Results – Alcohol

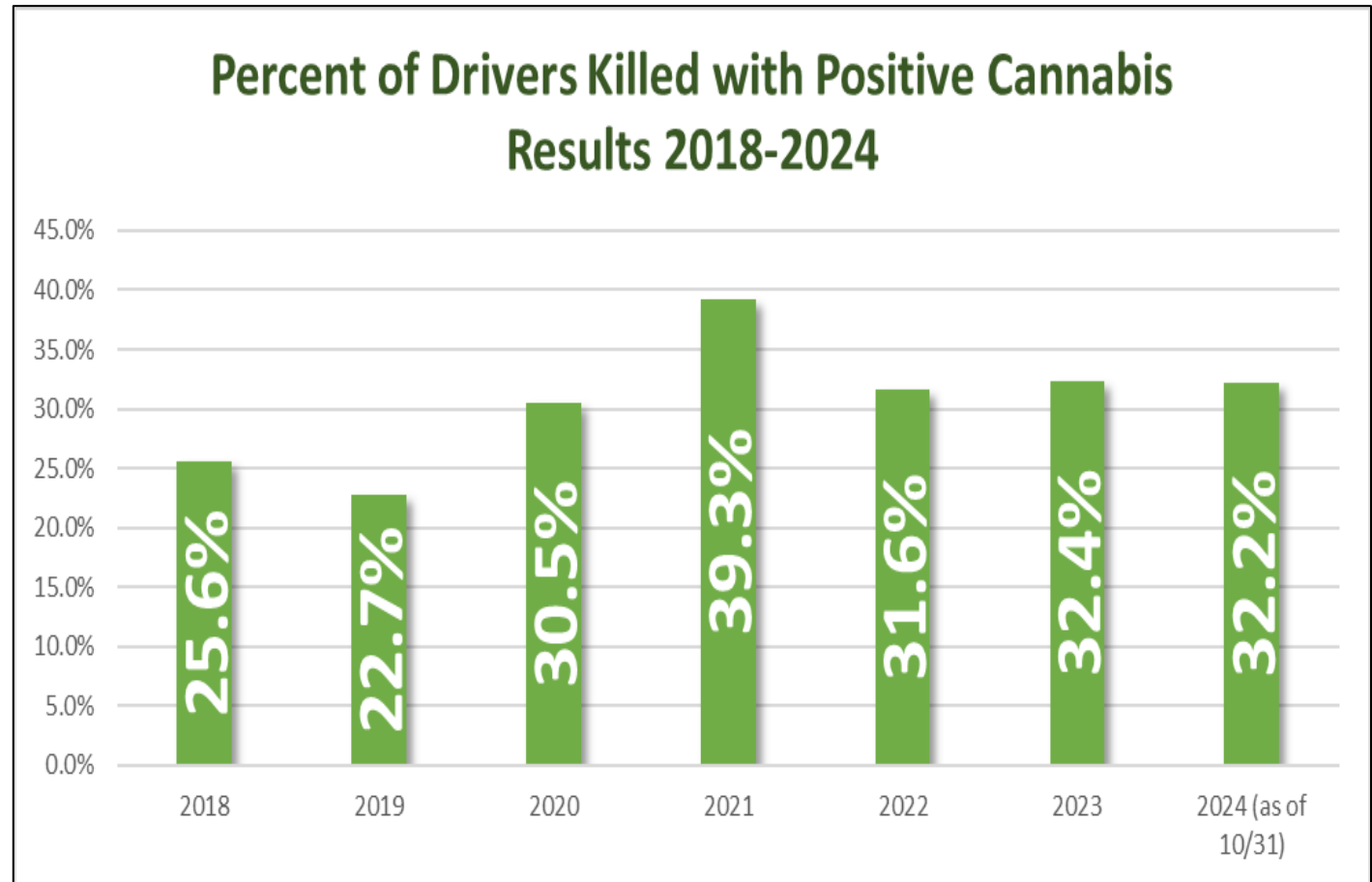
- Driver toxicology results for fatal crashes were analyzed for the presence of alcohol
- Positive alcohol detection ranged from 32% to 43%



Source: CTDOT

Toxicology Results – Cannabis

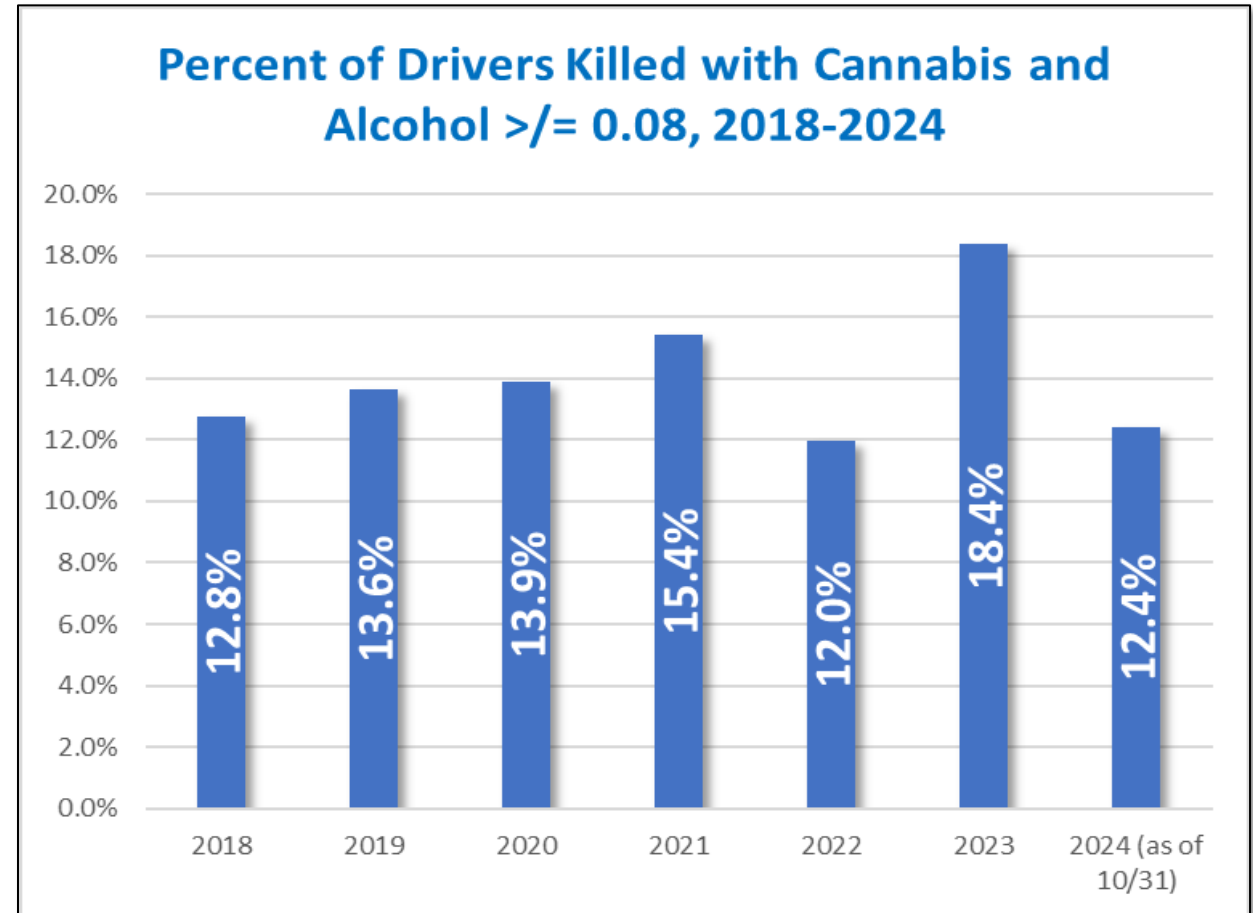
- Driver toxicology results for fatal crashes were analyzed for the presence of cannabis
- There was an increase in positive results (THC and metabolites) in 2020-2021
- Recent results indicate around 32%



Source: CTDOT

Toxicology Results – Alcohol + Cannabis

- Driver toxicology results for fatal crashes were analyzed for presence of a combination of both alcohol and cannabis
- Results range from 12-18% of drivers killed with both alcohol and cannabis present
- The presence of cannabis does not imply impairment



Source: CTDOT



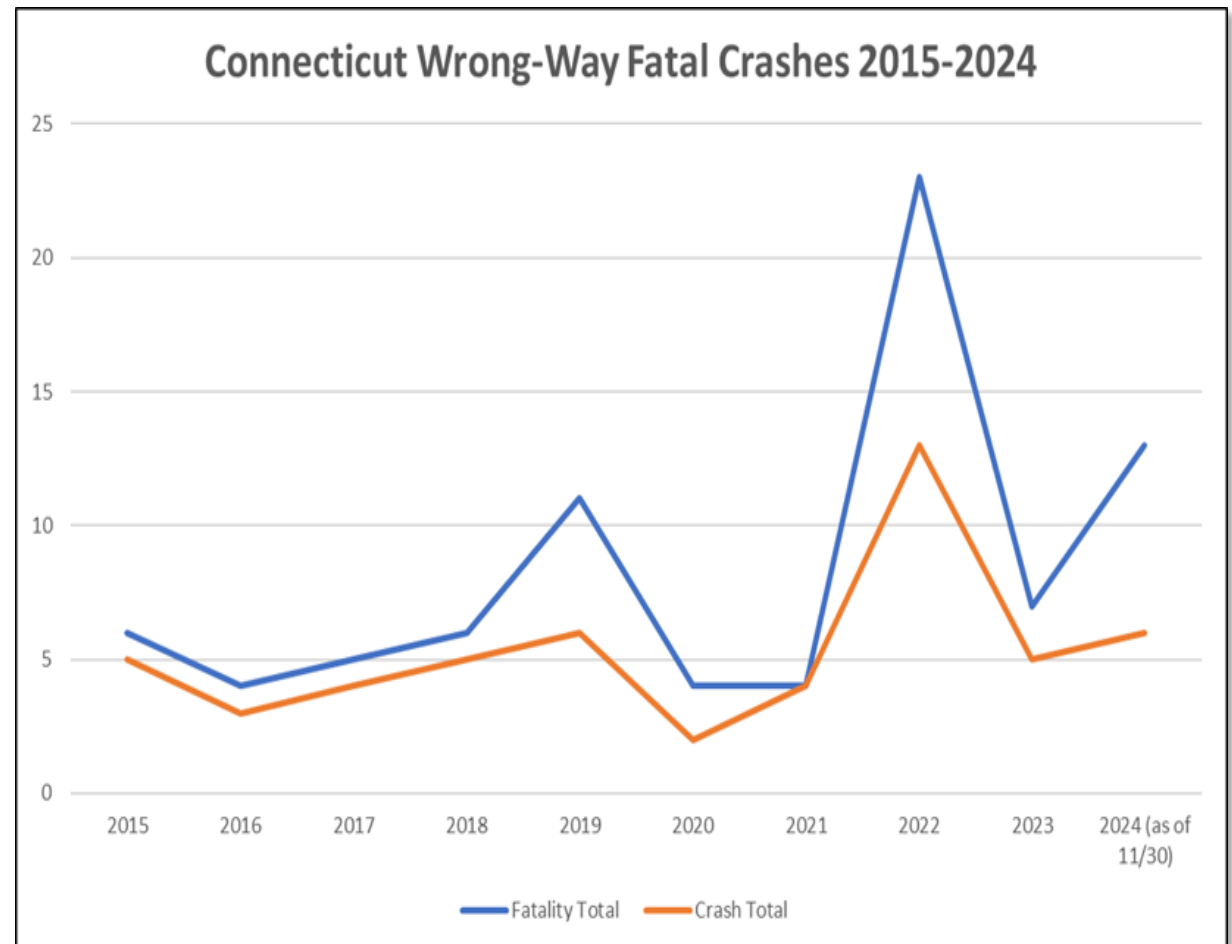
Wrong-Way Fatal Crashes

- Connecticut experienced a sharp increase in wrong-way fatal crashes in 2022 with 23 fatalities
- In 2024, wrong-way crash fatalities are now the second highest in ten years
- Alcohol impairment was a factor in most fatal crashes with some including other drugs

Connecticut Wrong-Way Fatal Crashes*			
Year	Fatality Total	Crash Total	% Drivers with Alcohol BAC ≥ 0.08 and/or Drugs
2024	13	6	67**
2023	7	5	80
2022	23	13	85**
2021	4	4	75**
2020	4	2	100
2019	11	6	100
2018	6	5	100
2017	5	4	50
2016	4	3	100
2015	6	5	60
Total	83	53	
Source: CTDOT data			
*As of 11/30/2024			
**Unknown test/test result for some surviving drivers or results may not be available at this time for deceased drivers			
Notes: Wrong-way crashes are crashes that occur on divided roadways; the numbers above do not include wrong-side crashes.			

Wrong-Way Fatal Crashes

- In 2020-2021 there was a levelling off of wrong-way fatal crashes
- In 2022 Connecticut saw a sharp increase in wrong-way fatal crashes
- After a reduction in 2023, 2024 has again seen an uptick in wrong-way crash fatalities



Source: CTDOT



Thank You

Contact Information

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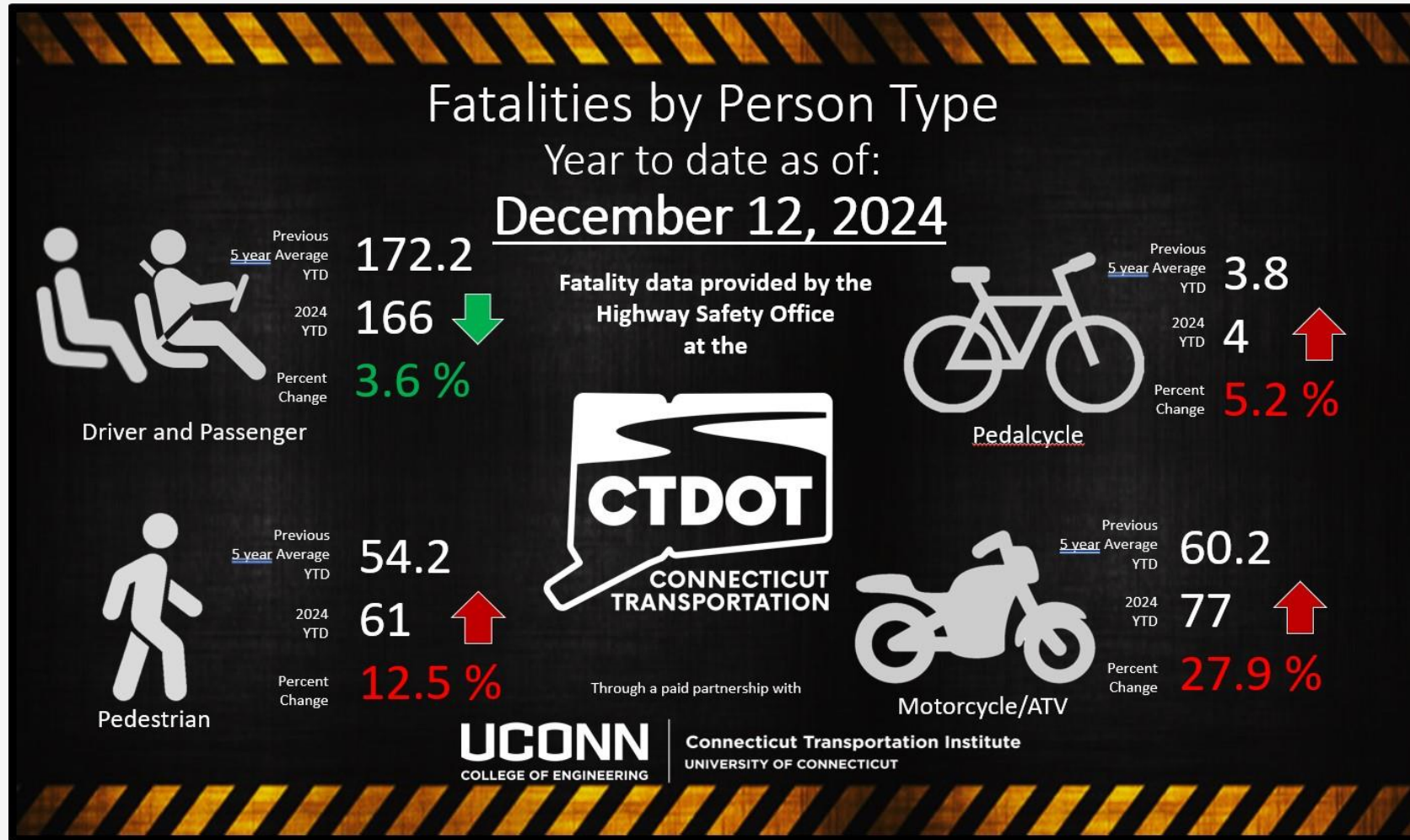
Bryan Pavlik Bryan.Pavlik@ct.gov



Traffic Safety Engineering

Vision Zero Council
12/16/2024

Connecticut Crashes



Project Target Safe System Approach

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial



Roadway Departure Projects

- Centerline Rumble Strips (CLRS)
 - 44-64% reduction in fatal and injury crashes on 2-lane ruralTarget – Distracted and Impaired Drivers
- High Friction Surface Treatment (HFST)
 - Up to 48% reduction in of injury crashes along a curveTarget – Speeding Drivers
- Horizontal Curve Warning Signs
 - Up to 25% reduction in night-time crashes and
 - 15% reduction in non-intersection fatal and injury crashesTarget – Speeding Drivers
- Speed Limit Signs
 - Upgrade of existing signs on municipal rural roadsTarget – Speeding and Inattentive Drivers



Intersection Projects

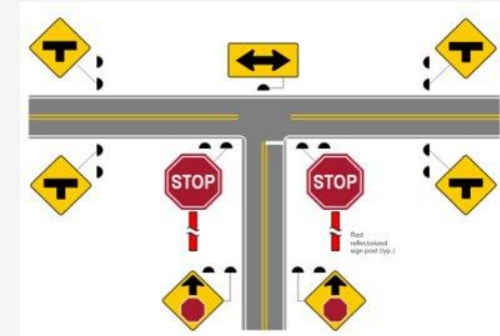
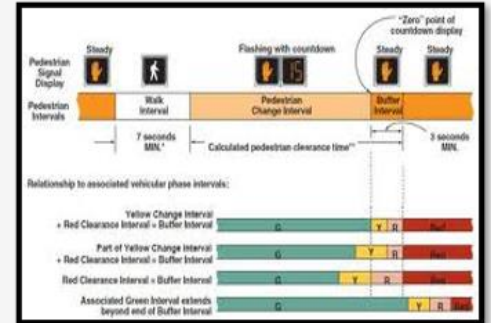
- Clearance Interval Retiming – Municipal Systems
 - 36–50% reduction in red light running
 - 12% reduction in nighttime crashes

Target – Speeding Drivers

- Signs at Unsignalized Intersections
 - 10% reduction in fatal and injury crashes
 - 15% reduction in nighttime crashes

Target – Inattentive Drivers

- Pedestrian Signal Upgrades
 - 36–50% reduction in red light running
 - 12% reduction in injury crashes



Pedestrian Projects

- Rectangular Rapid Flashing Beacon Deployment

- 47% reduction in pedestrian crashes
- Increases vehicle yield rates by up to 98%

Target – Inattentive and Distracted Drivers



- Pedestrian Signing Upgrades

- Upgrade of existing signs and pavement markings



- Road Diets

- 19-47% reduction in all crashes

Target – Speeding Drivers



Wrong Way Driving

- Wrong Way Driving Detection Device Systems
- Pavement Markings on Secondary Roads
- Traffic Signal Relamping
- Delineators on the Guiderail
- Public Awareness Campaign



Safety Focused Studies

- Roundabout Study
- Statewide Illumination Study
- Pedestrian Crash Locations Study
- Raised Intersection/Raised Crosswalk Study
- Local Road Pavement Markings
- Before and After/CMF



Safety Focused Non-Infrastructure Ideas

Policies

- Centerline Rumble Strip (CLRS)
- Intersection Control Evaluation (ICE)
- Complete Streets

Non-Infrastructure Projects

- HRRR Enforcement Grants
- Safe Routes to School Education
- Work Zone Safety Education
- Wrong Way Driving Education



CONNECTICUT DEPARTMENT OF TRANSPORTATION

POLICY STATEMENT

POLICY NO. EX.O.-48
July 18, 2024

SUBJECT: Centerline Rumble Strips

It is the mission of the Connecticut Department of Transportation (CTDOT) to improve lives through transportation. Regrettably, Connecticut's roadways experience a significant number of crashes where drivers cross the centerline of a two-way roadway. In 2023, there were 36 fatalities and 2,105 injuries from







Questions?

Natasha Fatu, P.E., PTOE
Connecticut Department of Transportation
TrafficSafety.DOT@ct.gov

Vision Zero Council – Safety Updates

Connecticut Department of Emergency
Services and Public Protection – Connecticut
State Police



Vision Zero Council – Safety Updates

Connecticut Division of Criminal Justice -
Office of the Chief State's Attorney

Vision Zero Council – Safety Updates

Connecticut Department of Public Health

Vision Zero Council – NTSB Presentation

- **Questions from Council**

Vision Zero Council – Sub- Committee Update

- **Engineering**
- **Enforcement**
- **Equity**
- **Education**

Vision Zero Council – 2025 Business and Priorities

- **Sub-Committee**
Reorganization/Tasks
- **Meeting Topics**
 - **Discussion**

Vision Zero Council – Next Steps

- **Future Meeting Dates:**
 - Thursday, March 13 10a.m.
 - Tuesday, June 17 10a.m.
 - Friday, September 12 10a.m.
 - Thursday, December 10 10a.m.

Vision Zero Council – Public Comment

- Please Raise your hand to be called upon or enter your question in the Q&A field
- In person questions will be prioritized over those entered in the Q&A field