

Vision Zero Council

9/26/24

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 6/20/24 Meeting Minutes
- III. National Transportation Safety Board – Reducing Speed and Recidivism Presentation
 - a. Questions from Council
- IV. Local Vision Zero Spotlight – Stamford Vision Zero
 - a. Questions from Council
- V. Sub-Committee Updates and Draft Policy Recommendations
 - a. Comments from Council
- VI. Other Business and Next Steps
 - a. Additional Sub-Committee Work
 - b. VZ Schools of Distinction
 - c. T2 Center - Nighttime Visibility for Safety
- VII. Public Comment
- VIII. Adjourn

Vision Zero Council – Adoption of 6/20/24 Meeting Minutes



**VISION
ZERO** 
CONNECTICUT

Vision Zero Council – Speed and Recidivism Update

Ellen Lee – National
Transportation Safety Board,
Project Manager, Report
Development Division, Office
of Highway Safety



Reducing speed and speeding recidivism: lessons from NTSB investigations

Ellen Lee

Office of Highway Safety

NTSB: Who We Are and What We Do

- Independent federal agency
- Investigate civil aviation accidents and surface transportation events
- Determine probable cause and issue safety recommendations
- No regulatory authority
- Five Board Members nominated by the President and confirmed by the Senate to serve 5-year terms
- A staff of more than 400 investigators, analysts, researchers, and others support the mission

Our Mission: *Making Transportation Safer*

We focus solely on safety. We make recommendations that could improve safety across all modes of transportation.

- We do not determine blame or liability
- We do not investigate intentional criminal acts

Speeding: Critical Highway Safety Issue

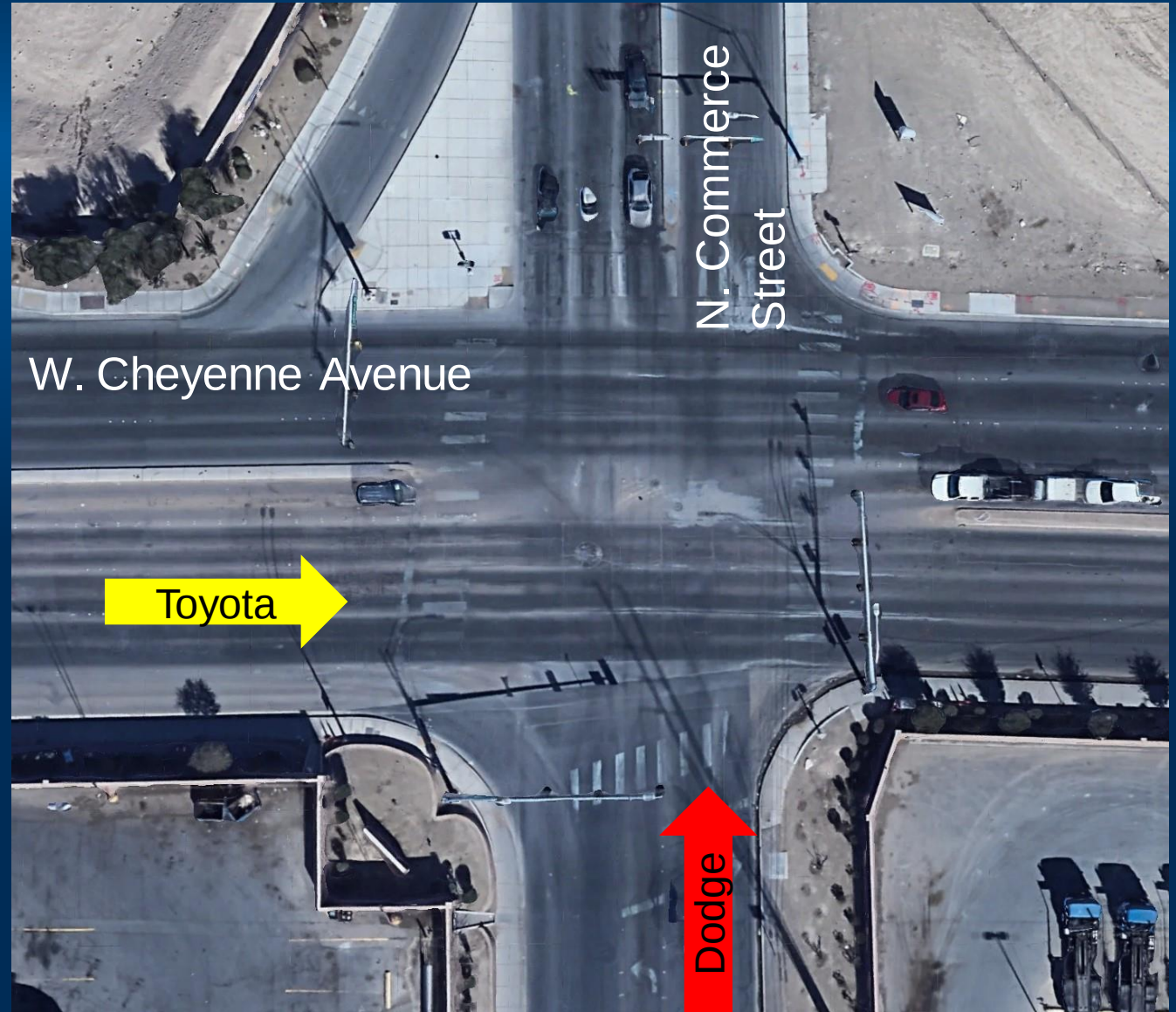
- 30% of fatalities involve excessive speed
- Comprehensive strategies are needed
- NTSB has issued numerous recommendations regarding speeding



Source: Department of Transportation,
National Roadway Safety Strategy

North Las Vegas, Nevada Crash

- January 29, 2022, 3:12 p.m.
- Intersection of North Commerce St. and West Cheyenne Ave.
- Primary collision between Dodge Challenger and Toyota Sienna
- Six vehicles containing 15 occupants involved
- Nine fatalities



Crash Vehicles



2013 Toyota Sienna



2018 Dodge Challenger

Dodge Driver's Actions

- Dodge Challenger ran stop sign and passed slow truck
- Increased speed until impact
- Red traffic signal for 29 seconds prior to entering intersection
- Did not apply brakes
- Impact at 103 mph
- Driver was impaired by effects of cocaine and PCP



Driving History

- History of risky driving behavior
- Multiple convictions between 1984 and 2017
- Seven speeding violations in past 5 years
 - Only one appeared on his official 10-year driving record (April 2017)
 - Four pled down to illegal parking

Five Year History

Date	Citation
04/26/2017	Speeding
05/17/2017	Speeding
12/25/2017– 01/08/2020	License suspended
08/29/2020	Speeding
11/18/2020	Speeding
02/03/2021	Speeding
08/25/2021	Speeding
12/09/2021	Speeding
01/29/2022	*Crash*

Probable Cause and Safety Issues

- Dodge driver was impaired and was a repeat speeder (risky driver)
- Traditional countermeasures for speeding less effective
- Need for technology to prevent speeding
- Need for countermeasures for repeat speeding offenders

Technology to Prevent Speeding

- Speed Safety Cameras (Automated Speed Enforcement, ASE)
 - Proven countermeasure
 - Since 2017, NTSB has recommended states remove all ASE restrictions
- Intelligent Speed Assistance, ISA
 - Speed limits determined using onboard cameras and map databases
 - In-vehicle technology and/or aftermarket device
 - Can be passive or active – both have safety benefits
 - NTSB recommendations on ISA since 2012; new recommendations issued in 2024

Recommendations: Speed-Prevention Technology

To NHTSA:

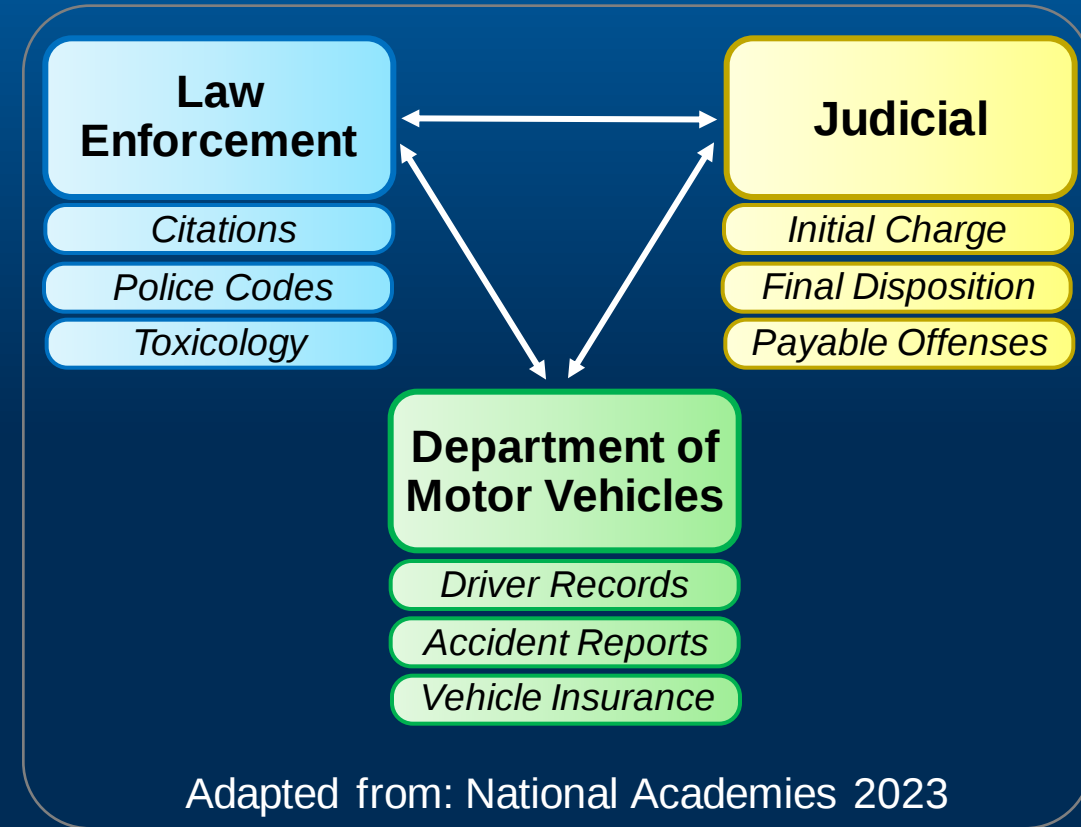
- Require ISA systems that, at a minimum, warn the driver when speed limit is exceeded
- Educate the public about the benefits of ISA to mitigate speeding

To Automakers:

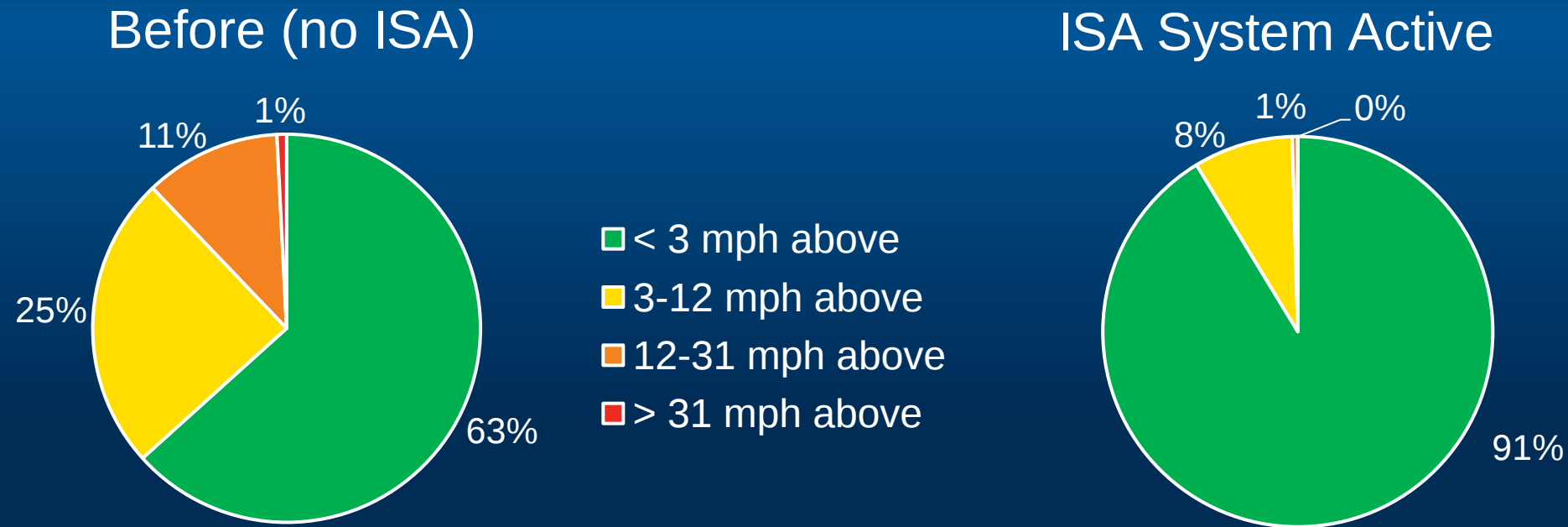
- Install as standard ISA systems that, at a minimum, warn the driver when speed limit is exceeded

Speeding Recidivism

- Dodge driver was a repeat speeding offender, but his driving record was inaccurate
- Inaccurate driver records limit state's ability to accurately identify repeat offenders
- Identification critical because repeat speeding offenders more likely to cause fatal crashes
- Traditional countermeasures less effective for repeat offenders



Countermeasures for Repeat Speeding Offenders



Source: van der Pas et al., 2014

- ISA has potential to reduce speed among repeat speeding offenders
- Programs using aftermarket ISA devices could be beneficial

Recommendations: Speeding Recidivism

To NHTSA:

- Update guidelines for state highway safety programs to identify and track repeat offenders
- Develop countermeasures to reduce speeding recidivism
- Develop guidelines for states to implement pilot ISA interlock programs

To States, D.C., and Puerto Rico:

- Implement programs to identify and deter repeat speeding offenders

To Insurance Institute for Highway Safety:

- Study the effect of automobile marketing showing risky behaviors, such as speeding

Current State Action on ISA

- New York: legislation proposed to require ISA devices on repeat speeders' vehicles
- Washington, DC: plans to allow installation of ISA on cars of drivers convicted for reckless driving
- California: legislation proposed to require ISA on all vehicles
- Other cities and local governments are embracing ISA in fleets

What We Encourage States To Do

- Ensure traffic records capture driver's complete history
- Consider countermeasures such as restricting access to diversion programs or plea agreements for repeat speeders
- Consider a “speed interlock” program using ISA devices
 - Similar to an alcohol ignition interlock program
- Remove restrictions for speed safety cameras

Ellen Lee
ellen.lee@ntsb.gov



Link to NTSB Report: <https://www.ntsb.gov/investigations/AccidentReports/Reports/HIR2309.pdf>

Vision Zero Council – NTSB Presentation

- **Questions from Council**

Vision Zero Council – Local Vision Zero Spotlight

Luke Bittenwieser –
Transportation Planner,
Stamford



Stamford VISION ZERO

Connecticut Vision Zero Council
Luke Battenwieser
September 26, 2024

STAMFORD VISION ZERO

A comprehensive Citywide effort to eliminate serious and fatal roadway crashes by 2032

Launched in 2022

Broad group of stakeholders

This is a plan for Stamford

We are inspired by the belief that even one fatality is too many.



ENGAGEMENT



City jobs

Subscribe

Mayor's Monthly Message

Google Translate



RESIDENTS

GOVERNMENT

AROUND TOWN

BUSINESS

SERVICE FINDER

MAJOR'S OFFICE

HANG AVENUE (OLD CIVIL DEFENSE BUILDING) COMMUNITY MEETING

STAMFORD VISION ZERO

Vision Zero Crash Dashboard

Vision Zero Action Plan

TOWN CLERK

HUMAN RESOURCES

REGISTRAR OF VOTERS

ADMINISTRATION

OPERATIONS

PUBLIC SAFETY HEALTH & WELFARE

SOCIAL SERVICES

BOARDS & COMMISSIONS

VIEW ALL CITY DEPARTMENTS

DIVERSITY, EQUITY, AND INCLUSION

BOARD OF ETHICS COMPLAINT FORM

PARKS STRATEGIC PLAN

CONTACT INFO:

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Transportation Planner

lbuttenweiser@stamfordct.gov

203-973-1742



Government > Stamford Vision Zero >

Vision Zero Action Plan

Are you a Vision Zero Hero?



The City of Stamford has initiated a Vision Zero Action Plan to eliminate roadway fatalities by 2025. The Action Plan will put forth prioritized strategies for advancing roadway Quick-Build and capital projects, and other strategic initiatives for reaching this goal. Public engagement for the Plan will commence in April, and includes "Feel Street" pop-up events throughout the city, a kick-off public workshop, a demonstration project, and more! The Plan will be finished and adopted in early 2025, with the city rolling right into implementation. The project team is currently in an existing conditions analysis phase of the plan, closely analyzing existing plans, policies, and crash data to set the foundation for community discussions.

We invite you to give the team your initial thoughts on traffic safety in Stamford via the Map with US! link above, and out the join US! link to get those initial public engagements on your calendar. Registration for the large public engagement events will be encouraged.

Stamford's High Injury Network

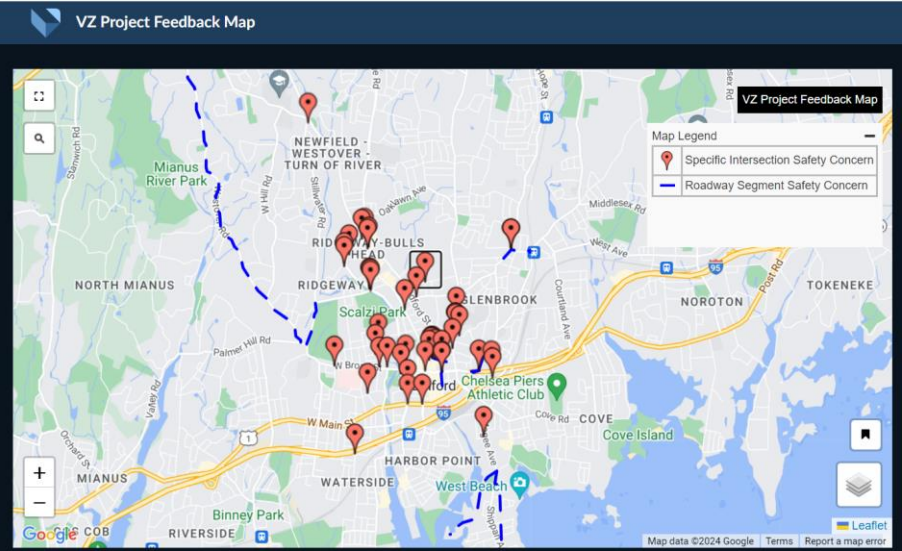
The High Injury Network is a set of corridors and intersections in Stamford with the highest numbers of crashes resulting in serious injuries or fatalities. These locations will be prioritized for targeted projects and strategies to reduce these crashes.

The HIN was developed based on locations with history of severe and fatal crashes, locations with a history of bicyclist/pedestrian crashes, as well as roadway & intersection characteristics (street type and signalization).

The analysis shows three tiers of priority locations.

- Tier 1 captures 41% of severe and fatal crashes on just 3% of intersections and 4% of roadway miles.
- Tiers 1-3 capture 99% of severe and fatal crash on just 8% of intersections and 15% of roadway miles.

VZ Project Feedback Map

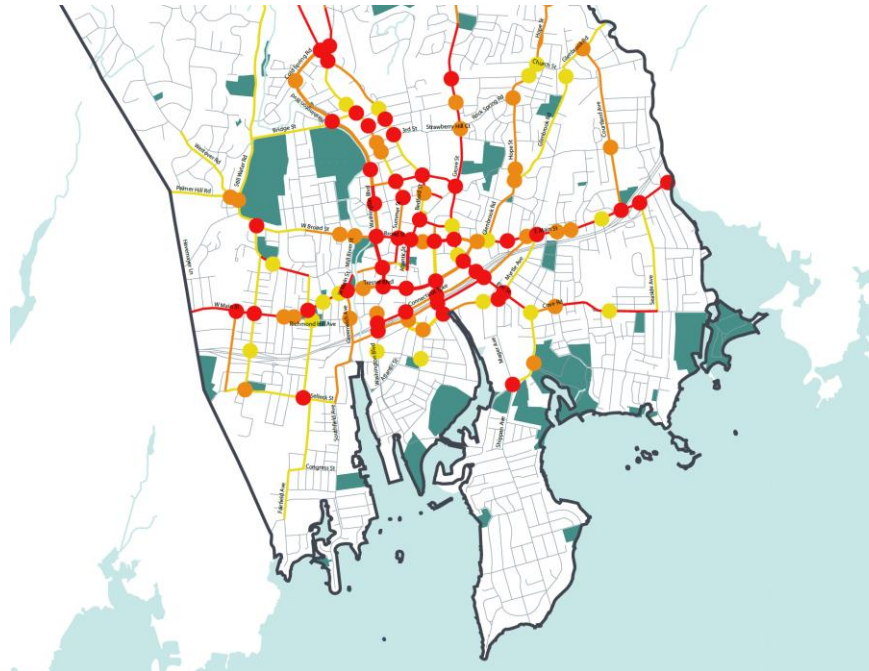
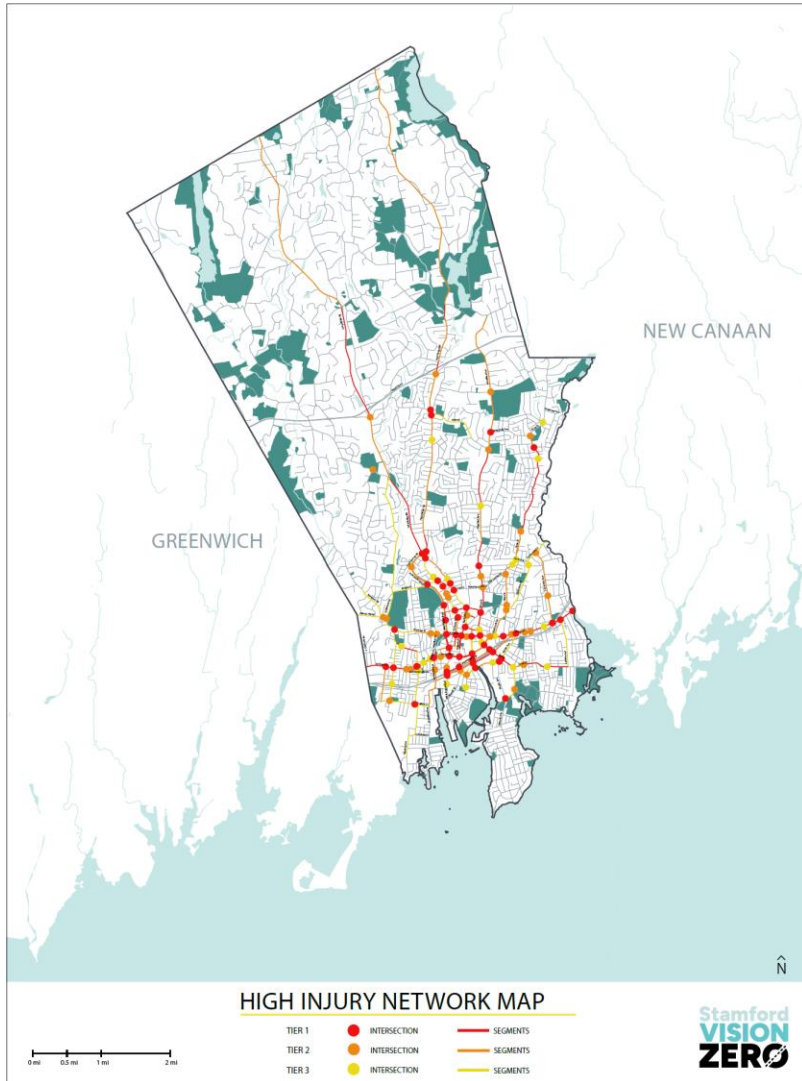


Map Legend

- Specific Intersection Safety Concern
- Roadway Segment Safety Concern



DATA ANALYSIS: HIGH INJURY NETWORK



Tier 1 captures 41% of KSI on just 3% of intersections and 4% of roadway miles.

Tiers 1-3 capture 59% of KSI on just 6% of intersections and 15% of roadway miles.

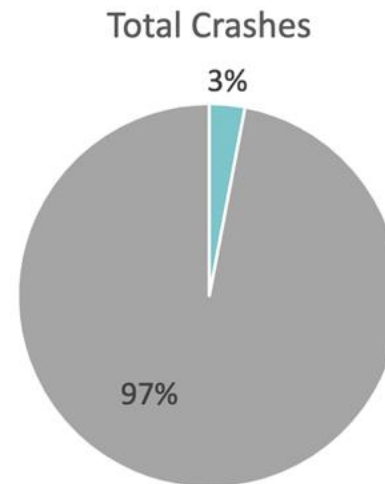
VISION ZERO ACTION PLAN

Citywide plan to guide us to zero

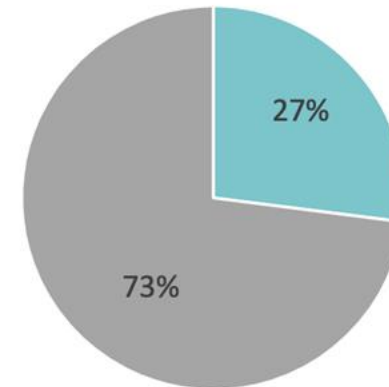
- Policy
- Procedure
- Projects
- Plans

Work with the community

Data backed approach



Severe & Fatal Crashes (KSI)



■ Bicycle & Pedestrian ■ Motor Vehicle

VISION ZERO ACTION PLAN

Draft Policy Themes

- Collaborate + Engage: Create a culture of safety within government and across Stamford's citizenry
- Analyze + Adapt: Develop a strategic, continuous data-supported approach for improving traffic safety
- Redesign + Implement: Redesign streets and improve roadway operations to reduce speed and conflict and increase safety and accessibility.



VISION ZERO IN ACTION



Stamford VISION ZERO

Connecticut Vision Zero Council
Luke Battenwieser
September 26, 2024

Local Vision Zero Spotlight

- **Questions from Council**

Vision Zero Council – Sub- Committee Update

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

Vision Zero Council – Enforcement Sub-Committee

- Terri Thompson - CRCOG
- Sgt. John Acampora – CT State Police

Vision Zero Council – Enforcement

Recommendation #1 - Support the continued implementation of the Automated Work Zone Safety Enforcement (AWZSE) program as it currently stands and expand it to add additional programming.

Recommendation #2 - Establish and support a dedicated traffic court for all motor vehicle citations.

Recommendation #3 - Review and revise current statutes related to the use of cannabis while operating a motor vehicle.

Recommendation #4 - 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.

Recommendation #5 - Re-submit the proposal (Originally proposed in 2023) to enact a helmet law for all operators of motorcycles, as seen with surrounding States.

Recommendation #6 - Continue to support the Department of Transportation's submission related to the Open Container Law.

Vision Zero Council – Enforcement

Recommendation #7 - Resubmit the following two bills:

1. Subst. Senate Bill No. 424 - *An Act Reducing The Blood Alcohol Limits For Impaired Driving And Boating*
2. Subst. Senate Bill No. 423 -*An Act Improving Highway Safety By Prohibiting Driving While Ability Impaired And Studying Methods To Detect Cannabis-Impaired Driving.*

Recommendation #8 - As was submitted in the June 20th Report Out to the Council, the Vision Zero Enforcement Subcommittee would also like to have the Council pursue the following:

1. *Blood and saliva testing and E-warrants* - There is a pilot program and request Council to have further dialogue to discuss pilot program and concerns before recommend policy or law. Include community groups and DPH into the conversation on blood draws to clear up misinformation and understand the concerns.
2. Propose a joint meeting of the Vision Zero Council and the SHSP Executive Committee to make sure aligned with actions for improving road safety.
3. Recommendation to Council to assist in engaging insurance companies to discuss concerns on highway safety; the effects of current laws, technology, and liability.

Vision Zero Council – Engineering Sub-Committee

- Natasha Fatu - CTDOT
- Charles Harlow – Fuss & O'Neill

Vision Zero Council – Engineering

- **Requiring a Complete Streets Plan**
 - Each Municipality would be required to have a Complete Streets Plan in order to be eligible for certain State funding programs/grants.

Policy Level – State Legislature

Reason – Funding

Vision Zero Council – Engineering

- **Designation of Safety Corridors**
 - **CTDOT may not have legislative authority to designate Safety Corridors on public roadways. Safety corridors require enhanced enforcement and often doubled fines for a stretch of roadway.**

Authority Level – State Legislature

Reason – Authority

Vision Zero Council – Engineering

- **Free/reduced cost for Driver's Education for new student drivers**
 - **Unlicensed and young 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.**

Authority Level – State Legislature

Reason – Funding

Vision Zero Council – Engineering

- **Funds for Vision Zero initiatives**
 - **For Vision Zero initiatives, which leads to safer, more equitable roadways for all road users.**

Authority Level – State Legislature

Reason – Funding

Vision Zero Council – Engineering

- **Support and Endorse**
 - **Requiring use of a Motorcycle Helmet while riding a motorcycle.**
 - **Reducing the BAC Level to 0.05 from 0.08.**

Vision Zero Council – Education Sub- Committee

- Ernie Bertothy - DMV
- Shaun Formica – DMV
- Amy Watkins – Connecticut Children's

Education Subcommittee

Progress Updates:

- Vision Zero School of Distinction – event was held on September 13; 4 schools were recognized
- DMV Video - Work is being done on the Vision Zero public act license renewal video (the work is nearing completion)



Education Subcommittee

Meetings were held May 1 and September 11

Major Topics Discussed:

- Driver's education
- Driver re-testing
- Blood draw to check for impairment – would this need an education component for public to understand?
- Impacts of RX drugs on driving safety



Policy Recommendations

From the Education Subcommittee to the
Vision Zero Council

Education
Subcommittee
Vision Zero Council

Recommendation #1

Update the Vision Zero Program of Distinction language

Rationale: This new program was created in 2023 (Public Act No. 23-116) based on our committee's recommendation. The first year of implementation brought to light that some changes to the language of the law that would be helpful to better fit the program. The new recommended language has been provided to the Council.

Recommendation #1

AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE VISION ZERO COUNCIL.

Sec. 3. (NEW) (Effective from passage) The Department of Transportation, in consultation with the State Board of Education and the Department of Motor Vehicles ~~through the Vision Zero Education Subcommittee~~, upon receipt of a request by a ~~public school representative employed by a local or regional board of education~~ ~~or a representative employed by a nonpublic school~~, shall award an exemplary "Vision Zero" program distinction. ~~Program Distinction shall be awarded to those public school districts or nonpublic schools local and regional boards of education that offer a program that provides students in grades Kindergarten six to twelve, inclusive, with opportunities to learn about roadway safety, pedestrian safety, and/or bicycle safety aligned with the mission of the Vision Zero Council, established pursuant to section 13b-23b of the general statutes. and the importance of practicing safe driving habits and learning pedestrian safety skills. Such opportunities may include, but need not be limited to, classes, extracurricular activities, presentations, symposiums, peer-to-peer education, parent involvement and parenting education and outreach. A school representative or local or regional board of education may submit, at such time and in such manner as the Department of Transportation prescribes, a request for such distinction by providing details about program to the department. to the Department of Transportation shall make information about the distinction available on the department's Safe Routes to School Program Internet web site.~~

Recommendation #2

Fund a research position that can use data to inform policy recommendations

Rationale: The committee has identified issues that could be addressed with policy recommendations but we feel these should be informed by data and national best practices.

Proposal idea: Fund a researcher (possibly situated at UConn's T2 Center) who can gather and analyze data on the issues that surface by the Vision Zero Council and its subcommittees. This information can be used to inform policy recommendations and to evaluate implemented policies.

Recommendation #2

Research would be helpful for understanding:

- Delinquent vehicle registrations and insurance – What is driving this and what are the best practices for addressing it?
- Window tinting (especially front windshield) – What are the regulations and current enforcement efforts? What are national best practices? How can this be addressed?
- Driver retesting – How do other states handle aging drivers? How do they address training on new laws and infrastructure?



**ROAD TO
SAVING LIVES**

Recommendation #3

(not a legislative ask but a recommendation to DMV)

Review of Driver Test Questions

Rationale: The driver's test should include questions on recent driving policies and new road infrastructure.

Proposal idea: As a directive to the DMV, we would like to see questions on the driver's test reviewed and revised to ensure inclusion of new infrastructure and policies, especially as they relate to pedestrian and bicyclist safety.



Recommendation #4

(not a legislative ask but a recommendation to DMV)

Review of Driver's Education Program

Rationale: Driving schools should be monitored specifically to ensure that the most current materials are being utilized and instructors are up to date on new laws and infrastructure.

Proposal idea: As a directive to the DMV, we recommend that the current process and curriculum be evaluated to ensure we are educating young drivers to the best of our ability. There are concerns that relying on Zoom classes where children get the answers provided to them is not an effective way to educate them.



**ROAD TO
SAVING LIVES**

Recommendation #5

(not a legislative ask but a recommendation to DOT)

Increase community education on new policies and infrastructure

Rationale: There is concern that once people get their driver's license, there are few, if any, opportunities for them to be educated about new policies and infrastructure.

Proposal idea: Increase public announcements/promotions regarding changes in driving laws and new infrastructure. This can be in the form of more advertisements, both digitally and otherwise, that reach the public about important new information. For example, a video on roundabouts and how to use them (since they are becoming more popular), flashing yellow arrows, and concurrent signaling.

Recommendation #6

Child passenger safety

We support adding a permanent line item to the State's budget for car seats for families in need.

Rationale: It is vital that we get this as its own stand alone funding (not part of a larger DOT or other state agency budget) so it would not risk being cut or lack sustainability.

The car seat distribution program that is proposed includes parent education on proper car seat usage to ensure children are safety and correctly restrained. This program also addresses the need for equity in child passenger safety, since low-income families and families of color are less likely to have access to the proper child safety seat.



**ROAD TO
SAVING LIVES**

Recommendations of other subcommittees

We support the following recommendations brought forth by the other subcommittees:

(TBD pending the announcement of other subcommittee recommendations)



**ROAD TO
SAVING LIVES**

Vision Zero Council – Equity Sub-Committee

- Katherine Hedberg -
CTDOT
- Alec Slatky – AAA
Northeast

Vision Zero Council – Equity

Recommendations of the Equity Subcommittee

- **Recommendation #1 (to legislators, DOT):** dedicated line item in State budget for car seat distribution program
- **Recommendation #2 (to legislators, DOT):** increase funding for Community Connectivity Grant Program, with focus on safety
- **Recommendation #3 (to Judicial Branch):** investigate possibility of including community service as part of a disposition for certain traffic cases

Vision Zero Council – Equity

Cross-endorsements of / comments on other subcommittee's recommendations

- **Support** updating Vision Zero Program of Distinction language
- **Support** having researcher coordinate with Vision Zero Council and subcommittees
- **Support** continued review of driver education programs
- **For** police phlebotomy, have a fact sheet for public education purposes about how the program works

Vision Zero Council – Equity

ADA 34TH CELEBRATION & OUTDOOR CLASSROOM EVENT

JOIN CTDOT, ADA COALITION OF CONNECTICUT, CITY OF NEW BRITAIN, WTS CT, ITE CT AND THE T2 CENTER FOR AN ANNIVERSARY CELEBRATION EVENT TO MARK 34 YEARS OF ADA AND KICK OFF OCTOBER AS NATIONAL DISABILITY EMPLOYMENT AWARENESS MONTH.

THIS EVENT WILL BREAK DOWN CLASSROOM WALLS AND OFFER AN OUTDOOR EXPERIENCE FOR PARTICIPANTS TO HEAR HOW INDIVIDUALS ARE IMPROVING ACCESSIBILITY WITHIN THEIR COMMUNITIES' PUBLIC RIGHT-OF-WAY.

HEAR UPDATES FROM THE FEDERAL, STATE AND LOCAL LEVELS INCLUDING CITY OF NEW BRITAIN'S INITIATIVES. THE EVENT ALSO INCLUDES TABLE EXHIBITS WITH TITLE II REQUIREMENTS, RESOURCES AND HANDS-ON ACTIVITIES INCLUDING DEMONSTRATION FOR INSPECTING PEDESTRIAN FACILITIES SUCH AS CURB RAMPS AND SIDEWALKS AND EXPERIENCE A SMALL GLIMPSE OF CHALLENGES FACED BY PEOPLE WITH DISABILITIES EVERY DAY.

**2 PDH credits
available from ITE**

PHIL MAGALNICK
KEYNOTE SPEAKER

Accessibility Advocate

Co-Chair, Stamford ADA Advisory Council

Chair, State of CT Rehabilitation Council, ADS-BESB
Councilman, State of CT Public Transportation Council

Member, Stamford Vision Zero Task Force

Member, Stamford IDEAS Committee

Member, PEL for the I-95 redevelopment through Stamford

WEDNESDAY 10/2
9:30-11:30 AM

WALNUT HILL PARK
DARIUS MILLER BANDSHELL
NEW BRITAIN, CT

*IN EVENT OF RAIN EVENT IS SCHEDULED TO BE MOVED
INDOORS AT CTDOT HEADQUARTERS*

VISIT WEBSITE FOR REGISTRATION AND ADDITIONAL DETAILS
WWW.WTSINTERNATIONAL.ORG/EVENTS/ADA-34TH-ANNIVERSARY-CELEBRATION

Celebrate. Learn. Share
ADA34 ★ ★ ★ ★ ★
★ 1990 - 2024 ★ ★ ★ ★ ★
Americans with Disabilities Act



**VISION
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Vision Zero Council – Other Business

- **Additional Sub-Committee
Areas of Focus**
- **UConn T2 – Nighttime
Visibility for Safety**

Vision Zero Council – Other Business

- VZ Schools of Distinction Awards



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Vision Zero Council – Next Steps

- **Future Meeting Dates:**
 - **12/10/24 - Reschedule**

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