

January 19, 2022

10:00a.m. – 12:00p.m.

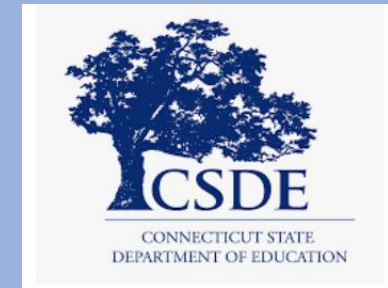
Vision Zero Council



Vision Zero Council - Agenda

- I. Committee Chair Welcome and Introductions
 - II. Adoption of 11/22/21 Meeting Minutes
 - III. 2021 Roadway Fatality Numbers - Update
 - IV. Federal Partners and Vision Zero – FHWA & NHTSA presentation
 - V. Interagency Policy
 - a. Updated timeline
 - b. Discussion of draft policy
 - VI. Vision Zero Website – updates and input needed
 - VII. Committee Organization
 - a. Recruitment – ways to join a VZC subcommittee
 - VIII. Administrative Items
 - IX. Next Meeting – date and topics
 - X. Public Comment
 - XI. Adjourn
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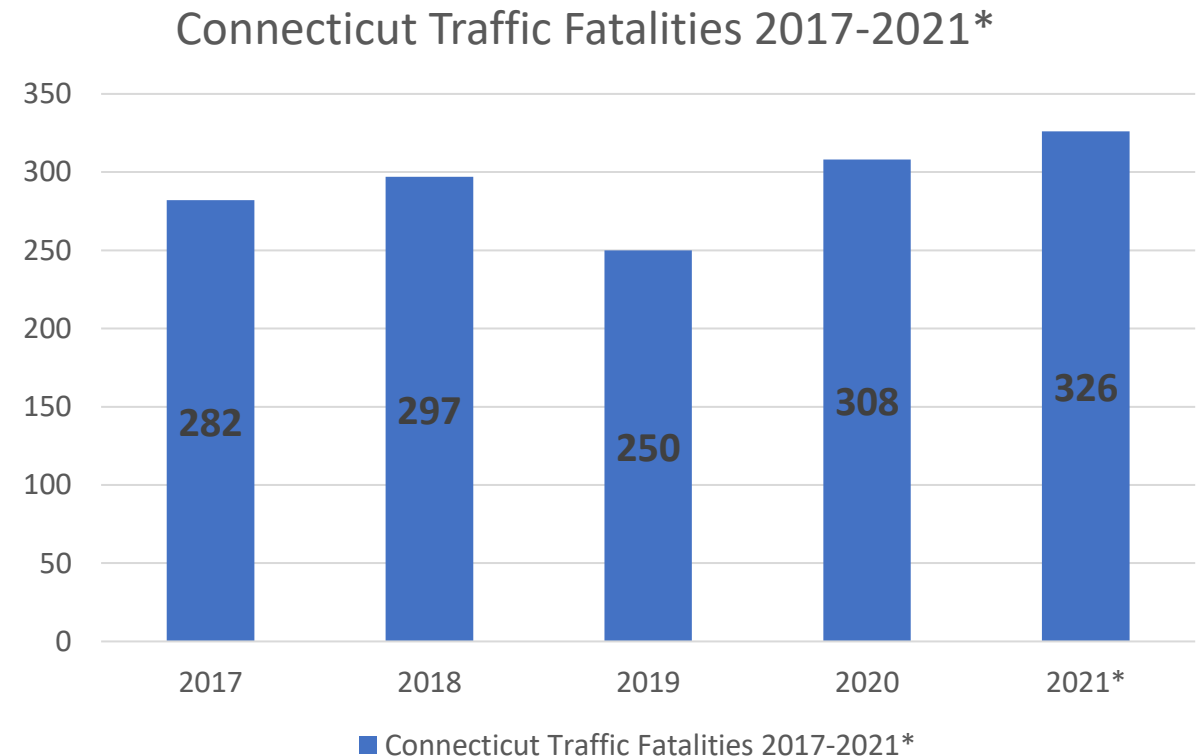
Welcome and Introductions



Adoption of 1.19.22
meeting minutes

Vision Zero Council - 2021 Traffic Fatality Update

CONNECTICUT						
6 Year Fatality Comparisons 2016 - 2021						
January 1 st – December 31 st						
Victim Classification	2016	2017	2018	2019	2020	2021
Driver/Passenger	186	170	185	141	166	197
Pedestrian	65	51	61	55	62	58
Pedal cyclist	7	3	1	3	5	3
Motorcyclist	50	55	49	49	65	62
Other	1	3	1	4	3	6
Total	309	282	297	250	301	326



Vision Zero Council – Federal Partners



Amy Jackson-Grove

Division Administrator, FHWA Connecticut Division



Richard Simon

Regional Administrator, NHTSA Region 2

ZERO IS OUR
GOAL
A SAFE SYSTEM IS HOW WE GET THERE

Vision Zero Implementation & FHWA and NHTSA Technical Assistance

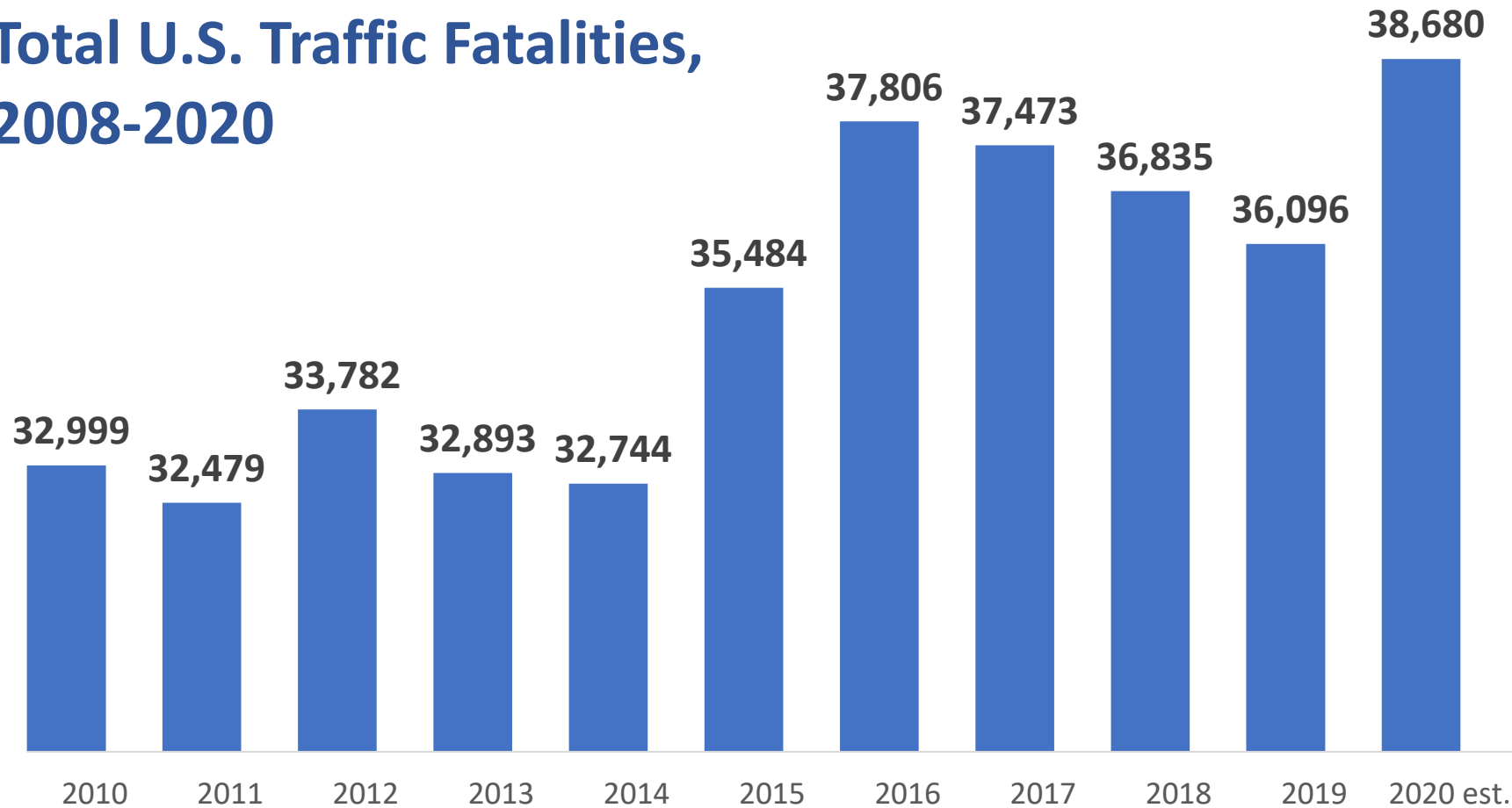


U.S. Department
of Transportation



How Do We Reach Zero Deaths?

Total U.S. Traffic Fatalities, 2008-2020



Source: NHTSA



Source: Fehr and Peers

What is Vision Zero?



ZERO IS OUR
GOAL



A SAFE SYSTEM IS HOW WE GET THERE

Vision Zero



“Vision Zero is not a slogan or a tagline. It’s a fundamental **shift** in how we approach traffic safety. It's based on Safe System principles, starting with the ethical imperative that **everyone has the right to move safely** in their communities. It means using the most effective and equitable solutions to prioritize safe mobility for all.”

Leah Shahum, Vision Zero Network Founder and Executive Director

Business NOT as Usual

- Change how we look at the problem
- Change how we determine solutions
- Double down on what works



Source: City of Carmel, IN

What Change?

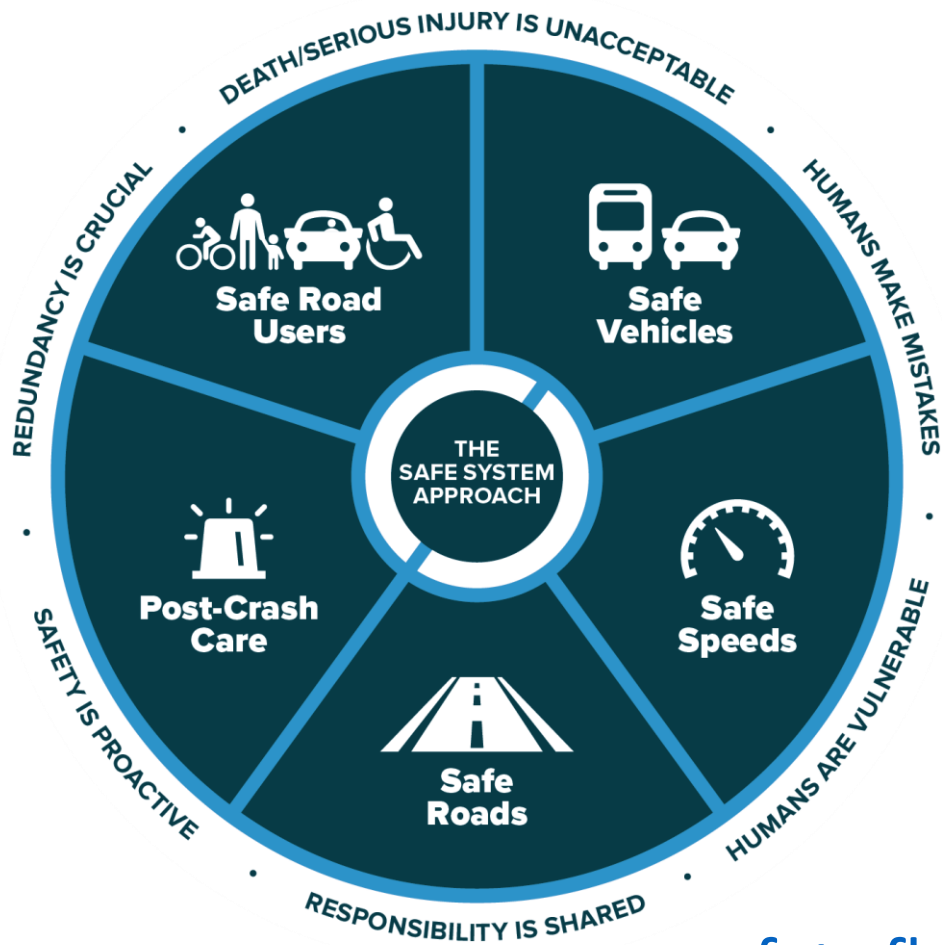
“How we approach traffic safety”

- **Understand** road users’ abilities and needs
- **Design and operate** for all road users and accommodating human tolerance to crash impacts



Source: Fehr & Peers

Change - Safe System Approach



Source: FHWA

THE SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we get there.

safety.fhwa.dot.gov/zerodeaths/zero_deaths_vision.cfm

Safe System Elements



Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.



Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.



Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.



Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.



Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

Safe System Approach



THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

Traditional

Prevent crashes



Improve human behavior



Control speeding



Individuals are responsible



React based on crash history



Safe System

Prevent deaths and serious injuries

Design for human mistakes/limitations

Reduce system kinetic energy

Share responsibility

Proactively identify and address risks

Change - Safety Culture

The **shared values, actions, and behaviors** that demonstrate a **commitment to safety over** competing goals and demands.

IT'S NO ~~ACCIDENT~~

IT'S A **CRASH**

Source: FHWA

Change - Equity



“...It's [Vision Zero] based on Safe System principles, starting with the ethical imperative that **everyone has the right to move safely** in their communities. It means using the most effective and equitable solutions to prioritize safe mobility for all.”

Leah Shahum, Vision Zero Network Founder and Executive Director



Source: FHWA

Double Down on What Works – FHWA Countermeasures



- [Proven Safety Countermeasures](#) (updated)
- [Focused Approach to Safety](#) (updated)
- [Every Day Counts](#)
 - [EDC Safety Summit Series](#)

Every Day Counts
Innovation for a Nation
on the Move

Safety Summit Series
Every Wednesday in Sept., 2021

Other FHWA Resources

- Safety Culture
 - Self-Assessment (under development)
- Vision Zero
 - VZ reports and success stories
 - Safe System Approach materials
 - Community of Practice web page (under development)
 - Community Pairing Pilot
 - Peer exchanges
 - Webinar series

The collage features several FHWA resources:

- Walking Audits — Broward County, Florida** (July 2020 | FHWA-SA-20-030): A success story detailing partnerships and public engagement. It lists key successes such as establishing a partnership with AARP and developing a unique perspective on planning, designing, and operating streets for people of all ages and abilities.
- Speed Management Projects — West Palm Beach, Florida** (July 2020 | FHWA-SA-20-034): A success story focusing on infrastructure. It highlights key successes like an 18% reduction in vehicle/pedestrian crashes, a 35% decrease in pedestrian/bike crashes, a 55% decrease in serious injury crashes, and a 33% decrease in fatal crashes.
- Strategies to Coordinate Zero Deaths Efforts for State and Local Agencies**: A document with a cover image showing a stop sign and a road sign that says "IT'S TIME FOR A FRESH APPROACH".
- THE SAFE SYSTEM APPROACH**: A circular infographic with "THE SAFE SYSTEM" at the center. It lists key elements: Safe Road Users, Safe Road Conditions, Safe Road Design, Safe Road Operations, and Safe Road Maintenance. It also includes the text "Zero is our goal. A Safe System is how we will get there." and "RESPONSIBILITY IS SHARED".
- SAFE SYSTEM PRINCIPLES**: A grid of six principles:
 - Death/Serious Injury is Unacceptable**: While no system is perfect, the Safe System approach prioritizes system users and recognizes that no one should experience either when using the transportation system.
 - Humans Make Mistakes**: People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and errors and avoid death and serious injuries.
 - Humans Are Vulnerable**: People have limits for surviving crash forces before death and serious injury occurs. Therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.
 - Responsibility is Shared**: All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.
 - Safety is Proactive**: Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
 - Redundancy is Crucial**: Reducing risks requires that all parts of the transportation system are strengthened so that if one part fails, the other parts will protect people.

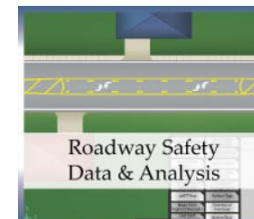
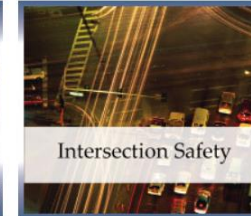
Source: FHWA

Other FHWA Resources

- [Local and Rural Road Safety Program](#)
- [Pedestrian and Bicycle Safety](#)
- [Speed Management](#)
- [FHWA Office of Safety](#)

Office of Safety

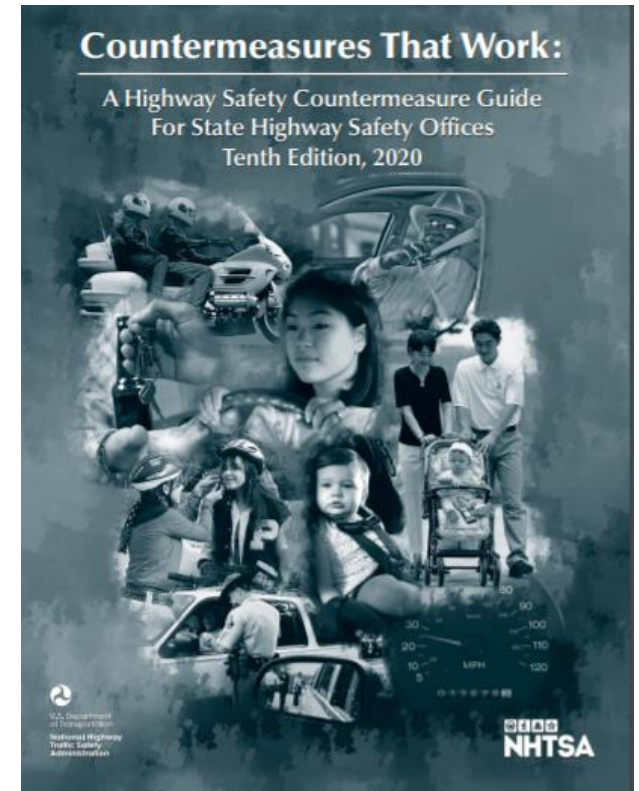
Source: FHWA



ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE

Double Down on What Works – NHTSA Countermeasures

- Countermeasures That Work
- Highway Safety Program Areas and Guidelines
- Highway Safety Program Assessments



Other NHTSA Resources

- [Highway Safety Grant Program](#)
- [Highway Safety Program Assessments](#)
- [Communications and Outreach materials](#)
- [Fatal Analysis Reporting System \(FARS\)](#)
 - [State Traffic Safety Information \(STSI\)](#)
 - [Fatality and Injury Reporting System Tool \(FIRST\)](#)



Other NHTSA Resources



- **Community Traffic Safety Programs: Adopting a public health/injury prevention approach**
 - Problem identification with both crash and demographic data
 - Community assessments with a strong equity lens
 - Non-traditional stakeholder organizations
 - Culturally informed education, outreach and messaging
 - Best practices for meaningful community engagement and evaluation



Contact

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NHTSA Region 2
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ZERO IS OUR
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Vision Zero Council - Interagency Policy

PA 21-28 requires:

- The council shall submit the state-wide policy and interagency approach and any other recommendations to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, in accordance with the provisions of section 11-4a of the general statutes.

Draft policy:

- Should be high level in first year to allow the council and subcommittees room to expand work
- Should follow proven Vision Zero strategies
- Should reflect the missions and duties of state agencies who sit on the council

Vision Zero Council - Interagency Policy

Policy Research:

- Surveyed various Vision Zero communities, their policies, frameworks and action plans
- Identified common themes shared across Vision Zero communities for best practices
- The Vision Zero Network provides a good outline for a policy framework CT

Policy Framework:

- Political Commitment
- Equity
- Development of an Action Plan
- Cooperation and Collaboration
- Safe Systems Approach
- Data Driven Analysis
- Transparency

Vision Zero Council – Website

- Documentation of all VZC activity
- Past meetings and minutes
- Although the content here is currently administrative, this site will serve as a resource for all things CT Vision Zero in the future
- [CT Vision Zero Website](https://portal.ct.gov/DOT/VisionZeroCouncil)
 - (<https://portal.ct.gov/DOT/VisionZeroCouncil>)

The screenshot shows the website for the Vision Zero Council of Connecticut. At the top, there is a red banner with a warning icon and text: "COVID-19: Get the latest updates on COVID-19 at [ct.gov/coronavirus](https://portal.ct.gov/coronavirus). Find a vaccination site near you at [ct.gov/covidvaccine](https://portal.ct.gov/covidvaccine)." Below this is a blue header with the "ct.gov" logo, "Connecticut's Official State Website", a search bar, and a "Language + Settings" button. The main header features the Connecticut Department of Transportation logo and a background image of a train and a bus. Below the header, the breadcrumb trail reads "CT.gov Home / Department of Transportation / Vision Zero Council".

The left sidebar contains a navigation menu with the following items:

- A to Z Index
- About CTDOT
- CTDOT Fast Facts
- Highways and Bridges
- Transit – Bus, Train, Ferry
- Bicycles and Pedestrians
- Road Signs, Pavement Markings, Signals
- Environmental Planning
- Major Projects
- Traffic Count Data
- Traveling in Connecticut
- CTDOT COVID-19
- Contact Us

The main content area features a banner for the "VISION ZERO COUNCIL OF CONNECTICUT" with the tagline "A STATEWIDE PARTNERSHIP WORKING TO REDUCE PEDESTRIAN DEATHS". Below the banner is a grid of navigation buttons: "WHAT IS VISION ZERO", "WHY IS IT NEEDED", "WHO WE ARE", "HOW TO CONTACT US", "MEETING SCHEDULES", "MEETING MINUTES", "RESOURCES AND NEWS", and "HOME PAGE".

What is the Vision Zero Council?

The **Vision Zero Council** is an interagency work group tasked with developing statewide policy to eliminate transportation-related fatalities and severe injuries involving pedestrians, bicyclists, transit users, motorists, and passengers.

The Council was established in 2021 by the Connecticut General Assembly as part of [Public Act 21-28](#), a landmark transportation safety bill.

Vision Zero Council – Website

- Input needed

- Data but from multiple agencies – not just DOT perspective

- “Why is it needed”



[CT.gov Home](#) / [Department of Transportation](#) / [Vision Zero Council](#)



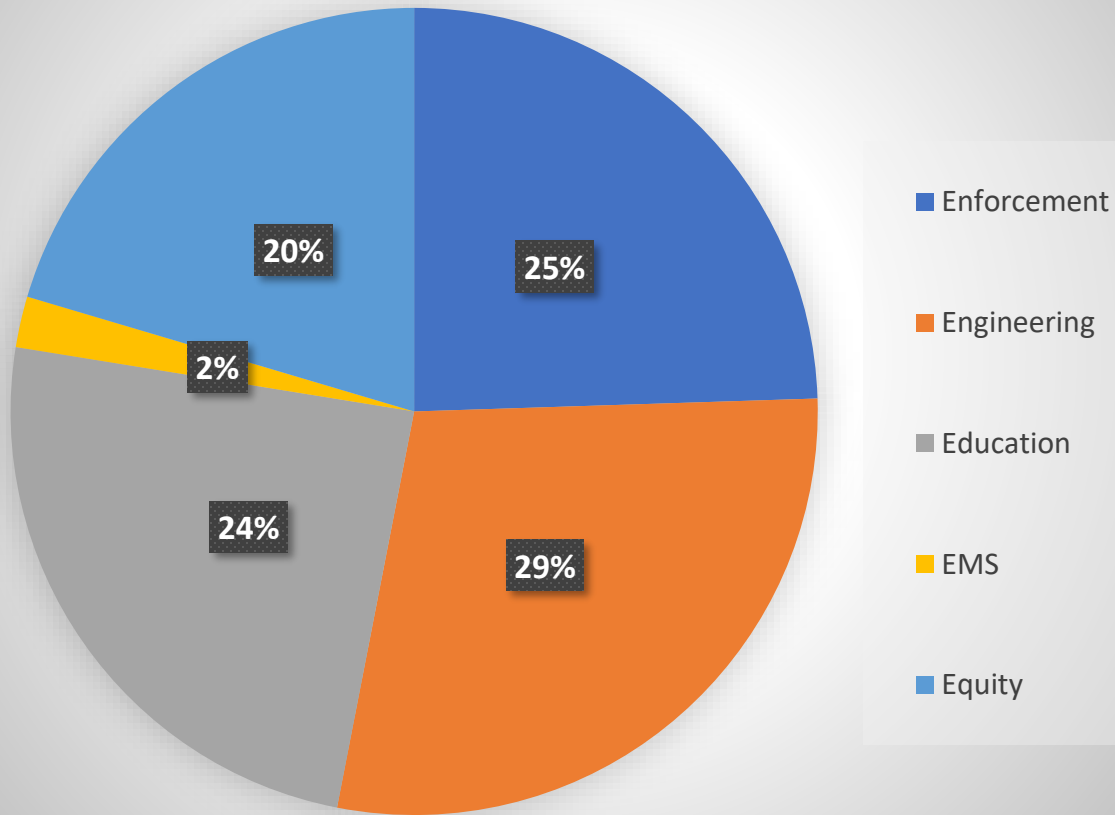
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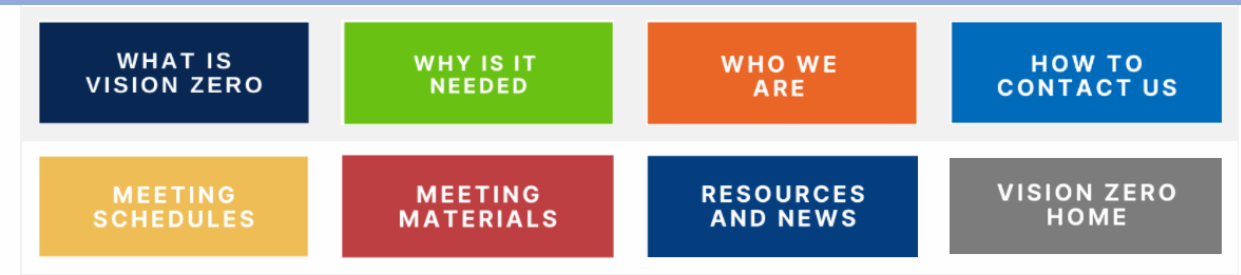
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Vision Zero Council – Committee Organization

Subcommittee Group



- Thank you for submissions received
- Subcommittee survey form still available on VZC website



How to Contact Us?

Please send an email with your questions, concerns, or suggestions to: CTVisionZero@ct.gov.

To be considered for participation for a **VZC subcommittee**, please fill out and submit this [form](#).

- Further discussion during March meeting

Vision Zero Council – Administrative Items

- Next Meeting(s)
 - 2/16/22 – Adoption of Interagency Policy
 - 3/22/22 – Subcommittee formation and Goals
- Other Administrative items



Vision Zero Council – Public Comment

- Please raise hand or use Q&A box