



Vision Zero Council

9/19/23

10:00a.m.-12p.m.



Vision Zero Council - Agenda

- I. Committee Chair Welcome and Introductions
- II. Adoption of 6/6/23 Meeting Minutes
- III. Driver Alcohol Detection System for Safety (DADSS) Presentation
 - a. Questions from Council
- IV. DOT Update – Complete Streets Controlling Design Criteria
- V. P.A. 23-116 – Council Update
- VI. Sub-Committee Update:
 - a. Sub-Committee Updates Presented to Council
 - b. Council Guidance to Sub-Committees prior to next VZC meeting
- VII. Next Meeting – dates and potential topics for future 2023/2024 VZC meetings
- VIII. Public Comment
- IX. Adjourn

Welcome and Introductions



Adoption of 6.6.23 Meeting Minutes



Driver Alcohol Detection System for Safety

- Robert Strassburger,
AUTOMOTIVE COALITION FOR TRAFFIC
SAFETY, INC. President & CEO



DADSS PROGRAM & DRIVEN TO PROTECT | CONNECTICUT INITIATIVE

Briefing for the Vision Zero Council
Tues., 19 September 2023

DADSS PROGRAM

A PUBLIC-PRIVATE PARTNERSHIP

MISSION & STRUCTURE

DADSS PROGRAM



- To help prevent alcohol-impaired driving and the associated deaths, injuries, and family grief, the **DADSS Program** is researching and developing a first-of-its-kind alcohol detection technology for integration into new motor vehicles that will passively detect when a vehicle operator is impaired with an alcohol concentration at or above the applicable legal limit and will prevent the vehicle from moving.
- The Program is authorized by the U.S. Congress. It brings together the U.S. Department of Transportation's **National Highway Traffic Safety Administration ("NHTSA")**, the federal entity in the U.S. that regulates the safety performance of motor vehicles, and the **Automotive Coalition for Traffic Safety ("ACTS")**, a 37-year-old Virginia nonprofit, which pursues its mission with the support of the world's leading light car and truck manufacturers. ACTS manages this partnership pursuant to a cooperative agreement with NHTSA.
- The Program is comprised of two initiatives: the **DADSS Research Initiative** which is developing the DADSS technology; and the **Driven to Protect Initiative** which is developing consumer awareness, acceptance, confidence, and trust in the DADSS technology in sync with its technological readiness by conducting on-road trial deployments of the technology, among other things.

TECH DEVELOPMENT + USER ACCEPTANCE DADSS PROGRAM ELEMENTS



DADSS Program

Program Management
Technology Licensing



DADSS Research & Dev.

Technology R & D
User Acceptance



Driven to Protect Initiative

Trial Deployments
Social Acceptance

TECHNOLOGIES UNDER DEVELOPMENT

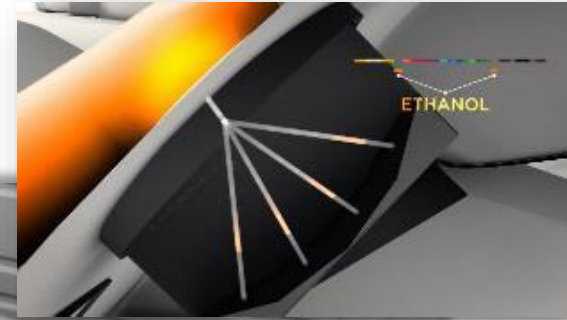
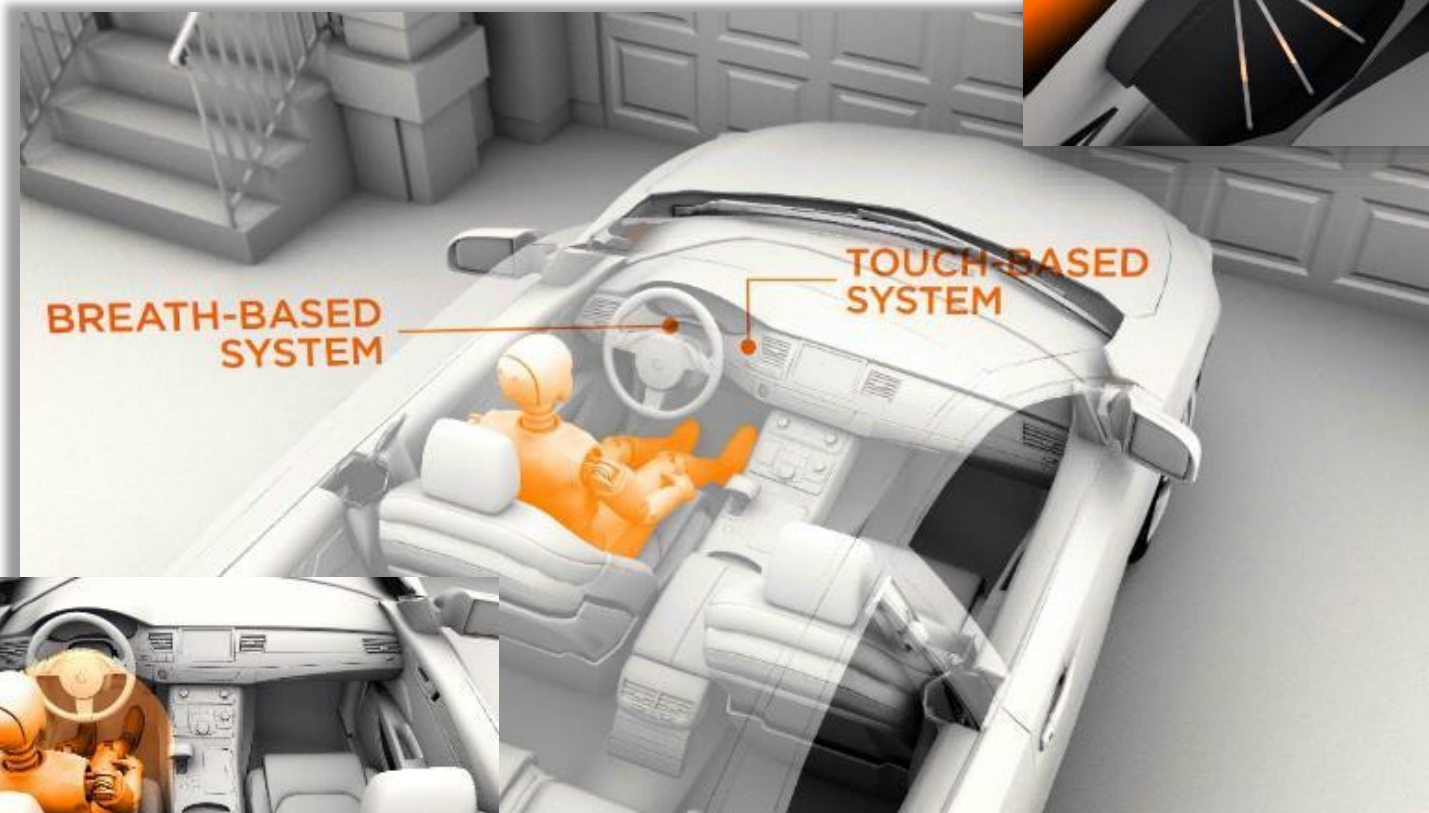
DADSS PROGRAM



- Two technology approaches are being developed both of which use infrared spectroscopy to measure a driver's alcohol concentration.
 - The **DADSS Touch sensor** measures the blood alcohol concentration (“**BAC**”) in the capillary blood in the dermis layer of the skin on the palmer side of a driver's hand. The driver touches a pad with an optical module, located in the steering wheel or ignition switch, and a near infrared light (“**NIR**”) shines into the driver's skin. The portion of the NIR light that is reflected back is collected by the touch pad. This light transmits information about the skin's chemical properties, including the concentration of alcohol present.
 - The **DADSS Breath sensor** uses detectors that simultaneously measure the concentrations of alcohol and carbon dioxide (“**CO₂**”) in a driver's exhaled breath. The concentration of CO₂ in the breath provides an indication of the degree of dilution of the alcohol concentration. The diluted breath is drawn into a measurement cavity where optical detectors measure the amount of mid-infrared light (“**MIR**”) absorbed by the alcohol and CO₂. Using these measurements, the driver's breath alcohol concentration (“**BrAC**”) is calculated.

INFRARED SPECTROSCOPY DADSS TECHNOLOGIES

The **Breath System** measures the alcohol in a driver's naturally exhaled breath. A small sensor compares the amount of carbon dioxide molecules with alcohol molecules in the driver's breath using infrared light.



DRIVEN
TO
PROTECT
POWERED BY DADSS



The **Touch System** measures the blood alcohol concentration under the skin's surface by shining an infrared-light through the fingertip or the palm of the driver.

DRIVEN TO PROTECT
POWERED BY DADSS

INTELLECTUAL PROPERTY

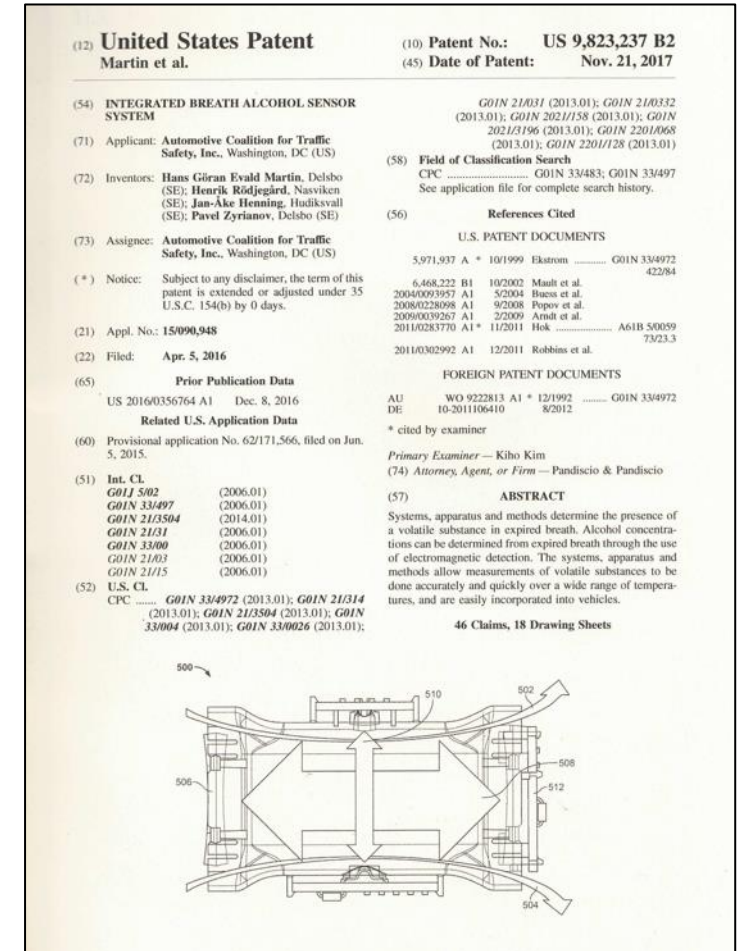
DADSS TECHNOLOGIES



Patent Portfolio (as of 28 FEB 2023)

IP Type	Issued	Pending
DADSS Touch System	8	26
Laser Technology	7	20
DADSS Breath System	23	63
Driver Detection System	4	0
Voice User Interface	1	9
TOTAL	43	118

- ACTS, a 501(c) nonprofit, seeking patents in the major regions where motor vehicles are manufactured*
- ACTS will license DADSS technologies on the same terms as ACTS funders, to any entity with the capability of manufacturing, deploying, warranting and supporting DADSS Technologies



REFERENCE DESIGNS

DADSS TECHNOLOGIES



- ACTS will not manufacture or sell the DADSS technology. ACTS has established an open licensing process for all DADSS **“Reference Designs”**
- A DADSS Reference Design for commercial licensing includes schematics, specifications, minimum hardware requirements, and other documentation for the DADSS sensor being licensed
- The Reference Design supports the development of next generation products using DADSS technology
- **“Open Licensing”** means the technology will be made available, on the same terms, to any automaker or safety system supplier interested in installing the technology into their vehicles or products
- The development cadence of the planned DADSS technology Reference Designs on the following slides

BREATH SENSOR DEVELOPMENT TIMELINE



BREATH SENSOR	[Completed] GEN 3.3	B-Sample GEN 4.0	C-Sample GEN 4.0	Ref. Design GEN 4.0
METRIC	2021**	2023	2024	2025
Program Target Completion Date*	2021**	2023	2024	2025
Market Application	Fleet vehicles & accessory sales	Development	Consumer vehicles	
Vehicle Integration	After mass production (Upfitter or dealer installed)	Benchtop and Test Vehicle	During mass production; fully integrated system	
Alcohol (Ethanol) Set Point	0.02%	0.05 or 0.08%		
Operating Characteristics	Contactless, Directed-breath, single IR channel	Contactless, Passive-breath, dual IR channel		

*The time for integrating a DADSS sensor into a finished product will vary by the type of product and the product-level validation and verification necessary. In all instances, this is likely to be at least 18 to 24 months or longer.

** GEN 3.3 Breath Sensor Reference Design released for open licensing for use in commercial vehicles in December 2021.

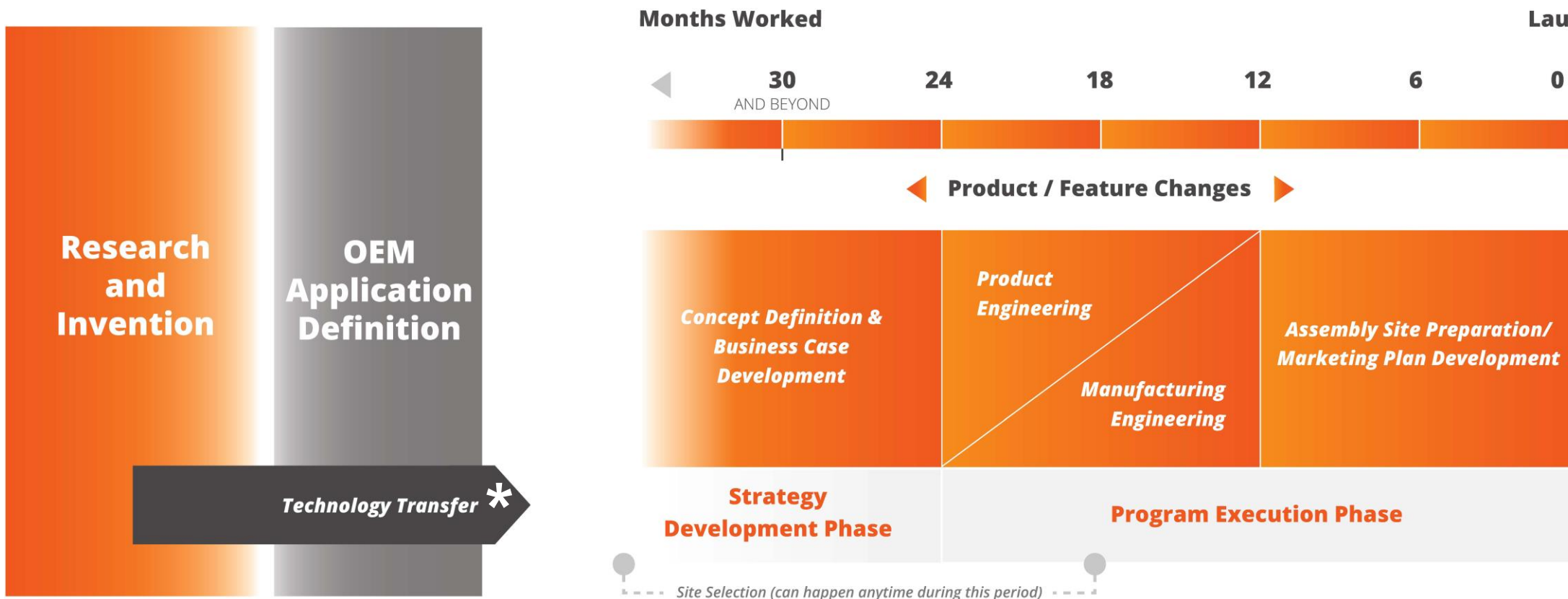
TOUCH SENSOR DEPLOYMENT TIMELINE



TOUCH SENSOR	Completed Benchtop Unit	Functional Sample Radiant	A-Sample Radiant	B-Sample Radiant	C-Sample Radiant
METRIC					
Program Target Completion Date*	2022	2023	2024	2025	2027
Market Application	Development				Consumer Vehicles
Vehicle Integration	Benchtop	Benchtop or Test Vehicle			Series Production
Alcohol (Ethanol) Set Point	Up to 0.12%			0.05 or 0.08%	
Operating Characteristics	Passive, tunable single laser, registered user		Passive, compact tunable multi-laser, registered user		PIC, universal user

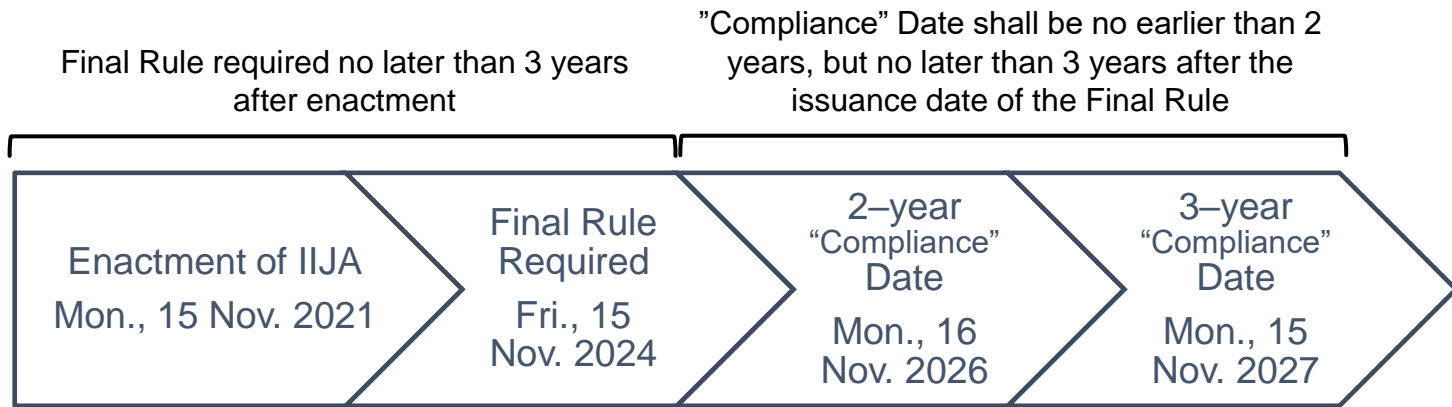
*The time needed by an OEM for integrating a DADSS sensor into a finished product will vary by the type of product and the product-level validation and verification necessary. In all instances, this is likely to be at least 18 to 24 months or longer for vehicle manufacturers.

AUTOMOTIVE PRODUCT DEVELOPMENT TECHNOLOGY TRANSFER



IIJA/BIL* MANDATED RULEMAKING TIMELINE

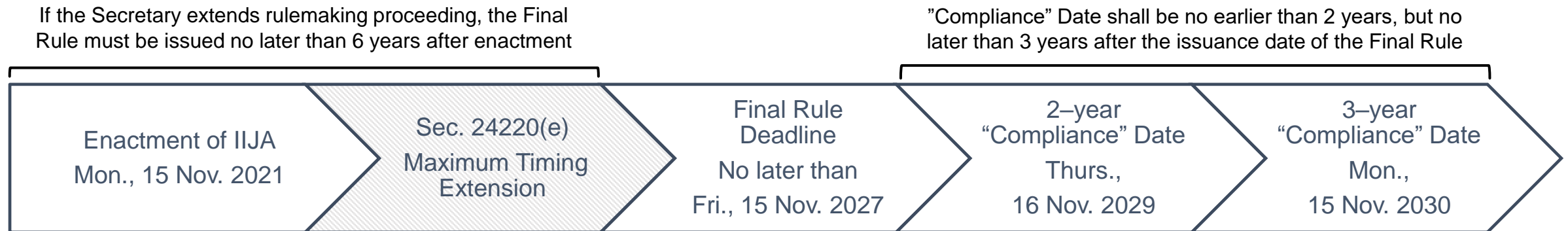
U.S. POLICY DRIVER



NOTES:

[1] An FMVSS prescribed pursuant to 49 U.S.C. 30111 may not become effective before the 180th day after the standard is prescribed or later than one year after it is prescribed. The effective date is not the standard's issuance date.

[2] IIJA's use of the phrase "compliance date" without an explicit allowance for a phase-in implies that 100% conformance on or after the "compliance date" is required.



IIJA/BIL MANDATED RULEMAKING REQ'MTS

U.S. POLICY DRIVER



- **Sec. 24220(b)(1)(A)**
 - Passively monitor(s) the performance of a driver of a motor vehicle to accurately identify whether that driver maybe impaired; and
 - Prevent(s) or limit(s) motor vehicle operation if impairment is detected
- **Sec. 24220(b)(1)(B)**
 - Passively and accurately detects whether the blood alcohol concentration of a driver of a motor vehicle is equal to or greater than 0.08%; and
 - Prevent(s) or limit(s) motor vehicle operation if blood alcohol concentration above the legal limit is detected
- **Sec. 24220(b)(1)(C)**
 - A combination of systems described in (A) and (B)



ESTIMATED SAFETY BENEFITS DADSS TECHNOLOGIES



- Each year in the United States, alcohol-impaired driving claims over 12,000 lives and costs the U.S. approximately \$296 billion—It is the country's #1 traffic safety problem for over a quarter century
- Deploying DADSS technologies capable of limiting driver BACs to less than 0.08%—the legal limit in all 50 states except Utah's 0.05 limit—the estimated injury prevention and cost savings over the first 15 years are:
 - 85% of crash fatalities (>59,000) and 84 ~ 88% of nonfatal injuries (>1.25 million) would be avoided; and
 - \$342 billion in injury-related costs would be saved, with the greatest injury and cost benefit realized among recently legal drinking drivers.

SOURCES: DOT HS 813 450 and *Am J Public Health*. 2015;105:1028–1035. doi:10.2105/AJPH.2014.302445

DRIVEN TO PROTECT INITIATIVE

CONSUMER-FACING INITIATIVE USING GRANT FUNDS

PAST ATTEMPTS @ TECH INTERVENTION SAFETY TECHNOLOGY DEPLOYMENT



Safety Technology	Patent Application	Patent Granted (U.S. Patent No.)	Widespread Usage in U.S. Began	Interval between Patent & Usage
Frontal Airbag	1952	1953 (2,649,311)	Mid-1990s	Approx. +15 to 20 years*
Breathalyzer	1954	1958 (2,824,789)	Mid-1980s	Approx. +30 years
3-point Safety Belt	1959	1962 (3,043,625)	1968**	+6 years
Seat Belt Interlock	1972	1978 (4,107,645)	Outlawed in 1974***	-4 years

NOTES:

* Measured relative to 1975, when a patent was awarded for enabling technology that provided a means for (1) reliably detecting that a crash had occurred of sufficient severity, and (2) reliably triggering the deployment of the airbag. See U.S. Patent No. 3,889,130 (1975) and Patent No. 3,974,350 (1976).

** Prior to 1968, vehicle manufacturers began voluntarily installing separate lap and shoulder belts. Beginning January 1, 1968, all new cars were required to be equipped with 3-point safety belts in front outboard seating positions if the lap belt alone could not prevent occupant contact with the windshield.

*** During the height of the Watergate constitutional crisis, due to consumer backlash, the U.S. Congress was forced to rescind its seat belt interlock mandate during the first year of its implementation in vehicles. Specifically, Congress banned NHTSA from mandating seat belt interlocks or allowing them to be used to meet a safety standard and prohibited them from requiring an auditory belt reminder lasting longer than 8 seconds. See Sec. 109, Pub. L. 93-492 enacted 27 October 1974.




PAST ATTEMPTS @ TECH INTERVENTION

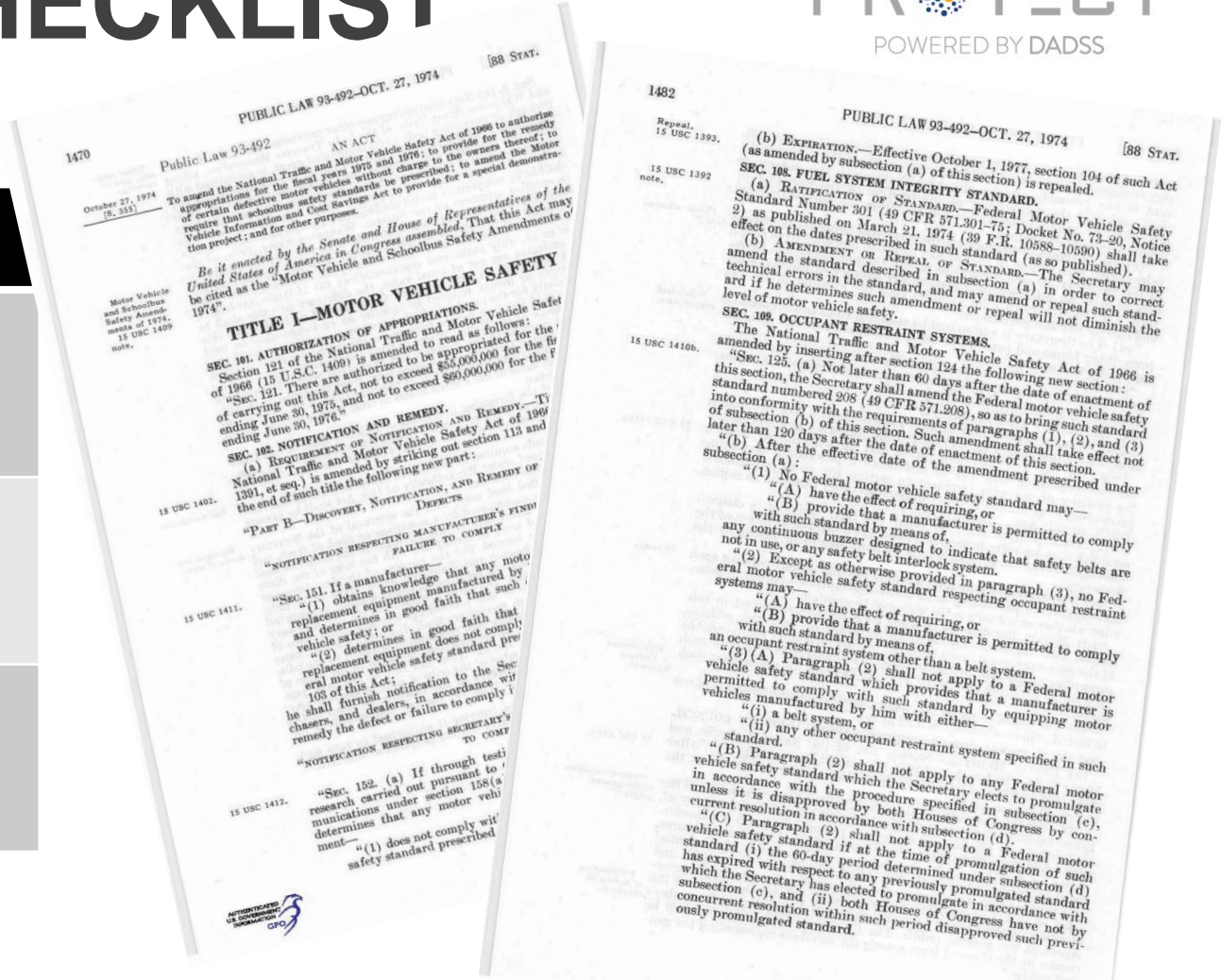
SEAT BELT INTERLOCK



- Public backlash against interlocks began as soon as the first 1974 models were sold in late 1973
- NHTSA's interlock rule mandated a specific logic circuit that activated the ignition only if the occupant went through a specific set of actions
- Public, including those that wore their seat belts, complained the systems were terribly inconvenient
- Public also outraged that the government would “require” a technology that disciplined individual actions
- One automaker studied found that 1 percent (1%) of the systems on the road failed to allow the car to be turned on even when the occupant took the appropriate steps
- May 1974 survey determined that over 40 percent (40%) of drivers of ignition interlock–equipped cars had discovered ways to disable the devices so that they could drive without wearing seat belts
- Editors of automotive magazines providing tips on how owners could disconnect the system themselves

IMPLEMENTATION CHECKLIST

Criteria	CHECK
Practicable Technology	
Regulatory Mandate	
Consumer Acceptance	



DEPLOYMENT STRATEGY

DRIVEN TO PROTECT INITIATIVE



- Focused on raising consumer awareness, acceptance (confidence and trust), and demand for DADSS technology in sync with the technology's commercial readiness
- Core program—naturalistic trial deployments of the technology in fleets
 - Stress technology under variety of environmental and operating conditions—helps refine technology
 - Test and evaluate different operating protocols—helps gauge consumer acceptance
 - Provides “success stories” that can be leveraged to build awareness and acceptance
- Provides local benefit by educating consumers about the dangers of driving after drinking and provides actionable information about how to avoid these dangers
 - In-person events
 - High School STEM Program
 - Discovery Hub Online Learning Platform

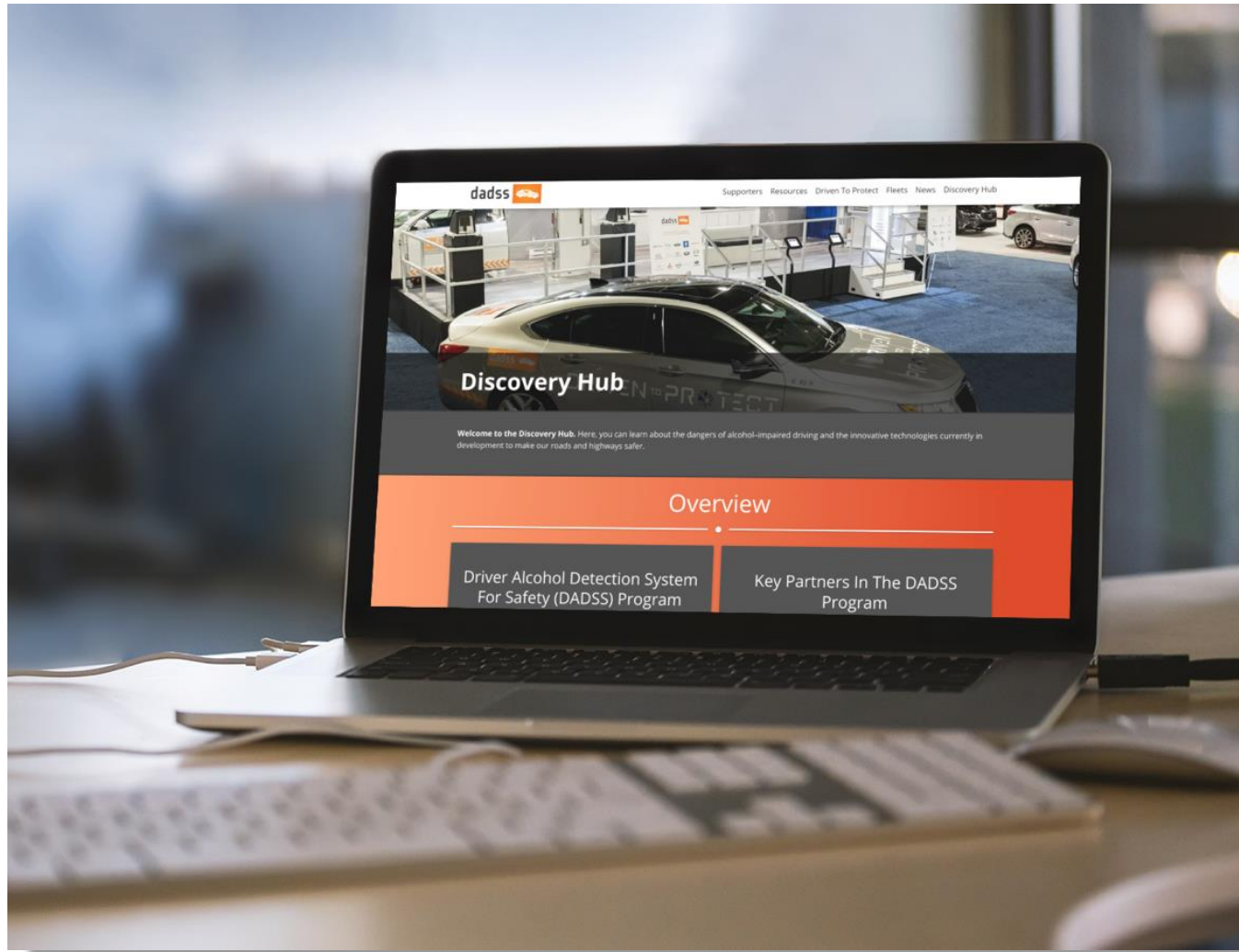


**Rentschler Field
Pratt & Whitney Stadium
Sat., 30 September 2023 @ 12:00 pm**

DRIVEN
TO
PROTECT
POWERED BY DADSS







Visit the DADSS Program
on the web @
<https://dadss.org>

Complete
Streets
Controlling
Design Criteria –
DOT Update

- Mark Carlino, Transportation Engineering Administrator, Office of Engineering



Complete Streets Controlling Design Criteria

COMPLETE STREETS CONTROLLING DESIGN CRITERIA (CSCDC)



CONNECTICUT DEPARTMENT OF TRANSPORTATION

POLICY STATEMENT

POLICY NO. EX.O-44

Date: August 21, 2023

SUBJECT: Complete Streets Controlling Design Criteria

It is the policy of the Connecticut Department of Transportation's (CTDOT)'s to provide a safe and accessible intermodal transportation network for all users. To further implement the CTDOT Complete Streets policy included in Policy No. EX.O.-31, CTDOT shall establish three (3) new Controlling Design Criteria and associated design guidance for 1) pedestrian facilities, 2) bicycle facilities, and 3) transit provisions on applicable CTDOT projects.

Together, these Controlling Design Criteria shall be collectively referred to as "Complete Streets" Controlling Design Criteria, and are defined as follows:

Pedestrian facilities may include sidewalks, shared use paths or side paths. Pedestrian facilities shall be provided on both sides of a roadway if any of the following apply:

- For all roadways in urbanized areas, urban clusters, rural town centers, or pedestrian safety zones, where pedestrians are legally allowed.
- For bridges on Urban Federal-Aid Highways or on rural routes carrying more than 1,000 ADT, where pedestrians are legally allowed and where the scope of work is beyond bridge cyclic maintenance or condition-driven maintenance as identified in the AASHTO Guide to Bridge Preservation.
- For all State Routes with a high likelihood for pedestrian use.

Bicycle facilities may include paved outside shoulders, bicycle lanes, buffered bicycle lanes, separated bicycle lanes, side paths, or shared use paths. Facilities may provide service in a single direction of travel ("uni-directional") or two directions of travel ("bi-directional"). Bicycle facilities shall be provided and shall provide service for each direction of vehicular travel:

- For all roadways where bicycles are legally allowed, *except* roadways classified as local.
- For bridges on Urban Federal-Aid Highways or on rural routes carrying more than 1,000 ADT, where pedestrians are legally allowed and where the scope of work is beyond bridge cyclic maintenance or condition-driven maintenance as identified in the AASHTO Guide to Bridge Preservation.

Transit provisions may include crosswalks or other means of facilitating accessible pedestrian access within proximity of existing or proposed transit stops, and a shelter or bench at all transit stops with a threshold number of boardings per day along a transit route. For the purposes of this criterion, a transit route is any fixed-route service operated under contract by CTDOT or by a Transit District.

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Connecticut DOT

Bureau of Engineering and Construction

Number: ECD-2023-8

Date: August 21, 2023

ENGINEERING & CONSTRUCTION DIRECTIVE

Declassified by:
Scott A. Hill, PE
Chief Engineer

Complete Streets Controlling Design Criteria and Justification Process

The purpose of this Engineering Directive is to establish three (3) new controlling design criteria and associated design guidance for pedestrian facilities, bicycle facilities and transit provisions on applicable CTDOT projects as defined in **Exhibit 1**. These new criteria will be collectively called "Complete Streets" controlling design criteria. This Directive supplements Section 6-5 of the Highway Design Manual; and supports CT General Statutes Section 13a-153f, *Accommodations and Provisions of Facilities for All Users*; CTDOT Policy Statement Ex. O -31, *Complete Streets*, dated October 23, 2014 (as revised); and Executive Order No. 21-3, *Actions That Reduce Carbon Emissions and Adapt to Climate Crisis*, dated December 16, 2021.

This Directive shall be implemented as follows:

1. This Directive shall apply to all projects initiated after September 1, 2023, except those project types from the **Exempt Projects** list.
2. Projects with a Design Approval date on or before August 31, 2023, are exempt from the requirements of this Directive, unless otherwise directed by the Chief Engineer on a case-by-case basis.
3. All other active applicable projects that have not yet received Design Approval shall be reviewed with the respective Division Chief for the feasibility of incorporating the requirements of this Directive. This review shall be completed by November 15, 2023.

Exhibit 1

Applicable CTDOT projects (all shall apply)

CTDOT is the project proponent.

CTDOT administers the project.



COMPLETE STREETS CONTROLLING DESIGN CRITERIA (CSCDC)

The Department is instituting three new controlling design criteria on applicable CTDOT projects. The three criteria are:

Pedestrian Facilities



Bicycle Facilities



Transit Provisions



Collectively, these new Controlling Design Criteria shall be referred to as

"Complete Streets Controlling Design Criteria" or CSCDC



COMPLETE STREETS CONTROLLING DESIGN CRITERIA (CSCDC)

CSCDC PROJECT APPLICATION: *(All must apply)*

- CTDOT is the project proponent
- CTDOT administers the project
- CTDOT is responsible project funding (state or federally aid)
- CTDOT controls the affected infrastructure (State Highway)

IMPLEMENTATION PLAN:

- All projects initiated after September 1, 2023, shall comply. (PPI or RPM if no PPI)
- All projects with a Design Approval date on or before August 31, 2023, are exempt.
 - Designers should consider incorporating the CS Design Criteria.
- All other active projects that have not yet received Design Approval shall be reviewed with the respective Division Chief for the feasibility of incorporating CS provisions.
 - Review shall be completed by November 15, 2023



PEDESTRIAN FACILITY - APPLICABILITY

Requirement: Provide pedestrian facilities on both sides of:

Highways:

- Roadways in urbanized areas, urban clusters and rural town centers
- State Routes with high likelihood for pedestrian use

Bridges on Urban Federal-aid highways and on Rural routes carrying more than 1,000 ADT where the scope of work is beyond bridge cyclic maintenance or condition-driven maintenance as identified in the AASHTO Guide to Bridge Preservation, Appendix A. Examples of scope of work:

- Deck replacement
- Superstructure replacement
- Full replacement*

*On roadways underneath the bridge, provide adequate width between abutments and edge of roadway to allow for future pedestrian accommodations on both sides of the roadway.



PEDESTRIAN FACILITY - DESIGN REQUIREMENTS

Controlling Design Criteria:

- **Minimum Width** – 5'-0"
- **Marked Crosswalks** – shall be provided at every leg of a signalized intersection where sidewalks are present and/or proposed
- **Illumination** – shall be provided for marked crosswalks on all State roads

Design Considerations:

- Provide an activated “*No Right Turn on Red*” prohibition sign where an intersection is controlled by a traffic control signal with permissive right turn on red movements for vehicles that will cross a marked crosswalk



BICYCLE FACILITY APPLICABILITY

Requirement: Provide bicycle facilities for each direction of vehicular travel on:

Highways:

- All roadways where bicycles are legally allowed except roadways functionally classified as local

Bridges on Urban Federal-aid highways and on Rural routes carrying more than 1,000 ADT where the scope of work is beyond bridge cyclic maintenance or condition-driven maintenance as identified in the AASHTO Guide to Bridge Preservation, Appendix A. Examples of scope of work:

- Deck replacement
- Superstructure replacement
- Full replacement



BICYCLE FACILITIES - DESIGN CRITERIA

Bicycle Facility Selection Matrix

Table 1: Bicycle Facility Selection Summary Matrix

Traffic Volume (ADT)	0-5,000	5,000-10,000	10,000-18,000	18,000-20,000	20,000-25,000	25,000+
Paved outside shoulder	Recommended		Acceptable			
Bicycle lane	Recommended		Acceptable			
Buffered bicycle lane	Exceeds Recommendation	Recommended			Acceptable	
Side path	Exceeds Recommendation		Recommended			
Separated bicycle lane	Exceeds Recommendation			Recommended		
Posted Speed (mph)	25	30	35	40	45	50+
Paved outside shoulder	Recommended			Acceptable	Provisional	
Bicycle lane	Recommended			Acceptable	Provisional	
Buffered bicycle lane	Exceeds Recommendation		Recommended		Acceptable	Provisional
Side path	Exceeds Recommendation		Recommended			
Separated bicycle lane	Exceeds Recommendation			Recommended		

Paved outside shoulder or Bicycle Lane shall not be selected for roadways with:

- A posted speed limit equal to or greater than 40 mph
- A traffic volume equal to or greater than 18,000 vpd



BICYCLE FACILITIES - DESIGN CRITERIA

CONTROLLING DESIGN CRITERIA:

Bicycle Facility	Min. Width (feet)
Paved shoulder and Bicycle Lane	5
Buffered Bicycle Lane*	5
Separated Bicycle Lane (one-way)*	5 ¹
Separated Bicycle Lane (two-way)*	8 ²
Shared Use Path and Side path	10

* Minimum width excludes buffer area (2-ft minimum buffer width)

¹ Minimum Width = 6' where bike lane is curbed on both sides

² Minimum Width = 10' where bike lane is curbed on both sides



TRANSIT PROVISIONS

REQUIREMENTS – Provide transit provisions for Projects:

- Within the service area of operators under contract with CTDOT or by operators of a Transit District
- Where there are existing or proposed transit routes and containing facilities where pedestrians and bicyclists are legally allowed

CONTROLLING DESIGN CRITERIA:

- **Submission of PD plans to the Office of Transit and Ridesharing and Office of Rails**
- **Shelter or Bench** – provide at all transit stops with high levels of boarding per day or low levels of frequency of service
- **Marked Crosswalks** – provide within 400' of existing or proposed transit stops*
- **Illumination** – provide at all transit stops
- **Comply with ADA requirements at all transit stops**

*All proposed mid-block crosswalks require review and approval by Traffic Engineering



COMPLETE STREETS CONTROLLING DESIGN CRITERIA (CSCDC)

CSCDC JUSTIFICATION WORKSHEETS:

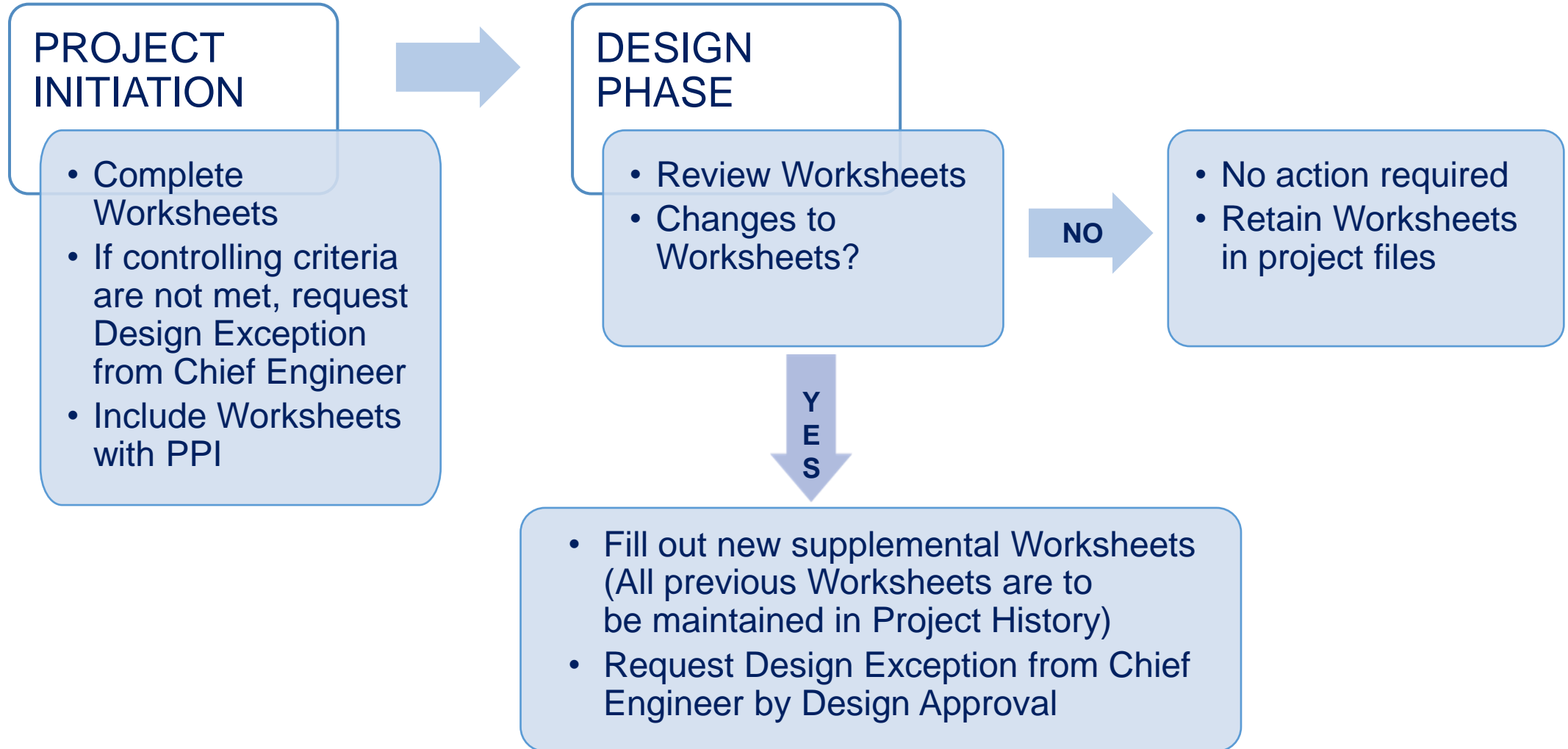
- Individual Worksheets have been created for Pedestrian Facilities, Bicycle Facilities, and Transit Provisions.
- Worksheets shall be completed during project concept/pre-project initiation phase, prior to submitting the PPI.
- Supplemental Worksheets shall be prepared as the design progresses and as more details of the project are developed
- All previous Worksheets shall be saved and maintained in project history

CSCDC – DESIGN EXCEPTIONS:

- Design Exceptions for CSCDC may only be granted by the Chief Engineer
- This is a new process, as the other 13 Controlling Design Criteria Exceptions are reviewed by Engineering Administrator.



COMPLETE STREETS JUSTIFICATION WORKSHEETS



COMPLETE STREETS JUSTIFICATION WORKSHEETS

PEDESTRIAN FACILITIES

Connecticut Department of Transportation
Project: 60XXXX Description: MUNICIPALITY-PROJECT DESCRIPTION
COMPLETE STREETS JUSTIFICATION WORKSHEETS
PEDESTRIAN FACILITIES

Facility:

If pedestrians are not legally allowed on the facility, check this box and do not fill out this sheet.

*(Fill in information about the proposed Pedestrian Accommodations on this facility.)
(For the purposes of this Worksheet, the entries for this criterion have been split into several "subcriteria".)*

Type of Pedestrian Accommodation:

Subcriterion: Width

Minimum: Existing: Proposed:
(If the width varies, provide a minimum.)

Source used for minimum: *(If the width varies, provide a minimum.)*

Justify the proposed width.

Subcriterion: Location

Pedestrian facilities exist on of the facility.
Pedestrian facilities are proposed on of the facility.

(Check the boxes if any of the following apply.)

The roadway is in an urbanized area, an urban cluster, or a rural town center.
 The roadway is identified as having a high likelihood for pedestrian use.
 The project involves work on or underneath a bridge.

Justify the proposed number of sidewalks.

Note that preservation of on- or off-street parking areas is not considered an adequate justification.

Worksheets updated May 2023

BICYCLE FACILITIES

Connecticut Department of Transportation
Project: 60XXXX Description: MUNICIPALITY-PROJECT DESCRIPTION
COMPLETE STREETS JUSTIFICATION WORKSHEETS
BICYCLE FACILITIES

Facility:

If bicyclists are not legally allowed on the facility, check this box and do not fill out this sheet.

*(Fill in information about the proposed Bicycle Accommodations on this facility.)
(For the purposes of this Worksheet, the entries for this criterion have been split into several "subcriteria".)*

Subcriterion: Type

Type of Bicycle Accommodation:

Posted or statutory speed of facility: MPH

Facility volume (vehicles per day):

Number of travel lanes (in each direction): *(If this varies, use the higher number.)*

Justify the proposed value.

Subcriterion: Width

(Width excludes any buffer areas.)

Minimum: Existing: Proposed:
(If the width varies, provide a minimum.)

Source used for minimum: *(If the width varies, provide a minimum.)*

Justify the proposed value.

Proposed crosswalk evaluation for pedestrian and bicyclist alternatives.

Worksheets updated May 2023

TRANSIT PROVISIONS

Connecticut Department of Transportation
Project: 60XXXX Description: MUNICIPALITY-PROJECT DESCRIPTION
COMPLETE STREETS JUSTIFICATION WORKSHEETS
TRANSIT ACCOMMODATION

Facility:

(Check the boxes if any of the following apply.)

Project is not within the service area of CTransit.
 There are no existing or proposed CTransit services on the roadway.
 Pedestrians are not legally allowed on the facility.

*(Fill in information about the proposed Transit Accommodations on this facility.)
(For the purposes of this Worksheet, the entries for this criterion have been split into several "subcriteria".)*

Subcriterion: Coordination

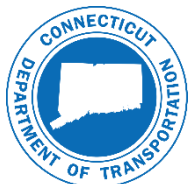
The 30 Percent Design plans were sent to the Office of Transit and Ridesharing.

Subcriterion: Crosswalks

Crosswalks or other means of facilitating pedestrian access across the road provided
within 400 feet of all bus stops provided
illumination for all marked crosswalks provided
illumination at all transit stops provided

Justify the proposed value.

Worksheets updated May 2023





Complete Streets Controlling Design Criteria

Thank You

Vision Zero Council—

P.A. 23-116

- Update on actions executive branch agencies are taking to meet newly legislated requirements set forth by Public Act 23-116 “An Act Implementing the Recommendations of the Vision Zero Council”

Vision Zero Council – Sub-Committee Update

- **Vision Zero Council Subcommittees:**
- Engineering
 - This subcommittee will focus on ways in which traffic safety improvements can be attained through changes to transportation systems. For example, adoption of a “Safe Systems” approach to roadway design projects.
- Enforcement
 - This subcommittee will focus on how traffic safety laws and their enforcement impact the safety of all road users.
- Education
 - This subcommittee will focus on how educational campaigns targeted at specific groups of road users can improve traffic safety.
- Equity
 - This subcommittee will focus on identifying equitable policy initiatives that keep participating agencies working in concert to focus traffic safety efforts.

Vision Zero Council – Engineering Sub- Committee Update

- Natasha Fatu, Transportation Principal Engineer, DOT
- Charles Harlow, Fuss & O'Neill



ROAD TO SAVING LIVES

Status Update



Vision Zero Council
Engineering
Sub-Committee

Meetings

- July 19, 2023 – Engineering Subcommittee had a break out group meeting focused on Roadway Departure crashes.
- August 22, 2023 – Whole Engineering Subcommittee meeting

Roadway Departure Meeting

High Frequency of Roadway Departure crashes lead to Fatalities and Serious Injuries.

Discussion of Existing Department Projects.

Discussion of Strategies.

Some Strategies:

- Advance the strategy of safety corridors.
- Increasing the use of speed enforcement cameras.
- Increased use of State Police for munis that do not have police force.

Engineering Subcommittee Meeting

Discussion – Vision Zero Bill Legislation.

Roadway Departure Working Group Outcome.

Discussion of Strategies.

Some Additional Strategies:

- Installation of rumble strips.
- Free/more accessible Drivers Education for new student drivers.
- Active intervention for motorists who have multiple speeding offenses.
- Funds for Vision Zero Initiatives.

Next Steps

- Continue Developing Strategies.
 - Combine Strategies.
 - Provide Context and Details.
- Prioritize Strategies.
- Finalize Strategies for December Vision Zero Council.

Vision Zero Council – Enforcement Sub- Committee Update

- Sgt. John Acampora, DESSP
- Terri Thompson, CRCOG

VZC Enforcement Subcommittee



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Proposals and Upcoming
Discussions

Proposals to resubmit

List of recommendations approved by Council and sent to Legislature but never made it through the legislative session ending June 7, 2023.

HB 5917

- Enact a Helmet Law for ALL Motorcycle Riders
- Establish a Fatal Collision Reduction Team to Engage in High Visibility Enforcement Blitzes (Recommended to Council and submitted to legislature under HB 5917)
- Open Container Law

SB 1082

- Lowers the general blood alcohol content (BAC) per se limit for impaired driving and boating from 0.08% to 0.05%. (Submitted separate under SB1082)



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New proposals to discuss

- Impaired Driving Enforcement Team
 - Increased law enforcement training for recognition of drug/cannabis use.
- Driver Re-exam based on violation / tiered system
- Strategic Highway Safety Plan Steering Committee
- Emphasis Area Implementation area actions



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Aligning with Strategic Highway Safety Plan

CT SHSP Emphasis Areas (EA)/Additional Safety Areas (ASA)

- Data Trends
- Progress Updates/Meeting Outcomes
- Strategy Overlaps & Implementation Challenges

Subcommittee to review SHSP Emphasis Areas and implement SHSP Strategies to be consistent with state goals and processes as well as federal rules and regulations.



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Additional Discussion Items

- **Automated Enforcement Camera Work Zone Pilot Project – overview of project to date.**
- **Speed Enforcement and Aggressive Driving Initiative by State Police**



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Vision Zero Council – Education Sub- Committee Update

- Ernie Bertothy, Corporate and Public Relations, DMV
- Shaun Formica, Corporate and Public Relations, DMV
- Amy Watkins, Connecticut Children's Medical Center, Injury Prevention Center

Vision Zero Council – Equity Sub- Committee Update

- Katherine Hedberg, ADA Coordinating Engineer, DOT
- Alec Slatky, AAA Northeast



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Update for the September
2023 Vision Zero Council
meeting



Vision Zero Council
Equity Sub-
Committee

Automated enforcement guidelines

- Encourage municipalities to reach out to diverse group of stakeholders and form advisory groups
- Work in multiple languages
- Help communities prioritize top crash corridors
- Consider ESL, homeowner-occupied, and commuting measures
- Most important goal is to get communities comfortable with automated enforcement

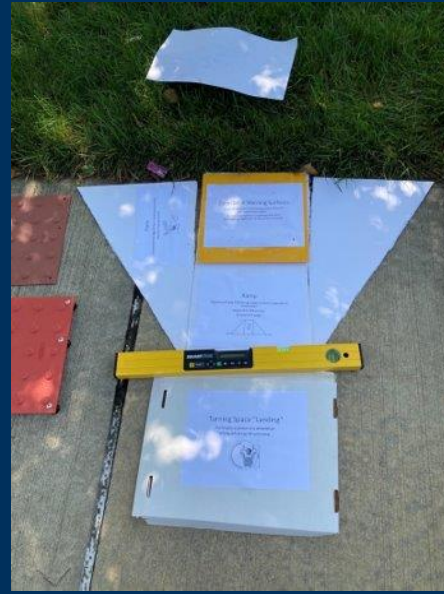
Future topics

- Analyze education, enforcement, and engineering subcommittee proposals to ensure that all communities reap the benefits
- Consider whether and how to prioritize active transportation investments
- Traffic stops
 - Interested in results of investigations related to data collection
 - Education related to traffic stops
- Track implementation of Complete Streets policy



**ROAD TO
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ADA 33rd Anniversary Celebration Event



Vision Zero Council – Sub-Committee Guidance

- Questions and General Discussion
- Sub-Committee Next Steps and Guidance

Vision Zero Council – Administrative Items



Next Meeting

December 5, 2023 10:00AM – 12:00PM



Other Administrative items:

Legislative Tracking – End of session

Potential topics of discussion for meetings in 2023

Vision Zero Council – Public Comment

Please raise hand or use Q&A
box

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