

October 23, 2023

Welcome to a CRCOG Virtual Meeting



Transportation Committee

- We have muted attendees upon entrance. We will unmute people either individually or as a group depending on the situation.
- For our public meetings, we will be taking a roll-call of attendance. Please include your name and town/organization in your Zoom name. We will ask those we cannot identify to state their name and town.
- Each time you speak, you must identify yourself with your name and town prior to making your point.
- If you are abstaining or objecting to an action item, please state your name and town.
- Meeting materials are available at [CRCOG.org](https://www.crcog.org)



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please send a message to Cara Radzins via chat.*

1. Roll Call

1. Roll Call
2. Public Forum
3. Adoption of Minutes: Transportation Committee Meeting on September 18, 2023 (*posted**)
4. Staff Report
 - 60 Seconds for Safety: Annual Safety Performance Targets (*posted**)
 - BIL/IIJA Update (*posted**)
 - LOTCIP Quarterly Report (*posted**)
 - Update on CTDOT Complete Streets Controlling Design Criteria (*posted**)
 - Greater Hartford Mobility Study Update
 - Executive Director Update
 - Other
5. TIP Amendments (*posted**)
6. CRCOG Vision Zero Task Force Charter (*posted**)
7. Presentation: Kristen Levesque, CTDOT Safe Routes to School Coordinator
8. Other Business
9. Adjourn

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2. Public Forum

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3. Adoption Of Minutes

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Transportation Committee Meeting Monday September 18, 2023 12:00 PM | Hybrid Meeting

<u>Name</u>	<u>Organization</u>
Eric Anderson	Andover
Larry Baril	Avon
Chris Edge	Berlin
Jon Colman	Bloomfield
Neil Pade	Canton
Todd Penney	Coventry
Doug Wilson	East Hartford
Leonard Norton	East Windsor
Tom Modzelewski	Ellington
Donald Nunes	Enfield
Russ Arnold	Farmington
Daniel Pennington	Glastonbury
Kirk Severance	Granby
Frank Dellaripa	Hartford
Owen Deutsch	Hartford
Jeff LaMalva	Manchester
John Carrington	Mansfield
Peter Hughes	Marlborough
Chris Zibbideo	Newington
Rob Trottier	New Britain
John Bossi	Plainville
Steve Sopolak	Rocky Hill
Adam Kessler	Simsbury
Annette Turnquist	Southington
Jeffrey Doolittle	South Windsor
Devin Cowperthwaite	Stafford
Bill Hawkins	Suffield
David Corcoran	Tolland
David Smith	Vernon
Greg Sommer	West Hartford
Derrick Gregor	Wethersfield
Susan Choate	Windsor
Paul McNamara	GHTD
<u>Guests</u>	
Michael Ahern	Berlin
Grayson Wright	CTDOT
Emily Nacco	GHTD
Mao Yousheng	Hartford
Paul Dickson	Newington
Lesley Beland	Way to Go CT

DRAFT
Until Endorsed
by Committee

4. Staff Report

- 60 Seconds for Safety: Annual Safety Performance Targets (posted*)
- BIL/IIJA Update (posted*)
- LOTCIP Quarterly Report (posted*)
- Update on CTDOT Complete Streets Controlling Design Criteria (posted*)
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- Other

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To: CRCOG Transportation Committee
From: Roger Krahn, Principal Transportation Engineer
Devon Lechtenberg, Senior Transportation Planner
Date: October 6, 2023
Subject: 2024 Annual CTDOT Safety Performance Targets

In accordance with Federal Highway Administration (FHWA) requirements, the Connecticut Department of Transportation (CTDOT) has established five safety performance targets for calendar year 2024. FHWA requires Metropolitan Planning Organizations (MPOs) to either support the State's targets or to set their own targets within 180 days of the setting of state-level targets. To achieve this deadline, CRCOG will need to endorse safety targets no later than February 27, 2024. Historically, CRCOG has supported CTDOT's targets, considering that selecting specific targets for the Capitol Region would require substantial data collection and analysis efforts as well as the allocation of significant MPO resources to meet said targets.

FHWA uses 5-year moving averages to determine the State's progress towards achieving safety targets. However, states may use any methodology deemed appropriate to calculate the target value for each performance measure. Since 2020, CTDOT uses a modified approach of both a 5-year moving average trendline and annual trendlines to guide the selection of targets. The attached CTDOT technical memo titled "Safety Performance Targets: CTDOT's proposed targets for year 2024" explains the selection of target values.

The table below shows CTDOT's 2024 target compared to previous years' targets. It should be noted that the term "Target" is used in accordance with the Federal Register. The goal is to reduce the number of traffic related serious injuries and deaths to zero.

Measure	2018 Target	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target	2024 Target
Number of Fatalities	257	274	277	270	270	270	270
Fatality Rate (per 100 million VMT)	0.823	0.873	0.883	0.885	0.850	0.850	0.850
Number of Serious Injuries	1,571	1,574	1,547	1,360	1,300	1,300	1,300
Serious Injury Rate (per 100 million VMT)	5.03	5.02	4.93	4.30	4.30	4.30	4.30
Number of Non-Motorist Fatalities and Serious Injuries	280	290	307	300	280	280	280

CRCOG staff has prepared the attached draft resolution for approval of CTDOT targets by the Policy Board. It is recommended that the Transportation Committee endorse the targets for approval at the Policy Board meeting on November 13, 2023.

4. Staff Report

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- **BIL/IJA Update (posted*)**
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CTDOT National Electric Vehicle Infrastructure (NEVI) Plan Phase 1

- Direct Current Fast Charging electric chargers along Alternative Fuel Corridors
- Priority areas in Hartford and Willington
- Letters of Intent for due November 9, 2023
 - **Required** to apply for RFP in early 2024

FHWA Electric Vehicle Charger Reliability and Accessibility Accelerator Grant Program

- Repair or replace existing EV infrastructure
- Applications due November 13, 2023

Full list and descriptions of opportunities on CRCOG's website at <https://crcog.org/bil-ija/>

4. Staff Report

To: Transportation Committee
From: Sotoria Montanari, Program Manager
c: Rob Aloise, Director of Planning
Cara Radzins, Transportation Deputy
Date: October 13, 2023
Subject: LOTCIP Quarterly Reporting (Quarter 1) Memo

A Transportation Committee meeting will be held on October 23 at 12 noon. At the meeting, staff will present the following LOTCIP Quarterly Reporting for Quarter 1 of FY2024.

Quarter 1 FY2024 – Program Progress - The attached tables titled *LOTCIP Regional Quarterly Status Report* and *LOTCIP Program and Financial Summary (September)* provide current program information and project tracking. Highlights for Quarter 1 are summarized below:

- CTDOT issued two (2) Authorization to Award Letters totaling **\$7,345,250** for Avon Old Farms for \$5,472,931 and Hartford Traffic Signals Improvements for \$1,872,319.
- To date, the total amount of project awards in FY2024 is **\$7,345,250**.
- **Three (3)** projects received Authorization to Advertise Letters in the amount of **\$5,032,400** (Bloomfield Blue Hill Avenue Complete Streets, Hebron Wall Street/Main Street Intersection Improvements and Glastonbury Main Street Improvements).
- CRCOG received **six (6)** Quarter 1 design submissions.
- CRCOG anticipates receipt of **twelve (12)** design submissions in Quarter 2 of FY2024, consisting of four (4) preliminary design submissions and six (6) 90% design submissions and two (2) final design submissions.
- **Sixty-eight (68)** Projects have been awarded or completed since the program's inception.
- **Two (2)** project applications were submitted to CTDOT (Marlborough South Main Street Improvements Phase III and Stafford Furnace Avenue Phase 2 Reconstruction Project).
- CRCOG received **one (1)** CTDOT Commitment to Fund Letters for Farmington Burlington Road Reconstruction Project

Projects Requiring Reporting this Quarter - Municipal representatives for the following projects will be asked to provide schedule updates at the meeting:

Project	Town/City	Milestone
Elm Street Sidewalk	Rocky Hill	Q1 90% submission rescheduled from to 7/31/2023 to 11/1/2023
John Downey Safety Improvements	New Britain	Q1 90% submission rescheduled from 8/1/2023 to 11/1/2023
Route 83 Sidewalks	Ellington	Q1 90% design submission rescheduled from 8/1/2023 to 11/1/2023

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To: CRCOG Transportation Committee
From: Anaka Maher, Senior Transportation Planner
CC: Rob Aloise, Director of Transportation Planning
Cara Radzins, Deputy Director of Transportation Planning
Date: October 13, 2023
Subject: CTDOT Complete Streets Design Criteria

On September 1, 2023 three new CTDOT controlling design criteria, collectively known as the Complete Streets controlling design criteria, went into effect for CTDOT projects with the goal of ensuring that bicycle, pedestrian, and transit facilities will be included in the planning and design of CTDOT transportation projects.

CTDOT has indicated to CRCOG that the Complete Streets controlling design criteria will **not** apply to Local Transportation Capital Improvement Program (LOTICIP) or Transportation Alternatives (TA) Set-Aside funded projects.

For projects where these criteria apply, Figures 1 and 2 demonstrate CRCOG's understanding of the minimum requirements for bicycle, pedestrian, and transit facilities. Design exception approvals from CTDOT's Chief Engineer will be required for any projects to advance that do not meet these requirements.

In general*, each criterion applies to the following areas:

- **Pedestrian Facilities** must be included in urbanized areas, urban clusters, rural town centers, or pedestrian safety zones where pedestrians are legally allowed.
- **Bicycle Facilities** must be included on all roadways except those functionally classified as local.
- **Transit Facilities** must be included for projects in areas of transit stops. Projects within a quarter mile from local fixed-route service or 2.5 miles from commuter bus fixed-route service stops must be coordinated with the Bureau of Public Transportation's Offices of Transit and Ridesharing and Rails.

*For more detailed information the directive can be accessed at:
<https://portal.ct.gov/-/media/DOT/documents/AEC/ECD-2023-8 Complete Streets Controlling Design Criteria final sah.pdf>

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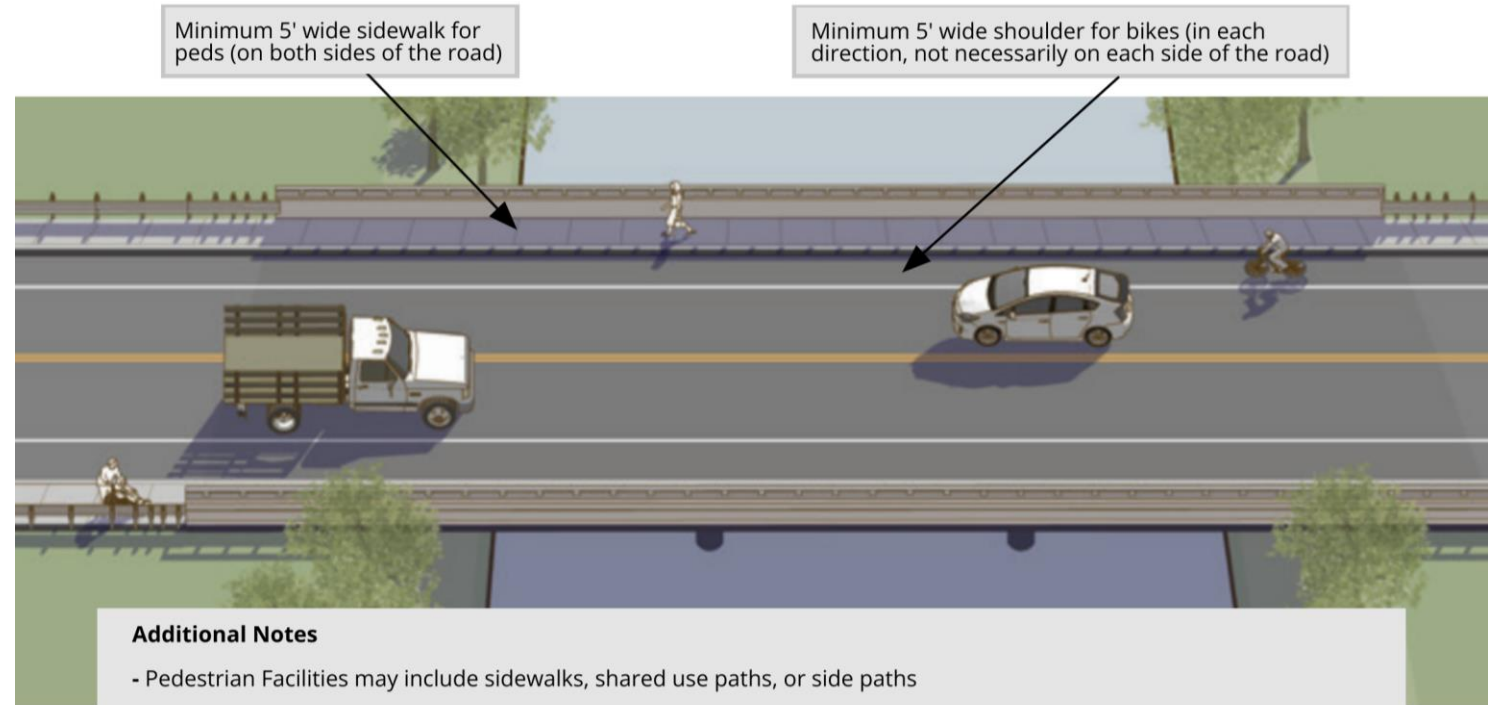
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4. Staff Report: Update on CTDOT Complete Streets Controlling Design Criteria (posted*)



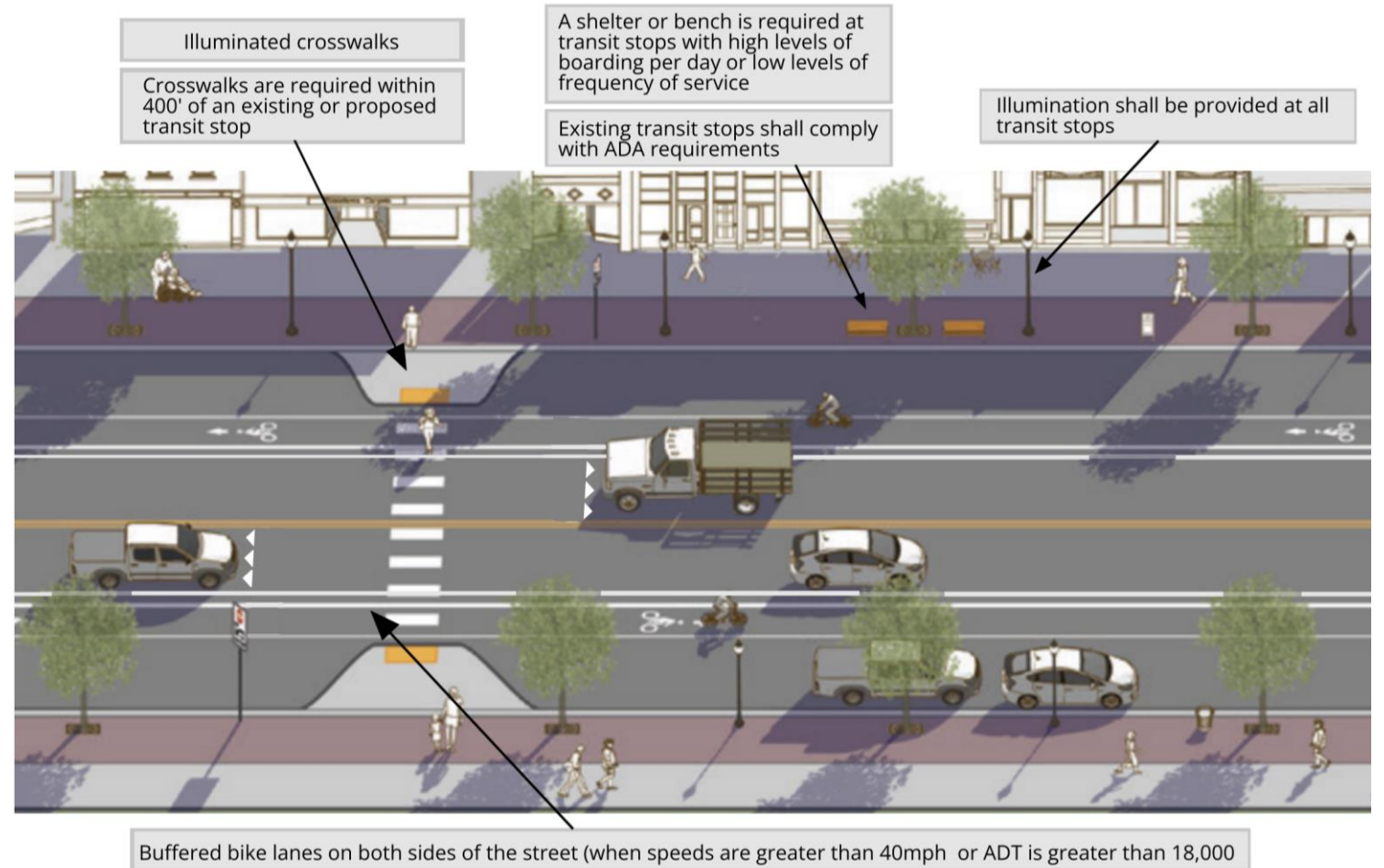
Additional Notes

- Pedestrian Facilities may include sidewalks, shared use paths, or side paths
- Bicycle facilities may include paved outside shoulders, bicycle lanes, buffered bicycle lanes, separated bicycle lanes, side paths, or shared use paths
- Marked crosswalks shall be provided across every leg of an intersection with a traffic signal where sidewalks are either present or proposed
- Illumination shall be provided for marked crosswalks on all State roads
- An activated "No Turn on Red" sign shall be used 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

Minimum Pedestrian Requirements, Minimum Bicycle Requirements

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4. Staff Report: Update on CTDOT Complete Streets Controlling Design Criteria (posted*)



Minimum Bicycle Requirements for High Speed/Volume Roads, Minimum Transit Requirements

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Connecticut Department of Transportation

(/DOT)

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Governor Lamont Announces Advancement of the Connecticut Department Of Transportation's Greater Hartford Mobility Study

CTDOT Press Releases



**CONNECTICUT DEPARTMENT OF TRANSPORTATION
NEWS RELEASE
2800 BERLIN TURNPIKE
NEWINGTON, CT 06111**

10/20/2023

Governor Lamont Announces Advancement of the Connecticut Department Of Transportation's Greater Hartford Mobility Study

Governor Ned Lamont today announced that the Connecticut Department of Transportation (CTDOT) is advancing its **Greater Hartford Mobility Study** (<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.hartfordmobility.com%2F&data=05%7C01%7CJosh.Morgan%40ct.gov%7Ce7397f9be2e547757>) which is aimed at reimagining and reconnecting neighborhoods between Hartford and East Hartford.

The study was launched in 2020 as a community-driven vision for creating a vibrant, equitable, and sustainable multimodal transportation network. A final report will be released in November. Its goal is to improve the movement of people and goods, increase transportation options, accessibility, reliability, and safety, as well as accommodate future needs and emerging technologies, prioritize social equity, and minimize environmental impacts.

Governor Lamont said, "The Connecticut Department of Transportation has created a vision for the transportation future of the greater Hartford region. For too long, our national highway system has ripped cities in half, displacing communities and resources from one another. Through the Greater Hartford Mobility Study, the state – along with local, regional, and community partners – have taken a holistic look at how pedestrians, bicyclists, and public transit users move through the city and in and out of the region, as well as how drivers navigate through the region. The future infrastructure and transportation projects coming out of the study will make our capital city economically vibrant and better connected within itself, to surrounding towns, and across the Connecticut River."

Connecticut Transportation Commissioner Garrett Eucalitto said, "CTDOT is proud to advance our Greater Hartford Mobility Study that is planning for the future of Hartford and the Greater Hartford region. Our project team has directly connected with over 10,000 individuals, both at community events and in collaboration with Voices of Women of Color. We listened and learned from many communities that were disconnected by the existing infrastructure to identify problems and solutions. Each program component can create new connections to transform this region into one true modern metropolitan area. The study's final report will outline the next steps CTDOT will take to mobilize early action projects and plan and design longer-term projects. We thank Governor Lamont, Connecticut's Congressional delegation, and local officials from the Hartford region for continuing to be key partners in the vision to reconnect and reimagine our capital city for the future."

GREATER HARTFORD MOBILITY STUDY



GREATER
HARTFORD
MOBILITY STUDY



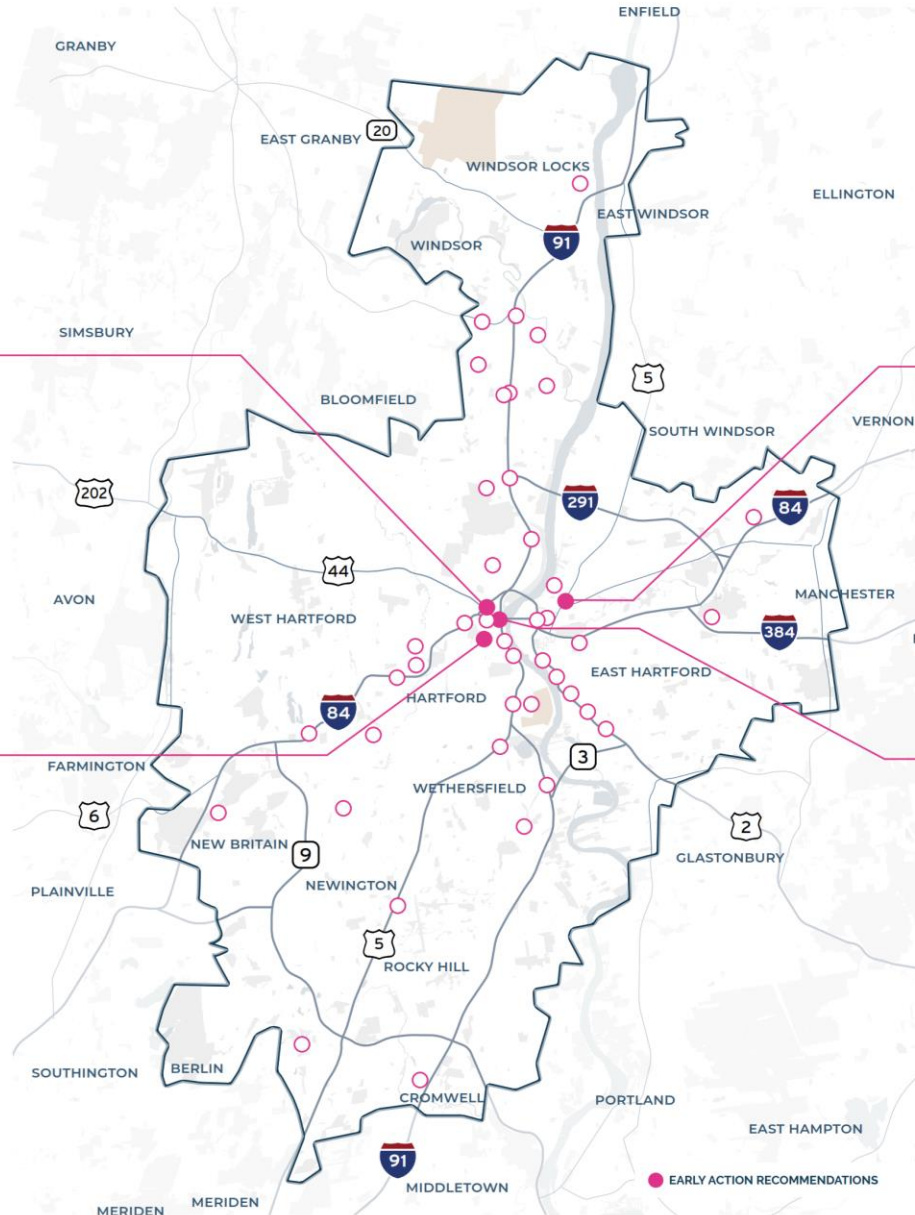
ALBANY AVE & MAIN STREET



PULASKI CIRCLE IMPROVEMENTS



FIRST-LAST MILE CONNECTIONS



EAST HARTFORD MAIN STREET IMPROVEMENTS

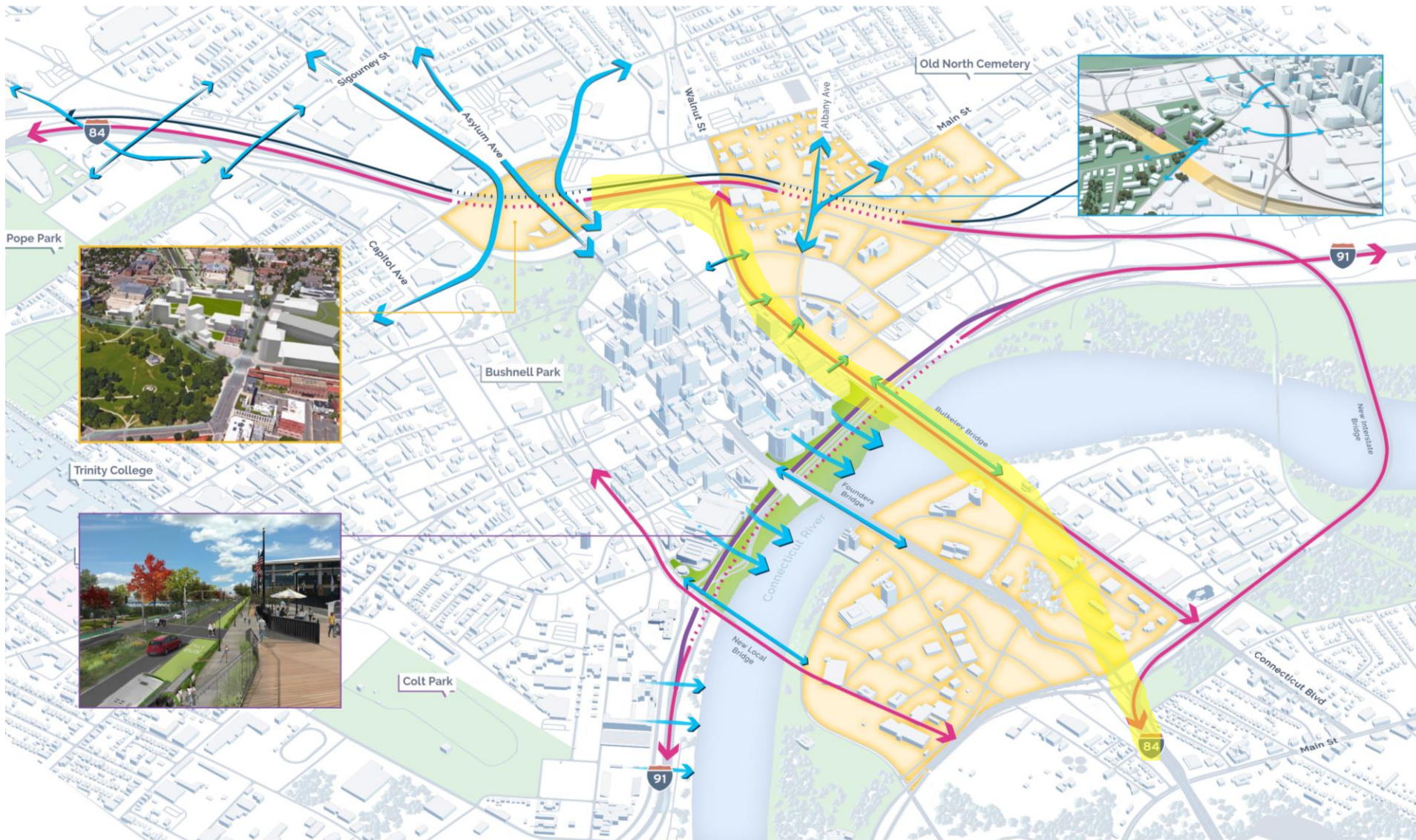


RIVERLINK

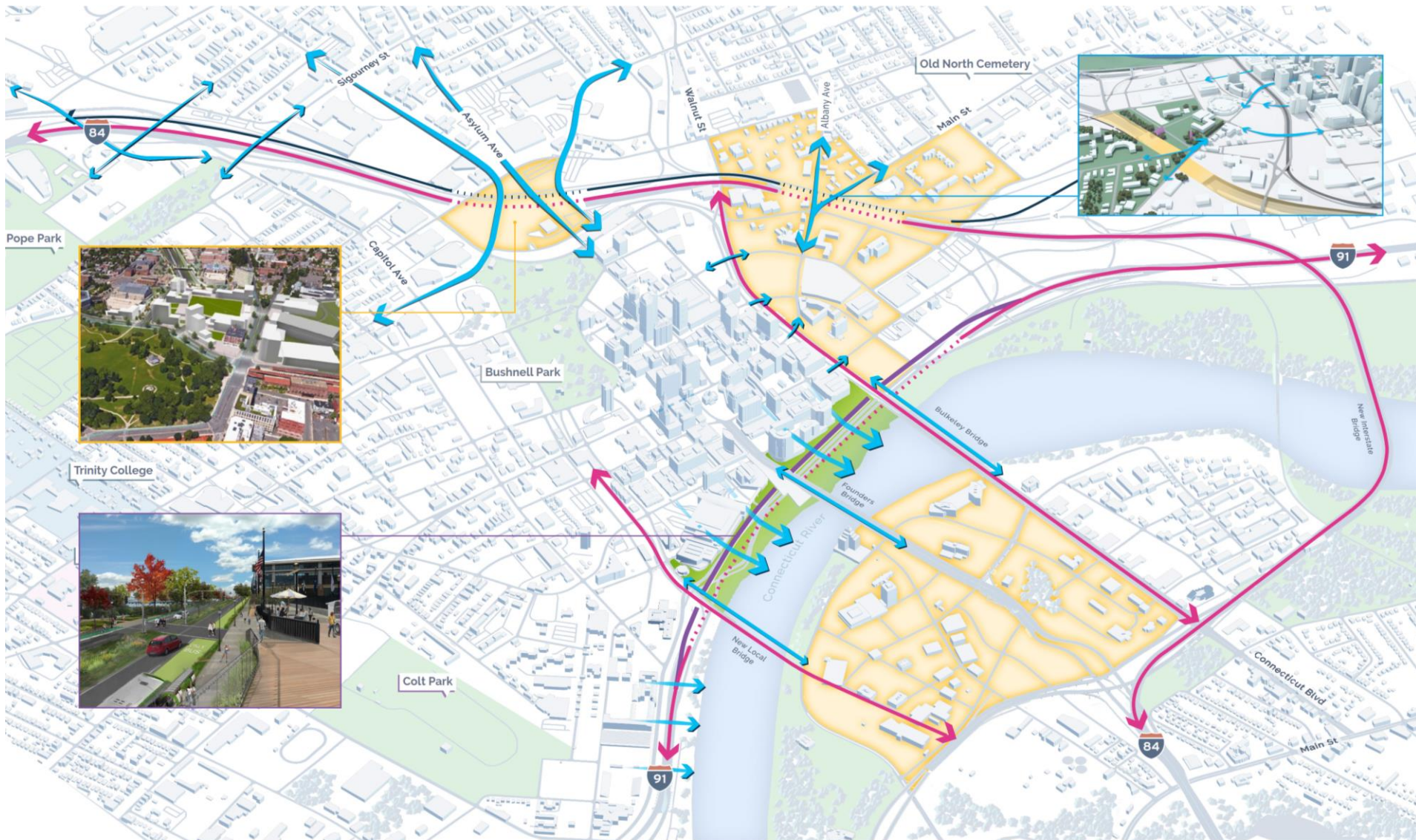


PEDESTRIAN ENHANCEMENTS AT RAMP

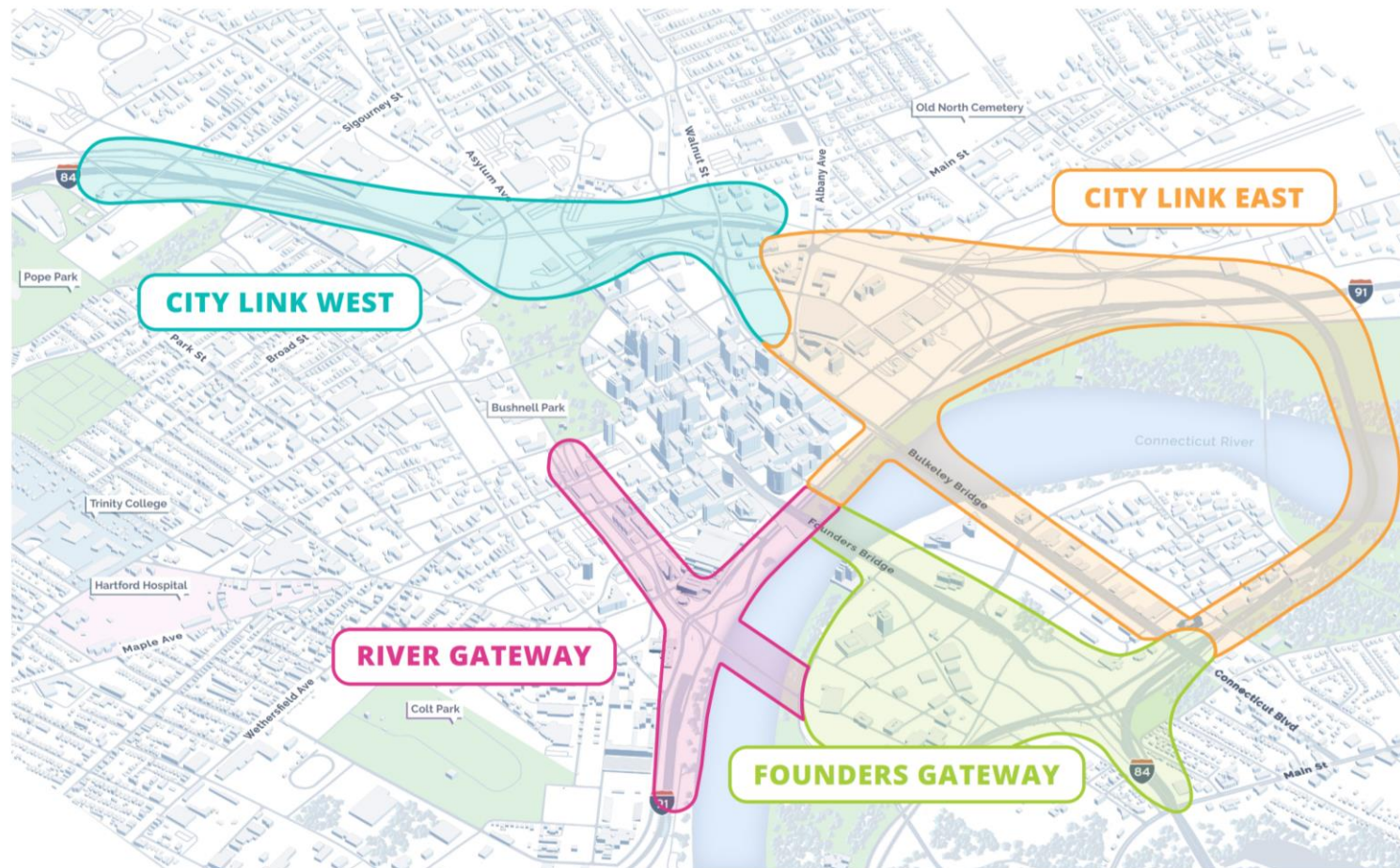
REMOVING BARRIERS AND RECONNECTING COMMUNITIES



REMOVING BARRIERS AND RECONNECTING COMMUNITIES



The GHMS vision is to **improve mobility** by planning an integrated, resilient, multi-modal transportation system in the Greater Hartford Region, thereby **enhancing the quality of life, economic vitality, and opportunity in the region.**



CITY LINK WEST

This component would address safety, reduce the number of ramps in the Study Core, and improve connectivity between neighborhoods and green spaces/parks. Lowering the highway would link neighborhoods currently severed by the highway and create additional developable land while improving rail and bus services that share the corridor.

CITY LINK EAST

This component proposes to mitigate highway congestion in downtown Hartford by relocating the I-84/I-91 interchange and creating a new bridge connecting I-84 and Route 2 in East Hartford. This redesign would separate local and highway through traffic and reclaim the historic Bulkeley Bridge for local traffic, including opportunities for dedicated high-capacity transit facilities, separated bike lanes, and improved sidewalks.

RIVER GATEWAY

This component connects Hartford's central business district with the Connecticut River. It allows for equitable access to green space, would mitigate some of the visual and noise impacts of I-91, and create an urban boulevard to strengthen local travel options. In addition, a new bridge would connect the Sheldon/Charter Oak neighborhood with a new, river-oriented, mid-rise neighborhood in East Hartford. The bridge would prioritize bus, bicycle, and pedestrian travel while accommodating automobile traffic.

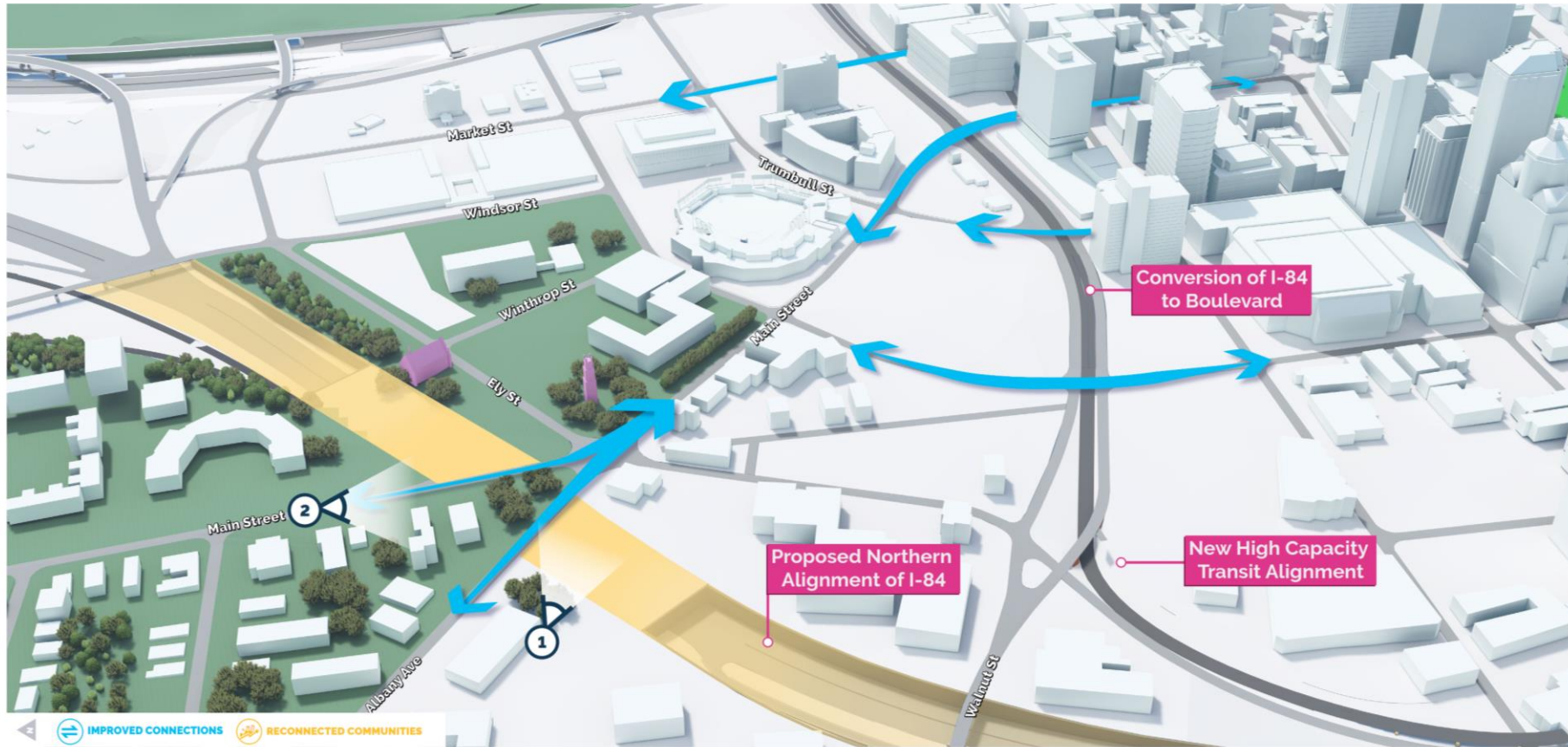
FOUNDERS GATEWAY

This component proposes to consolidate the I-84/Route 2 interchange ramps in East Hartford. It would open significant acres of land to potential development and provide opportunities to strengthen the local street grid.

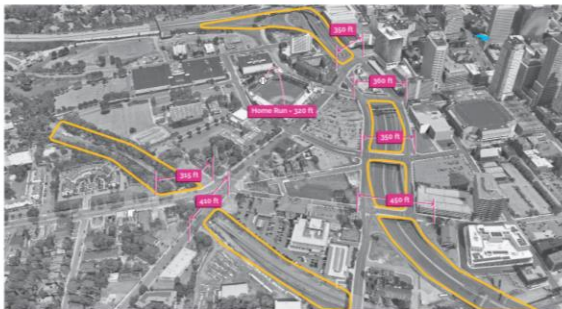
CITYLINK EAST: RECONNECTING NORTH HARTFORD



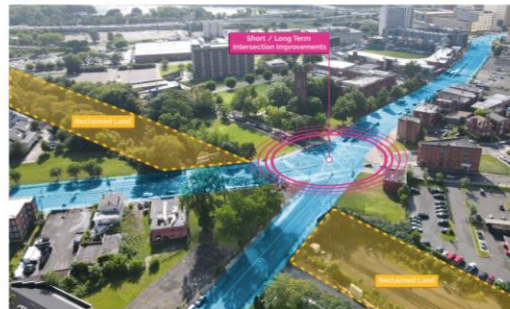
GREATER
HARTFORD
MOBILITY STUDY



Existing Barriers



1 Albany & Main Improvements



2 Streetscape Improvements & Infill



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5. TIP Amendments

TIP Amendments (FFY 2021-2024 TIP)

For review by the CRCOG Transportation Committee on October 23, 2023

ID #	Funding Program	Proj. No.	Route or System	Town or Area	Description	Phase	Year	Total \$ (000s)	Fed \$ (000s)	State \$ (000s)	Local \$ (000s)	Comments
1A	STPA-BRX	0174-0471	VARIOUS	DISTRICT 4	REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS	PD	2024	1,656,900	1,656,900	-	-	NEW PROJECT
1B	STPA-BRX	0174-0471	VARIOUS	DISTRICT 4	REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS	ROW	FYI	110,000	110,000	-	-	NEW PROJECT
1C	STPA-BRX	0174-0471	VARIOUS	DISTRICT 4	REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS	FD	FYI	560,100	560,100	-	-	NEW PROJECT
2A	CMAQ	0171-0502	I-91	DISTRICT 1	REPLACE CAMERAS AND COMMUNICATION EQUIPMENT	PD	2024	1,350,000	1,215,000	135,000	-	NEW PROJECT
2B	CMAQ	0171-0502	I-91	DISTRICT 1	REPLACE CAMERAS AND COMMUNICATION EQUIPMENT	FD	FYI	900,000	810,000	90,000	-	NEW PROJECT
2C	CMAQ	0171-0502	I-91	DISTRICT 1	REPLACE CAMERAS AND COMMUNICATION EQUIPMENT - AC CONVERSION	CON	FYI	22,500,000	20,250,000	2,250,000	-	NEW PROJECT
2D	CMAQ	0171-0502	I-91	DISTRICT 1	REPLACE CAMERAS AND COMMUNICATION EQUIPMENT - AC ENTRY	CON	FYI	-	-	-	-	NEW PROJECT
3	STPH	0047-0122	CT 140	ELLINGTON	INTERSECTION REALIGNMENT & INCREASE HORIZONTAL CURVES	CON	FYI	6,700,000	5,360,000	1,340,000	-	MOVE FROM FY24 TO FYI. INCREASE EST. FROM FED \$4.68M
4	STPH	0131-0190	CT 10/322	SOUTHINGTON	NHS - REMOVE BR 00518 & RECONSTRUCT CT 10/322, REPLACE BRS 00646 & 05753	CON	FYI	9,200,000	7,360,000	1,840,000	-	MOVE FROM FY24 TO FYI

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Vision Zero Task Force Charter October 2023

1. The Task Force will advise CRCOG's Transportation Committee and Policy Board.
2. Recommendations of the Task Force will initially be submitted to the Transportation Committee, and then to the Policy Board as needed.
3. The Task Force may make suggestions for agenda items to be addressed by the Transportation Committee and other CRCOG committees.
4. The Task Force will, at a minimum, be established for the duration of the SS4A grant agreement with an ending date of September 30, 2026. (Note that elements of the SS4A grant activities are anticipated to be completed in advance of that final agreement ending date).
5. The Task Force is charged with oversight, development, implementation, and monitoring of the Regional Transportation Safety Plan.
6. The number of Task Force members is not to exceed 15.
7. The Task Force members will be approved by the Transportation Committee, from a multi-disciplinary group among the following organizations and positions.
 - Town/City Engineers and DPW Directors
 - Town/City Planners
 - Police Department
 - Fire Department
 - EMS and Traffic Incident Responders
 - Educators
 - Vulnerable Transportation Users (Bicycles , Pedestrians, etc.)
 - Local Traffic Authorities (LTA Officials)
 - UConn Transportation Technology Center
 - CTDOT
 - FHWA
 - Outreach / Publicity personnel
 - CRCOG Staff

6. CRCOG Vision Zero Task Force Charter (*posted**)

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7. Presentation: Kristen Levesque, CTDOT Safe Routes to School Coordinator

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CRCOG Transportation Committee



SafeRoutes

Connecticut Safe Routes to School



Connecticut Department of Transportation

Kristen Levesque
Safe Routes to School Coordinator

Connecticut Department of Transportation
Bureau of Policy and Planning
Office of Strategic Planning and Projects
Project Coordination Unit

October 2023



SAFE ROUTES TO SCHOOL

- Purpose and Need
- Benefits
- Legislation
- Alignment with Vision Zero
- Framework (6 E's)

QUESTIONS

- What does Safe Routes to School mean to me?



SafeRoutes

Connecticut Safe Routes to School



Connecticut Department of Transportation

Purpose



SAFETY

to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age

ACCESSIBILITY

to enable and encourage all children, including those with disabilities, to walk and bicycle to school

SUSTAINABILITY

to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools



SafeRoutes

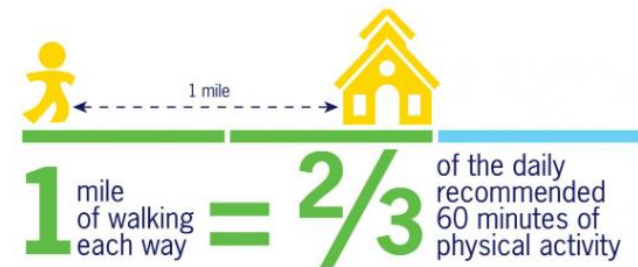
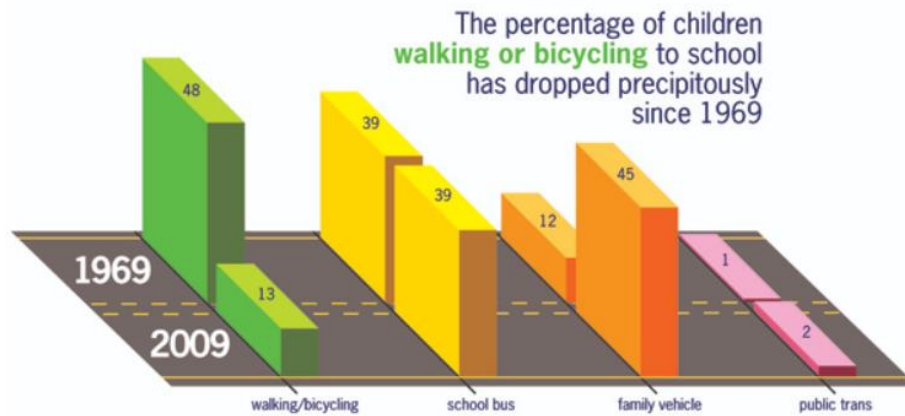
Connecticut Safe Routes to School



Connecticut Department of Transportation

Need

- **INCREASE WALKING AND BICYCLING TO SCHOOL**



SafeRoutes

Connecticut Safe Routes to School



Connecticut Department of Transportation



Benefits of Safe Routes to School

Safe Routes to School improves sidewalks and street crossings and creates safe, convenient, and fun opportunities for children to bicycle and walk to and from school. The CDC has recognized Safe Routes to School as one of a handful of programs that are cost-effective and show significant population health impacts within five years. saferoutespartnership.org

COST SAVINGS

- Household savings from reduced gas & car use
- Education budget savings through reduced student busing costs

TRAFFIC SAFETY

- Reduced traffic injuries & dangers for students and community members at arrival & dismissal through street improvements near schools
- More chances to learn & practice road safety for students

CLIMATE BENEFITS AND CLEANER AIR

- Fewer student asthma attacks due to less driving & reduced air pollution results
- Cleaner air & reduced greenhouse gas emissions

SAFETY FROM CRIME

- Increased safety from crime & violence due to more people on the streets, good lighting & better street design
- Less harassment, bullying, or violence when students walk or bike together or with adults

COMMUNITY CONNECTEDNESS

- Stronger student friendships & relationships through walking & biking together
- Positive social connections for families & neighbors

HEALTHIER STUDENTS

- Better health & stronger bones, muscles & joints through more walking & biking
- Reduced risk of chronic disease, diabetes, & obesity

SCHOOL TRANSPORTATION FIXES

- Solutions to reduced or non-existent bus service through Safe Routes to School
- Reduced traffic congestion at pick-up/drop-off times

BETTER ACADEMIC PERFORMANCE

- Better focus, improved concentration & less distraction for students who are active before school
- Fewer absences and less tardiness when students walk or bike in groups

The Safe Routes [partnership research](http://saferoutespartnership.org) indicates that increased walking and bicycling to school results in:

- Traffic Safety
- Climate benefits and Cleaner air
- Healthier students
- Better academic performance



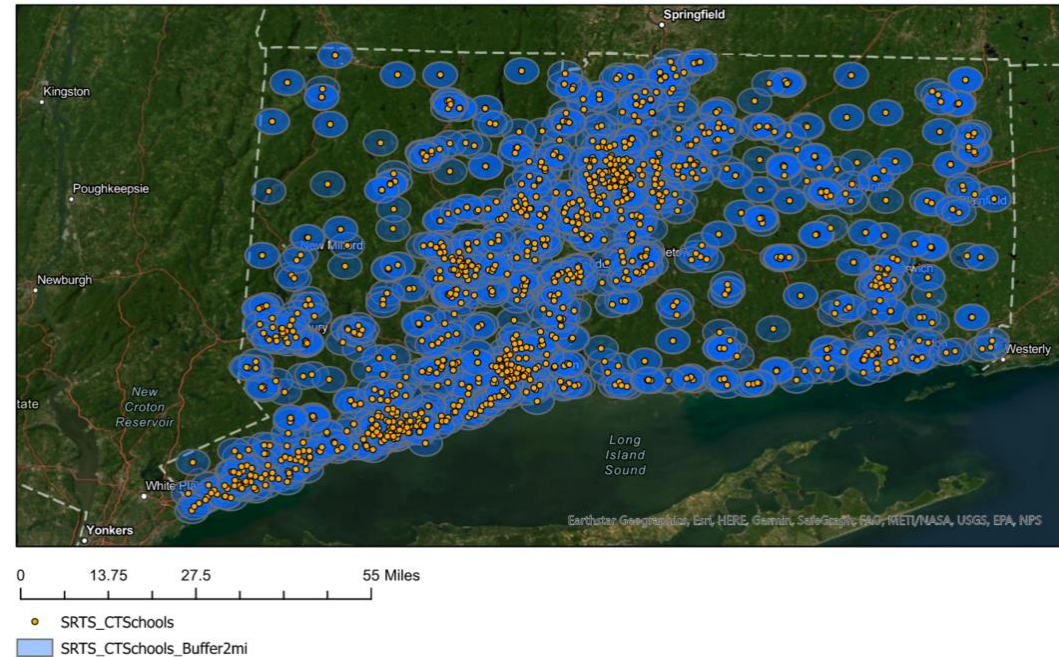
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Federal Legislation



- **SEC. 1119. SAFE ROUTES TO SCHOOL. (a) IN GENERAL.**—Chapter 2 of title 23, United States Code, is amended by inserting after section 207 the following: “§ 208. Safe routes to school
- “(a) DEFINITIONS.—In this section: “(1) **IN THE VICINITY OF SCHOOLS.**—The term ‘in the vicinity of schools’, with respect to a school, means the **approximately 2-mile area** within bicycling and walking distance of the school. “(2) **PRIMARY, MIDDLE, AND HIGH SCHOOLS.**—The term ‘primary, middle, and high schools’ means schools providing education from **kindergarten through 12th grade.**



State Legislation



Substitute House Bill No. 5917

Public Act No. 23-116

**AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE
VISION ZERO COUNCIL.**

- Sec. 3. The Department of Transportation, in consultation with the State Board of Education and The Department of Motor Vehicles, upon receipt of a request by a local or regional board of education, shall award an exemplary “**Vision Zero**” program **distinction** to those local and regional boards of education that offer a program that provides students in grades six to twelve, inclusive, with opportunities to learn about the mission of the Vision Zero Council,...and the importance of practicing safe driving habits and **learning pedestrian safety skills.**”



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Alignment with Vision Zero



For more information on how Safe Routes to School advocates can partner with Vision Zero to improve safety and increase walking and biking in your community, see our report, *Vision Zero and Safe Routes to School: Partners in Safety*.



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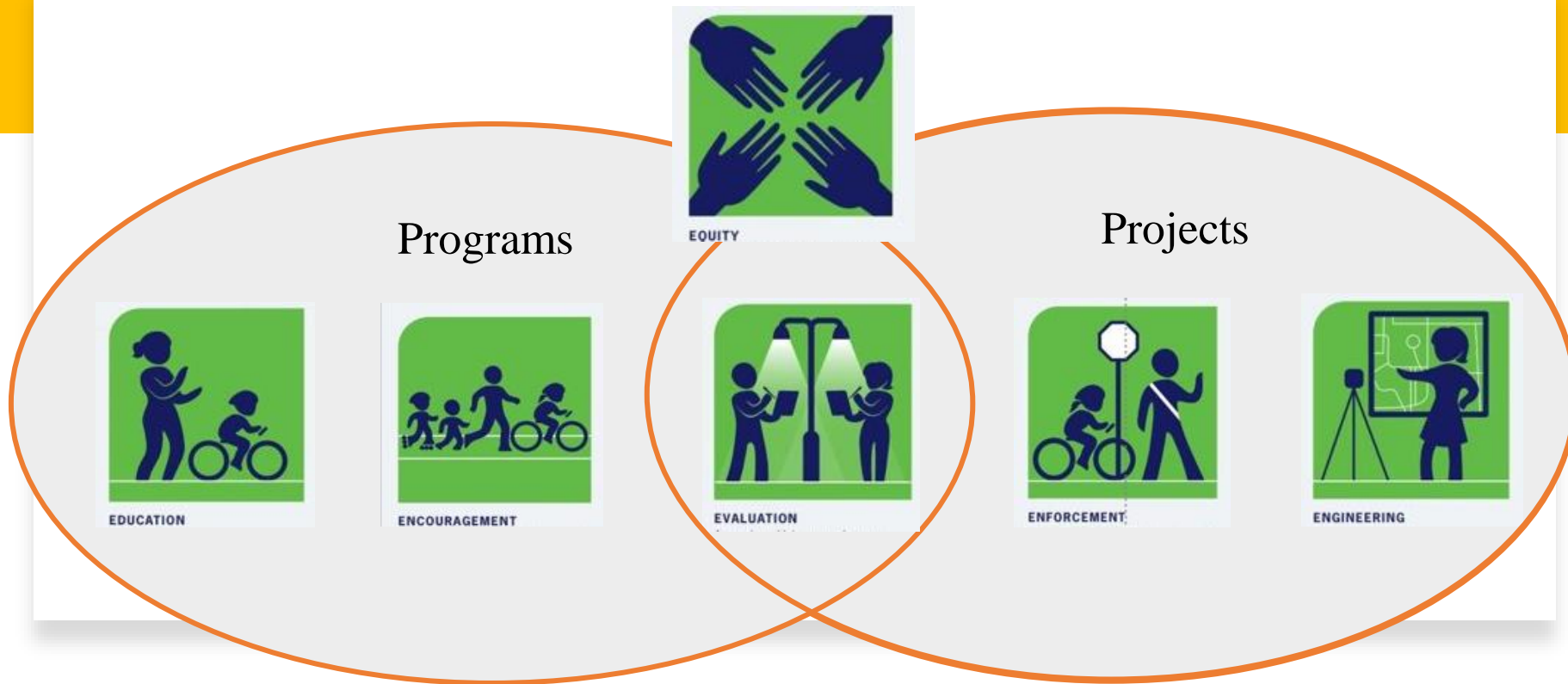
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Resources

[Safe Routes Partnership](#)
[National Safe Routes to School](#)
[Vision Zero for Youth](#)



Framework

The Six “E’s”

- **Programs**
 - Equity
 - Education
 - Encouragement
- **Projects**
 - Evaluation
 - Enforcement
 - Engineering



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Equity



Education



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Equity



EQUITY

Encouragement



ENCOURAGEMENT



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Equity



EQUITY

Evaluation

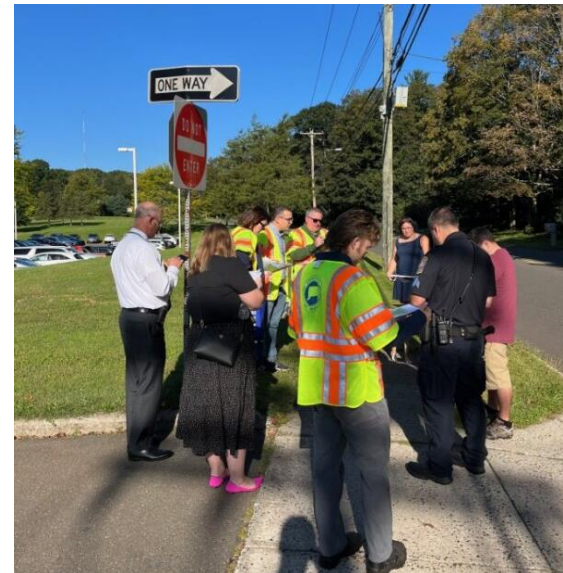


EVALUATION



Arrival Data - Fall 2023

	Walk	Bike	Bus	Family Vehicle	Carpool	Transit	Other
Wednesday, 9/27	46%	1%	4%	47%	2%	0%	0%
Thursday, 9/28	43%	0%	5%	49%	2%	0%	0%
10/4/2023 Walk to School Day!	68%	0%	4%	28%	0%	0%	0%



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Equity



EQUITY

Enforcement



ENFORCEMENT

Engineering



ENGINEERING



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QUESTIONS

- What does Safe Routes to School mean to me?

- Partnerships with Schools
 - Education
 - Evaluation
- Projects
 - Enforcement
 - Engineering



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8. Other Business

1. Roll Call
2. Public Forum
3. Adoption of Minutes: Transportation Committee Meeting on September 18, 2023 (*posted**)
4. Staff Report
 - 60 Seconds for Safety: Annual Safety Performance Targets (*posted**)
 - BIL/IIJA Update (*posted**)
 - LOTCIP Quarterly Report (*posted**)
 - Update on CTDOT Complete Streets Controlling Design Criteria (*posted**)
 - Greater Hartford Mobility Study Update
 - Executive Director Update
 - Other
5. TIP Amendments (*posted**)
6. CRCOG Vision Zero Task Force Charter (*posted**)
7. Presentation: Kristen Levesque, CTDOT Safe Routes to School Coordinator
- 8. Other Business**
9. Adjourn

*To submit a question or comment in writing,
please send a message to Cara Radzins via chat.*

9. Adjourn

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