

## Multimodal, Transit, Active Transportation Legislative Priorities, 2019 DRAFT



**TRANSPORT  
HARTFORD**  
CENTER FOR LATINO PROGRESS

1. **(Easy) Crosswalk Wording Safety Improvement** - Modification of CT crosswalk legislation [to require motorists to yield “at” rather than “in” crosswalk, consistent with pre-2007 statutory language].
2. **(Medium) Increase Municipal Control for Design and Posted Speed Limit to Reduce Fatalities** – Office of the State Traffic Administration (OSTA) currently reviews and approves (or rejects) speed design / posted speed limit at the state level. Transport Hartford recommends legislation to limit OSTA oversight to only state routes in municipalities that have staff traffic engineer or contract with a professional traffic engineer. Increased municipal control would eliminate duplicated efforts and put control at the level with the most local knowledge of the streets and community needs.
  - a. *“Pursuant to Section 14-218a of the Connecticut General Statutes, speed limit certificates are issued by the Office of the State Traffic Administration to local municipalities desirous of establishing speed limits for town roads.”* ← Why is all control at the state level?
  - b. [NHSTB Article Recommending Increased Focus on Safety in Street Speed Policy](#)
  - c. [Office of the State Traffic Administration](#) – Speed Design and Posted Speed Limits
  - d. **Alternative Policy Approach** - Increase the weight of safety considerations for all road users in the OSTA design and posted speed limit analysis, accounting for negative speed impacts on the safety of all users in urban neighborhoods and town centers. The analysis should also recognize that there are negative impacts of speeds higher than 25 mph on walkability and the local economy in retail, restaurant, and entertainment districts.
3. **(Medium) Traffic Enforcement/Fine Structure Shift to Increase Enforcement and Safety** – Cities with budget constraints are unable to fund proactive, sustained traffic enforcement. Almost all the moving violation funds are directed back to the State. Hartford has the lowest traffic stop rate in the metro Hartford region, and correspondingly has the highest crash rates for all road users – cars, pedestrians, and bicycles. This is also an issue in New Haven and Bridgeport. This could be a revenue/cost-neutral change if it allowed cities to increase their ticketing.
  - a. [Reference #1](#) – (2005) *“Until 1980, the court clerks were required by law to remit 25% of the fines collected for numerous motor vehicle violations, including speeding, to the municipalities in which the violations occurred. This was eliminated by PA 80-270 as part of a budget implementing proposal...”*
  - b. [Reference #2](#) – (2016) AN ACT CONCERNING REMITTANCE OF REVENUE FROM CERTAIN TRAFFIC FINES TO MUNICIPALITIES, Public Act No. 16-207 --- Some motor vehicle violations, such as speeding, drunk / drug driving, failure to maintain following distance --- \$1 fee for each \$8 of the fine for a police training fund with fee up to \$9 additional. \$15 fee added to each violation, goes back to municipality.
4. **(Medium) School Zone Speed Cameras to Improve Youth and Public Safety** – CT had a 23% increase in road fatalities from 2014 to 2016, and a significant increase in pedestrian fatalities. Camera-based speed enforcement in school zones would improve safety for all road users, especially our youth. This is a first step toward a publicly accepted automated speed enforcement program and could be a test-run in certain cities with high pedestrian crash rates and low enforcement capability.
  - a. **NYC School Zone Speed Camera Report** – [Report Link](#) (report from 2014 to 2017)
  - b. **Providence Adopts School Zone Speed Camera Program** - [Link](#)
  - c. **CT Governor-Elect Transition Team** – [Recommending construction zone speed cameras](#)

5. **(Medium) Endorsement of Increased Gas Taxes and Highway Toll Implementation** – CT highways, bridges, and roadways suffer because our state has not adopted highway tolls. Due to hybrid and electric adoption, gas tax revenue will fall as tolls come online. A solvent transportation fund is critical for maintenance, transit system investments, and safety improvements. [Hartford Business Journal – Time to Bring Back Tolls to CT](#)
  - a. Highway tolls, 3-5 years to implement. Near term increased gas tax of \$0.04 to \$0.09 / gallon is needed to respond to falling gas tax revenue.
6. **(Medium) Priorities for Bus Transit and Commuter Rail / CTrail** - Maintaining and growing transit requires a solvent Special Transportation Fund (STF). Prioritize transit and commuter rail maintenance and investments over adding new roads or highway lanes.
  - a. **Protect Transit Service Levels and Fares** - Maintain service levels and minimize fare increases on Connecticut transit and rail routes.
  - b. **Improved and Efficient Transit Service** - Adopt, fund, and execute [CRCOG's Comprehensive Transit Service Analysis](#) recommendations to improve bus transit efficiency, frequency, and connectivity in the Metro Hartford region. New Haven has a similar plan, [Move New Haven](#), that can be implemented. [Houston Successful Experience](#)
7. **(Medium) E-Scooter Legislation** - State legislation to adopt e-Scooter legislation, based on experience in Washington D.C. and New York City.
8. **(Hard) CT DOT Policy or State Legislation to set Greenhouse Gas Reduction Targets** – Smart metro regions are setting goals to achieve reduced Single Occupancy Vehicle (SOV) dependency with Vehicle Miles Traveled (VMT) reduction targets, or alternatively, greenhouse gas (GHG) reduction targets.
  - a. **For example** – Instead of designing the Hartford I-84 Project for a 10% increase in motor vehicle traffic, the project and associated transportation systems could be designed to reduce VMT by 10% and shift more trips to transit, walking, carpools/vanpools, and bicycle trips. This approach is prudent to get the most return on investment from the region's investments into CTfastrak and the Hartford Line commuter rail.
  - b. **California Example** - [State-Level Policies for Reducing Vehicle-Miles Traveled](#)
9. **(Medium) Funds to close Greenway and Bike Route** – Connecticut's greenways and bicycle routes are most effective if they connect the towns directly into the region's biggest jobs hub and capital city. There are two highlighted issues that Transport Hartford is focusing on in 2019.
  - a. **East Hartford, Charter Oak Greenway / East Coast Greenway** – Currently stalled with a gap at the Pratt & Whitney property along Willow Street.
  - b. **The City of Hartford needs \$17 million to build out a bicycle route network.** Hartford has the 9<sup>th</sup> highest rate of zero car households in the nation and was the first city to demonstrate dockless, city-wide bike share, but still lacks a connected bike lane network.

**Suggested changes?** – send comments to Tony Cherolis at [transporthartford@ctprf.org](mailto:transporthartford@ctprf.org), 860-247-3227 ext 20