

Transport Hartford – 2020 Legislative and Policy Priorities for Sustainable and Safe Transportation

- **CT2030 Transportation Plan** – This transportation plan must be a good climate and land use plan by being a visionary multimodal transportation plan.
 - **CT2030 must** invest in rail and bus transit improvements that decrease trip times, increase service frequency, and significantly grow ridership. Congestion mitigation requires a multimodal solution and includes transit-oriented and infill development.
 - **CT2030 must** invest in safe and connected routes for walking and biking, especially in cities and town centers where those travel modes are most important.
 - **CT2030 should** focus on repairing existing transportation infrastructure and increasing the resiliency of that infrastructure knowing that it will be challenged with extreme weather events, flooding, and sea level rise.
 - **CT2030 must not** fund the expansion of interstates and state routes for short term congestion mitigation that would increase driving and sprawl.
- **Expand the U-Pass Program** – The program that provides state college and university students a rail and bus pass and is funded by a universal transportation fee applied to all students should be expanded to private educational institutions, nonprofits, and companies.
- **Speed Limits in Municipalities** – This would give municipalities more control over setting safe design speeds and posted speed limits on municipally controlled roads. [Proposed bill \(HB 6590\)](#) passed the CT House in 2019 with nearly unanimous bipartisan support (rare!) but stalled in the CT Senate.
- **Improved Crosswalk Bill for Pedestrian Safety** – Connecticut had a 24.5% rise in pedestrian deaths from 2017 to 2018. It would be safer for drivers to yield to a pedestrian that is motioning their intent to cross at a crosswalk. [Proposed bill \(HB 7203\)](#) passed the CT House in 2019 but stalled in the CT Senate.
- **School Zone Speed Camera Pilot Legislation** – CT should model a pilot program after the successful [program in NYC from 2014 and onward](#), recently expanded. Providence, RI also implemented school zone speed cameras in 2018 and modified the program with [lower \\$50 tickets and more locations in 2019](#).
- **Dooring Legislation** - The legislature should adopt “dooring” legislation requiring that a person opening a vehicle door does so with a degree of care for moving traffic. “Dooring” is an avoidable cause of crashes and can cause a bicycle rider or car driver to swerve unexpectedly into traffic. CT is one of just a few states [that still does not have a “dooring law”](#).

- **Put Sidewalks and Bike Routes Where They Are Needed Most** - Modify state legislation to allow 'Payment in Lieu of Sidewalks' with such funds dedicated to bike/pedestrian improvements where they are needed most in urban areas, town centers, and neighborhoods.
- **The Transportation and Climate Initiative** – The largest greenhouse gas emitting sector in Connecticut is by far transportation at 38%. Thus far, the state and the larger region have not made progress in meaningfully reducing transportation generated emissions.
 - The [Transportation and Climate Initiative](#) is a multi-state coalition of Northeast and Mid-Atlantic states working together on a cap-and-invest program that would reduce gasoline and diesel fuel use across the region while investing the revenues from the program in much needed sustainable transportation infrastructure.
 - Fuel wholesalers would purchase auctioned credits to sell fuel within the participating states. The auction revenues would be used to more quickly electrify cars and buses, invest in transit, and increase biking and walking with safer infrastructure. The funds would be used to make our transportation systems more resilient to extreme weather and rising seas. Each year the cap for auctioned credits would reduce, lowering the transportation sector emissions while clean transportation options take the place of polluting fossil fuels.
 - The clock is ticking. The enabling legislation to start this cap-and-invest program, in cooperation with other states, needs to start, if not be passed, in the 2020 legislative session.
 - The cap-and-invest framework is based on a similar regional approach to reducing greenhouse gas emissions from the energy generation sector. The [Regional Greenhouse Gas Initiative](#) (RGGI) has successfully reduced electricity generating emissions by 35% between 2009 and 2016.
- **Sprawling Land Use Moratorium** – Turning rural farms and forests into sprawling, car-centric development destroys our state's natural air filters while generating more pollution and greenhouse gas emissions. The statewide [CT's Transportation Future Survey \(Oct 2019\)](#) showed that 65% of respondents supported a moratorium or steep fee on this type of unsustainable development.



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