



Agency Legislative Proposal - 2021 Session

Document Name: 100120_DOT_Ped Bike Safety

(If submitting electronically, please label with date, agency, and title of proposal – 092621_SDE_TechRevisions)

State Agency: Department of Transportation

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Lead agency division requesting this proposal: Bureau of Policy and Planning

Agency Analyst/Drafter of Proposal: Tom Maziarz; Garrett Eucalitto

Title of Proposal: AAC Pedestrian and Bicycle Safety.

Statutory Reference: 14-1; 14-218a; 14-251; 14-286; 14-300; 51-164n

Proposal Summary:

1. To enable municipalities to change speed limits on municipal-owned roads;
2. To allow municipalities or the Department to create a pedestrian safety zone;
3. To require motorists to grant the right-of-way to a pedestrian who is standing at the curb and who affirmatively indicates their intention to cross the road in a crosswalk;
4. To clarify that vehicles must not be parked within 25 feet of a marked crosswalk whether it is in an intersection or at mid-block; and
5. To require people in a vehicle to open their door with a degree of care for moving traffic (vehicles, bicyclists, and pedestrians).

PROPOSAL BACKGROUND

◇ **Reason for Proposal**

1. **Municipally Established Speed Limits.** Currently, CGS 14-218a only allows the Office of State Traffic Administration (OSTA) to establish or change a speed limit on a state-owned or a municipal-owned road. Municipalities that wishes to change a speed limit must request the change through OSTA. This proposal would amend 14-218a to enable municipalities to change speed limits on municipal-owned roads bringing Connecticut into alignment with the majority of states who allow municipalities set speed limits.

Individual municipalities and statewide associations such as CCM and COST have advocated for local authority to change speed limits on municipally owned roads.

2. **Pedestrian Safety Zones.** This proposal amends 13-218a to allow municipalities or the Department to create a pedestrian safety zone. This is a type of speed zone that allows the speed limit to be set as low



as 20 mph to reduce the risk of fatal or serious injuries to pedestrian involved in a collision with a motor vehicle. Such zones can only be created in a downtown district or community center with a high level of pedestrian activity.

Pedestrian fatalities increased significantly over the last five years in Connecticut as well as nationally. This is happening even as other types of traffic fatalities are declining. The U.S. Department of Transportation (USDOT) and many states are initiating new programs to stem this undesirable trend. ConnDOT is currently developing a comprehensive pedestrian safety strategy to address the problem. The proposed enabling pedestrian safety zones is a major component of the program. It allows speed limits in the zone to set as low as 20 mph and also requires the reduced speed limit to be complemented by other speed reduction methods like traffic calming and increased police enforcement. The proposed pedestrian safety zone legislation is modeled after legislation enacted Massachusetts a couple of years ago.

3. Pedestrian Safety at Crosswalks. This proposal amends CGS 14-300 to increase the safety of pedestrians by requiring motorists to grant the right-of-way to a pedestrian who is standing at the curb and who affirmatively indicates their intention to cross the road in a crosswalk. Current statute requires the driver to yield only if the pedestrian is already in the crosswalk.

Under current law, pedestrians must step into the crosswalk before the driver is required to yield. Stepping into the road before traffic stops, puts the pedestrian risk of being hit by moving vehicles. This proposal requires the driver to stop whenever the pedestrian "steps to the curb at the entrance to the crosswalk and indicates his or her intent to cross the roadway by raising his or her hand and arm toward oncoming traffic." It also allows other types of gestures for those physically unable to raising their arm. The proposal is similar to statutes in the State of Maine that requires a driver to stop if a pedestrian signals their intent to cross.

4. Parked Vehicles Must Not Obstruct View of Crosswalk. This proposal amends CGS Sec. 14-251 to clarify that vehicles must not be parked within 25 feet of a marked crosswalk - whether it is in an intersection or at mid-block. It allows exceptions to reduce the distance to 10 feet where there is a curb extension equal to the width of the parking lane.

The intent of this proposal is to ensure a driver has a clear line of sight to a pedestrian standing at the curb or entrance to a crosswalk. If a driver is unable to see the entrance to the crosswalk he cannot recognize when a pedestrian enters the crosswalk or signals his intent to cross. Cars parked less than 25 feet from a crosswalk can block a driver's view.

5. Opening Car Door Must Not Endanger Bicyclists. This proposal is intended to reduce the hazards posed to bicyclists posed by drivers or occupants of a parked car opening a car door into the path of an oncoming bicyclists. Cyclists who regularly ride in traffic on urban streets are occasionally injured by a car door opening unexpectedly as they are passing a parked car. If there is insufficient time for the cyclist to react, they can be seriously injured by being thrown from their bike or veering into moving traffic. This hazard known as "dooring" can be prevented if drivers look behind them before opening the door. The same hazard is occasionally faced by pedestrians walking on sidewalks next to a parking lane.



Under this provision, the driver or occupant who injures a bicyclist or other vulnerable users by opening a door into the path of the vulnerable user is subject to a \$90 fine. The driver can also be fined for leaving a door open that obstructs the path of cyclists or vulnerable users for longer than it takes to unload passengers.

Origin of Proposal **New Proposal** **Resubmission**

These initiatives are all a part of the Department’s proposed comprehensive pedestrian safety program. As such, they all should be viewed and originated for a much broader pedestrian safety program the Department is initiating. However, two of the elements of the proposed legislative package derive from HB 5324 (2020 Legislative Session).

1. Municipally Established Speed Limits. The enabling authority for municipal speed limits was included in HB 5324 during the 2020 legislative session. It was supported by municipalities, CCM, COST, and pedestrian advocacy groups. It is also part of the comprehensive pedestrian safety strategy that ConnDOT is developing in response to rising pedestrian fatalities in Connecticut and across the nation.
2. Pedestrian Safety Zones. This is a new proposal and is also part of ConnDOT’s comprehensive pedestrian safety strategy.
3. Pedestrian Safety at Crosswalks. This proposal was also included in HB 5324 during the 2020 legislative session. It was supported by municipalities, CCM, COST, and pedestrian advocacy groups and is also part of the Department’s comprehensive pedestrian safety strategy.
4. Parked Vehicles Must Not Obstruct View of Crosswalk. This is a new proposal and part of the Department’s comprehensive pedestrian safety strategy.
5. Opening Car Door Must Not Endanger Bicyclists. This is a new proposal but has been previously discussed at the legislature. Like the other proposals in this package, it is also part of the comprehensive pedestrian safety strategy that CTDOT in developing in response to rising pedestrian fatalities in Connecticut and across the nation.

PROPOSAL IMPACT

AGENCIES AFFECTED *(please list for each affected agency)*

Agency Name: Department of Motor Vehicles
Agency Contact (name, title, phone): Millie Torres-Ferguson; Sharon Geanuracos
Date Contacted: 9.29.2020

Approve of Proposal **YES** **NO** **Talks Ongoing**

Summary of Affected Agency’s Comments
Click here to enter text.



Will there need to be further negotiation? <input type="checkbox"/> YES <input type="checkbox"/> NO
Agency Name: Department of Emergency Services and Public Motor Vehicles Agency Contact (name, title, phone): Scott Devico Date Contacted: 9.29.2020
Approve of Proposal <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> Talks Ongoing
Summary of Affected Agency's Comments Click here to enter text.
Will there need to be further negotiation? <input type="checkbox"/> YES <input type="checkbox"/> NO

◇ **FISCAL IMPACT** (please include the proposal section that causes the fiscal impact and the anticipated impact)

Municipal: 1. Municipally Established Speed Limits. Enabling municipalities to set their own speed limits will require participating municipalities to conduct engineering studies using their own staff or hiring a consultant for each speed limit they propose to change 2. Pedestrian Safety Zones. Enabling pedestrian safety zones will require participating municipalities to conduct engineering studies using their own staff or hiring a consultant for each pedestrian safety zone they create.
State: 2. Pedestrian Safety Zones. Small cost to add speed management training classes through our contract with UConn. Moderate cost to contract with UConn to conduct before and after studies for newly created pedestrian safety zones. These will serve to gauge the effectiveness of pedestrian safety zones.
Federal None.
Additional notes on fiscal impact Click here to enter text.

◇ **POLICY and PROGRAMMATIC IMPACTS** (Please specify the proposal section associated with the impact)

These changes will allow CTDOT to advance elements of the Comprehensive Pedestrian Safety Strategy it is developing.
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◇ EVIDENCE BASE

1. Municipally Established Speed Limits. ConnDOT will track which municipalities choose to assume responsibility for changing speed limits. ConnDOT will also continue to maintain the inventory of speed limits posted on all roads (state-owned or municipal-owned) in each municipality.

2. Pedestrian Safety Zones. ConnDOT will maintain an inventory of all pedestrian safety zones in Connecticut. ConnDOT will also prepare the Before and After studies for each newly created pedestrian zone in the state. These studies will be used to determine the effectiveness of these zones in reducing traffic speeds, traffic crashes, and pedestrian injuries and fatalities.

3. Pedestrian Safety at Crosswalks. ConnDOT will evaluate the effect of this change in crosswalk legislation on pedestrian injuries and fatalities. The study will be conducted three years after implementation since it is standard practice to collect at least three years of traffic crash data to ensure statistically significant results.

AAC Pedestrian and Bicycle Safety.

Section 1. Section 14-218a of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2021*):

(a) No person shall operate a motor vehicle upon any public highway of the state, or road of any specially chartered municipal association or any district organized under the provisions of chapter 105, a purpose of which is the construction and maintenance of roads and sidewalks, or on any parking area as defined in section 14-212, or upon a private road on which a speed limit has been established in accordance with this subsection, or upon any school property, at a rate of speed greater than is reasonable, having regard to the width, traffic and use of highway, road or parking area, the intersection of streets and weather conditions. The Office of the State Traffic Administration may determine speed limits which are reasonable and safe on any state highway, bridge or parkway built or maintained by the state, and differing limits may be established for different types of vehicles, and may erect or cause to be erected signs indicating such speed limits. [Except as provided in subsection \(d\) of this section and Section 2 of this act](#), the traffic authority of any town, city or borough may establish speed limits on streets, highways and bridges or in any parking area for ten cars or more or on any private road wholly within the municipality under its jurisdiction; provided such limit on streets, highways, bridges and parking areas for ten cars or more shall become effective only after application for approval thereof has been submitted in writing to the Office of the State Traffic Administration and a certificate of such approval has been forwarded by the office to the traffic authority; and provided such signs giving notice of such speed limits shall have been erected as the Office of the State Traffic Administration directs, provided the erection of such signs on any private road shall be at the expense of the owner of such road. The presence of such signs adjacent to or on the highway or parking area for ten cars or more shall be prima facie evidence that they have been so placed under the direction of and with the approval of the Office of the State Traffic Administration. Approval of such speed limits may be revoked by the Office of the State Traffic Administration at any time if said office deems such revocation to be in the interest of public safety and welfare, and



thereupon such speed limits shall cease to be effective and any signs that have been erected shall be removed. Any speed in excess of such limits, other than speeding as provided for in section 14-219, shall be prima facie evidence that such speed is not reasonable, but the fact that the speed of a vehicle is lower than such limits shall not relieve the operator from the duty to decrease speed when a special hazard exists with respect to pedestrians or other traffic or by reason of weather or highway conditions.

(b) The Office of the State Traffic Administration shall establish a speed limit of sixty-five miles per hour on any multiple lane, limited access highways that are suitable for a speed limit of sixty-five miles per hour, taking into consideration relevant factors including design, population of area and traffic flow.

(c) Any person who operates a motor vehicle at a greater rate of speed than is reasonable, other than speeding, as provided for in section 14-219, shall commit the infraction of traveling unreasonably fast.

(d) Subject to the provisions of subsections (d) to (f), inclusive, of this section, the traffic authority of any town, city or borough may establish or modify speed limits on streets, highways and bridges or in any parking area for ten cars or more wholly within the municipality under its jurisdiction without the need for approval by the Office of the State Traffic Administration. A traffic authority that elects to establish and modify such speed limits shall do so for all streets, highways and bridges or in any parking area for ten cars or more wholly within the municipality under its jurisdiction including the responsibility for maintaining speed limit records. Any traffic authority that elects to establish speed limits on municipally owned roadways must notify the Office of the State Traffic Administration in writing of its intention to assume responsibility and authority for establishing speed limits. Once a traffic authority has notified the Office of the State Traffic Administration of its intention to establish speed limits on municipally owned roads, it need not seek approval from OSTA for any changes to individual speed limits. However, it must notify the Department of Transportation of each individual change so that a statewide inventory of speed limits can be maintained. Any speed limits previously approved by the Office of the State Traffic Administration shall remain in effect until modified by the municipality.

(e) Prior to establishing or modifying speed limits pursuant to subsection (d) of this section, a traffic authority must conduct an engineering study in accordance with the federal Manual of Uniform Traffic Control Devices and other generally accepted engineering principles and guidance. Such study must be completed by a licensed Professional Engineer in the State of Connecticut, and must take into consideration other factors such as pedestrian activity, type of land use and development, parking, and record of traffic crashes. No speed limit may be set lower than 25 miles per hour except for an approved pedestrian safety zone, established under section 2 of this act, or unless the engineering study indicates a lower limit is justified. Warning signs indicating "Reduced Speed Limit Ahead" must be installed where a speed limit is being reduced by more than 10 MPH.

(f) The Office of the State Traffic Administration may establish regulations to further carryout the provisions of subsections (d) and (e) of this section.

Sec. 2 (NEW) (*Effective July 1, 2021*):

(a) Subject to the provisions of this section, the traffic authority of any town, city or borough may establish a pedestrian safety zone on streets, highways and bridges or in any parking area for ten cars or more wholly within the municipality under its jurisdiction provided that (1) the posted speed limit is not less than 20 miles per hour, (2) the zone shall encompass a clearly defined downtown district or community center frequented by



pedestrians, and (3) warning signs indicating "Reduced Speed Limit Ahead" must be installed where a speed limit is being reduced by more than 10 MPH.

(b) In order to establish a pedestrian safety zone a traffic authority (1) must conduct an engineering study in accordance with the federal Manual on Uniform Traffic Control Devices; (2) may consider other generally accepted engineering principles and guidance; (3) must take into consideration other factors such as pedestrian activity, type of land use and development, parking, and record of traffic crashes; and, (4) must use a Professional Engineer licensed in the State of Connecticut to prepare the engineering study. If the study recommends establishment of a pedestrian safety zone, the study must also include a speed management plan and the intended complementary actions that will be implemented to achieve lower vehicular speeds. In municipalities where the Office of the State Traffic Administration has retained the authority to approve speed limits on municipal roadways in accordance with section 14-218a, as amended by this Act, the traffic authority shall notify the Office of the State Traffic Administration of the establishment of any pedestrian safety zones and such notification shall be considered confirmation that the provisions of this section have been followed.

(c) A traffic authority that seeks to have a pedestrian safety zone established on a state highway that passes through its downtown or community center must submit a request, along with the necessary engineering study and speed management plan pursuant to subsection b of this section, to the Office of the State Traffic Administration.

(d) The Commissioner of the Department of Transportation may submit a request to establish a pedestrian safety zone on a state highway that passes through a downtown or community center, and any such request must meet the same requirements as those described for municipalities in this section. The required engineering study and related materials must be submitted to the Office of the State Traffic Administration.

(e) In all such instances where a proposal to establish a pedestrian safety zone is submitted for a state highway, the Office of the State Traffic Administration shall have the sole authority to establish such zones.

(f) The Office of the State Traffic Administration may establish regulations to further carryout the provisions of subsections (d) and (e) of this section.

Sec. 3. Subsection (c) of section 14-300 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2021*):

(c) Except as provided in subsection (c) of section 14-300c, at any crosswalk marked as provided in subsection (a) of this section or any unmarked crosswalk, provided such crosswalks are not controlled by police officers or traffic control signals, each operator of a vehicle shall grant the right-of-way, and slow or stop such vehicle if necessary to so grant the right-of-way, to any pedestrian crossing the roadway within such crosswalk. [, provided such pedestrian steps off the curb or into the crosswalk at the entrance to a crosswalk or is within that half of the roadway upon which such operator of a vehicle is traveling, or such pedestrian steps off the curb or into the crosswalk at the entrance to a crosswalk or is crossing the roadway within such crosswalk from that half of the roadway upon which such operator is not traveling.] For the purposes of this subsection, a pedestrian is "crossing the roadway within such crosswalk" when the pedestrian (1) is within any portion of the crosswalk, (2) steps to the curb at the entrance to the crosswalk and indicates his or her intent to cross the roadway by raising his or her hand and arm toward oncoming traffic, or (3) indicates his or her intent to cross



[the roadway by moving any part of his or her body or an extension thereof, including, but not limited to, a wheelchair, cane, walking stick, crutch, bicycle, electric bicycle, stroller, carriage, cart or leashed or harnessed dog, into the crosswalk at the entrance to the crosswalk.](#) No operator of a vehicle approaching from the rear shall overtake and pass any vehicle, the operator of which has stopped at any crosswalk marked as provided in subsection (a) of this section or any unmarked crosswalk to permit a pedestrian to cross the roadway. The operator of any vehicle crossing a sidewalk shall yield the right-of-way to each pedestrian and all other traffic upon such sidewalk.

Sec. 4. Section 14-251 of the general statutes is repealed and the following is substituted in lieu thereof (Effective October 1, 2021):

No vehicle shall be permitted to remain stationary within ten feet of any fire hydrant, or upon the traveled portion of any highway except upon the right-hand side of such highway in the direction in which such vehicle is headed; and, if such highway is curbed, such vehicle shall be so placed that its right-hand wheels, when stationary, shall, when safety will permit, be within a distance of twelve inches from the curb, except if a bikeway, as defined in section 13a-153f, or such bikeway's buffer area, as described in the federal Manual on Uniform Traffic Control Devices, is in place between the parking lane and the curb, such vehicle shall be so placed that its right-hand wheels, when stationary, shall, when safety will permit, be within a distance of twelve inches from the edge of such bikeway or buffer area. No vehicle shall be permitted to remain parked within twenty-five feet of an intersection or [an approach to a marked crosswalk \[at such intersection\]](#), except within ten feet of such intersection [or marked crosswalk](#) if such intersection [or marked crosswalk](#) has a curb extension treatment with a width equal to or greater than the width of the parking lane and such intersection is located in and comprised entirely of highways under the jurisdiction of the city of New Haven, or within twenty-five feet of a stop sign caused to be erected by the traffic authority in accordance with the provisions of section 14-301, except where permitted by the traffic authority of the city of New Haven at the intersection of one-way streets located in and comprised entirely of highways under the jurisdiction of the city of New Haven. No vehicle shall be permitted to remain stationary upon the traveled portion of any highway at any curve or turn or at the top of any grade where a clear view of such vehicle may not be had from a distance of at least one hundred fifty feet in either direction. The Commissioner of Transportation may post signs upon any highway at any place where the keeping of a vehicle stationary is dangerous to traffic, and the keeping of any vehicle stationary contrary to the directions of such signs shall be a violation of this section. No vehicle shall be permitted to remain stationary upon the traveled portion of any highway within fifty feet of the point where another vehicle, which had previously stopped, continues to remain stationary on the opposite side of the traveled portion of the same highway. No vehicle shall be permitted to remain stationary within the limits of a public highway in such a manner as to constitute a traffic hazard or obstruct the free movement of traffic thereon, provided a vehicle which has become disabled to such an extent that it is impossible or impracticable to remove it may be permitted to so remain for a reasonable time for the purpose of making repairs thereto or of obtaining sufficient assistance to remove it. Nothing in this section shall be construed to apply to emergency vehicles and to maintenance vehicles displaying flashing lights or to prohibit a vehicle from stopping, or being held stationary by any officer, in an emergency to avoid accident or to give a right-of-way to any vehicle or pedestrian as provided in this chapter, or from stopping on any highway within the limits of an incorporated city, town or borough where the parking of vehicles is regulated by local ordinances. Violation of any provision of this section shall be an infraction.



Sec. 5. (NEW) (*Effective October 1, 2021*):

No person shall open the door of a motor vehicle on the roadways, streets, or highways of this state, available to moving traffic, unless and until it is reasonably safe to do so, and can be done without interfering with the movement of other traffic, including the travel of a pedestrian or a person riding a bicycle, as defined in section 14-286 of the general statutes, on a highway, as defined in section 14-1 of the general statutes, as well as on sidewalks, shoulders, or bicycle lanes. No person shall leave a door open on the side of a vehicle available to moving traffic, including the travel of a pedestrian or a person riding a bicycle, as defined in section 14-286 of the general statutes, on a highway, as defined in section 14-1 of the general statutes, as well as on sidewalks, shoulders, or bicycle lanes, for a period of time longer than necessary to load or unload passengers. Any person who violates a provision of this section shall be subject to a fine of ninety dollars in accordance with the provisions of section 51-164n of the general statutes, as amended by this act.

Sec. 6. Subsections (a) and (b) of section 14-219 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2021*):

(a) No person shall operate any motor vehicle (1) upon any highway, road or any parking area for ten cars or more, at such a rate of speed as to endanger the life of any occupant of such motor vehicle, but not the life of any other person than such an occupant; (2) at a rate of speed greater than fifty-five miles per hour upon any highway other than a highway specified in subsection (b) of section 14-218a, for which a speed limit has been established in accordance with the provisions of said subsection; (3) at a rate of speed greater than sixty-five miles per hour upon any highway specified in subsection (b) of section 14-218a, for which a speed limit has been established in accordance with the provisions of said subsection; or (4) if such person is under eighteen years of age, upon any highway or road for which a speed limit of less than sixty-five miles per hour has been established in accordance with subsection (a) or (d) of section 14-218a, as amended by this act, at a rate of speed more than twenty miles per hour above such speed limit.

(b) Any person who operates a motor vehicle (1) on a multiple lane, limited access highway other than a highway specified in subsection (b) of section 14-218a, for which a speed limit has been established in accordance with the provisions of said subsection at a rate of speed greater than fifty-five miles per hour but not greater than seventy miles per hour, (2) on a multiple lane, limited access highway specified in subsection (b) of section 14-218a, for which a speed limit has been established in accordance with the provisions of said subsection at a rate of speed greater than sixty-five miles per hour but not greater than seventy miles per hour, (3) on any other highway at a rate of speed greater than fifty-five miles per hour but not greater than sixty miles per hour, or (4) if such person is under eighteen years of age, upon any highway or road for which a speed limit of less than sixty-five miles per hour has been established in accordance with subsection (a) or (d) of section 14-218a, as amended by this act, at a rate of speed more than twenty miles per hour above such speed limit, shall commit an infraction, provided any such person operating a truck, as defined in section 14-260n, shall have committed a violation and shall be fined not less than one hundred dollars nor more than one hundred fifty dollars.

Sec. 7. Subsection (b) of section 51-164n of the 2020 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2021*):



(b) Notwithstanding any provision of the general statutes, any person who is alleged to have committed (1) a violation under the provisions of section 1-9, 1-10, 1-11, 4b-13, 7-13, 7-14, 7-35, 7-41, 7-83, 7-283, 7-325, 7-393, 8-12, 8-25, 8-27, 9-63, 9-322, 9-350, 10-193, 10-197, 10-198, 10-230, 10-251, 10-254, 12-52, 12-170aa, 12-292, 12-314b or 12-326g, subdivision (4) of section 12-408, subdivision (3), (5) or (6) of section 12-411, section 12-435c, 12-476a, 12-476b, 12-487, 13a-71, 13a-107, 13a-113, 13a-114, 13a-115, 13a-117b, 13a-123, 13a-124, 13a-139, 13a-140, 13a-143b, 13a-247 or 13a-253, subsection (f) of section 13b-42, section 13b-90, 13b-221, 13b-292, 13b-336, 13b-337, 13b-338, 13b-410a, 13b-410b or 13b-410c, subsection (a), (b) or (c) of section 13b-412, section 13b-414, subsection (d) of section 14-12, section 14-20a or 14-27a, subsection (f) of section 14-34a, subsection (d) of section 14-35, section 14-43, 14-49, 14-50a or 14-58, subsection (b) of section 14-66, section 14-66a or 14-67a, subsection (g) of section 14-80, subsection (f) of section 14-80h, section 14-97a, 14-100b, 14-103a, 14-106a, 14-106c, 14-146, 14-152, 14-153 or 14-163b, a first violation as specified in subsection (f) of section 14-164i, section 14-219 as specified in subsection (e) of said section, subdivision (1) of section 14-223a, section 14-240, 14-250 or 14-253a, subsection (a) of section 14-261a, section 14-262, 14-264, 14-267a, 14-269, 14-270, 14-275a, 14-278 or 14-279, subsection (e) or (h) of section 14-283, section 14-291, 14-293b, 14-296aa, 14-300, 14-300d, 14-319, 14-320, 14-321, 14-325a, 14-326, 14-330 or 14-332a, subdivision (1), (2) or (3) of section 14-386a, [section 5 of this act](#), section 15-25 or 15-33, subdivision (1) of section 15-97, subsection (a) of section 15-115, section 16-44, 16-256e, 16a-15 or 16a-22, subsection (a) or (b) of section 16a-22h, section 17a-24, 17a-145, 17a-149, 17a-152, 17a-465, 17b-124, 17b-131, 17b-137, 19a-30, 19a-33, 19a-39 or 19a-87, subsection (b) of section 19a-87a, section 19a-91, 19a-105, 19a-107, 19a-113, 19a-215, 19a-219, 19a-222, 19a-224, 19a-286, 19a-287, 19a-297, 19a-301, 19a-309, 19a-335, 19a-336, 19a-338, 19a-339, 19a-340, 19a-425, 19a-502, 20-7a, 20-14, 20-158, 20-231, 20-249, 20-257, 20-265, 20-324e, subsection (b) of section 20-334, 20-341f, 20-366, 20-597, 20-608, 20-610, 21-1, 21-38, 21-39, 21-43, 21-47, 21-48, 21-63 or 21-76a, subsection (c) of section 21a-2, subdivision (1) of section 21a-19, section 21a-21, subdivision (1) of subsection (b) of section 21a-25, section 21a-26 or 21a-30, subsection (a) of section 21a-37, section 21a-46, 21a-61, 21a-63 or 21a-77, subsection (b) of section 21a-79, section 21a-85 or 21a-154, subdivision (1) of subsection (a) of section 21a-159, subsection (a) of section 21a-279a, section 22-12b, 22-13, 22-14, 22-15, 22-16, 22-26g, 22-29, 22-34, 22-35, 22-36, 22-38, 22-39, 22-39a, 22-39b, 22-39c, 22-39d, 22-39e, 22-49 or 22-54, subsection (d) of section 22-84, section 22-89, 22-90, 22-98, 22-99, 22-100, 22-111o, 22-167, 22-279, 22-280a, 22-318a, 22-320h, 22-324a, 22-326 or 22-342, subsection (b), (e) or (f) of section 22-344, section 22-359, 22-366, 22-391, 22-413, 22-414, 22-415, 22a-66a or 22a-246, subsection (a) of section 22a-250, subsection (e) of section 22a-256h, section 22a-363 or 22a-381d, subsections (c) and (d) of section 22a-381e, section 22a-449, 22a-461, 23-38, 23-46 or 23-61b, subsection (a) or subdivision (1) of subsection (c) of section 23-65, section 25-37 or 25-40, subsection (a) of section 25-43, section 25-43d, 25-135, 26-18, 26-19, 26-21, 26-31, 26-40, 26-40a, 26-42, 26-49, 26-54, 26-55, 26-56, 26-58 or 26-59, subdivision (1) of subsection (d) of section 26-61, section 26-64, subdivision (1) of section 26-76, section 26-79, 26-87, 26-89, 26-91, 26-94, 26-97, 26-98, 26-104, 26-105, 26-107, 26-117, 26-128, 26-131, 26-132, 26-138 or 26-141, subdivision (1) of section 26-186, section 26-207, 26-215, 26-217 or 26-224a, subdivision (1) of section 26-226, section 26-227, 26-230, 26-232, 26-244, 26-257a, 26-260, 26-276, 26-284, 26-285, 26-286, 26-288, 26-294, 28-13, 29-6a, 29-25, 29-143o, 29-143z or 29-156a, subsection (b), (d), (e) or (g) of section 29-161q, section 29-161y or 29-161z, subdivision (1) of section 29-198, section 29-210, 29-243 or 29-277, subsection (c) of section 29-291c, section 29-316, 29-318, 29-381, 30-48a, 30-86a, 31-3, 31-10, 31-11, 31-12, 31-13, 31-14, 31-15, 31-16, 31-18, 31-23, 31-24, 31-25, 31-32, 31-36, 31-38, 31-40, 31-44, 31-47, 31-48, 31-51, 31-52, 31-52a or 31-54, subsection (a) or (c) of section 31-69, section 31-70, 31-74, 31-75, 31-76, 31-76a, 31-89b or 31-134, subsection (i) of section 31-273, section 31-288, subdivision (1) of section 35-20, section 36a-787, 42-230, 45a-283, 45a-450, 45a-634 or 45a-658, subdivision (13) or (14) of section 46a-54, section 46a-59, 46b-22, 46b-24, 46b-34, 47-34a, 47-47, 49-8a, 49-16, 53-133, 53-199, 53-212a,



53-249a, 53-252, 53-264, 53-280, 53-302a, 53-303e, 53-311a, 53-321, 53-322, 53-323, 53-331 or 53-344, subsection (c) of section 53-344b, or section 53-450, or (2) a violation under the provisions of chapter 268, or (3) a violation of any regulation adopted in accordance with the provisions of section 12-484, 12-487 or 13b-410, or (4) a violation of any ordinance, regulation or bylaw of any town, city or borough, except violations of building codes and the health code, for which the penalty exceeds ninety dollars but does not exceed two hundred fifty dollars, unless such town, city or borough has established a payment and hearing procedure for such violation pursuant to section 7-152c, shall follow the procedures set forth in this section.