

Juduser

From: Emily Provonsha <provonshae@gmail.com>
Sent: Wednesday, March 02, 2016 9:56 AM
To: JudTestimony; senator_@murphy.senate.gov;
richard_blumenthal@blumenthal.senate.gov; Rep. Adams, Terry; Sen. Leone, Carlo;
Caroline Simmons
Cc: Bike Walk Connecticut
Subject: Fwd: Support for HB 5403

Dear Senators Murphy and Blumenthal, and Representatives Adams, Leone, and Simmons,

As a member of BikeWalkCT, an appointee of CT Bicycle and Pedestrian Advisory Board, and an active volunteer with People Friendly Stamford, our local bicycle and pedestrian advocacy group, I thank you for raising **HB 5403 An Act Increasing Penalties For Failure To Yield To Pedestrians In Crosswalks And Failure To Exercise Due Care To Avoid Hitting A Pedestrian Or Cyclist**, and important bill to make streets safer for pedestrians and cyclists. I urge the legislature to pass this bill in 2016.

Too many of our citizens are killed and injured by motorists who are being careless and not yielding the right of way. I believe four pedestrians were killed in Stamford last year, and already two more pedestrians have been killed in 2016. In Bridgeport where I work, three pedestrians have been killed so far in 2016. As I walk and ride my bicycle around the state, I fear for my life far too often. As I look to obey the rules as a pedestrian or cyclist, I find that the rules make it difficult, disadvantage, and fail to prioritize nonmotorists. Beyond HB 5403, I have many other policy suggestions that have been successful in other states such as red light cameras (New York), requiring vehicles stop for pedestrians anywhere in the roadway (Minnesota), and eliminating pedestrian signal buttons in high volume pedestrian and bicyclist intersections (many cities including NYC, Chicago, SF, DC, etc.)

Further, to reinforce the intention of the 2014 Vulnerable Users Bill in CT, which acknowledges that nonmotorist are more vulnerable because they are not surrounding by a crash-tested metal shield and gives them further protection, **please continue to make progress to protect nonmotorists by passing HB 5403.**

Lastly, if we want to create thriving, healthy, and vibrant communities, we need to prioritize safe streets for nonmotorists. There is only a positive benefit socially, economically and environmentally to improving legislation for safer streets. And the alternative looks grim across the board.

Thank you for considering my views.

Sincerely,
Emily Provonsha