State of Connecticut

Department of Transportation
Highway Safety Plan
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STATE OF CONNECTICUT

Highway Safety Plan

Prepared by

Connecticut Department of Transportation
Bureau of Policy and Planning
Transportation Safety Section
P.O. Box 317546
2800 Berlin Turnpike
Newington, Connecticut 06131-7546

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Table of Contents

EXECUTIVE SUMMARY **1**

Impaired Driving (AL) 2
Police Traffic Services (PTS) 3
Occupant Protection (OP) 3
Roadway Safety (RS) 3
Motorcycle Safety (MS) 4
Traffic Records (TR) 4
Hazard Elimination (HE) 5
Other Areas & Factors Other Areas & Factors 5

PROCESS DESCRIPTION **7**

DEMOGRAPHIC INFORMATION **10**

HIGHWAY SAFETY DATA ANALYSIS **12**

IMPAIRED DRIVING (AL) **24**

Problem Identification 25
Performance Measures 38
Performance Goals 39
Performance Objectives 39
Planned Countermeasures 40

POLICE TRAFFIC SERVICES (PTS) **45**

Problem Identification 46
Performance Measures 49
Performance Goals 49
Performance Objectives 49
Planned Countermeasures 50

OCCUPANT PROTECTION (OP) AND CHILD PASSENGER SAFETY (CPS) **53**

Problem Identification 54
Performance Measures 58
Performance Goals 58
Performance Objectives 59
Planned Countermeasures 59

ROADWAY SAFETY (RS) **62**

Problem Identification 63
Performance Measures 65
Performance Goals 65
Performance Objectives 65
Planned Countermeasures 66

MOTORCYCLE SAFETY (MS) **67**

Problem Identification 68
Performance Measures 74
Performance Goals 74
Performance Objectives 74
Planned Countermeasures 74

TRAFFIC RECORDS (TR) **77**
PERFORMANCE GOALS 78
PERFORMANCE OBJECTIVES 79
PLANNED COUNTERMEASURES 79
HAZARD ELIMINATION **81**
PROBLEM IDENTIFICATION 82
PERFORMANCE GOALS 83
PLANNED COUNTERMEASURES 83
PERFORMANCE MEASURES 83
OTHER AREAS & FACTORS **84**
DRIVER GROUPS 85
VEHICLE TYPES: SCHOOL BUSES, TRACTOR-TRAILERS, EMERGENCY VEHICLES 88
BICYCLES AND PEDESTRIANS 89
GEOGRAPHICAL DATA 94
RELATED HIGHWAY SAFETY LEGISLATION **97**
CERTIFICATIONS AND ASSURANCES **102**
SUPPLEMENTAL INFORMATION - H.S. COST SUMMARY **113**

Executive Summary

Executive Summary

This planning document provides historic, trend, and current Fatality Analysis Reporting System (FARS) and State-provided data detailing highway safety in Connecticut. The identified problem areas dictate the State's highway safety goals, objectives, and planned countermeasures. The basis for this examination is Connecticut's motor vehicle crash experience for the calendar year 2006 in comparison to the prior year.

Overall, the number of police reported crashes in the State decreased by 9.9 percent from the year 2005. An increase was observed in fatal crashes (+ 8.0 percent), while decreases were recorded in property damage only crashes (-11.6 percent), and injury crashes (- 7.0 percent).

In 2006, there were 283 fatal crashes in which 301 persons were killed. The fatality total was 8.3 percent higher than in the previous year. Serious "A" injuries decreased by 2 percent in 2006, while "B" and "C" level injuries declined by 4.9 percent and 11 percent, respectively.

Over the 5-year period of 2002 to 2006, the number of fatalities in Connecticut has declined by 7 percent, compared to a decrease of 6 percent in NHTSA's New England Region and a 1 percent decrease for the entire nation. The largest declines in Connecticut were in Passenger and Pedestrian Fatalities (39 percent and 28 percent decreases, respectively).

Over the 1985 to 2006 period, Connecticut's fatality and injury rates per 100 million vehicle miles declined sharply. During the 1990's and into the 2000's, the fatality rate declined gradually and reached a historic low of .90 per 100 million miles in 2005 and then increased slightly in 2006. The injury rate declined from 2002 to 2006 after several years of little change.

In 2006, Connecticut's fatality rate was 1 fatality per 100 million miles of travel compared with the national figure of 1.41 fatalities per 100 million miles of travel.

Impaired Driving (AL)

Alcohol-related fatal crashes are defined as any fatal crash in which a driver or non-occupant had an estimated blood alcohol concentration (BAC) of .01 or above. In Connecticut, the number of these crashes fluctuated from 123 in 2002 to 95 in 2005 and 124 in 2006. Fatal injuries in these crashes also decreased over this 5-year period from 135 in 2002 to 104 in 2005 and 131 in 2006.

The percentage of alcohol-related fatalities in Connecticut during 2006 (43.5 percent of all motor vehicle crash fatalities) was higher than the national average of 41 percent, and above the 41 percent in the states of the New England Region. Of the Connecticut fatal crashes, 39 percent were estimated to have been "high" BAC crashes (BAC≥ 0.08). The national estimate

for those crashes in which a driver or non-occupant had a BAC in excess of the per se limit of .08 was 35 percent, and was also 36 percent in the other New England states.

In 2006, Connecticut recorded BAC test results for 86 percent of fatally injured drivers and 28.5 percent of surviving drivers involved in fatal crashes; with both rates being well above the national figures of 69 percent for fatally injured drivers and 25 percent for surviving drivers.

General Goal: To significantly reduce the number of alcohol-related crashes.

Police Traffic Services (PTS)

During the 2002 to 2006 period, the most prevalent driver-related factors in fatal crashes were "failure to keep in proper lane or running off road," and "speeding/racing." In 2006, "speeding-racing" was identified in 19 percent of fatal crashes, "alcohol/other drugs" in 14 percent, and "failure to keep in proper lane or running off road" in 10 percent of the fatal crashes.

Over the 5-year period of 2002 to 2006, the greatest proportion of fatalities (36 percent) occurred on roads with a posted speed limit of 30 mph or less, followed by roads with limits of 35 or 40 mph (25 percent) and 45 or 50 mph (17 percent).

General Goal: To reduce the number of hazardous moving violations and speed related crashes.

Occupant Protection (OP)

Safety belt use in Connecticut increased from 76 percent in 2000 to 83 percent in 2006 and an all time high of 84.5 percent in 2007. The proportion of fatally injured passenger vehicle occupants who were not restrained was below the national average in each year from 1999 to 2006. Among known seatbelt use by occupants killed in passenger vehicles, Connecticut percentages have been higher than the New England region, both of which were generally lower than those nationwide. Belt use by occupants killed in nighttime crashes has been higher in Connecticut than in New England, and has fluctuated relative to the nationwide rate

General Goal: To increase safety belt use rates and remain at a level that is consistently above the national average.

Roadway Safety (RS)

Safety in highway construction or work zones is important to both motorists passing through and personnel working at these sites. This also includes incident management zones where emergency responders are present. Work-zone related fatal and serious crashes have

fluctuated year to year. During the 2001 to 2006 period, the number of serious crashes fluctuated from a high of 27 in 2001 to 18 in 2006. During that same period, total crashes dropped from 1,122 in 2001 to 748 in 200, a 33 percent reduction.

General Goal: To continue to reduce the number of fatal and serious injury crashes occurring in construction/work zone areas.

Motorcycle Safety (MS)

In 2006, a total of 53 motorcycle operators and passengers were killed on Connecticut roadways, representing 17.6 percent of the State's total traffic fatalities. Based on 85,271 registered motorcycles, the fatality rate per 10,000 registered vehicles was 6.2, a substantial increase from the 2005 rate of 5.2 per 10,000.

In the other New England states in 2006, 14.3 percent of fatalities were motorcyclists and the fatality rate per 10,000 motorcycles registered was 4.5. Nationally, motorcycle fatalities in 2006 accounted for 11.3 percent of motor vehicle crash victims with a fatality rate of 7.2 per 10,000 registered motorcycles. The fatality rate per 10,000 registered motorcyclists in the other New England states and in the U.S. as a whole decreased from 2005 to 2006 while increasing in Connecticut.

Approximately 60 percent of the motorcyclists killed were not wearing helmets, compared to approximately 41 percent of fatalities nationwide. Motorcycle operator error was the single most contributing factor amongst single vehicle crashes. Riding too fast for conditions was more likely to be a factor among motorcycle operator fatalities in Connecticut.

In 2006, 33 percent of the fatally injured motorcycle operators had been drinking and 29 percent had BACs of 0.08 percent or higher. Nationally, 27 percent of all fatally injured motorcycle operators had BAC levels of .08 or higher. An additional 7 percent had lower alcohol levels (BAC .01 to .07).

General Goal: To reduce the number of injuries and deaths among motorcycle operators and passengers.

Traffic Records (TR)

The absence of a comprehensive statewide data mart continues to be a major hurdle for the TRCC to overcome. These deficiencies include an inability to link traffic records from one agency to another and a lack of a comprehensive system to analyze crash data from the crash scene, patient care systems, licensing, and adjudication of the violations. Currently there are efforts underway to prepare the primary data files (crash, vehicle, location, injury, adjudication and registration) and ensure that they are fully operational to create an integrated data

collection network in order to capture crash, driver licensing, location and medical data relating to location of crashes, demographics of those involved, occupant protection use, primary contributing factors in crashes, severity of injury data, and specifics with regard to fatalities.

Recent data improvements include implementation of an automated crash report, restructuring of pre-hospital care reporting procedures, review, analysis, and an on-going linkage of CODES data (Crash Outcome Data Evaluation system).

General Goal: To develop a delivery system to provide timely, complete, accurate, uniform, integrated, and accessible traffic records to manage highway and traffic safety programs.

Hazard Elimination (HE)

Guidance signing, pavement markings, and guardrails are essential elements to provide guidance, information, and safety information for road users. Well marked roadways are necessary to direct and separate motorists in the same direction as well as opposing traffic. Roadside safety hardware (i.e. guardrails) assists in reducing both crash severity and the number of run off the road crashes.

General Goal: To improve safety and highway operations of the State's roadways

Other Areas & Factors Other Areas & Factors

Licensing data shows that the percentage of Connecticut licensed drivers age 19 and younger is less than the national percentage, but that the percentage of drivers age 70 and older is higher in Connecticut than the nation as a whole. The greatest number of fatal crashes involving young drivers occurred in July (31) followed by October (30), and 35.5 percent (78) occurred from 9 p.m. to 3 a.m. The Connecticut Department of Motor Vehicle's Commercial Vehicle Safety Division continues to be dedicated toward delivering a comprehensive commercial motor vehicle safety program to all who travel Connecticut roadways. The Connecticut Department of Transportation (Department) continues to partner with officials from that Division to assure coordination and cooperation with respect to programming efforts.

There were 182 fatal crashes involving pedestrians in Connecticut over the 5-year period of 2002 to 2006, and 184 pedestrians were killed in these crashes. Pedestrian fatalities decreased from 50 in 2002 to 27 in 2004, and rose to 38 in 2006. During the 2002 to 2006 period, national fatalities dropped 1.4 percent, the New England Region dropped 9.9 percent and Connecticut dropped 28 percent. In 2006, 12 percent of the fatalities were pedestrians, which is lower than the 12.2 percent in 2005. Nationally, these figures were 11.2 percent in 2006 and in 2005. Fatal crashes involving pedestrians and bicyclists were most likely to occur from September through December (46.7 percent), between 3 p.m. and midnight (66.5 percent) and in Hartford, New Haven and Fairfield counties (80.3 percent). The most frequently reported factors related to pedestrian fatalities were "improper crossing of roadway

or intersection," "not visible," and "walking/running against traffic" combined with "darting/running into the road".

The bicycle fatalities in Connecticut ranged from 2 to 5 percent from 2002 to 2006 and 19 bicyclists were killed in theses crashes.

General Goal: To reduce the number of all crashes to levels consistently below the national average.

Process Description

Process Description

The Department prepares an annual planning document that addresses a set of identified and defined highway and traffic safety problems. This problem identification process begins early in the calendar year with an examination of a variety of traffic and roadway related data. The analysis of this data identifies both general and specific patterns of concern and from a review of historical patterns, results in a projection of future data trends. Other problems and deficiencies are identified through programmatic review.

Department staff studies both the data and programmatic analysis and develops multiple countermeasures that specifically address the problem areas identified. Countermeasures typically receive funding based upon their potential to contribute to the achievement of long-range and interim goals and objectives. A major part of this process is to enlist the cooperation of highway safety partners who will facilitate the implementation of these countermeasures.

In addition, local political subdivisions and State agencies are routinely and systematically encouraged to identify municipal, regional, and State-level highway safety problems in order to propose specific countermeasures that address these problems.

Problem analysis is completed by Preusser Research Group under contract with the Department. This state-level analysis is completed using the most recent data available (currently 2006 data). Motor vehicle crash data, occupant restraints, helmet use, and other data on traffic safety issues are analyzed.

Requests for local problem identifications were sent to all highway safety stakeholders including 92 local police law enforcement agencies, 59 Resident State Troopers, 12 State Police Troops, 3 State Police District Headquarters, 1 State Police Headquarters Traffic Unit, 8 colleges and universities, the State of Connecticut State Capitol Police, and the University of Connecticut Health Center. Over 80 organizations have submitted safety concepts for consideration.

In addition, Department staff met with several local municipalities to discuss DUI plans for their jurisdictions. Other meetings were held with the State Department of Public Safety and the Office of the Chief State's Attorney in order to establish a cooperative working partnership.

Connecticut's Traffic Records Coordinating Committee has proposed 5 project concepts to address the lack of a comprehensive system to analyze crash data. The proposals include the creation of a data warehouse for use by all highway safety stakeholders.

Motorcycle safety professionals including motorcycle safety instructors, dealers, and other rider groups met in February 2008 to discuss counter measures to reduce motorcycle crashes.

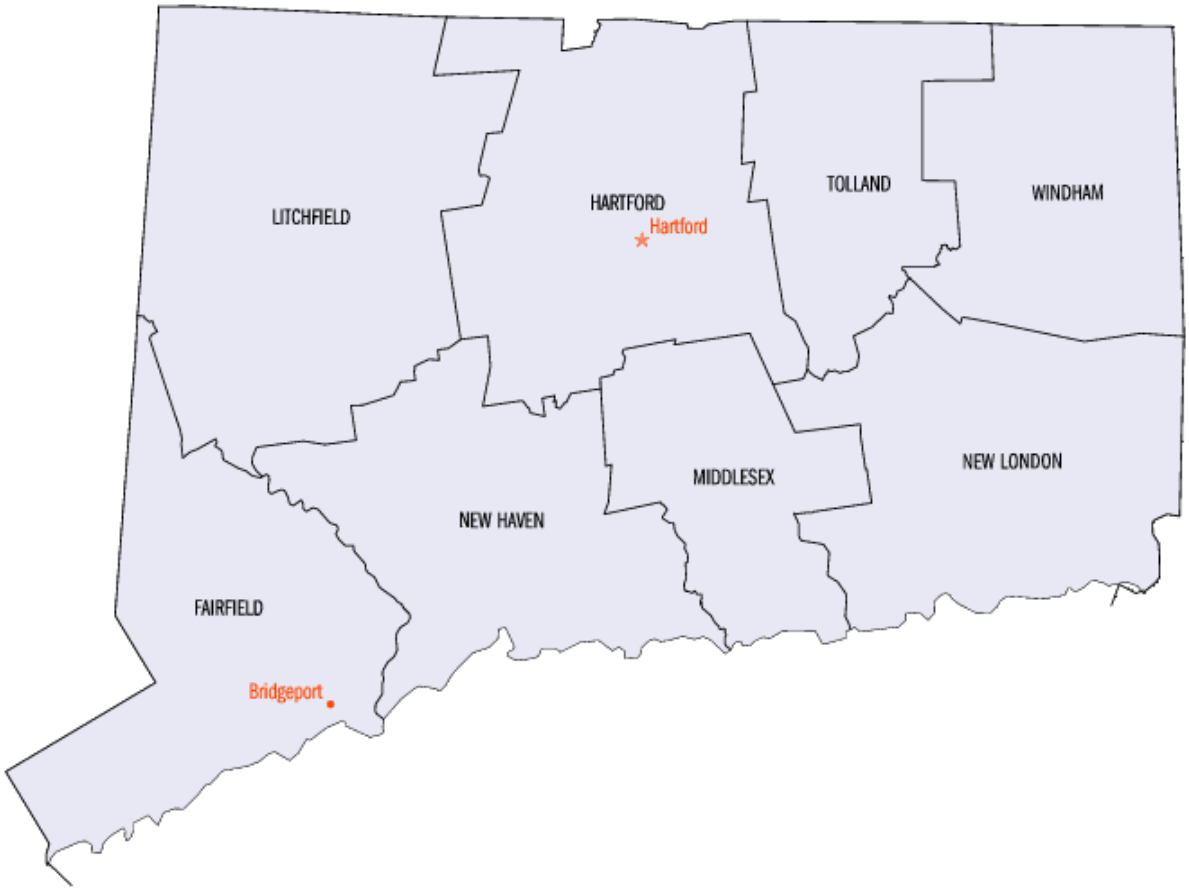
Performance goals for each program area are established by Department staff, utilizing available data sources. Performance measures incorporate elements of the Department's Strategic Highway Safety Plan and Master Transportation Plan, as well as nationally recognized countermeasures.

Programs and projects are designed to impact problems that are identified through the problem identification process described above. Program development and project selection begin with program specific planning meetings that involve professionals who work in various aspects of the specific program.

Specific sub-grantees are selected based on an ability to produce significant problem identification based on data driven problem analysis.

Projects are selected using criteria that include: response to identified problems, potential for impacting performance goals, innovation, clear objectives, adequate evaluation plans, and cost effective budgets.

Demographic Information



- Population of Connecticut in 2007: Estimate, American Community Survey Census 3,502,309
- (79.9%) White; (11.18%) Hispanic or Latino Origin; (9.49%) African American; (3.34%) Asian; (.21%) American Indian: +Alaska Native); and (5.23%) Other

- State Capital: Hartford
- Largest City Population: Bridgeport, 139,529
- Counties: 8, Boroughs: 19, Towns: 169, Cities: 21

- Land Area: 4,844.8 Square Miles
- Length of Coastal Water Line: 698.8 Square miles
- Forest Areas: 1.7 to 1.9 Mil Areas 2005

- Annual Miles of Travel Per CT-Driver: 11,166, 2006
- Miles of Roads 2007; (21,295) Public Roads: (3,716) State Roads; (963) National Highway System Roads and (346) Interstate Roads
- Connecticut Police Chiefs Association's (CPCA) HQ/Municipalities (105)
  (12) State Troops; (97) local Town Agencies; (59) Resident Trooper Towns

Prepared by: Connecticut Department of Transportation

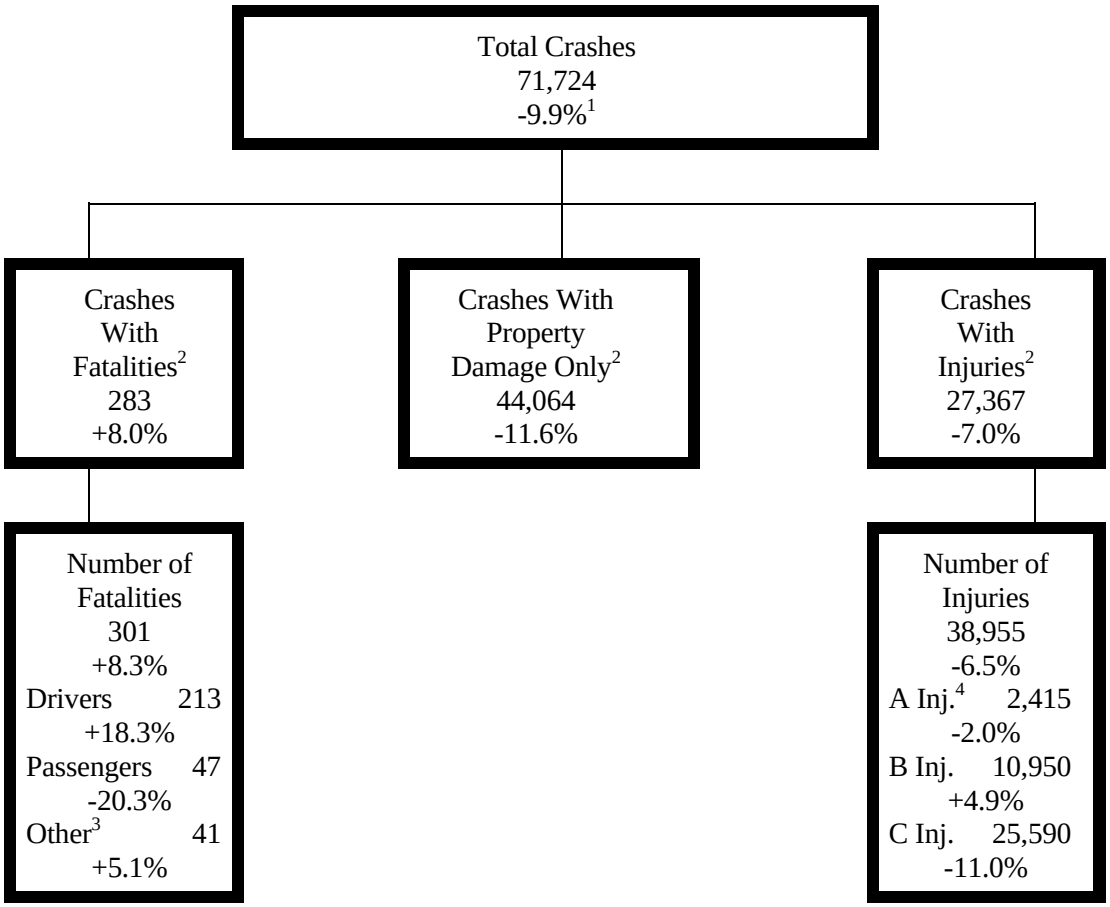
Highway Safety Data Analysis

Highway Safety Data Analysis

Figure 1 shows Connecticut's motor vehicle crash experience for the year 2006 and compares it with the prior year. Overall, the number of police reported crashes in the State decreased by 9.9 percent from the year 2005. Decreases were observed in property damage only crashes (-11.6 percent) and injury crashes (- 7.0 percent). Fatal Crashes increased by 8 percent.

In 2006, there were 283 fatal crashes in which 301 persons were killed. The fatality total was 8.3 percent more than in the previous year. Serious "A" injuries decreased by 2 percent in 2006, while "B" level injuries increased by 4.9 percent and "C" level injuries declined by 11 percent.

Figure 1. 2006 Connecticut Motor Vehicle Crash Profile



1. Percent change 2006 vs. 2005
2. Data on fatal crashes are from the NHTSA Fatality Analysis Reporting System (FARS) Data on injury and property damage only crashes are from the Connecticut Department of Transportation's Collision Analysis System
3. "Other" includes pedestrians, bicyclists and other non-motorists
4. Injury severity codes: "A" = severe injury, "B" = moderate injury, "C" = minor injury

Table 1. U.S., New England Region, Connecticut Fatalities Overview

	2002	2003	2004	2005	2006	Change 2002-06 %
Total Fatalities						
U.S. Total	43,005	42,884	42,836	43,510	42,642	-0.8%
Region Total	1,289	1,267	1,316	1,214	1,214	-5.8%
Connecticut	**325**	**298**	**294**	**278**	**301**	**-7.4%**
Driver Fatalities						
U.S. Total	26,659	26,779	26,871	27,491	27,323	+2.5%
Region Total	844	806	871	807	844	0.0%
Connecticut	**194**	**189**	**202**	**180**	**213**	**+9.8%**
Passenger Fatalities						
U.S. Total	10,604	10,458	10,355	10,069	9,473	-10.7%
Region Total	290	263	276	243	215	-25.9%
Connecticut	**77**	**70**	**60**	**59**	**47**	**-39.0%**
Pedestrian Fatalities						
U.S. Total	4,851	4,774	4,675	4,892	4,784	-1.4%
Region Total	142	173	147	141	128	-9.9%
Connecticut	**50**	**35**	**27**	**34**	**36**	**-28.0%**
Bicyclist Fatalities						
U.S. Total	663	626	722	784	770	+16.1%
Region Total	12	18	19	15	18	+50.0%
Connecticut	**4**	**2**	**5**	**3**	**5**	**+25.0%**

Source: FARS Final Files 2002-2005; Annual Report File 2006

Over the 5-year period of 2002 to 2006, the number of fatalities in Connecticut has declined by 7 percent, compared to a decrease of 6 percent in NHTSA's New England Region, and a 1 percent decrease for the entire nation. The largest declines in Connecticut were in Passenger and Pedestrian Fatalities (39 percent and 28 percent decreases, respectively).

2006 Crash Rates

Table 2 shows Connecticut's fatality and injury rates for 2006 based on population, licensed drivers and vehicle miles of travel, along with similar rates for the United States. The table indicates that the State's fatality rates are well below national levels. Connecticut's fatality rate was 1 fatality per 100 million miles of travel, compared with the national figure of 1.4 fatalities per 100 million miles of travel. On the other hand, the non-fatal injury crash rates in Connecticut are higher than those for the nation as a whole.

Table 2. Connecticut and U.S. 2006 Fatality and Injury Rates

CT Data for 2006	Rate Base	Fatality Rate	Injury Rate
Population 3,504,809	Per 100,000 Population	CT: 8.6 US: 14.2	CT: 1,111 US: 860
Licensed Drivers 2,805,124	Per 100,000 Licensed Drivers	CT: 10.7 US: 21.0	CT: 1,389 US: 1,269
Vehicle Miles of Travel 31,744,000,000	Per 100 Million Miles of Travel	CT: 1.0 US: 1.4	CT: 123 US: 85

Sources: U.S. Census Bureau; NHTSA; Federal Highway Administration (FHWA).

Crash Trends

Table 3 contains data on the annual number of fatal crashes, the number of persons killed, injury crashes, and the number injured for the 21-year period from 1986 to 2006. Also shown are the number of licensed drivers and annual vehicle miles of travel for the State. The table shows that the 278 fatalities recorded in 2005 is the lowest figure over the 21-year period. Fatalities increased to 301 in 2006. Total injuries (38,955) in 2006 is the lowest figure in the period reported. Moreover, the number of severe injuries ("A" injuries) reported in 2006 is the lowest figure over the 21 years for which data is available.

In the 283 fatal crashes that occurred in 2006, 84 drivers were reported as speeding or operating too fast for conditions, and 59 drivers were reported as driving under the influence of alcohol or other drugs. Of the vehicles involved in fatal crashes, 212 were automobiles, 133 were light trucks (incl. 69 SUVs, 7 vans, and 32 pick up trucks), and 55 were motorcycles.

Figure 2 shows a profile of Connecticut's motor vehicle fatalities for the years 2006 and 2005. Of the 301 fatalities that occurred in 2006, 41 (14 percent) were non-occupants such as pedestrians and bicyclists, 207 (69 percent) were vehicle occupants, and 53 (17 percent) were motorcyclists.

Among the vehicle occupants, 156 (75 percent) were riding in automobiles, 20 (10 percent) were in SUVs, and 34 (15 percent) were occupants of all other types of vehicles. Among the SUV occupants killed, 8 (40 percent) were in vehicles that rolled over.

Table 3. Trend Data 1986-2006

YR	Fatal Crashes	Killed	Injury Crashes	Injured	A Injury	B Injury	C Injury	Miles of Travel (100 Million)	Licensed Drivers (000)
86	423	450	35,109	49,156	7,617	13,676	27,863	240.5	2,334.8
87	415	447	35,771	50,549	7,357	13,577	29,615	250.0	2,346.7
88	447	485	32,957	46,285	6,454	13,711	28,120	260.6	2,370.0
89	378	405	32,668	46,535	6,965	11,400	28,170	261.8	2,373.8
90	359	386	29,546	41,907	6,406	10,037	25,464	263.1	2,214.1
91	281	310	27,893	40,564	6,221	9,978	24,365	266.3	2,212.7
92	267	297	29,414	43,184	6,490	9,435	27,259	264.6	2,357.6
93	324	342	29,619	43,965	6,276	9,439	28,250	270.1	2,180.3
94	286	312	32,116	47,514	6,263	9,663	31,588	271.4	2,318.5
95	287	317	32,594	48,595	5,602	12,522	30,471	280.4	2,349.1
96	296	310	33,849	49,916	4,898	12,277	32,741	281.4	2,343.8
97	314	338	32,623	48,432	4,671	11,832	31,929	285.5	2,270.2
98	306	329	31,470	47,115	4,187	11,481	31,447	293.2	2,349.3
99	270	301	32,909	49,304	3,927	12,229	33,148	299.3	2,373.7
00	318	342	34,449	51,260	3,976	12,245	35,039	307.6	2,652.6
01	285	312	34,133	50,449	3,598	12,052	34,799	308.4	2,650.4
02	298	322	31,634	47,049	2,997	11,226	32,826	312.1	2,672.8
03	277	298	30,952	45,046	2,731	10,881	31,434	314.3	2,659.9
04	280	294	30,863	44,267	2,683	10,487	31,097	316.1	2,694.6
05	262	278	29,429	41,657	2,465	10,442	28,750	316.8	2,740.3
06	283	301	27,367	38,955	2,415	10,950	25,590	317.4	2,805.1

Fatal crash and fatality figures are from the FARS Annual Report Files.

Figure 2. Connecticut Fatality Profile

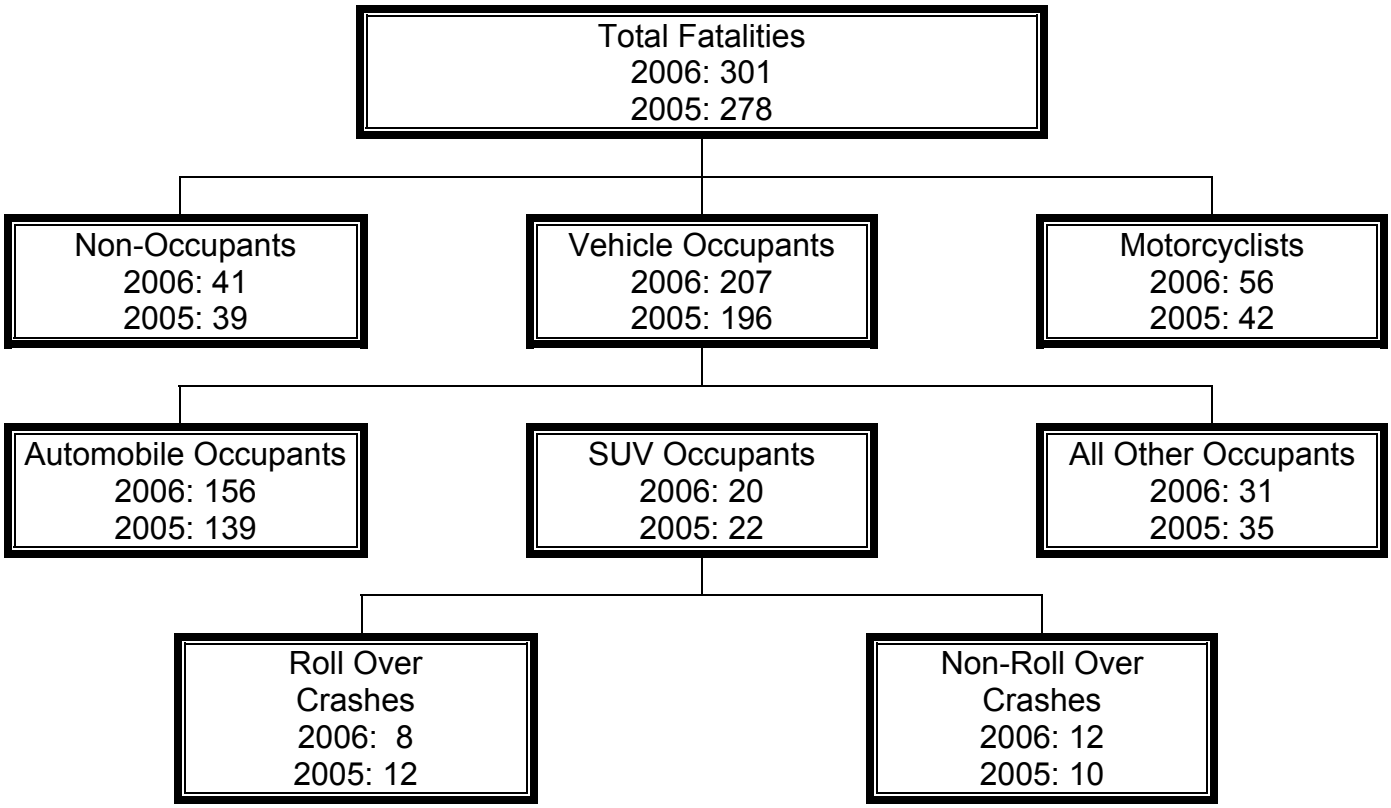


Figure 3 shows the trends in Connecticut's fatality and injury rates per 100 million vehicle miles over the 1985 to 2006 period. These rates generally declined sharply in parallel throughout the 1980s. During the 1990s and into the 2000s, the fatality rate declined gradually and reached a historic low of .90 per 100 million miles in 2005 and then increased slightly in 2006. The injury rate declined from 2002 to 2006 after several years of little change.

Figure 3. Killed & Injured per 100 Million Vehicle Miles Traveled: 1985-2006

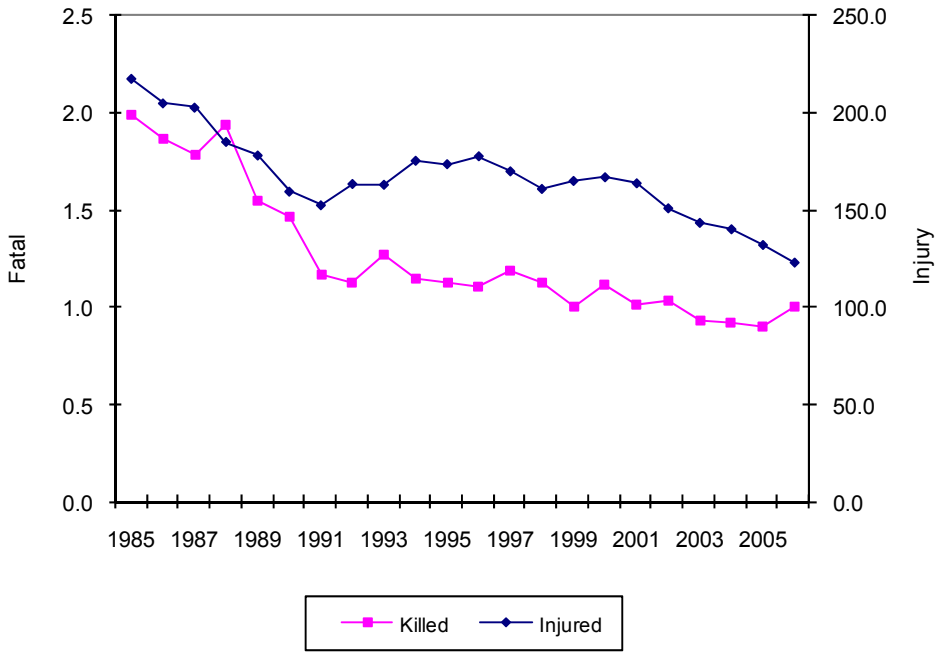


Table 4-A shows fatal, injury, and property damage-only crash rates per 100,000 population in Connecticut's 8 counties during the 2002 to 2006 period, while Table 4-B presents total number of fatalities by county. Not surprisingly, the greatest number of fatalities occurred in the most populous counties of Fairfield, Hartford, and New Haven (Table 4B). On the other hand, these counties generally have had fatal population based crash rates that are below the statewide figures.

Table 4-A. Crash Rates by County 2002- 2006

County	Crash Type	Rates per 100,000 Population by Year				
		2002	2003	2004	2005	2006
Fairfield	Fatal	7	5.5	5.7	5.8	6.4
	Injury	989.1	946.9	914.2	860.6	857.7
	Prop. Damage	1531.1	1570.7	1458.2	1441.6	1382.7
Hartford	Fatal	8.2	7.5	6.4	5.5	8.6
	Injury	836.7	813.2	889.5	891.2	796.9
	Prop. Damage	5088.8	5378.1	6428.6	6343.5	1123.2*
Litchfield	Fatal	9.7	7.5	13.2	10.6	9.33
	Injury	617.7	590.9	629.7	592.5	653.7
	Prop. Damage	1197.9	1341.1	1308.2	1339.8	1304.1
Middlesex	Fatal	7.5	5.6	10.5	12.3	9.7
	Injury	683.9	619.7	697.3	735.8	619.7
	Prop. Damage	1000.4	945.7	1179.9	1197.6	904.1
New Haven	Fatal	8.9	8.8	6.3	8.1	7.5
	Injury	1160.7	1137.7	1071.3	967.2	931.5
	Prop. Damage	1463.2	1629.2	1550.2	1473.2	1425.2
New London	Fatal	11.8	13.2	16.9	8.3	15.1
	Injury	718.4	756.3	729.5	706.9	658.1
	Prop. Damage	1679	1744.6	1803.6	1769.8	1540.0
Tolland	Fatal	10.5	10.3	10.2	12.9	5.9
	Injury	650.4	641.2	570.8	562.9	577.9
	Prop. Damage	1250.9	1233.4	1200.3	1266.2	1150.6
Windham	Fatal	13.5	14.2	15.7	11.2	20.2
	Injury	701.8	661.9	647.1	592.5	591.3
	Prop. Damage	1157.9	1168.5	1173.7	1206.6	1056.0

* It is unclear why Hartford's crash rate dropped so suddenly

Table 4-A. Crash Rates by County 2002-2006
(Continued)

County	Crash Type	Rates per 100,000 Population by Year				
		2002	2003	2004	2005	2006
Statewide	Fatal	8.6	8	8	7.5	8.1
	Injury	914.5	888.7	883.3	840.7	839.7
	Prop. Damage	1350.5	1426.4	1449.1	1424.6	1422.9

Source: Connecticut Department of Transportation

Table 4-B. Connecticut Fatalities by County

County	2002	2003	2004	2005	2006
Fairfield	67	55	53	56	57
Hartford	81	72	57	53	77
Litchfield	198	14	28	20	17
Middlesex	14	10	18	20	16
New Haven	77	78	54	69	64
New London	35	37	48	25	40
Tolland	17	15	16	22	8
Windham	15	17	20	13	22
Total	**325**	**298**	**294**	**278**	**301**

Figure 4 shows the linear trend in Connecticut's fatalities based on the years 2002 to 2006, and projects this trend through 2008. If Connecticut's fatality trend for 2002 to 2006 continues, the projection would be 279 fatalities in 2007 and 272 in 2008. If the fatality rate per 100 million vehicle miles of travel continues (Figure 5), it would project to .87 in 2007 and .85 in 2008.

Figure 6 shows the trend in serious "A" injuries base on 2001 to 2006 data. If that trend continues, it would project 2059 "A" injuries in 2007 and 1,843 in 2008. Figure 7 shows the "A" injury rate per 100 million miles of travel would project to 6.4 in 2007 and 5.6 in 2008 and 4.9 in 2009.

Figure 4. Fatality Trend

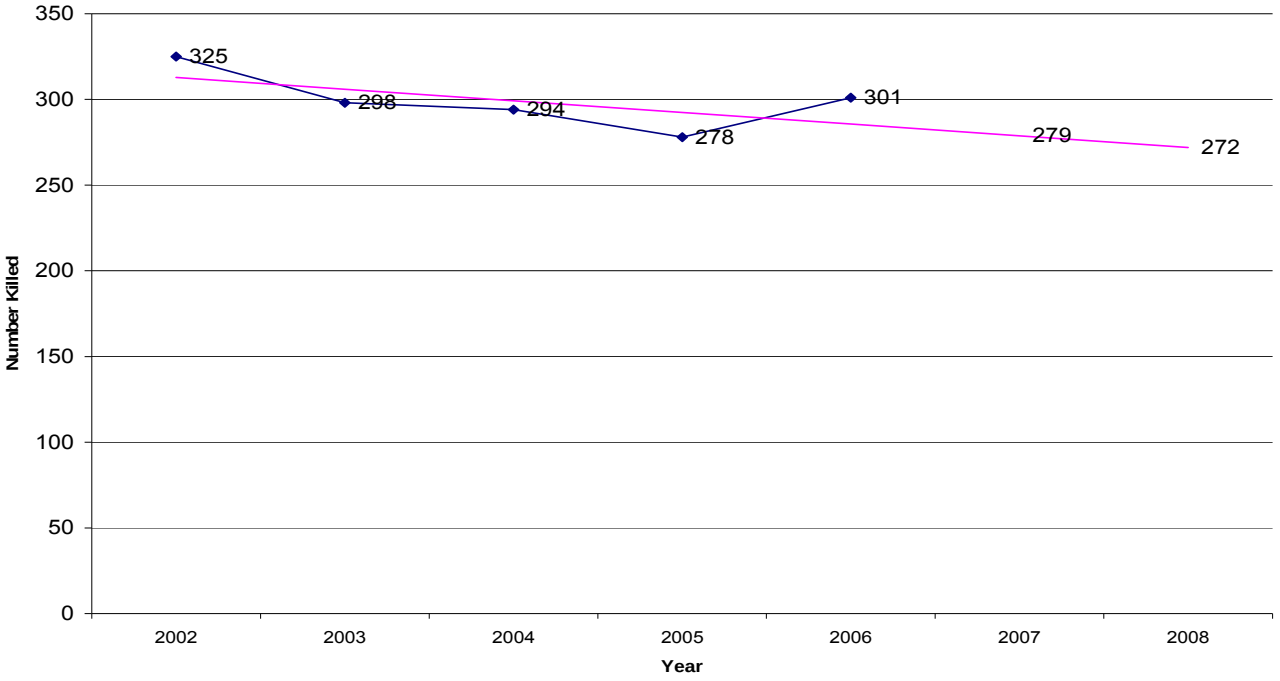
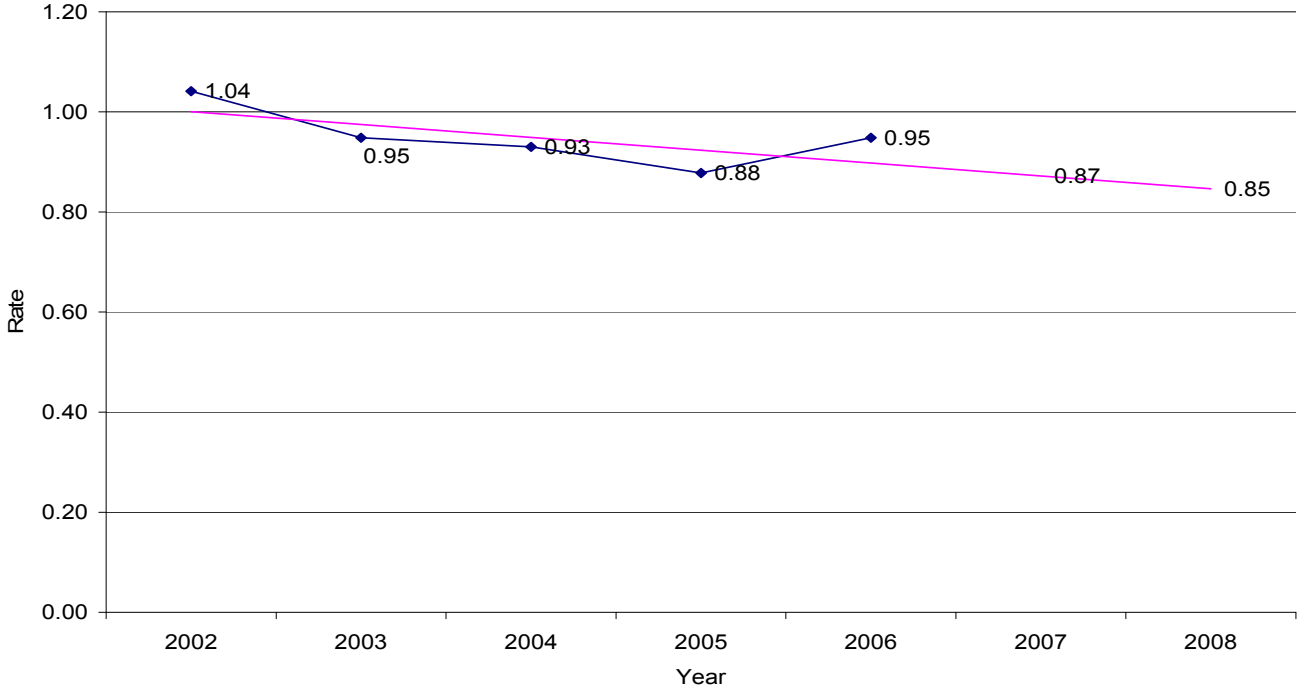


Figure 5. Fatality per 100 M VMT Trend



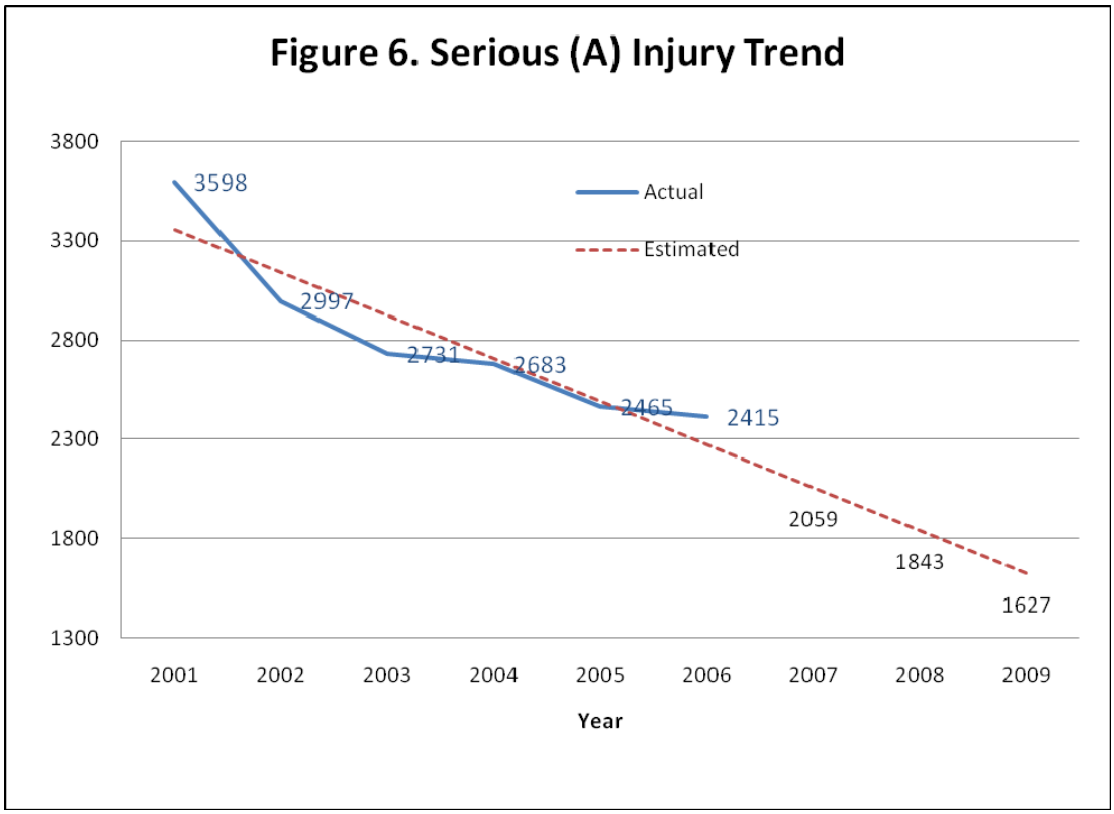


Figure 6. Serious (A) Injury Trend
3800
3300
2800
2300
1800
1300
3598
2997
2731
2683
2465
2415
2059
1843
1627
Actual
Estimated
2001
2002
2003
2004
2005
2006
2007
2008
2009
Year

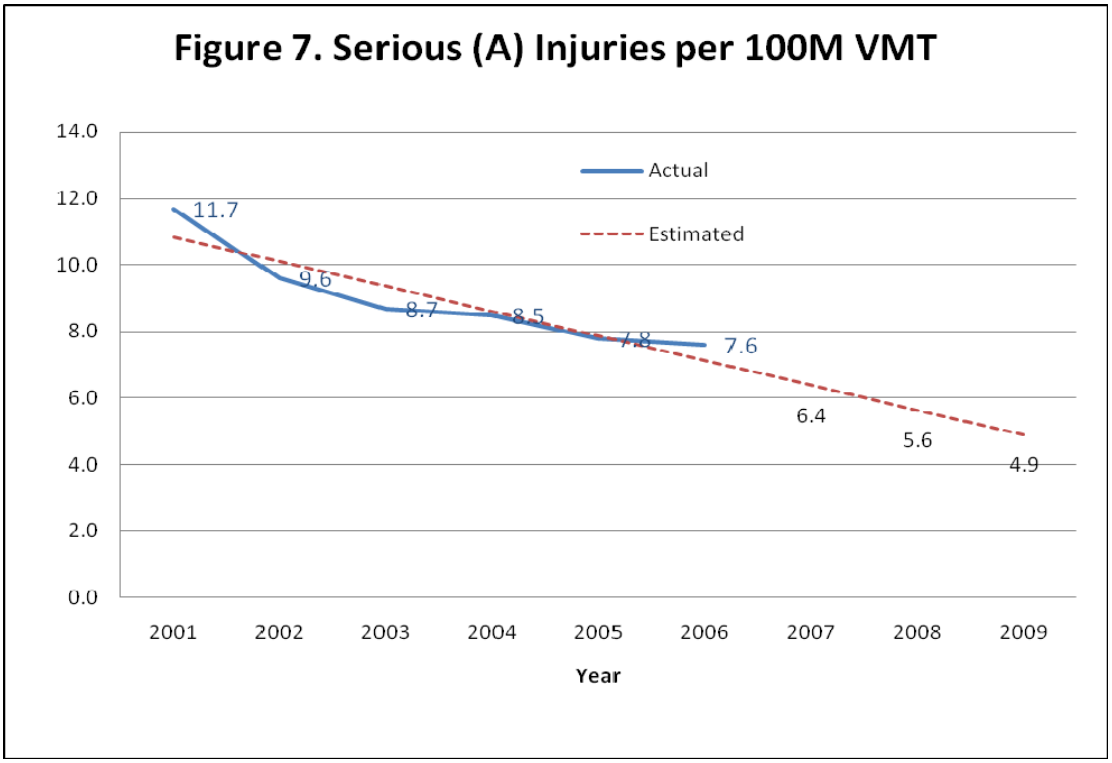


Figure 7. Serious (A) Injuries per 100M VMT
14.0
12.0
10.0
8.0
6.0
4.0
2.0
0.0
11.7
9.6
8.7
8.5
7.8
7.6
6.4
5.6
4.9
Actual
Estimated
2001
2002
2003
2004
2005
2006
2007
2008
2009
Year

Statewide Performance Measures

Performance Measure	Year				
	2002	2003	2004	2005	2006
Fatal Crashes	298	277	280	262	283
Fatalities	322	298	294	278	301
Fatalities/100 million vehicle miles	1.0	0.9	0.9	0.9	1.0
Injury Crashes	31,634	30,952	30,863	29,429	27,367
Injuries	47,049	45,046	44,267	41,657	38,955
Injuries per 100,000 population	1,360	1,292	1,263	1,190	1,111

Impaired Driving (AL)

Impaired Driving (AL)

Problem Identification

In 2006, Connecticut recorded BAC test results for 86 percent of fatally injured drivers and 28.5 percent of surviving drivers involved in fatal crashes; with both rates being well above the national figures of 69 percent for fatally injured drivers and 25 percent for surviving drivers (when it was known if the test was given). This represents a significant increase over the 67 percent recorded in 2005 for fatally injured drivers.

State data on alcohol-related fatalities are based on known BAC test results, while FARS data use statistical methods to estimate BACs when no test data are available. Connecticut's figures, as shown in Table AL-1, parallel NHTSA's estimates but are somewhat more conservative.

Table AL-1. Alcohol-Related Crashes/Fatalities (Connecticut)

	Year				
	2002	2003	2004	2005	2006
# Alcohol-Related Fatal Crashes	123	124	100	95	124
% Alcohol-Related Fatal Crashes	41.3%	44.8%	36.1%	36.4%	42.3%
# Alcohol-Related Fatalities	135	131	107	104	131
% Alcohol-Related Fatalities	41.9%	45.3%	36.8%	35.7%	43.5%

Source: Connecticut Department of Transportation

The long-term trends in Connecticut's alcohol-related and non-alcohol-related fatalities are shown in Figure 8. In the period between the late 1980s and early 1990s, both alcohol-related and non alcohol-related fatalities dropped dramatically. Based on NHTSA's estimates of alcohol-related fatalities, Figure 8 shows that a downward trend existed through about 1992. That year, for the first time, less than 50 percent of the State's fatalities were alcohol-related. In the years that followed, the number of alcohol-related fatalities remained essentially constant at the level of around 150 annually, until 2002 when they began to decline steadily through 2006, from 144 in 2002 to 129 in 2006, a decrease of 15 fatalities or a reduction of 10.5 percent. Alcohol related fatalities remained relatively unchanged from 2005 to 2006 (Table AL-5).

Tables AL-2 and AL-3 show the raw numbers of fatal crashes, fatalities and total crashes in which the impaired/intoxicated driver was deemed responsible or "at-fault."

Table AL-2.
Crashes Involving At-Fault Drivers Who Had Been Drinking
(Blood Alcohol >0.00 <.08%)

YEAR	FATAL CRASHES	FATALITIES	TOTAL CRASHES
1990	26	27	617
1991	24	29	526
1992	22	32	534
1993	24	25	571
1994	21	23	488
1995	15	19	265
1996	25	26	240
1997	30	31	288
1998	19	21	393
1999	22	24	415
2000	22	25	512
2001	27	33	599
2002	19	19	398
2003	16	16	366
2004	14	15	376
2005	14	16	304
2006	9	10	316

Table AL-3.
Crashes Involving At-Fault Drivers Who Were Intoxicated
(Blood Alcohol ≥ .08%)

YEAR	FATAL CRASHES	FATALITIES	TOTAL CRASHES
1990	128	141	2,580
1991	90	108	2,105
1992	76	82	2,088
1993	94	97	1,780
1994	76	88	1,572
1995	95	106	1,625
1996	85	86	1,588
1997	80	87	1,562
1998	91	97	1,454
1999	75	85	1,388
2000	90	95	1,407
2001	94	108	1,292
2002	86	96	1,329
2003	91	99	1,413
2004	74	77	1,406
2005	71	77	1,501
2006	92	95	1,406

Source: Connecticut Department of Transportation

Figure 8. Connecticut Fatalities 1985-2004

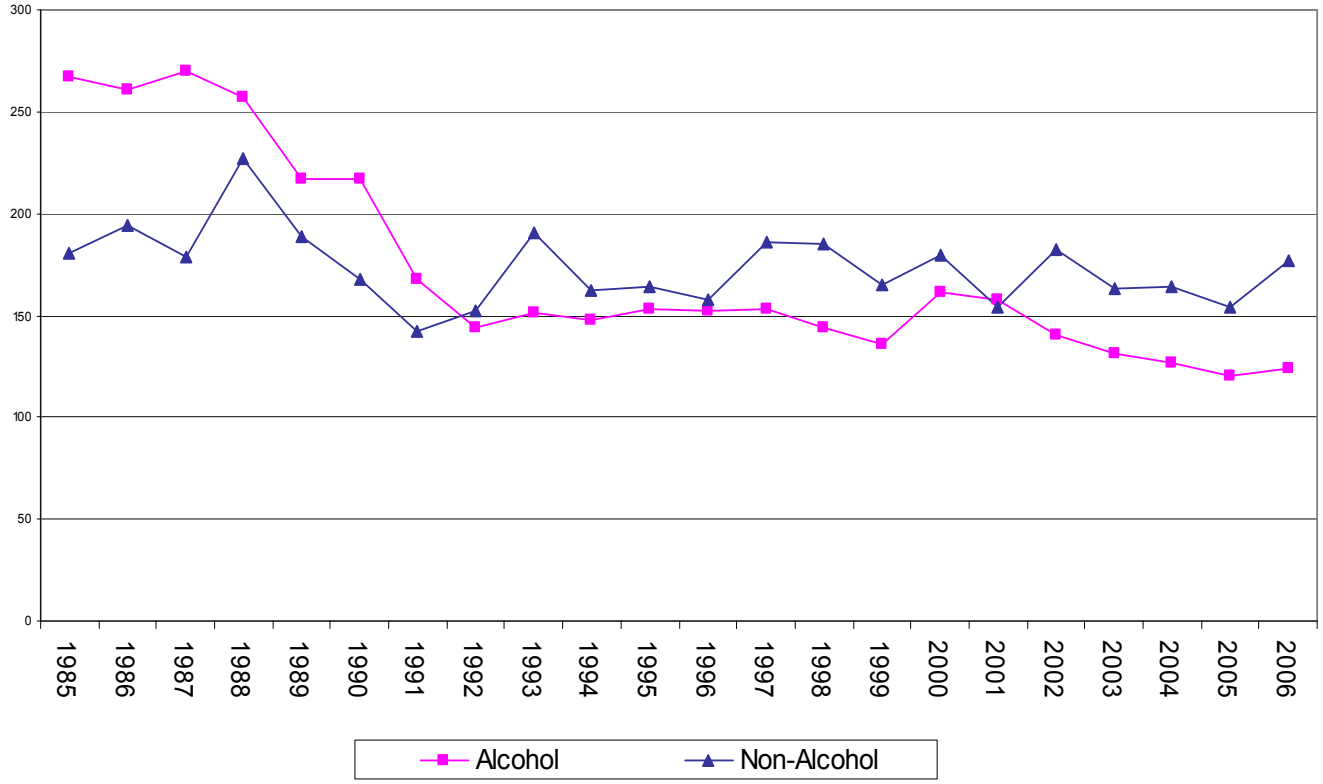


Table AL-4 shows that the percentage of alcohol-related fatalities in Connecticut during 2006 (43 percent) was higher than the national percentage of 41 percent and above the 41 percent in the states of the New England Region. Of the Connecticut fatal crashes, 39 percent were estimated to have been "high" BAC crashes (BAC≥ 0.08). The national estimate for "high" BAC crashes was 35 percent and was 36 percent in the other New England states.

Table AL-4. Alcohol-Related/High BAC Crashes-2006

	Connecticut	U.S.	New England
Percentage of Alcohol-related Fatalities	43%	41%	41%
Percentage of High BAC (0.08%+) Crashes	39%	35%	36%

Source: Fatal Analysis Reporting System (NHTSA)

As previously noted, when BAC test results are either not available or unknown, the NHTSA employs a statistical model to estimate alcohol involvement. Multiple imputation data have been used in this Plan. Table AL-5 presents the estimated results. Note: using this method can produce slight differences in totals due to rounding.

Table AL-5. Estimated Alcohol-Related Crashes/Fatalities (NHTSA)

State of Connecticut	2002	2003	2004	2005	2006
Number of Alcohol-Related Fatal Crashes	133	129	126	119	124
Percent Alcohol-Related Fatal Crashes	44%	46%	45%	45%	44%
Number of Alcohol-Related Fatalities	144	137	131	130	129
Percent Alcohol-Related Fatalities	41%	46%	45%	47%	43%

Source: Fatal Analysis Reporting System (NHTSA) Final Files for 2002-2006 Annual Report File for 2006

Between 2002 and 2005, there was a downward trend line in the number of DUI-related fatal crashes. In 2006, the number of alcohol-related fatal crashes increased slightly. Still, the number of alcohol-related fatalities did show a downward trend between 2002 and 2006. While these crashes/fatalities, defined as a percentage of the total number of crashes and fatalities, remain unacceptably high, influenced by the substantial gains made in other safety areas, a decline in both crashes and fatalities has occurred over the 2002 to 2006 period. The number/percentage of fatal crashes declined by 9 (6.8 percent) from 133 to 124, while the number/percentage of resultant fatalities declined by 15 (10.4 percent) from 144 to 129. This reduction is attributed to a major statewide multi-media public information campaign combined with high visibility enforcement that included both sobriety checkpoints and saturation patrols during known high-violation periods.

Table AL-6 shows Connecticut BAC test results for the years 2002 to 2006.

Table AL-6. BACs of Fatally Injured Drivers Who Had Been Drinking

BAC	2002	2003	2004	2005	2006
.00	92	87	53	82	109
.01-.07	12	11	6	8	5
.08 –Up	63	64	60	36	70
No/Unknown Result	27	27	83	54	29

Source: Fatal Analysis Reporting System (NHTSA)

Table AL-7 indicates, by county, the percentage of fatally injured drivers found to have been drinking. Also included is the comparative percent of fatally injured drinking drivers throughout the State, in the other New England states and in the remainder of the nation.

Table AL-7. Percentage of Fatally Injured Drivers Who Had Been Drinking

Percent Alcohol in Known Cases	2002	2003	2004	2005	2006
Fairfield County	33.3%	30.8%	66.7%	35.0%	61.5%
Hartford County	39.5%	32.4%	64.7%	18.5%	28.9%
Litchfield County	50.0%	22.2%	66.7%	41.7%	50.0%
Middlesex County	66.7%	50.0%	57.1%	33.3%	27.3%
New Haven County	45.5%	56.8%	33.3%	41.9%	45.7%
New London County	52.4%	63.6%	47.4%	57.1%	30.0%
Tolland County	16.7%	70.0%	75.0%	20.0%	40.0%
Windham County	90.1%	33.3%	50.0%	57.1%	26.7%
Percent Statewide	45.6%	45.6%	55.5%	34.9%	40.8%
Percent Other New England	36.4%	41.8%	38.4%	39.0%	35.8%
Percent Other U.S.	41.8%	40.4%	39.4%	40.9%	41.3%

Source: Fatal Analysis Reporting System (NHTSA). A large number of unknown BACs in 2004 appear to have affected that year's results for Connecticut.

Table AL-8 shows the number of fatalities both by county and statewide for the years 2002 to 2006, the percentage of these that were known or estimated to have been alcohol-related, and the rate of alcohol-related fatalities per 100,000 population. The statewide data at the bottom of the table indicates that for the 5-year period shown, the percentage of alcohol-related fatalities ranged from 42.9 to 46.8 percent.

Table AL-8. Alcohol-Related Fatalities by County

County	2002	2003	2004	2005	2006
Fairfield Total Pct. Alcohol Alcohol Rate/100,000	67 33.6% 2.51	55 38.9% 2.38	53 52.3 3.08	56 51.3% 3.19	57 58.2% 3.69
Hartford Total Pct. Alcohol Alcohol Rate/100,000	81 41.5% 3.88	72 38.6% 3.19	57 49.8% 3.26	53 41.7% 2.52	77 34.3% 3.01
Litchfield Total Pct. Alcohol Alcohol Rate/100,000	19 47.4% 4.83	14 27.9% 2.08	28 50.7% 7.51	20 51.0% 5.39	17 52.9% 4.73
Middlesex Total Pct. Alcohol Alcohol Rate/100,000	14 45.7% 4.01	10 53.0% 3.28	18 32.2% 3.58	20 42.0% 5.16	16 37.5% 3.66
New Haven Total Pct. Alcohol Alcohol Rate/100,000	77 46.4% 4.28	78 51.5% 4.78	54 35.2% 2.25	69 46.1% 3.77	64 48.9% 3.70
New London Total Pct. Alcohol Alcohol Rate/100,000	35 50.3% 6.70	37 62.2% 8.69	48 41.0% 7.41	25 58.8% 5.56	40 31.8% 4.82
Tolland Total Pct. Alcohol Alcohol Rate/100,000	17 36.5% 4.35	15 63.3% 6.54	16 52.5% 5.73	22 33.6% 5.02	8 35.0% 1.89
Windham Total Pct. Alcohol Alcohol Rate/100,000	15 85.3% 11.52	17 33.5% 5.06	20 40.0% 6.99	13 52.3% 5.87	22 35.5% 6.67
Statewide Total Fatalities Pct. Alcohol Alcohol Rate/100,000	325 44.2% 4.16	298 45.9% 3.93	294 44.6% 3.76	278 46.8% 3.72	301 42.9% 3.61

Source: Fatal Analysis Reporting System (NHTSA) Imputed alcohol data.

New London and Windham counties in the eastern portion of the State, and to some degree Litchfield County in the west, and New Haven in the southwest consistently have the highest alcohol-related fatality rates per 100,000 of population.

Statewide, between 2002 and 2005, while the number of alcohol-related fatalities has generally dropped, the percentage of total fatalities has remained relatively constant. The 2006 percentage of alcohol-related fatalities was the lowest in 5 years. The trend line for the

statewide alcohol-related fatality rate has shown a steady decline over the 5-year reporting period, dropping from 4.16 per 100,000 of population to 3.61, a decrease of 13.2 percent.

Table AL-9 shows the age groups of drinking drivers (BAC ≥ .01) killed during the 5-year period of 2002 to 2006, along with the numbers of licensed drivers in these same age groups. The table also shows the rate of drinking drivers killed (fatalities per 100,000 licensed drivers).

The table indicates that persons under the age of 35 made up the majority of the fatalities (55.2 percent). The table shows that approximately 11.9 percent of the fatally injured drinking drivers were under the legal drinking age.

Of significance is the substantial over-representation (percent licensed drivers versus percent drivers killed) of both the under 21 and 21 to 34 year old age groups and the under-representation of the 50+ age group. The 35 to 49 year old group data is slightly under-represented.

Table AL-9. Fatally Injured Drinking Drivers by Age Group

	Drinking Drivers Killed (2002-2006)		Licensed Drivers (2006)		
Age	Number[1]	Percent of Total	Number[2]	Percent of Total	Rate[3]
<21	48	11.9%	141,431	5.0%	33.9
21-34	175	43.3%	578,606	20.6%	30.2
35-49	114	28.2%	875,385	31.2%	13.0
50+	67	16.6%	1,209,702	43.1%	5.5
Total	404	100%	2,805,124	100%	14.4

1. Source: Fatal Analysis Reporting System (NHTSA), Imputed Drinking
2. Source: FHWA
3. Fatality rate per 100,000 Licensed Drivers

Table AL-10 shows additional characteristics of these drivers and their crashes. The table shows that the fatally injured drinking drivers were predominately males and were most often killed in single vehicle crashes. Overall, 85.9 percent of the victims had valid licenses, 7.6 percent had a previous DUI conviction, and 91.8 percent were Connecticut residents. Approximately 60.1 percent of the fatalities took place on arterial type roadways, 20.7 percent were on local roadways, and 19.2 percent were on collector roadways.

The second part of Table AL-10 shows that drinking driver fatalities were most likely to have occurred on Saturdays and Sundays (these are likely in the overnight periods of Friday into

Saturday and Saturday into Sunday). Friday, Saturday and Sunday account for approximately 62 percent of all impaired driving related fatalities.

The table shows that 51.2 percent of the fatalities occurred during the late night hours of midnight to 5:59 a.m., 27.4 percent took place between 8:00 p.m. and midnight, and 21.4 percent occurred during the daytime hours from 6:00 a.m. to 7:59 p.m.

Table AL-10. Characteristics of Fatality Injured Drinking Drivers 2002-2006

	2002 (N=82)	2003 (N=83)	2004 (N=90)	2005 (N=64)	2006 (N=85)	Total (N=404)
Age <21	9.8%	10.8%	12.2%	12.5%	17.6%	12.6%
21-34	41.5%	47.0%	41.1%	42.2%	23.5%	38.9%
35-49	28.0%	26.5%	32.2%	31.3%	44.7%	32.7%
50+	20.7%	15.7%	14.4%	14.1%	14.1%	15.8%
Sex Male	85.4%	83.1%	84.4%	87.5%	83.3%	84.6%
Female	14.6%	16.9%	15.6%	12.5%	16.7%	15.4%
Number of Vehicles						
Single Vehicle	67.5%	71.1%	80.0%	76.6%	72.9%	73.6%
Multi Vehicle	32.5%	28.9%	20.0%	23.4%	27.1%	26.4%
License Valid	82.9%	86.7%	86.7%	84.4%	88.2%	85.9%
Previous DUI	10.8%	4.8%	4.4%	7.7%	10.6%	7.6%
Connecticut Resident	91.5%	92.8%	91.1%	93.8%	92.1%	91.8%
Road Type						
Arterial	62.7%	56.6%	64.4%	50.8%	63.5%	60.1%
Collector	18.1%	21.7%	23.3%	18.5%	14.1%	19.2%
Local	19.3%	21.7%	12.2%	30.8%	22.4%	20.7%

Source: Fatal Analysis Reporting System (NHTSA)

Table AL-10. Characteristics of Fatality Injured Drinking Drivers 2002-2006 (Continued)

	2002 (N=82)	2003 (N=83	2004 (N=90)	2005 (N=64)	2006 (N=85)	Total (N=404)
Day						
Sunday	22.9%	23.8%	23.3%	28.1%	20.2%	23.5%
Monday	8.4%	7.1%	14.4%	6.3%	4.8%	8.4%
Tuesday	6.0%	7.1%	10.0%	4.7%	13.1%	8.4%
Wednesday	6.0%	13.1%	12.2%	10.9%	10.7%	10.6%
Thursday	12.0%	11.9%	10.0%	14.1%	9.5%	11.4%
Friday	21.7%	19.0%	7.8%	18.8%	15.5%	16.3%
Saturday	22.9%	17.9%	22.2%	17.2%	26.2%	21.5%
Time						
Mid-0559	37.3%	45.8%	40.0%	41.5%	51.2%	43.2%
0600-1959	26.5%	25.3%	28.9%	27.7%	21.4%	25.9%
2000-2359	36.1%	28.9%	31.1%	30.8%	27.4%	30.9%
Month						
January	8.5%	7.3%	6.6%	6.2%	2.4%	6.2%
February	13.4%	1.2%	5.5%	6.2%	11.8%	7.7%
March	8.5%	8.5%	8.8%	7.7%	7.1%	8.1%
April	3.7%	9.8%	2.2%	6.2%	15.3%	7.4%
May	7.3%	8.5%	14.3%	7.7%	4.7%	8.6%
June	6.1%	14.6%	7.7%	10.8%	8.2%	9.4%
July	12.2%	11.0%	13.2%	7.7%	14.1%	11.9%
August	9.8%	9.8%	7.7%	12.3%	5.9%	8.9%
September	9.8%	7.3%	13.2%	12.3%	11.8%	10.9%
October	9.8%	7.3%	4.4%	19.2%	10.6%	8.1%
November	6.1%	8.5%	11.0%	7.7%	4.7%	7.7%
December	4.9%	6.1%	5.5%	6.2%	3.5%	5.2%

Source: Fatal Analysis Reporting System (NHTSA),

Table AL-11 highlights alcohol-related crashes (utilizing Department data) of all types (fatal, injury and property damage) and shows they were also most likely to have occurred on Fridays, Saturdays and Sundays. The table also shows that about one-third of the crashes (35.3 percent) occurred during the late night hours between midnight and 5:59 a.m., one-third (29.3 percent) took place between 8:00 p.m. and midnight and one-third (35.4 percent) occurred during the morning to early evening period of 6:00 a.m. to 7:59 p.m. This time pattern differs slightly from that of drinking driver fatalities detailed in Table AL-10. Also, alcohol-related crashes of all types are far more evenly distributed across the months than are the crashes that killed drinking drivers.

Table AL-11. Characteristics of Alcohol Involved Crashes: 2006

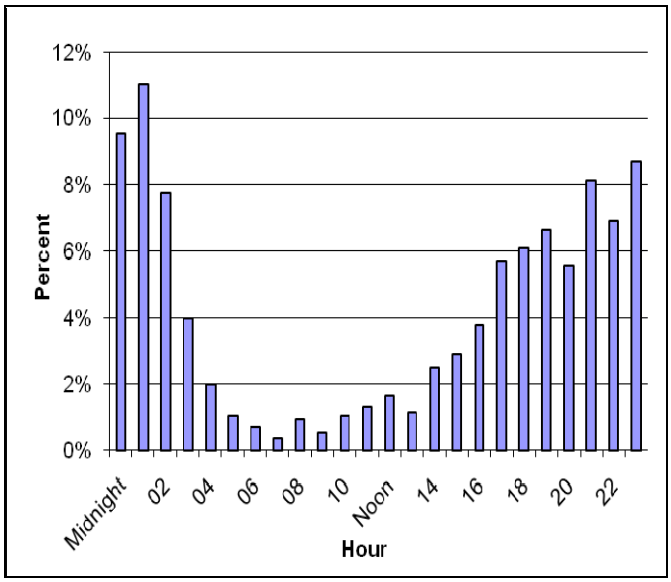
	2006	
	Number=1,816	Percentage=100%[1]
Day of Week		
Sunday	336	18.5%
Monday	176	9.7%
Tuesday	159	8.8%
Wednesday	188	10.4%
Thursday	237	13.1%
Friday	309	17.0%
Saturday	411	22.6%
Time1		
Mid-0559	638	35.3%
0600-1959	639	35.4%
2000-2359	530	29.3%
Month		
January	139	7.7%
February	159	8.8%
March	168	9.3%
April	177	9.8%
May	145	8.0%
June	166	9.1%
July	134	7.4%
August	148	8.2%
September	135	7.4%
October	144	7.9%
November	134	7.4%
December	167	9.2%

Source: Connecticut Department of Transportation
[1] Time of day was unknown in 9 crashes

The distributions of alcohol-related crashes by time of day and day of week are shown in Figure 9. The frequency by time of crash occurrence builds up in the afternoon and evening hours, peaking during the 11p.m. to 1 a.m. period. Mondays to Wednesdays have fewer of the crashes; the frequency then builds through the weekend days.

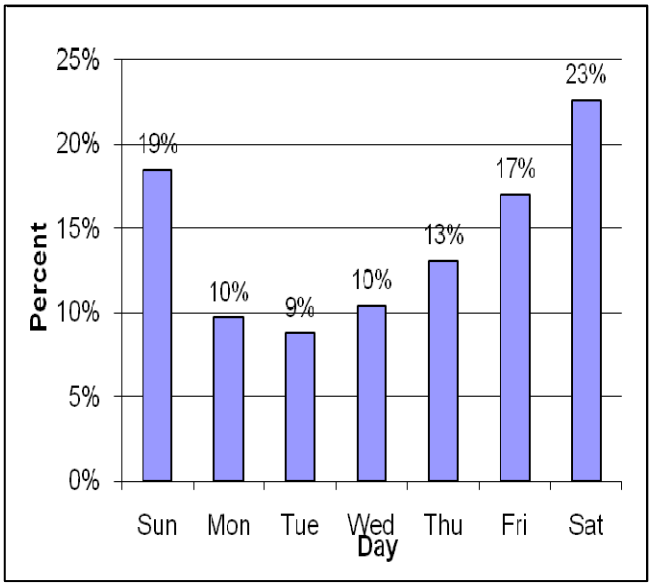
Figure 9. Alcohol-Related Crashes

By Hour of Day



Source: Connecticut Department of Transportation

By Day of Week



NHTSA defines a non-fatal crash as being alcohol-related if police indicate on the police crash report that there was evidence that alcohol was present. Table AL-12 shows the percentage of Connecticut non-fatal crashes in the years 2002 to 2006 in which police reported that alcohol was involved. The table shows that alcohol is a greater factor in severe crashes than less severe crashes. For instance, 2006 results indicate that 5.5 percent of “A”-injury crashes and 5.1 percent of “B”-injury crashes involved alcohol compared to 2.1 percent of “C”-injury and 1.8 percent of property damage only crashes.

The lower and declining percentage of alcohol involvement in injury and property-damage only crashes also reflects the general unstated policy of many law enforcement agencies that unless a DUI arrest is made, alcohol involvement is not indicated as a contributing factor in the crash. It is generally understood that alcohol involvement in less severe injury and PDO crashes is under-represented.

Table AL-12 Percent of Crashes Police Reported Alcohol Involved

Maximum Severity Level	2002	2003	2004	2005	2006
A Injury	5.4%	5.5%	6.3%	6.0%	5.5%
B Injury	5.2%	5.0%	4.9%	5.6%	5.1%
C Injury	1.9%	2.1%	2.0%	2.0%	2.1%
No Injury	1.5%	1.6%	1.6%	1.7%	1.8%
Injury Crashes	3.1%	3.1%	3.0%	3.2%	3.3%
Total Crashes	2.2%	2.2%	2.1%	2.2%	2.4%

Source: Connecticut Department of Transportation

Table AL-13 summarizes DUI enforcement levels during the 2002 to 2006 period. DUI arrest totals in 2006 (11,997) were lower than in 2002 (12,365). DUI arrests were up about 5 percent from 2004 (11,446), and were up 14.5 percent from the low of 10,481 arrests in 2005.

The average BAC and the percentage of chemical test refusals have remained relatively constant over the years, but refusals reached a new low in 2006, while arrests following motor vehicle crashes are down slightly from the 2005 high.

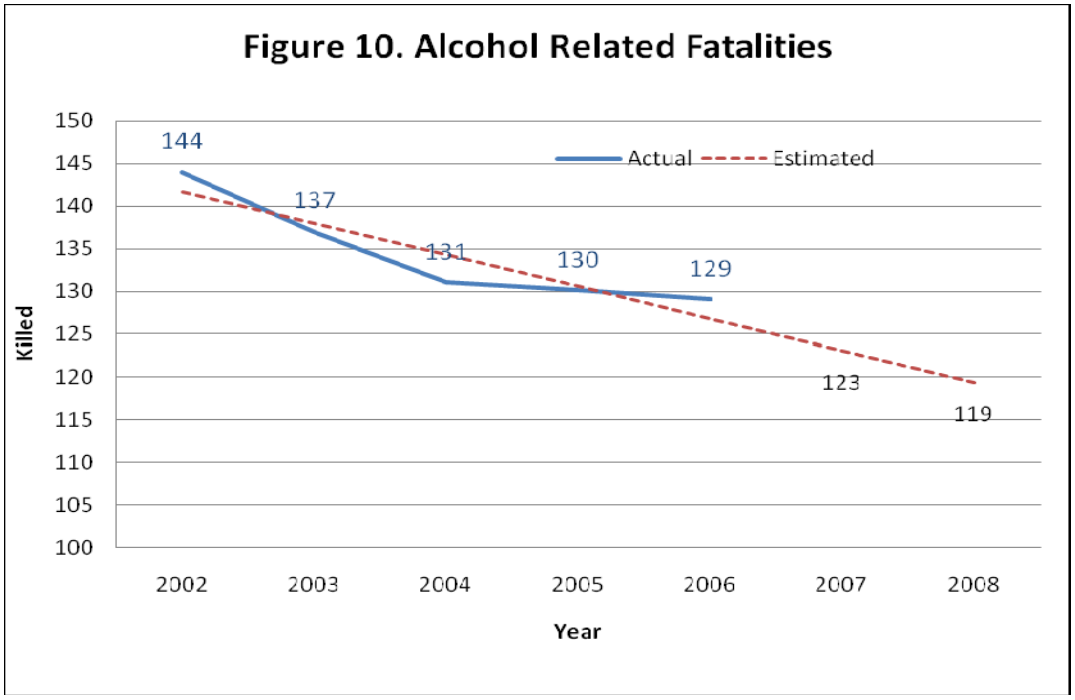
The percentage of adjudications other than guilty has increased from 8,585 (63.2 percent) in 2005 to 9,130 (64.1 percent) in 2006.

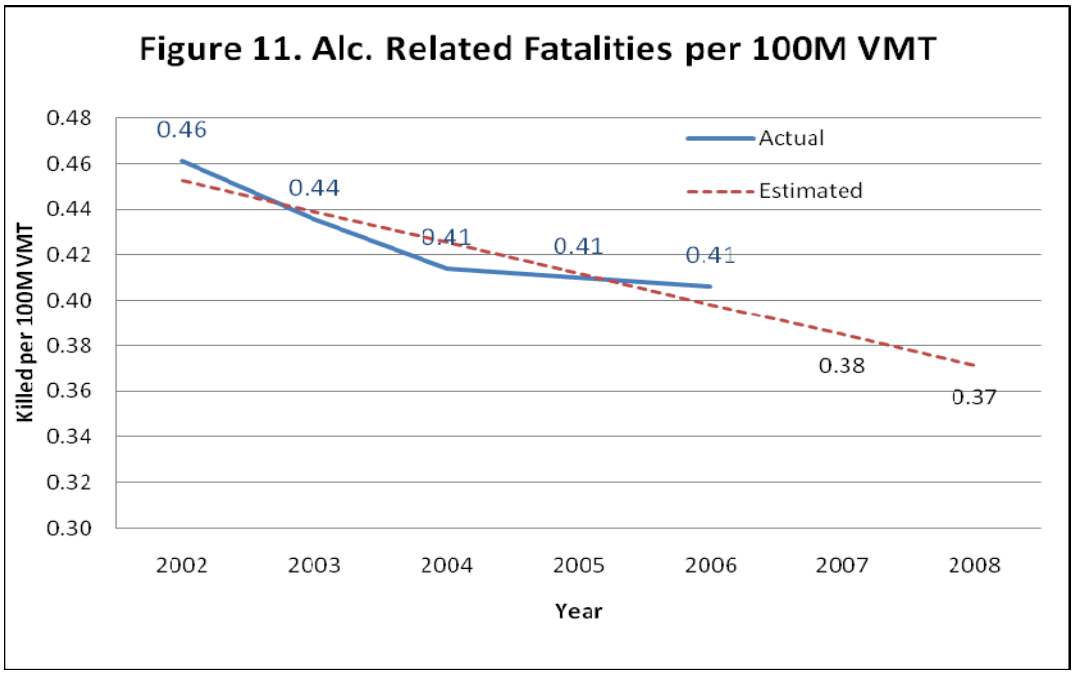
Table AL.13 DUI Enforcement Levels

	2002	2003	2004	2005	2006
DUI Arrests	12,365	11,825	11,446	10,481	11,997
Average BAC	0.165	0.163	0.163	0.162	0.162
DUI Arrest per 10,000 Licensed Drivers	46	44	42	38	43
Percent Test Refusal	19.80%	21.80%	21.20%	20.50%	18.15%
DUI Arrests from Crashes	23.30%	24.10%	24.30%	26.00%	25.06%
Percent Adjudications Other Than Guilty	59%	58%	62.2%	63.2%	64.1%

Source: Connecticut Department of Transportation

Figure 10 shows the 5-year trend (2002 to 2008) in Connecticut's alcohol-related fatalities and Figure 11 shows the trend for alcohol-related fatalities per 100 million vehicle miles of travel. If the fatality trend continues (fig. 10), the projection would be 123 alcohol-related fatalities in 2007 and 119 in 2008. The VMT rate would project to 0.38 in 2007 and 0.37 in 2008.





Performance Measures

The following is a list of tracking information utilized to chart the State's progress for the number of alcohol-related crashes and fatalities, and the percent of alcohol-related crashes and fatalities as a percentage of total crashes.

TRACKING DATA

Performance Measure	2002	2003	2004	2005	2006
Alcohol-Related Fatal Crashes (ConnDOT)	123	124	100	95	124
Percent Alcohol-Related Fatal Crashes (ConnDOT)	41.3%	44.8%	36.1%	36.4%	42.3%
Alcohol-Related Fatalities (ConnDOT)	135	135	107	104	131
Percent Alcohol-Related Fatalities (ConnDOT)	41.9%	45.3%	36.8%	38.0%	46.3%
Alcohol-Related Fatal Crashes (NHTSA-FARS)	133	129	126	119	124
Percent Alcohol-Related Fatal Crashes (NHTSA-FARS)	44.2%	46.6%	45.0%	45.4%	43.8%
Alcohol-Related Fatalities (NHTSA-FARS)	144	137	131	130	129
Percent Alcohol-Related Fatalities (NHTSA-FARS)	44.3%	46.0%	44.6%	46.5%	42.9%
Alcohol-Related Fatalities per 100 million VMT	0.46	0.44	0.41	0.41	0.41
Alcohol-Related Injury Crashes	971	963	934	956	902
Percent Alcohol-Related Injury Crashes	3.1%	3.1%	3.0%	3.2%	3.3%
DUI Arrests (Department)	12,365	11,825	11,347	13,576	14,253
DUI Arrests per 10,000 Licensed Drivers	46	44	42	38	43

Performance Goals

To reduce the number of alcohol-related fatal crashes by 5 percent from the 5-year average of 113 to 107 by the end of calendar year 2009, with a further 5 percent reduction in the year 2010.

To reduce the percent of alcohol-related fatal crashes from the 5-year average of 40.2 to 38.0 in the year 2009, with a further reduction to 35 percent in the year 2010.

To reduce the average BAC at the time of arrest to .160 percent in the year 2009.

To reduce the fatality rate per 100,000 licensed drivers in the 21 to 34 year old age group from the 5year total from 2002 to 2006 by 10 percent from 175 to 157 in the year 2009.

To reduce the percentage of alcohol-related fatalities in the 21 to 34 year old age group from the 5-year total of 2002 to 2006 by 10 percent from 43.3 percent to 33.3 percent in the year 2009.

To diminish the percentage of alcohol-related fatalities in the under 21 year old age group, which is over-represented in drinking drivers killed in comparison to the number of licensed drivers for those ages.

To diminish teen access to alcohol through the promotion of statewide underage drinking enforcement and public information programs.

Performance Objectives

To provide administration, planning, coordination, monitoring, and evaluation of the Connecticut Impaired Driving Program.

To increase the number of agencies participating in statewide DUI enforcement initiatives from 101 in 2008 by 10 percent in the year 2009.

To train a minimum of 75 Standardized Field Sobriety Testing (SFST) practitioners at 5 training classes.

To encourage and fund high-visibility regional DUI enforcement efforts among police agencies, which include greater frequency of checkpoints.

To utilize media to draw public attention to statewide DUI enforcement operations, and emphasize the risk of being caught and punished for driving under the influence.

To provide statewide coordination of SFST training and related training to police officers and for increasing the pool of trained SFST Instructors and Practitioners.

To develop and distribute educational information to the general public and specific target groups identified as high-risk.

To collaborate with State and local police agencies, in carrying out enforcement and public information/education efforts directed at the prevention of underage purchase of alcohol and youth impaired driving.

To assist in the acquisition of DUI related enforcement equipment to support statewide DUI enforcement operations.

Planned Countermeasures

The most significant deterrent to driving under the influence (DUI) of alcohol and/or drugs is the fear of being caught. Enforcement objectives will be accomplished through the Comprehensive DUI Enforcement Program which will include sobriety checkpoints and/or roving patrols. There will be a comprehensive DUI multi-media campaign to enhance the enforcement activities. The Drink-Drive-Lose.com interactive web site which utilizes a variety of tools to educate visitors to the site on the risks and consequences of impaired driving, and has been a tool to support the media component, is in need of being updated. An evaluation of the site will be conducted and updates will be formulated and implemented.

Police departments will be offered DUI overtime enforcement grants, and will be required to train their traffic personnel in the latest methods of DUI enforcement.

Enforcement will be aimed at high DUI activity periods (Thursday into Friday, Friday into Saturday, and Saturday into Sunday during evening and late evening hours and Holiday/high travel periods). The enforcement will be comprehensive in nature and will include all NHTSA Impaired Driving Mobilization Periods and the traditional Expanded DUI Enforcement initiatives.

Public education will be aimed at specific target groups: 21 to 34 year olds who are over-represented in alcohol-related crashes in relation to the number of licensed drivers in that age group; under 21 year old drivers who are also over-represented, (although not as severely); and males in their twenties and thirties that make up the largest segment of fatally injured drinking drivers. Education efforts will be undertaken through a variety of venues (i.e. health and safety fairs, MADD's Youth Power Camp, and other public education/outreach events).

SFST training for police officers will be offered for the purpose of increasing the pool of SFTS trainers and to ensure that field officer practitioners making DUI arrests are properly trained in the detection and apprehension of drunk drivers, and follow standardized arrest procedures that will hold up in court. Officers working under DUI Enforcement Grants will be required to attend and complete an update of the most current SFST curriculum

Legislatively, passage of laws that would qualify the State for discretionary alcohol funding will be examined, and pursued where feasible.

Task 1 – Impaired Driving Administration $300,000* (402)
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston/ Kathryn Faraci

Program administration will include the coordination of activities and projects outlined in the Impaired Driving Program area, coordination of statewide program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and NHTSA's New England Regional Office. Program administration will include monitoring project activity, equipment inventory, preparing and maintaining project documentation, and evaluating task accomplishments. Funding will be provided for personnel services, employee-related expenses including overtime, in and out-of-state travel for professional development conferences and workshops, professional and outside services, supplies, and other necessary related operating expenses.

Task 2 – DUI Overtime Enforcement $5,000,000 (154 AL)*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston/ Kathryn Faraci

High-visibility enforcement objectives will be accomplished through coordinated sobriety checkpoint activity and roving patrols combined with a comprehensive DUI education/media campaign. All police agencies in the State will be offered DUI overtime enforcement grants and will be encouraged to train their traffic unit personnel in the latest methods of DUI enforcement. These grants will be available to police agencies for the holiday/high travel periods and for non-holiday travel periods. Enforcement will be targeted at high DUI activity periods, (Friday into Saturday and Saturday into Sunday during evening and late evening hours). Public information and education will be directed at specific target groups: 21 to 34 year olds who are over-represented in alcohol-related crashes in relation to the number of licensed drivers in that age group; under 21 year old drivers who are also over-represented but not as severely, and males in their twenties and thirties which make up the largest segment of fatally injured drinking drivers. Through this task, The Transportation Safety Section will make every effort to encourage DUI checkpoint activity every weekend throughout the year. It is anticipated that approximately 315 DUI checkpoints and over 5,230 roving/saturation patrols will be conducted statewide throughout 2009. Additionally, should resources be made available , the Transportation Safety Section will participate in paid media training for State and local law enforcement agencies provided by the National Highway Traffic Safety Administration.

Task 3 – DUI Breath Testing Equipment **$1,500,000***
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston/ Kathryn Faraci

Predicated on available funding, under this task the Department will partner with State police and local law enforcement agencies to initiate an ambitious statewide effort to upgrade the State's existing breath testing equipment. This task will provide for an upgrade from the older "Intoxilyzer 5000 EN" to the most current breath testing hardware and communication software. This equipment is used to collect breath samples of individuals who have been placed in custodial arrest for DUI, for the purpose of establishing the level of BAC. Results of such tests may be presented as post-custodial evidence in court proceedings. Data from this equipment, containing only information regarding whether there was a crash, the individual's age and BAC, the time of day and the day of the week, and contains no individual identifiable information is provided to the Department. The Department provides this information to the State's law enforcement agencies.

Task 4 – Traffic Safety Resource Prosecutor (TSRP) **$250,000***
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston/ Kathryn Faraci

A Statewide Traffic Safety Resource Prosecutor (TSRP), Prosecutor/Coordinator position will be funded within the Office of the Chief State's Attorney. The TSRP Prosecutor/Coordinator will assist the Department in successfully prosecuting DUI and other drug/impaired related cases through training/education programs for professionals from all related fields and provide monthly activity reports. The groups include but are not limited to, prosecutors, law enforcement personnel, judges, and hearing officers.

Task 5 – SFST Instructor Training **$120,000***
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston/ Kathryn Faraci

Based on the recommendations of a statewide SFST assessment, it is anticipated that there will be approximately six additional instructor development (train the trainer) sessions will be configured and implemented. This task will ensure the current pool of instructors has been provided with the most current information available and will serve as the resource to increase the State's instructor pool and assure that NHTSA approved SFST procedures are implemented uniformly by practitioners throughout the State. Instructor candidates for this course will be identified by the existing instructor pool. It is anticipated that this training will yield enough new instructors to fulfill the State's needs of presenting basic SFST courses to all law enforcement agencies.

Task 6 – Impaired Driving Public Information and Education $100,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston/ Kathryn Faraci

Under this task, funding will be provided for the development and purchase of public information and education materials addressing all age groups throughout the State. Delivery will be accomplished through existing safety programs based in the communities, State and local law enforcement agencies, State and local health agencies, and civic or social groups. Brochures, flyers, and additional materials produced or purchased will be targeted to Connecticut's entire motoring public with an emphasis on cultural and/or ethnic diversity, males in the 21 to 34 age bracket, and all drivers in the 16 to 20 age bracket.

Task 7 – DUI Enforcement Equipment $500,000 (154AL)*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston/ Kathryn Faraci

Under this task, using funds received through the Section 154 transfer, grants will be made available to all eligible police agencies for the purchase of equipment necessary to conduct effective DUI enforcement (i.e.: DUI mobile command vehicles for Regional Traffic Units (RTUs), in-car video cameras, breath-testing equipment, passive alcohol sensing flashlights, checkpoint signage/portable lighting equipment, and other eligible DUI-related enforcement equipment). Approval for capital equipment acquisition(s) (as defined in 23 CFR 1200.21) will be addressed when specific needs analysis is complete and program structure is determined.

Task 8 – DUI Media Campaign $1,500,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston/ Kathryn Faraci

A comprehensive DUI multi-media campaign will focus primarily on law enforcement's determination to identify and apprehend DUI offenders while accentuating the severe penalties associated with being convicted of impaired driving. Predicated on the availability of funding, the national mobilizations and crackdown periods will be initiated. The initiation will include primetime television spots being produced and aired, targeting the problem group of 21 to 34 year old males placing focus on being caught and receiving substantial penalties. One component of the campaign will be the web site drink-drive-lose.com, an interactive site that utilizes a variety of tools to engage visitors in scenarios that illustrate the risks and dangers associated with impaired driving. Other elements in this campaign may include radio, print, and outdoor advertising. Earned media will be sought by inviting television reporters to live checkpoints and ride-alongs on DUI patrols for broadcast.

Task 9 – Administrative Per Se Hearing Improvement $200,000
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston/ Kathryn Faraci

Under this task, funding will be provided for a Per Se Administrative Hearing Attorney. Because the loss of a driver's license often means an individual's loss of work as well as general mobility in a fairly rural state, the stakes at these hearings are very high. Accused motorists enlist the best legal representation possible for these Per Se Hearings. When an arresting officer is subpoenaed to appear at Per Se Hearings, they are not, and therefore the State is not, represented by counsel. By having council represent the officer and therefore the State, many of the DUI-related license suspensions will not be dismissed during the Per Se Hearing process each year and will potentially result in more DUI convictions.

**The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.*

Police Traffic Services (PTS)

Police Traffic Services (PTS)

Problem Identification

Among all types of crashes in Connecticut during 2006 (fatal, injury, and property damage only), there were 4 predominant contributing factors: following too closely (34.1 percent), failure to yield right-of-way (15.4 percent), speeding (9.6 percent), and violating traffic controls (4.9 percent). In fatal crashes, there were a greater variety of driver errors that contributed to crash causality, with operating under the influence of alcohol and speeding being predominant (25.6 percent and 11.6 percent respectively).

Table PT-1. Contributing Factors in 2006 Crashes

	All Crashes	%	Injury Crashes	%	Fatal Crashes	%
Driver following too closely	24,489	34.1%	8,409	30.7%	9	3.1%
Driver failed to grant right-of-way	11,047	15.4%	5,056	18.5%	32	10.9%
Speed too fast for conditions	6,890	9.6%	2,917	10.7%	34	11.6%
Driver violated traffic controls	3,499	4.9%	2,001	7.3%	9	3.1%
Under the Influence	1,411	2.0%	630	2.3%	93	25.6%

Source: Connecticut Department of Transportation

During the 2002 to 2006 period, the most prevalent driver-related factors in fatal crashes (Table PT-2) were “failure to keep in proper lane or running off road,” and “speeding/racing.” In 2006, “speeding-racing” was identified in 19.3 percent of fatal crashes, “alcohol/other drugs” in 13.6 percent, and “failure to keep in proper lane or running off road” in 10.3 percent of the fatal crashes. The data in Table PT-2 may involve up to 4 factors per driver.

Table PT-2. Drivers Involved in Fatal Crashes Related Factors of Drivers

Factors	2002 (N=421)	2003 (N=405)	2004 (N=421)	2005 (N=408)	2006 (N=435)
Failure to keep in proper lane or running off road*	47.3%	54.8%	14.3%	11.5%	10.3%
Speeding, racing	34.0%	25.9%	22.8%	21.8%	19.3%
Alcohol and Other Drugs	n/a	13.6%	9.0%	12.3%	13.6%
Failure to yield right of way	6.9%	4.0%	4.0%	4.9%	5.5%
Inattentive (talking, eating, etc)	2.4%	2.2%	1.2%	1.5%	1.1%
Failure to obey traffic signs, signals, or officer	3.3%	2.7%	2.9%	2.5%	2.8%
Operating vehicle in erratic, reckless manner	2.6%	3.5%	1.9%	4.4%	1.6%
Swerving or avoiding due to weather/ road conditions	3.3%	4.4%	2.6%	4.2%	1.4%
Drowsy, asleep, fatigued, ill, blackout	3.1%	4.0%	2.9%	3.7%	3.0%
Driving wrong way on one-way traffic or wrong side of road	1.4%	0.7%	0.2%	1.0%	0.7%
Overcorrecting/ oversteering	4.0%	3.0%	1.4%	0.5%	1.4%
Vision obscured	3.3%	0.7%	2.6%	2.2%	0.7%
Making improper turn	0.7%	0.5%	0.7%	0.5%	0.7%
Other factors	3.5%	3.5%	7.4%	3.7%	4.4%

Source: Fatality Analysis Reporting System (FARS)

Over the 5-year period of 2002 to 2006, the greatest proportion of fatalities (36.2 percent) occurred on roads with a posted speed limit of 30 mph or less, followed by roads with limits of 35 or 40 mph (24.6 percent) and 45 or 50 mph (17 percent). Details are included in Table PT-3.

Table PT-3. Fatalities by Posted Speed Limit

Posted Speed Limit	2002 (N=325)	2003 (N=298)	2004 (N=294)	2005 (N=278)	2006 (N=301)	Total (N=1,496)
30 mph or less	122	93	101	111	115	36.2%
35 or 40 mph	85	60	77	71	75	24.6%
45 or 50 mph	53	47	56	50	48	17.0%
55 mph	39	46	28	22	32	11.2%
60+ mph	21	42	27	22	24	9.1%
No statutory limit	3	5	1	0	1	0.7%
Unknown	2	5	4	2	6	1.3%

Source: Fatality Analysis Reporting System (FARS)

Table PT-4 shows the number of speeding charges made during the 2002 to 2006 period. The 2006 figures represent approximately 298 speeding charges per 10,000 drivers. This Table also shows the percentages of speeding charges that had adjudication outcomes involving other than guilty findings (nollied, diverted, dismissed, or found not guilty) during the 2002 to 2006 period. These data indicated that in speeding charges, about 1 in every 5 resulted in nollied or not guilty findings.

Table PT-4. Speeding Charges

Year	2002	2003	2004	2005	2006
Total Number	123,090	102,180	108,479	91,217	83,464
Per 10,000 drivers	461	384	403	333	298
Percent Other Than guilty	18.6%	21.5%	18.5%	22.5%	20.4%

Source: Connecticut Judicial Department for disposed cases.
*Data not available at time of printing

In 2006, NHTSA's FARS data described speeding as a "contributing factor" in 29.7 percent of the State's fatal motor vehicle crashes.* Nationally in 2006, speed was a contributing factor in 31.2 percent of fatal crashes, a higher figure than in Connecticut.

Performance Measures

Performance Measure	Year				
	2002	2003	2004	2005	2006
% CT Speed-Related Fatal Crashes	46.2%	37.5%	33.9%	33.2%	29.7%
% U.S. Speed-Related Fatal Crashes	31.5%	30.8%	30.4%	30.6%	31.2%
% CT Speed-Related Injury Crashes	11.1%	12.3%	11.4%	11.7%	11.9%

Source: FARS; with speed defined as: Driving too fast for conditions or exceeding posted speed limits.

* Please note that NHTSA identifies speed as a factor in addition to other causes, resulting in a higher percentage of speed as a contributing factor in crashes. The Department, as noted in Table PT-1, categorizes "speed too fast for conditions" separately, resulting in a lower percentage with speed as a factor.

Performance Goals

To reduce the percentage of speed related fatal crashes from the 5-year average of 38.62 percent to 33 percent by the end of calendar year 2009, and 29 percent by the end of calendar year 2010.

To reduce the percentage of speed related crashes by 5 percent by the end of year 2008 and by 5 percent each year in 2010 and 2011.

To reduce the high level of crashes due to Connecticut's 4 predominant contributing factors (as referenced in Table PT-1) from 63 percent to 55 percent by the end of 2009, with an emphasis on speeding.

Performance Objectives

To provide planning, coordination, and evaluation for projects funded under the Police Traffic Services program.

To increase the level of traffic enforcement through regional traffic enforcement units and individual Law Enforcement agencies.

To support the annual Law Enforcement Traffic Safety Summit.

To increase enforcement of violations that result in the majority of the State's crashes: following too close, failure to grant right-of-way, speeding, and violation of traffic controls.
To assist police agencies with traffic enforcement resources (i.e.: equipment, training, pilot programs).

To encourage and assist police agencies with traffic safety public awareness efforts through national enforcement campaigns.

To encourage and assist police agencies, including University and Tribal, through participation in the Law Enforcement Traffic Safety Challenge.

To provide the resources necessary to support statewide police traffic enforcement training.

Planned Countermeasures

Program objectives will be met by increasing the number of regional traffic enforcement units. Police agencies will be offered traffic enforcement equipment incentives conditional upon formation of the units as well as documented participation in regional traffic enforcement. Regional units have been successful in projecting a broad police presence to the public by their high visibility and mobility. A range of enforcement equipment includes but is not limited to mobile data terminals, speed monitoring awareness radar trailers, in-car video cameras, State approved breath testing equipment, passive alcohol sensing flashlights, portable breath testing devices, speed detection equipment (radar, laser), tire puncturing devices, message light bars for police vehicles, enforcement checkpoint equipment, and other equipment directly related to traffic enforcement. All enforcement agencies will be asked to focus on the 5 predominant factors that presently account for the majority of the State's crashes: following too close, failure to yield, speeding, violation of traffic controls and Graduated drivers license violations. When available, grant funds will be offered to support traffic enforcement equipment/training needs. To assist the enforcement efforts, a related media program may coincide. The Connecticut State Police will continue to conduct comprehensive traffic enforcement on the interstates and rural roadways. Speed limits that have been increased on certain segments of Connecticut interstate roadways will be aggressively enforced. DUI, seat belts, aggressive, and distracted driving will also be given a priority. Resources will be directed toward police traffic enforcement training (i.e.: Traffic Occupant Protection Strategies, Standardized Field Sobriety Testing, Public Information Office, and Operation Kids).

Task 1 – Police Traffic Services Program Administration $150,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Edmund M. Hedge

Program administration will include the coordination of activities and projects outlined in the Police Traffic Services program area, coordination of program activities (statewide), development and facilitation of public information and education projects, and providing status reports and updates to the Transportation Principal Safety Program Coordinator and the NHTSA New England Regional Office. Program administration will include monitoring project activity, preparing and maintaining project documentation and evaluating task accomplishments. Funding will be provided for personnel services overtime, employee-related expenses, professional, and outside services, travel in state and out-of-state, materials, supplies and other necessary related operating expenses.

Task 2 – Traffic Enforcement Grants $450,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Edmund M. Hedge

Predicated on the availability of funding, both local and/or national mobilizations and crackdown periods will be conducted. Traffic enforcement will focus on the 4 predominant contributing factors as well as graduated driver's license violations in State crashes, as verified through crash information analysis. The Department will consider grant submissions from police agencies identifying specific traffic problems within their jurisdictions, substantiated by data.

Task 3 – Regional Traffic Unit (RTU) Equipment $ 50,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Edmund M. Hedge

Funds will be made available exclusively to active and established RTUs in the State for the purchase of equipment to support their comprehensive traffic enforcement operations. As members of active and established RTUs, with signed compacts, the following cities and towns are eligible for RTU equipment grants(i.e.: DUI mobile command vehicles for Regional Traffic Units (RTUs), in-car video cameras, breath-testing equipment, passive alcohol sensing flashlights, checkpoint signage/portable lighting equipment, and other eligible DUI-related enforcement equipment): Danbury, Bethel, Brookfield, New Milford, Newton, Ridgefield, Redding, Orange, Bethany, Woodbridge, Wethersfield, Rocky Hill, Cromwell, Berlin, Newington, Southington, Plainville, Cheshire, Waterford, East Lyme Groton City, Groton Town, New London, Ledyard, Stonington, Montville, Norwich, Torrington, Winchester, Thomaston, Naugatuck, Watertown, Wolcott, Middlebury, Manchester, East Hartford, Coventry, Glastonbury, Windsor, Vernon, Windsor Locks, South Windsor, East Windsor, Avon, Bloomfield, Canton, Granby, Simsbury, Norwalk, Wilton, Weston, Westport, Kent, Warren,

Washington, Hamden, North Haven, East Haven, Branford, North Branford, Bridgeport, Trumbull, Fairfield, Stratford, Easton, Monroe Shelton, Derby, and Ansonia. As a condition of the grants, all cities and towns receiving equipment agree to share it with the agencies within their respective RTUs when conducting regional enforcement.

Task 4 - State Police Comprehensive Traffic / Speed Enforcement $300,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Edmund M. Hedge

Connecticut State Police will conduct traffic enforcement on the interstates and rural roadways. Special enforcement campaigns will target DUI, speeding, seat belts, and aggressive, distracted, and fatigued driving.

Task 5 –Law Enforcement Challenge/Law Enforcement Summit $50,000*

Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Edmund M. Hedge

The Law Enforcement Challenge is a performance based program between similar size and types of law enforcement agencies. The areas of concentration include efforts to enforce laws and educate the public about occupant protection, impaired driving, and speeding. Departments submit an application which documents their agency's efforts and effectiveness in these areas. The winning safety programs are those that combine officer training, public information, and enforcement to reduce crashes and injuries within its jurisdiction. A law enforcement summit will be held where participating agencies will be recognized and all attendees will learn the latest traffic safety priorities.

**The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.*

Occupant Protection (OP) and Child Passenger Safety (CPS)

Occupant Protection (OP) and Child Passenger Safety (CPS)

Problem Identification

Programs designed to increase safety belt use remain a high priority in Connecticut. While much progress has been made, significant work remains.

Table OP-1 details the trends in injury severity due to motor vehicle crashes. In 1990, there were 42,293 people killed or injured in crashes in Connecticut. In 2006, total injuries were about 7.9 percent below this level, while the number of licensed drivers increased by 27 percent and miles of travel rose by 21 percent. There has also been a dramatic shift in the distributions of injury severity. In 2006, there were 2,716 fatal and serious "A" injuries reported, 60 percent fewer than the 6,792 reported in 1990. The rate of fatal and "A" injuries per 10,000 licensed drivers dropped from 30.7 in 1990 to 9.68 in 2006. The rate per 100 million miles of travel dropped from 25.8 in 1990 to 8.56 in 2006. The number of "C' injuries reported in 2006 was similar to that reported in 1990 (25,590 versus 25,464).

Table OP-1. Injury Severity Trends: (1990-2006) – Connecticut

Year	Total Injuries	# Fatals + A Injuries	% Fatals + A Injuries	# B Injuries	% B Injuries	# C Injuries	% C Injuries
1990	42,293	6,792	16.1%	10,037	23.7%	25,464	60.2%
1991	40,874	6,531	16.0%	9,978	24.4%	24,365	59.6%
1992	43,481	6,787	15.6%	9,435	21.7%	27,259	62.7%
1993	44,307	6,618	14.9%	9,439	21.3%	28,250	63.8%
1994	47,826	6,575	13.8%	9,663	20.2%	31,588	66.0%
1995	48,912	5,919	12.1%	12,522	25.6%	30,471	62.3%
1996	50,226	5,208	10.4%	12,277	24.4%	32,741	65.2%
1997	48,770	5,009	10.3%	11,832	24.3%	31,929	65.5%
1998	47,444	4,516	9.5%	11,481	24.2%	31,447	66.3%
1999	49,605	4,228	8.6%	12,229	24.8%	33,148	67.2%
2000	51,602	4,318	8.4%	12,245	23.9%	35,039	68.4%
2001	50,449	3,910	7.8%	12,052	23.9%	34,799	69.0%
2002	47,371	3,319	7.0%	11,226	23.7%	32,826	69.3%
2003	45,340	3,025	6.7%	10,881	24.0%	31,434	69.3%
2004	44,267	2,974	6.7%	10,487	23.7%	31,097	70.2%
2005	41,657	2,739	6.5%	10,442	24.7%	28,750	68.1%
2006	38,955	2,716	6.9%	10,950	28.1%	25,590	65.7%

Source: Connecticut Department of Transportation

Table OP-2, shows the percentage of safety belt use by drivers of passenger-type vehicles by injury severity over the 5-year period of 2002 to 2006. The absolute numbers should be interpreted with caution as the "minor" or "no injury" data are based largely on after-the-fact self reports to the investigating police. The figures generally show increasing safety belt use over time within each injury category.

Tables OP-2. Percent Belt Use by Injury Severity of Drivers of Passenger Vehicles: 2002-2006

Injury Severity	2002	2003	2004	2005	2006
Killed	38.8%	48.3%	45.7%	50.0%	54.5%
A-Injury	80.2%	81.7%	81.3%	82.7%	82.2%
B-Injury	85.4%	87.5%	89.5%	90.4%	91.8%
C-Injury	95.8%	96.6%	96.7%	97.3%	97.7%
No Injury	98.5%	98.9%	99.1%	99.2%	99.2%

Source: Connecticut Department of Transportation. Vehicles included: Automobiles, single-unit, single-tire trucks, passenger vans, motor homes, campers and car trailer combos.

Problem Identification: Child Restraints

Table OP-3 shows observed restraint use for children ages 0 to 3 years from the State's bellwether observations. The table indicates that in 2006, 90 percent of all children under age 4 were being restrained and 98 percent were in the rear seat of their vehicles. The table also shows that the drivers of young children are more likely to be belted themselves (86 percent) than are drivers in general (80 percent). Young children are less likely to be restrained when their driver is not belted (92 percent versus 77 percent). Comparing 2006 results with those from the first year of these observations (1997) shows the progress that has been made. Child restraint use has increased by about 20 percentage points and virtually all young children are now riding in the rear seat of their vehicles.

Table OP-3. Child Restraint Use (Age 0 to 3 Years) 1997and 2000-2006

	1997 (N=247)	2000 (N=146)	2001 (N=185)	2002 (N=196)	2003 (N=214)	2004 (N=134)	2005 (N=65)	2006 (N= 170)
Child Restraint Use	70.4%	92.5%	94.1%	94.9%	98.6%	93.3%	96.9%	89.9%
Driver Belt Use	63.6%	87.0%	84.3%	88.3%	88.3%	89.4%	89.2%	85.9%
When Driver Belted	80.3%	97.6%	98.1%	96.5%	99.5%	94.9%	98.3%	92.4%
When Driver Not Belted	56.3%	57.9%	75.0%	81.0%	92.0%	85.7%	85.7%	77.3%
Children in: Front Seat	23.9%	1.4%	3.8%	1.0%	4.2%	4.5%	1.5%	1.8%
Rear Seat	76.1%	98.6%	96.2%	99.0%	95.8%	95.5%	98.4%	98.0%

The latest scientific survey was conducted in June 2006. It provides an accurate and reliable statewide estimate of safety belt use in Connecticut that is comparable to the 1995 baseline estimate accredited by NHTSA in September of 1998 and the statewide survey conducted in 1998. The results are detailed in Table OP-4.

Table OP-4. Statewide Scientific Observations

Year	1999	2000	2001	2002	2003	2004	2005	2006	2007
Total	73%	76%	78%	78%	78%	83%	82%	83%	86%

Table OP-5 shows driver and front seat passenger safety belt use rates in 2006 as a function of vehicle, location, and personal characteristics. Observed safety belt use was highest in SUVs and passenger cars, and lowest in pick-up trucks. Belt use was higher in rural compared to urban areas, higher among females than males and higher for whites than non-whites. Statewide belt use increased by 14 percentage points from 1999 to 2006 (73 to 83 percent). Comparing 2006 results with those from 1999 in Table OP-5 shows that safety belt use increased in all categories.

Table OP-5. Observed Driver and Front Seat Passenger Belt Use-1999 & 2006

	Drivers		Passengers	
	1999	2006	1999	2006
Vehicle Type				
Passenger Car	71.5%	84.4%	70.3%	84.5%
Pick Up Truck	49.7%	70.7%	44.8%	68.0%
SUV	72.7%	86.3%	76.8%	87.3%
Van	65.9%	84.0%	68.8%	85.6%
Urban/Rural				
Urban	69.0%	82.4%	70.0%	81.8%
Rural	74.4%	87.0%	74.4%	91.6%
Gender				
Male	65.2%	80.7%	60.2%	77.3%
Female	77.6%	87.6%	75.8%	88.5%
Race				
White	70.4%	83.8%	71.1%	85.1%
Non-White	54.0%	79.5%	43.7%	74.8%

Source: Connecticut Department of Transportation Statewide Scientific Observations

Table OP-6, shows driver belt use among those killed or seriously injured ("A" injury) on a county-by-county basis in 2006. The data indicate that safety belt use in serious crashes varies around the State. For example, the safety belt use ranged from a low of 55.2 percent in Windham County to a high of 82.9 percent in Hartford County.

Table OP-6. Driver Belt Use by Injury and County, 2006

Driver Injury	Fairfield	Hartford	Litchfield	Middlesex	New Haven	New London	Tolland	Windham
Killed or A Injury	79.0%	82.9%	61.2%	79.2%	80.9%	79.3%	65.2%	55.2%

Source: Connecticut Department of Transportation

Performance Measures

Performance Measure	YEAR				
	2002	2003	2004	2005	2006
Percent Motor Vehicle Occupants Restrained [Observations]:	78%	78%	83%	82%	83%
Percent Motor Vehicle Occupant Fatalities Restrained:	35%	38%	41%	39%	45%
Safety Belt Citations Issued*	63,453	69,533	71,146	60,362	64,232
Safety Belt Adjudications Other Than Guilty	14%	12%	12%	15%	13%

*Source: Connecticut DMV, Commercial Vehicle Safety Division

The first comparable safety belt use survey in Connecticut was done in 1995 and recorded a 59 percent belt use rate. Statewide safety belt use has increased since 1995 and has reached 86 percent in 2007,* a 24 percentage point increase since the first comparable statewide survey.

*Source: Preusser Research Group, Inc. *2003 Seat Belt Use in Connecticut*, July 2005.

Performance Goals

To reduce the percentage of serious (fatal + "A") injuries resulting from motor vehicle crashes from 6.9 percent in 2006 to 6.6 percent in 2009.

To reduce the percentage of injuries to children from 2.8 percent in 2001 to 1 percent in 2009.

Improve the availability, use, and proper installation of child restraint systems.

Target education and enforcement for demographic groups that show low safety belt usage rates.

Collect safety belt use information from first responders.

Increase education and enforcement on teen safety belt usage.

Performance Objectives

To increase the safety belt usage rate (observations) to 88 percent in 2009.

To ensure proper use of child restraint systems, as children grow and "graduate" from rear-facing child safety seats to front-facing child safety seats to booster seat to adult seat belts.

Planned Countermeasures

The Department serves as the lead agency for the coordination of occupant protection programs in Connecticut. Current efforts include programs designed to increase awareness of the importance of safety belt and correct child/booster seat use and adherence to the occupant protection laws. A high visibility safety belt and child safety seat enforcement effort: "Click It or Ticket" will continue to be the core component of the program. The proposed activities include focusing on cooperative networking among governmental and municipal agencies and private/corporate concerns unified in the goal of further increasing safety belt usage and the proper use of child safety seats statewide.

More programs will be developed to provide awareness to those areas that have been deemed "high-risk." Specific high-risk (i.e. low belt use) groups have been identified and targeted and will continue to identify additional target groups (i.e., pick-up truck drivers) that could benefit the most by safety belt use programs. This will involve analyses of State crash data, motorist survey data, and safety belt use observation data.

Programmed resources will continue to be made available to support multi-approach efforts such as public information and education, enforcement, law enforcement training, child passenger safety conference dissemination of public service announcements and support materials, safety week planning (i.e., Buckle Up America! Week, Child Passenger Safety Awareness Week), "Convincer/Rollover" public demonstration programs, community outreach events and the "Click it or Ticket" Mobilizations.

Plans call for supporting components that complement the enforcement campaign and add new dimensions to the efforts to increase seat belt and child safety seat use.

The objective is to establish a statewide expanded partnership of organizations dedicated to increasing safety belt usage rates to reach and then maintain a usage rate greater than 88 percent. This will involve further expanding existing partnerships by looking for new opportunities to work together.

Occupant Protection

Task 1 – Occupant Protection Program Administration $300,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

Occupant Protection Program administration will include the coordination of activities and projects outlined in the Occupant Protection Program area, coordination of program activities (statewide), development and facilitation of public information and education projects, and providing updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA New England Regional Office. In addition, program administration will include monitoring project activity, preparing and maintaining project documentation, and evaluating task accomplishments. Funding will be provided for personnel services, employee-related expenses, overtime, professional and outside services, travel, training, materials, supplies, and other related operating expenses.

Task 2 – Occupant Protection Public Information and Education $600,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

This task provides funding for professional and outside services, seat belt convincer and rollover demonstrations, materials and supplies, as well as other related expenses to assure a comprehensive statewide public information, education and media campaign promoting the "Click It or Ticket" program for adult occupant protection twice annually.

Task 3 – Occupant Protection Enforcement $300,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

This task provides funding for enforcement of occupant protection laws including the Selective Traffic Enforcement Program and NHTSA approved Safety Belt Survey, as well as mobilization checkpoints.

Child Restraint

Task 1 – Child Restraint Administration **$115,000***
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

This initiative will include coordination of activities and projects as outlined in the Occupant Protection/Child Restraint Program area, training, development, promotion and distribution of public information materials, supplies and provide for a community outreach coordinator. Reports will be supplied to the Transportation Principal Safety Program Coordinator and the NHTSA New England Region office.

Task 2 – Child Restraint Program Administration **$40,000***
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

This task provides support for approximately 8 Child Passenger Safety Technician training classes and supplies for fitting stations. Training will also be provided to keep law enforcement personnel current on CPS laws. This task will provide funding for travel, coordinating, and implementing multicultural programs for urban areas.

Task 3 – Public Information and Education **$20,000***
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

This task provides funding for professional and outside services, training, materials and supplies, as well as other related expenses to assure that all technicians are provided with the latest available information on changes and updates in the certification process. This includes curriculum, approved practices, child safety seat and booster seat engineering and hardware, as well as informational materials.

**The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.*

Roadway Safety (RS)

Roadway Safety (RS)

Problem Identification

Table RS-1 shows the number of fatal plus “A”-injury and “other” (minor) crashes that occurred at work zones, rail crossings, and on bridges during the 2002 to 2006 period. Fatal and “A”-injury crashes at railroad crossings have fluctuated from year-to-year with no significant trends being apparent.

Construction-related, or work-zone, crashes in 2006 were lower than the previous year (2005), the base year (2002) and the previous 4-year average for both Fatal/”A”-Injury and Other-type crashes. In 2006, there were 18 fatal/”A”-injury crashes, up from 14 (28.6 percent) in 2005, but lower than the 20 in 2002 (10 percent) and just higher than the previous 4-year average of 17 (5.9 percent). Also in 2006, there were 737 Other-type (“B”-injury/”C”-injury/Property Damage Only) crashes, down from 964 (23.5 percent) in 2005; 1,102 in 2002 (33.1 percent) and the previous 4-year average of 1,140 (35.4 percent). Calendar 2006 showed improvement for these types of crashes as evidenced by the fact that they comprised only 1.1 percent of the crash total, the lowest percentage of the 5-year comparison period. Annual observations will continue to determine if a trend develops.

While not a significant percentage (1 percent) of the total number of crashes occurring in 2006, the number of bridge-related crashes in 2006 was the lowest of the five years reported. These crashes were lower than the previous year (2005), the base year (2002) and the previous 4-year average for both Fatal/”A”-Injury and Other type crashes. In 2006, there were 6 fatal/”A”-injury crashes, down from 19 (68.4 percent) in 2005, 16 in 2002 (62.5 percent) and the previous 4-year average of 14.75 (59.3 percent). Also in 2006, there were 715 Other-type (“B”-injury/”C”-injury/PDO) crashes, down from 859 (16.8 percent) in 2005; up from 683 in 2002 (4.7 percent) and down from the previous 4-year average of 759.5 (5.9 percent). Additional investigation needs to be conducted to determine the reason for this trend.

Table RS-1. Crashes at Special Locations: 2002-2006

Location	Total Crashes by Year				
	2002	2003	2004	2005	2006
Construction Activity or Device:					
Fatal & A Injury	20	15	18	14	18
Other	1,102	1,180	1,313	964	737
Percent of All Crashes	1.4%	1.5%	1.6%	1.2%	1.1%
Railroad Crossing:					
Fatal & A Injury	5	0	2	1	2
Other	39	36	37	33	30
Percent of All Crashes	0.06%	0.04%	0.05%	0.04%	0.04%
On a Bridge: Fatal & A Injury	16	15	9	19	6
Other	683	737	759	859	715
Percent of All Crashes	0.9%	0.9%	0.9%	1.1%	1.0%

Table RS-2 shows the total number of fatal and “A”-injury crashes that occurred by county during 2005 and 2006 by type of roadway on which the crashes occurred. The data shows that statewide crashes classified as “Fatal” and ““A”-Injury” increased from 2005 to 2006 on interstate highways, U.S. and State routes, but decreased on local roadways.

On interstate highways, crashes increased in Fairfield, New London, Tolland, and Windham counties while decreasing in Hartford and New Haven counties.

On U.S. routes, crashes increased in all counties with the exception of New Haven and Tolland counties which stayed the same.

Crashes increased on State routes in Fairfield, Litchfield, Middlesex, New London, and Windham counties, while decreasing in Hartford and New Haven counties. Crashes in Tolland County remained the same.

The number of crashes that occurred on locally-maintained roadways increased in Hartford, Litchfield, and Windham counties, while they decreased in Fairfield, Middlesex, New Haven, New London, and Tolland counties.

Table RS-2. Serious (Fatal+"A") Injury Crashes by County and Road Type: 2005/2006

	Road Type							
	Interstate		U.S. Route		State Route		Local Road	
County	2005	2006	2005	2006	2005	2006	2005	2006
Fairfield	14	22	72	75	131	162	267	264
Hartford	29	18	63	70	278	268	249	260
Litchfield	0	0	31	35	25	36	28	33
Middlesex	3	3	5	8	36	62	32	29
New Haven	33	24	65	65	265	239	357	300
New London	6	21	13	14	76	91	47	35
Tolland	1	4	5	5	26	26	11	8
Windham	2	5	3	5	20	23	12	25
Statewide	88	97	257	277	857	907	1,003	954

Performance Measures

Under an ongoing statewide work zone safety program, municipalities have acquired various work zone related signs and safety items. To date, nearly all of Connecticut's 169 local political subdivisions have participated.

Performance Goals

To reduce the number of construction/work zone related crashes by 48 percent from 1,348 in 1995 to 700 by the year 2009. The previous goal of 876 by 2008 was surpassed in 2005. In 2006, construction/work zone crashes totaled 737 – an impressive 45.5 percent reduction from 1995.

Performance Objectives

To finalize statewide work zone safety grant program (work zone safety related signs, barricades, cones, and, vests, etc.) in an effort to increase work zone safety at construction/work zone sites in all municipalities by the close of Fiscal Year 2009.

To increase the enforcement of work zone related traffic laws in designated work zone areas and to increase the public's perception of work zone related traffic law enforcement.

Planned Countermeasures

The completion of the Local Work Zone Safety Program is anticipated by the close of Fiscal Year 2009. By the end of Fiscal Year 2008, 165 municipalities will have participated in this statewide program. Promotion of work zone safety will continue with a variety of messages to the public via print and electronic media. Emphasis is on enforcement at work zone/construction sites. A Work Zone Safety Committee currently exists. Other Department units and representatives from other agencies, including the Connecticut State Police, are coordinating this public information and education activity.

Task 1 – Roadway Safety Administration $10,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section.
Staff Person: Stephen Livingston

The first task will include the coordination of activities as outlined in the Roadway Safety Program area. Expanded partnering with the existing Work Zone Safety Committee will be pursued. Any required reports will be provided to the Transportation Principal Safety Program Coordinator and the NHTSA Regional Office.

Task 2 – Local Work Zone Safety $40,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section.
Staff Person: Stephen Livingston

Promotion of the program to the remaining municipalities who have not yet participated will be the main task. The signing/materials program will continue to be offered to these municipalities.

**The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.*

Motorcycle Safety (MS)

Motorcycle Safety (MS)

Problem Identification

In 2006, a total of 56 motorcycle operators and passengers were killed on Connecticut roadways, representing 17.6 percent of the State's total traffic fatalities. Based on 85,271 registered motorcycles, the fatality rate per 10,000 registered vehicles was 6.2, a substantial increase from the 2005 rate of 5.3 per 10,000.

In the other New England states in 2006, 14.3 percent of fatalities were motorcyclists and the fatality rate per 10,000 motorcycles registered was 4.5. Nationally, motorcycle fatalities in 2006 accounted for 11.3 percent of motor vehicle crash victims with a fatality rate of 7.2 per 10,000 registered motorcycles. The fatality rate per 10,000 registered motorcyclists in the other New England states and in the U.S. as a whole decreased from 2005 to 2006 while increasing in Connecticut. The percentage of total fatalities represented by motorcycles increased in the U.S. and in Connecticut while decreasing in the New England region between 2005 and 2006. Please refer to Table MS-1 below.

Table MS-1. Motorcyclists Killed/Fatality Rate: 2005 and 2006

	Connecticut		New England		U.S	
Year	2005	2006	2005	2006	2005	2006
Motorcyclists Killed (FARS) % of all fatalities	15.5%	17.6%	15.3%	14.3%	10.5%	11.3%
Fatality Rate per 10,000 Motorcyclists	5.3	6.2	5.1	4.5	7.3	7.2
Motorcycles Registered	80,750	85,271	365,373	380,752	6,227,146	6,678,958

Source: Fatality Analysis Reporting System (NHTSA), FHWA, Connecticut DMV

Tables MS-2 & 3 show the numbers of motorcyclists killed and injured during the 2002 to 2006 period. In 2006, the number of motorcyclists killed (56) was up from 42 in 2005 and was the highest for the 5-year period shown. The number of operator and passenger injuries in 2006 (1,079) was just under the highest number for the 5-year period in 2005 (1,081). The injury rate of 127 (injuries per 10,000 registered motorcycles) was the lowest in the 5-year period.

Table MS-2. Motorcyclists Killed

	2002	2003	2004	2005	2006
Operators Killed	44	26	48	39	53
Passengers Killed	0	0	6	3	3
Total Killed	44	26	54	42	56

Source: Connecticut Department of Transportation.

Table MS-3. Motorcyclists Injured

	2002	2003	2004	2005	2006
Operators Injured	885	838	922	998	995
Passengers Injured	98	93	79	83	84
Total Injured	983	931	1,001	1,081	1079
Injuries per 10,000 Registrations	149	134	155	134	127
Total Number of Crashes (includes property damage only)	1,112	1,069	1,158	1,266	1,226

Source: Connecticut Department of Transportation and Department of Motor Vehicles

Figure 12. Percent of Motorcycle Operators Killed with a B.A.C.>0.00%

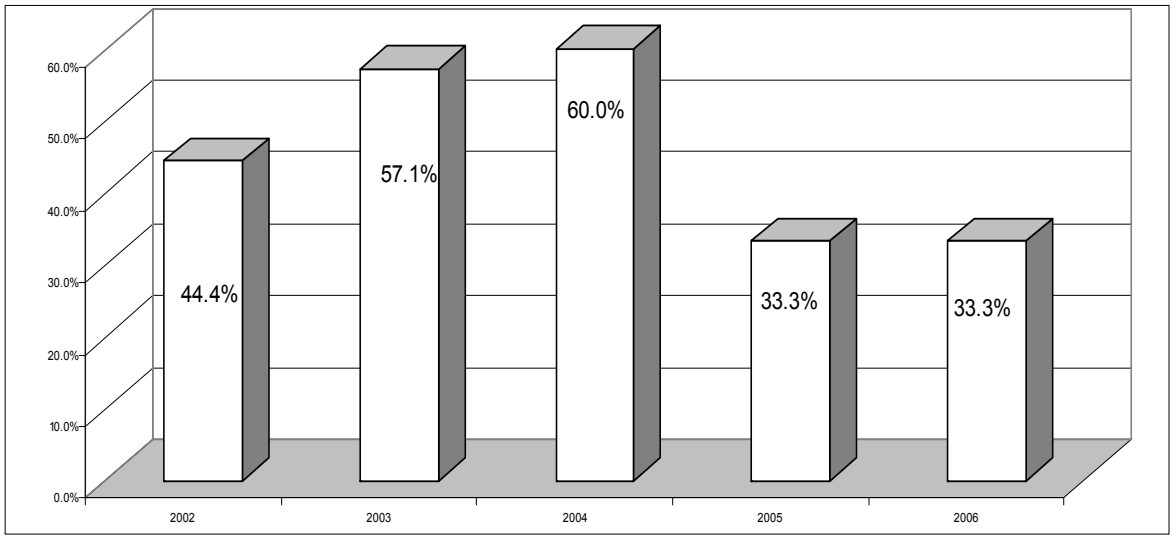


Table MS-4. BACs of Fatally Injured Motorcycle Operators

BAC	2002	2003	2004	2005	2006
.00	21	10	12	18	28
.01-.07	9	4	3	3	2
.08-Up	9	9	15	6	12
No/Unknown Result	8	6	22	13	8

With the exception of 2004 and 2005, which had a much lower rate (58 and 68 percent), over 80 percent of fatally injured motorcycle operators in Connecticut were tested for alcohol in the period 2002 to 2006. As shown in Figure12, during these years 33 to 60 percent of those tested were found to have been drinking (any trace of alcohol). For 2006, 33 percent had been drinking and 29 percent had BACs of 0.08 percent or more (93 percent were tested).

Table MS-5 shows the distribution of the age and gender of motorcycle operators involved in fatal and injury crashes during the 2002 to 2006 period. The table indicates that the majority of riders are under the age of 40 (55 percent in 2006). Of significance is the high percentage of riders in the 40 to 49 and 50 to 59 year old age groups. These two groups alone made up almost 40 percent of the operators involved in fatal/injury crashes in 2006. Overall, riders 40 or older accounted for 45 percent of riders involved in fatal crashes. This tendency toward an older ridership follows national trends. This Table also shows that males are predominant among the riders involved in fatal and injury crashes.

Table MS-5. Motorcycle Operators Involved by Age and Sex
Fatal/Injury Crashes: 2002-2006

		2002 (N=971)	2003 (N=914	2004 (N=1,009)	2005 (N=1,081)	2006 (N= 1079)
Age	Under 20	5.5%	4.5%	5.0%	5.4%	5.4%
	20-24	15.9%	17.0%	17.2%	13.8%	17.4%
	25-29	13.0%	13.5%	14.7%	10.3%	12.2%
	30-34	15.0%	13.7%	12.2%	11.0%	9.5%
	35-39	12.6%	11.5%	10.9%	11.3%	10.2%
	40-49	24.1%	24.0%	22.8%	27.1%	24.7%
	50-59	11.7%	12.5%	13.2%	15.8%	15.6%
	60-Up	2.2%	3.4%	3.9%	5.4%	4.9%
Gender	Male	97.1%	95.7%	94.8%	95.4%	94.9%
	Female	2.9%	4.3%	5.2%	4.6%	5.1%

Source: Connecticut Department of Transportation.(Unknown values are excluded in body of table)

Table MS-6 shows the distributions by month, day of week, and time of day of motorcycle crashes involving fatalities and injuries during 2002 to 2006.

Motorcycle crashes in Connecticut are rare during the colder months with less than 11 percent having taken place during the November through March period. Crashes are more frequent on Saturdays and Sundays. In 2006, 66 percent of the crashes occurred between noon and 8:00 p.m.

Table MS-6. Motorcycle Operators
Month, Day of Week, and Time of Fatal and Other Injury Crashes: 2002-2006

		2002 (N=971)	2003 (N=914	2004 (N=1,009)	2005 (N=1,081)	2006 (N=1,079
Month	January	0.9%	0.2%	0.2%	0.4%	0.9%
	February	1.2%	0.2%	1.3%	0.8%	0.4%
	March	3.4%	2.8%	2.2%	2.1%	2.9%
	April	7.6%	6.5%	9.0%	8.4%	10.8%
	May	10.9%	10.9%	16.9%	11.2%	14.0%
	June	18.8%	14.6%	15.0%	14.3%	10.9%
	July	18.4%	21.2%	14.0%	16.4%	16.6%
	August	16.3%	16.1%	15.7%	16.4%	14.8%
	September	12.6%	13.9%	13.9%	16.7%	13.7%
	October	6.7%	6.3%	8.8%	7.1%	8.4%
	November	3.0%	6.1%	2.6%	5.2%	3.8%
	December	0.2%	1.1%	0.4%	0.6%	2.7%
Day of Week	Sunday	20.2%	21.9%	23.2%	21.7%	22.1%
	Monday	10.0%	10.0%	7.9%	11.9%	11.7%
	Tuesday	11.8%	12.9%	10.7%	10.4%	9.0%
	Wednesday	11.4%	10.7%	9.8%	10.3%	12.3%
	Thursday	11.5%	11.4%	11.1%	11.9%	13.7%
	Friday	15.0%	13.6%	16.4%	12.8%	13.1%
	Saturday	20.1%	19.6%	20.9%	21.1%	18.1%
Time of Day	Mid-0359	4.5%	6.5%	4.8%	5.6%	4.0%
	0400-0759	3.2%	3.4%	2.9%	3.9%	4.1%
	0800-1159	9.9%	11.2%	11.3%	11.8%	10.7%
	1200-1559	26.0%	27.8%	30.4%	30.9%	28.6%
	1600-1959	36.4%	33.5%	33.6%	32.3%	36.9%
	2000-2359	20.0%	17.6%	17.1%	15.2%	15.2%

Source: Connecticut Department of Transportation

Table MS-7 shows the total of fatal and injury motorcycle crashes in each Connecticut county, the percentage change in these crashes comparing 2000 to 2006, and the number of these crashes in the calendar year 2006 per 100,000 population.

Table MS-7. Motorcycle Fatal/Injury Crashes 2000-2005 by Location

County	Total 2000-2006	Pct. Change 2000-2006	2006 Crashes Per 100,000 Pop.
Fairfield	1,442	-4%	22.2
Hartford	1,514	32%	32.7
Litchfield	475	20%	42.8
Middlesex	381	9%	40.0
New Haven	1,832	5%	38.8
New London	588	48%	38.2
Tolland	357	5%	44.0
Windham	318	94%	56.8

Source: Connecticut Department of Transportation; Population data estimate for 2005.

The most frequent contributing factors found in Connecticut fatal and injury motorcycle crashes during 2000 to 2006 are listed in Table MS-8. The first data column contains the contributing factors for single vehicle crashes (N=2,044). The operator “losing control” and “driving too fast for conditions” were the most common factors in these crashes.

Contributing factors in multiple vehicle crashes are tabulated separately depending on whether the motorcyclist (N=1,121) or the other driver (N=1,905) was most likely at fault in the crash. When the motorcyclist was deemed most at fault and a specific cause was noted, “following too close” (29.7 percent), “losing control” (16.8 percent), and “driving too fast” (9.5 percent) were most often the contributing factors. When the other driver was deemed most at fault, failure to grant the right-of-way was the predominant contributing factor (56.1 percent).

Table MS-8. Motorcycle Fatality/Injury Crashes-Contributing Factors 2002-2006

	% of Single Vehicle Crashes (N=2,044)	% of Multiple Vehicle Crashes; MC Oper. Fault (N=1,121)	% of Multiple Vehicle Crashes; Other Oper. Fault (N=1,905)
1. Driver Lost Control	53.8%	16.8%	3.3%
2. Driving Too Fast for Conditions	20.5%	9.5%	1.4%
3. Road Condition/Object In Road	8.3%	0.6%	0.5%
4. Driver Under the Influence	3.7%	2.6%	1.4%
5. Failed to Grant Right of Way	0.0%	7.5%	56.1%
6. Driver Following Too Closely	2.6%	29.7%	12.2%
7. Driver Violated Traffic Control	0.2%	4.6%	6.1%
8. Other	10.8%	28.6%	19.1%

Source: Connecticut Department of Transportation
(Unknowns are not included)

In summary, Department motorcycle crash data shows:

- A fairly stable number of motorcyclist fatalities in the period 2002 to 2006
- The majority of motorcycle fatal and injury crashes occurred between the hours of noon and 8 p.m.
- Saturdays and Sundays being the most common days for fatal and injury crashes
- Most fatal and injury crashes occurring in the summer months
- Almost all motorcycle operators involved in crashes were male
- In multiple vehicle crashes, the other driver was at fault in 56 percent of the cases; the major contributing factor in these crashes was failure to grant the right-of-way

Performance Measures

Performance Measure	Year				
	2002	2003	2004	2005	2006
Motorcyclists Killed and Injured	1027	957	1055	1123	1135
Injuries per 10,000 Registered Motorcycles	149	134	155	134	127
Percent Motorcycle Fatalities Helmeted	35.0% (14 of 40)	28.0% (7 of 25)	37.7% (20 of 53)	35.0% (14 of 40)	35.0% (18 of 52)
Percent Motorcycle Injuries Helmeted	43.9% (391 of 890)	44.5% (377 of 847)	48.0% (438 of 912)	44.2% (440 of 996)	45.9% (454 of 990)
Percent Operators Killed with BAC>0.00	44.4% (16 of 36)	57.1% (12 of 21)	60.0% (18 of 30)	33.3% (9 of 27)	33.3% (14 of 42)
Number of Motorcyclists Trained	4,150	4,304	4,932	5,600	5,843

Performance Goals

To decrease the injury rate per 10,000 registrations by 20 percent from 155 in 2004 to 120 in the year 2010.

To decrease the percentage of fatally injured motorcycle operators with BACs greater than 0.00 from 65.5 percent in 1997 to 30 percent in 2010.

Performance Objectives

To train 6,500 beginning, intermediate, and experienced motorcycle operators during calendar year 2009.

Planned Countermeasures

These goals will be achieved by continuing existing and working toward expanding motorcycle education programs, promoting helmet use by all riders (not just those young riders currently covered under existing law), and including motorcyclists in the planned emphasis on reducing impaired driving.

Results of focus group studies will continue to be incorporated into a public information and education impaired riding campaign. This campaign, "Open the Throttle Not the Bottle," will utilize recently developed materials, and may include developing new materials (if necessary). The distribution process will incorporate a network of informational resources including a web site, rider education courses, various motorcycle dealerships, and local motorcycle rider organizations.

Task 1 — Motorcycle Safety Program Administration $350,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Raymond Gaulin

The task will include coordination of activities and projects outlined in the motorcycle safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA New England Regional Office.

Task 2 — Connecticut Rider Education Program Administration $120,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Raymond Gaulin

The task will include the training and monitoring of 160 motorcycle safety instructors, providing support services to the Connecticut Rider Education Program training sites, providing ride sober information at grass roots motorcycle safety events, updating and maintaining the program's "Ride Sober" web, preparing and maintaining project documentation, and evaluating task accomplishments. Funding will be provided for personnel, employee-related expenses, overtime, professional and outside services, travel, materials, supplies, and other related operating expenses.

Task 3 — Community Outreach To Motorcycle Riders $ 30,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Raymond Gaulin

The expected impact of this task will be the coordination and staffing of grassroots events and seminars to promote the ride sober campaign, share the road, safe motorcycle operation, and recruitment of motorcycle safety instructors.

Task 4 — Expanding Motorcycle Safety Efforts (Section 2010) $190,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Raymond Gaulin

This task will utilize Section 2010 funds (if available) to expand statewide motorcycle safety efforts. Some of these activities will include developing and supporting a program to reduce motorcycle rider impairment, promoting a "Share the Road with Motorcycles" message, and expanding motorcycle safety course offerings.

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Traffic Records (TR)

Traffic Records (TR)

The Highway Safety performance based program planning processes are dependent upon timely, accurate, and complete traffic records data. Significant action has taken place to improve traffic records systems in Connecticut, although much remains to be accomplished. The absence of a comprehensive statewide data mart continues to be a major hurdle for Connecticut's Traffic Records Coordinating Committee (TRCC) to overcome. These deficiencies include an inability to link traffic records from one agency to another and a lack of a comprehensive system to analyze crash data from the crash scene, patient care systems, licensing, and adjudication of the violations. Currently there are efforts underway to prepare the primary data files (crash, vehicle, location, injury, adjudication and registration) and ensure that they are fully operational to create an integrated data collection network in order to capture crash, driver licensing, location and medical data relating to location of crashes, demographics of those involved, occupant protection use, primary contributing factors in crashes, severity of injury data, and specifics with regard to fatalities. The integrated data collection system will allow for comprehensive problem identification for the purpose of improving highway safety in Connecticut. These efforts currently underway include the continued implementation of an automated crash report, restructuring of pre-hospital care reporting procedures, review, analysis, and an on-going linkage of CODES data (Crash Outcome Data Evaluation system).

Data improvements have been/are being made in the areas related to motor vehicles, base mapping and toxicology.

Connecticut's TRCC is comprised of representatives from key agencies, including the Departments of Transportation, Motor Vehicles, Public Safety/State Police, Public Health, and Information Technology. Additional representatives are from the Office of Policy and Management, Judicial Branch, Connecticut Police Chiefs Association, Regional Planning Organizations, Capitol Region Council of Governments and, Federal Liaisons from NHTSA, FHWA and FMCSA.

Performance Goals

Support efforts of the TRCC to implement projects as outlined in the TRCC Strategic Plan for improvements to Connecticut’s data systems. Continue with the statewide implementation of the automated crash reporting system and the electronic ticket module to aid in accurate, timely, and complete data analysis.

To implement the Connecticut Impaired Driver Records Information System (CIDRIS) by 2008 to 2009.

Performance Objectives

To reduce the turn-around time for users to have access to motor vehicle crash data from one year to 6 months by 2009.

Have an electronic Emergency Medical Services (EMS) Run Reporting System in 2009.

Support the TRCC with implementing a traffic records/crash data warehouse as proposed in the TRCC Strategic Plan.

Provide direct access (with data query tools) and aggregated data output to authorized State agencies and users by 2009.

Planned Countermeasures

Goals and objectives listed above will be accomplished through a variety of avenues, including: seek improvements in the quality of crash data through the adoption of electronic data capture, complete data element capture from the PR-1, PDO crashes on local roads, driver/vehicle file electronic population of the crash as well as citation form, and enhance training and follow-up with reporting agencies to accompany new system.

Promote the electronic field data capture of crash and citation incident reporting, which would include working with the CAPTAIN, and NEXGEN systems.

Seek a "user-friendly" data analysis software tool, such as CARE, which will provide users the capability to literally answer questions within minutes, and provide more in-depth capabilities to aid in the process of problem identification.

Revise/update the PR-1 crash report acknowledging the move towards electronic reporting, but realizing the need to maintain a paper form as well.

Update the PR-1 Instruction Manual and provide Train-the-Trainer workshops at State and local law enforcement training facilities.

Task 1 — Traffic Records Administration $300,000* (402/408)
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

This task will provide funding for a Coordinator to assist in the development of the Connecticut Traffic Records Program. This contract will include planning, program implementation, monitoring, and evaluation of traffic record activities.

Task 2 — Traffic Records Administration $240,000* (408)

This task will provide the necessary funding to assess and develop the Connecticut Traffic Records Program by implementing projects outlined in the 408 application

Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

Task 3 — Traffic Records Administration $660,000* (408)
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

This task will provide funding for the following projects:
Emergency Medical Services Patient Care Report Data Collection System
Electronic Motor Vehicle Accident Reporting CSP to DOT
Integrate CAPTAIN Mobile Data users with State PR-1 and Citation Pilot
Electronic Citation Processing System

.

**The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.*

Hazard Elimination

Hazard Elimination

Problem Identification

Guide rail: In 1993, new performance criteria for roadside safety hardware, identified as National Cooperative Highway Research Program (NCHRP) Report 350 "Recommended Procedures for the Safety Performance and Evaluation of Highway Features," were published. On September 29, 1994, the Federal Highway Administration (FHWA) issued "Traffic Barrier Safety Policy and Guidance" that outlined specific mandates regarding installations of guide rail and crashworthy end treatments. On March 22, 1996, FHWA issued "Testing and Certification of Roadside Safety Hardware" that listed longitudinal barriers that passed and failed NCHRP Report 350 Test Level-3 (TL-3) guidelines. As a result, Connecticut's W-Beam guide rail types R-I, MD-I, R-B, MD-B, and corresponding guide rail transitions to bridge parapets do not meet current FHWA-mandated standards.

The Connecticut Guide Rail Program was instituted to support the Department's efforts in the execution of the FHWA mandates. The program began with an inventory of all deficient guide rail systems on the National Highway System. In collaboration with the Department's Office of Research and Materials, software was developed to facilitate yearly guide rail inventories. The Department is in the process of upgrading deficient railing to enhance safety.

Signing: Guidance signing is a critical component of an expressway because it is the medium by which a highway agency communicates directional information to users of the roadway. To ensure that the user can detect and read signs during night conditions, retro reflective materials are commonly used. Over time, traffic signs can deteriorate in a number of ways. The signs gradually lose their retro reflectivity and the color portions fade. As a result, the expressway signs become undetectable or illegible at night or even during the day. This causes highway users to miss the message resulting in misdirection, increased traffic congestion, and even crashes. Inadequate and poorly maintained signing is often cited as a contributing factor to crashes. Observations of the signing within the proposed project limits indicate diminishing colors as well as retro reflectivity. A number of motorists have also complained about the lack of retro reflectivity.

Pavement Markings: The Department has 4,155 miles of roadways and ramps resulting in approximately 16,000 miles of pavement markings. Pavement markings have different useful lives determined by the type of material used for the marking, the location of the marking in relation to vehicle paths and the volume of traffic that passes over the marking. Pavement markings are essential to provide guidance and information for the road user. Well marked roadways are necessary to separate travel lanes in the same direction as well as opposing traffic. Snow plowing and road sanding greatly accelerate the deterioration of certain types of pavement marking material. The Department utilizes maintenance personnel to regularly evaluate and determine the roadways where upgrading of pavement markings are required. In addition, each of the Department's four maintenance Districts maintains a log of roadways

where pavement markings have been upgraded and also roadways that have been resurfaced and the pavement markings have been replaced.

Performance Goals

Improve safety and highway operations by reducing the number of misdirected motorists, traffic congestion, and crashes due to diminished sign performance and pavement markings. In addition, improve the safety of the State's roadways by upgrading deficient rail protection systems.

Planned Countermeasures

Upgrade existing sign locations within the project limits as shown on the attached listing. Upgrade deficient railing and pavement markings as identified by the Department's inventory system.

Performance Measures

Conduct before and after evaluations at selected locations to determine if the signing and pavement marking improvements result in a reduction in crashes. The severity of run off the road crashes will also be evaluated at select guide rail installation locations. The data will be kept in project files and available for review upon request.

Task 1 - Hazard Elimination Program **$8,600,000***
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen P. Livingston

This task will provide support activities to improve safety and highway operations by reducing the number of misdirected motorists, traffic congestion, and crashes due to diminished sign performance, pavement markings, and deficient rail protection systems.

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Other Areas & Factors

Other Areas & Factors

Driver Groups

Tables OA-1 and OA-2 outline the age distribution of licensed drivers in Connecticut and the nation as a whole during calendar years 2003 to 2006. The data shows that the percentage of Connecticut licensed drivers age 19 and younger is less than the U.S. percentage, and that the percentage of drivers age 70 and older is higher in Connecticut than the U.S. as a whole.

Table OA-1. Licensed Drivers by Age Group: 2003-2006 (19 and Under; 20-49)

	Age Group					
	19 and Under			20-49		
	2004	2005	2006	2004	2005	2006
CT---N % Total	102,238 3.8%	99,545 3.6%	104,155 3.7%	1,477,198 54.8%	1,481,181 54.1%	1,491,267 53.2%
US---N % Total	9,333,086 4.7%	9,337,290 4.7%	9,727,516 4.8%	114,471,686 57.6%	114,179,176 56.9%	113,680,398 56.1%

Source: Federal Highway Administration

Table OA-2. Licensed Drivers by Age Group: 2003-2006 (50-69; 70+)

	Age Group					
	50-69			70+		
	2004	2005	2006	2004	2005	2006
CT---N % Total	756,314 28.1%	784,247 28.6%	818,477 29.2%	358,824 13.3%	375,297 13.7%	391,225 13.9%
US---N % Total	55,117,647 27.7%	56,912,834 28.4%	58,813,633 29.0%	19,966,494 10.0%	20,119,672 10.0%	20,588,891 10.2%

Source: Federal Highway Administration

Table OA-3 contains 2004, 2005, and 2006 fatal crash rates per 100,000 licensed drivers by driver age group for Connecticut operators and the U.S. as a whole. Table OA-4 shows the 2004, 2005, and 2006 non-fatal injury crash rates per 100,000 licensed drivers by driver age group. The tables indicate that teenage drivers consistently have a much higher involvement in crashes than older drivers. The tables also show that the involvement rate of Connecticut drivers in fatal crashes is lower than that for the U.S. in each age group. The involvement rate of Connecticut drivers under 69 in injury crashes was generally higher than that for the U.S.

Table OA-3. Number of Drivers Involved in Fatal Crashes by Age Group Per 100,000 Licensed Drivers*: 2004-2006

Driver Age Group	Drivers in Fatal Crashes					
	2004		2005		2006	
	CT	US	CT	US	CT	US
19 and Under	50.9	68.3	33.2	64.0	43.2	59.8
20-49	16.5	30.8	16.7	31.2	17.4	30.6
50-69	10.5	20.6	11.0	21.4	11.0	20.0
70-Up	8.6	22.8	9.3	22.1	8.4	20.7

* Licensed drivers within each age group.
Source: Fatality Analysis Reporting System

Table OA-4. Number of Drivers Involved in Injury Crashes by Age Group Per 100,000 Licensed Drivers: 2004-2006

Driver Age Group	2004		2005		2006	
	CT	US	CT	US	CT	US
19 and Under	5,853	4,483	5,731	4,187	5,268	3,968
20-49	2,393	1,750	2,293	1,696	2,080	1,637
50-69	1,335	1,065	1,273	1,020	1,164	983
70-Up	855	858	791	822	720	824

* Licensed drivers within each age group.
Source: Connecticut Department of Transportation; General Estimates System (NHTSA)

Table OA-5
Fatal Crashes Involving Teenaged Drivers
Month, Time of Day, and County
5-year Total: 2002– 2006

	Fatal Crashes Involving Young Drivers N=220	%
MONTH		
January	17	7.7%
February	14	6.4%
March	12	5.5%
April	19	8.6%
May	12	5.5%
June	18	8.2%
July	31	14.1%
August	16	7.3%
September	19	8.6%
October	30	13.6%
November	14	6.4%
December	18	8.2%
TIME OF DAY		
Mid-3am	40	18.2%
3am-6am	12	5.5%
6am-9am	18	8.2%
9am-Noon	5	2.3%
Noon-3pm	30	13.6%
3pm-6pm	32	14.5%
6pm-9pm	45	20.5%
9pm-Mid	38	17.3%
COUNTY		
Fairfield	41	18.6%
Hartford	49	22.3%
Litchfield	20	9.1%
Middlesex	17	7.7%
New Haven	48	21.8%
New London	21	9.5%
Tolland	12	5.5%
Windham	12	5.5%

The greatest number of fatal crashes involving young drivers occurred in July (31) followed by October (30), and 56 percent (123) occurred from 6 p.m. to 3 a.m. The greatest number (49) occurred in Hartford County, second in the state in population, followed by New Haven County (48), and Fairfield County (41).

Task 1 – Young Driver Skill Development **$75,000***
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

Program administration will plan, coordinate, and implement programs to raise awareness and address young driver safety. Programs will educate law enforcement. This program will address the unacceptably high number of youth-related automobile collisions and fatalities that occur each year.

Task 2 – Mature Drivers **$50,000***
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

Program administration will plan, coordinate, and implement a program for mature drivers. As people age, their physical, visual, and cognitive abilities may decline, making it more difficult for them to drive safely. Mature drivers are also more likely to suffer injuries or die in crashes than drivers in other age groups. These safety issues will only increase in significance because mature adults represent the fastest-growing population segment.

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Vehicle Types: School Buses, Tractor-Trailers, Emergency Vehicles

Table OA-6 shows the number of fatal and total crashes in the State that involved school buses, tractor-trailers, and emergency vehicles. No major trend is apparent in the involvement of these types of vehicles and their percentages of all crashes remain low

Table OA-6. Crashes Involving School Buses, Tractor-Trailers, and Emergency Vehicles: 2002-2006

	2002	2003	2004	2005	2006
School Bus					
Total # Fatal Crashes	0	1	0	1	2
% of All Fatal Crashes	0.00%	0.00%	0.00%	0.40%	0.70%
Total # of All Crashes	379	438	373	410	372
% of All Crashes	0.50%	0.50%	0.50%	0.50%	0.50%
Tractor Trailers					
Total # Fatal Crashes	12	11	8	6	13
% of All Fatal Crashes	4.00%	4.00%	2.90%	2.30%	4.60%
Total # of All Crashes	2,512	2,774	2,706	2,663	2,085
% of All Crashes	3.20%	3.40%	3.30%	3.30%	2.90%
Emergency Vehicles					
Total # Fatal Crashes	0	4	2	2	2
% of All Fatal Crashes	0.00%	1.50%	0.70%	0.80%	0.70%
Total # of All Crashes	433	439	397	434	401
% of All Crashes	0.60%	0.50%	0.50%	0.50%	0.60%

Source: Connecticut Department of Transportation

The Connecticut Department of Motor Vehicles Commercial Vehicle Safety Division continues to be dedicated towards delivering a comprehensive commercial motor vehicle safety program to all that travel Connecticut roadways. Each year, a representative from the Department meets with officials from that Division to assure coordination and cooperation with respect to programming efforts.

Bicycles and Pedestrians

In Connecticut, 5 bicyclists were killed in motor vehicle crashes in the year 2006. This accounted for 1.7 percent of the total number of traffic fatalities that occurred during that year. Annual bicyclist fatalities ranged between 2 and 5 during the 2002 to 2006 period. Also in 2006, there were 578 non-fatally injured bicyclists involved in motor vehicle crashes in Connecticut, the lowest number in the most recent 5 years. The 2006 injury figure represents 1.5 percent of all motor vehicle related injuries.

Table OA-7. Bicyclists Killed and Injured, 2002-2006

	Year				
	2002	2003	2004	2005	2006
Number Killed	4	2	5	3	5
Number Injured	674	668	623	651	578

Source: Connecticut Department of Transportation

This brief analysis indicates that the bicyclist crash problem in Connecticut is currently not a critical highway safety priority, as compared with other identified crash problem areas. While

the number of fatalities and injuries has basically remained constant, bicycle fatalities and injuries are down 15 percent from 2002.

Bicycle Performance Measures

Performance Measure	Year				
	2002	2003	2004	2005	2006
Bicyclists Killed and Injured per 100,000 Population	20	19	18	19	17
Percent Bicyclists Helmeted	29%	27%	25%	26%	29%

TABLE OA-8
Connecticut
Bicyclist Fatalities

	2002	2003	2004	2005	2006	Change 2002-06 %
Bicyclist Fatalities						
U.S. Total	663	626	722	784	770	+ 16.1%
Region Total	12	18	19	15	18	+ 50.0%
Connecticut	4	2	5	3	5	+ 25.0%

During the 5-years period of 2002 to 2006, the number of bicyclist fatalities in Connecticut each year ranged between 2 and 5.

TABLE OA-9
Connecticut
Bicyclist Fatalities as Percent of Total Fatalities

	2002	2003	2004	2005	2006
Nationwide	1.5%	1.5%	1.7%	1.8%	1.8%
NHTSA Region 1	0.9%	1.4	1.4%	1.2%	1.5%
Connecticut	1.2%	0.7%	1.7%	1.1%	1.7%

Caution should be used in interpreting these data due to the small number of bicyclist fatalities in Connecticut.

In the area of pedestrians, 38 pedestrians were killed and 1,064 were injured in motor vehicle crashes in Connecticut during 2006.

TABLE OA-10
Connecticut Pedestrian and Bicycle Fatalities
Month, Time of Day, and County
5-Year Total: 2002-2006

	Pedestrian Fatal Crashes		Bicycle Fatal Crashes	
MONTH	**(N=182)**	**%**	**(N=19)**	%
January	14	7.7%	0	0.0%
February	7	3.8%	0	0.0%
March	20	11.0%	0	0.0%
April	10	5.5%	1	5.3%
May	13	7.1%	6	31.6%
June	11	6.0%	2	10.5%
July	10	5.5%	3	15.8%
August	12	6.6%	3	15.8%
September	15	8.2%	2	10.5%
October	30	16.5%	0	0.0%
November	20	11.0%	0	0.0%
December	20	11.0%	2	10.5%
TIME OF DAY	**(N=182)**	**%**	**(N=19)***	%
Mid-3am	19	10.4%	2	11.1%
3am-6am	10	5.5%	0	0.0%
6am-9am	16	8.8%	1	5.6%
9am-Noon	16	8.8%	1	5.6%
Noon-3pm	17	9.3%	2	11.1%
3pm-6pm	30	16.5%	6	33.3%
6pm-9pm	36	19.8%	6	33.3%
9pm-Mid	38	20.9%	0	0.0%
COUNTY	**(N=182)**	**%**	**(N=19)**	%
Fairfield	42	23.1%	3	15.8%
Hartford	54	29.7%	3	15.8%
Litchfield	3	1.6%	3	15.8%
Middlesex	4	2.2%	3	15.8%
New Haven	50	27.5%	7	36.8%
New London	22	12.1%	0	0.0%
Tolland	5	2.7%	0	0.0%
Windham	2	1.1%	0	0.0%

*There was on unknown time of day

Pedestrian fatalities occurred more frequently during October through December then during other months of the year. 57.2 percent of these occurred in the 3pm to midnight time period. The largest number of pedestrian fatalities occurred in Hartford (55), New Haven (50), and Fairfield (42) counties, accounting for about 80 percent of the victims.

The small number of bicyclist fatalities does not permit detailed analyses.

Table OA-11
Connecticut Pedestrian and Bicyclist Fatalities
Related Factors for Pedestrians and Bicyclists
5-year Total: 2002-2006

	Pedestrian	Bicyclists
Fatalities	**N=182**	**N=19**
Factors Reported	**N=229**	**N=26**
Darting, running into road	36	0
Improper crossing	72	2
Walking, running against traffic (Ped. only)	36	N/A
Riding in roadway/against traffic	N/A	3
Not visible	37	0
Failure to obey traffic controls	14	8
All other factors	34	13

The majority of pedestrians and bicyclists killed in crashes had one or more factors reported. By far the most common factor for pedestrians was “improper crossing” (72). “Failure to obey traffic controls” was cited for 8 of the 19 bicycle fatalities.

Table OA-12
Connecticut Pedestrian Fatalities

	2002	2003	2004	2005	2006	Change 2002-06 %
Pedestrian Fatalities						
U.S. Total	4,851	4,774	4,675	4,892	4,784	- 1.4%
Region I Total	142	173	147	141	128	- 9.9%
Connecticut	50	35	27	34	38	- 28.0%

The number of pedestrian fatalities in Connecticut fluctuated over the 5-year period of 2002 to 2006. In 2006, there were 38 pedestrian fatalities. Table OA-13 shows the number of fatally and non-fatally injured pedestrians in the State over the 2002 to 2006 period.

Table OA-13. Number of Pedestrians Killed and Injured: 2002-2006

Injury Severity	2002	2003	2004	2005	2006
Killed	50	35	27	34	38
Total Injured	1,172	1,173	1,063	1,088	1,064
Serious A Injury	233	222	213	201	204
Moderate B Injury	495	490	440	447	473
Minor (C) Injury	444	502	410	440	387

Source: Connecticut Department of Transportation

The pedestrian fatality rate for Connecticut in 2006 was 1 per 100,000 population compared to 0.9 per 100,000 in the other New England states and 1.6 per 100,000 nationally. Pedestrian fatalities in Connecticut accounted for 12 percent of all motor vehicle crash victims in 2006 as compared to 12.2 percent in 2005. Nationally, the figures were 11.2 percent in 2006 and 11.2 percent in 2005. The State's non-fatal injury pedestrian rate was 30 per 100,000 population compared with a rate of 20 nationally. Please refer to Table OA-14 below.

Table OA14. Percent of Pedestrians Killed: Fatal/Non-Fatal Rates/100,000 Population: 2005/2006

	Connecticut		New England		U.S.	
Year	2005	2006	2005	2006	2005	2006
Pedestrians Killed: Percentage of all Fatalities	12.2%	12.0%	11.6%	10.5%	11.2%	11.2%
Fatality Rate per 100,000 population	1.0	1.0	1.0	0.9	1.6	1.6
Non-Fatal Injury Rate Per 100,000 population	31	30	*	*	22	20

Source: Fatality Analysis Reporting System; General Estimates System (NHTSA)
*Not Available

Performance Measures

Performance Measure	2002	2003	2004	2005	2006
Pedestrians Killed per 100,000 Population	1.4	1.0	0.8	1.0	1.0
Pedestrians Injured per 100,000 Population	34	34	30	31	30

Bicycle and Pedestrian Countermeasures

There will be a minimal amount of highway safety (402) funds allocated to these areas. In addition, concerned groups which currently address these areas will be encouraged to approach other various organizations that support these safety programs. Existing local programs in regions throughout the State will continue to implement public information and education efforts as part of their overall highway safety programs.

Task 3 – Bicycle and Pedestrian Safety-Administration $50,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston

This task will include the coordination of activities as outlined in the Other Areas and Factors Program area. Activities will include but not be limited to; producing and distributing bike and pedestrian educational literature, promotion of the State's crosswalk laws and providing education to motorists regarding speed limits on roadways with high pedestrian and bicycle traffic.

Task 4 – "Share the Road" Public Information Campaign (Pilot Project) $50,000*

As a support activity to Task 3, the Department will initiate a public information and education campaign to augment existing initiatives by other partners. Under this project, artwork with a "Share the Road" theme for display on bus message boards on Connecticut Transit buses in the Hartford Transit District will be developed and placed.

If successful, future project phases may extend the geographical area to include other Connecticut transit districts.

**The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level*

Geographical Data

Table OA-15 shows geographical area (county) and municipal crash data. For each of the State's geographic counties, the table shows the total number of fatal and injury crashes during 2002 to 2006; the percentage change in these crash levels from 2002 to 2006 and the 2004, 2005 and 2006 fatal/injury crash rates per 100,000 residents. Also shown are the 3 municipalities within each geographic county with the highest 2006 crash rates.

Table OA-15

Fatal/Injury Crashes: Geographical County/Municipality 2001-2005

County	City/Town with Highest 2006 Rate	Fatal/Injury Crashes 2002-2006	Pct. Change 2002-2006	Fatal/Injury Crashes Per 100,000 Pop.		
				2004	2005	2006
Fairfield		41,249	-15%	926	865	873
	Westport	1,660	-3%	*	1,262	1,317
	Bridgeport	8,889	-17%	1,285	1,195	1167
	Darien	1,209	-24%	1,362	1,107	1,040
Hartford		35,787	-15%	902	895	906
	Hartford	7,251	4%	1,315	1,359	1,165
	Plainville	1,241	-12%	1,298	1,206	1,154
	Farmington	1,242	26%	1206	*	1070
Litchfield		5,890	3%	652	601	613
	Winchester	399	49%	*	*	853
	Watertown	787	10%	*	*	845
	Bridgewater	49	200%	*	*	822
Middlesex		5,902	-0%	719	746	763
	Cromwell	670	13%	1,095	1,212	862
	Middletown	1,816	-27%	869	*	857
	Old Saybrook	456	4%	*	994	723
New Haven		44,878	-19%	1,087	973	986
	Orange	1,362	-31%	2,547	*	1,927
	North Haven	1,673	8%	*	1,550	1,424
	Middlebury	448	21%	1,473	*	1,411

Table OA-15. Fatal/Injury Crashes: Geographical County/Municipality 2002-2006 (Continued)

County	City/Town with Highest 2006 Rate	Fatal/Injury Crashes 2002-2006	Pct. Change 2002-2006	Fatal/Injury Crashes Per 100,000 Pop.		
				2004	2005	2006
New London		9,819	-11%	757	709	721
	Preston	314	36%	1,280	1,152	1,621
	Franklin	140	-3%	1,798	1,199	1,580
	North Stonington	282	-27%	1,342	942	902
Tolland		4,387	-15%	597	575	595
	Union	129	-52%	4,040	4,473	1,732
	Vernon	1,243	3%	923	852	846
	Coventry	450	7%	861	800	756
Windham		3736	-12%	683	603	629
	Pomfret	144	29%	*	*	948
	Plainfield	615	-18%	910	841	732
	Chaplin	93	-24%	1,200	756	711

Source: Connecticut Department of Transportation
* Not among 3 highest in year

Related Highway Safety Legislation

Related Highway Safety Legislation

The following provisions of the Connecticut General Statutes (CGS) relate to the safety of motor vehicle travel on Connecticut's roads. The enactment of these statutes may have an effect upon the frequency and/or severity of traffic crashes during the period of their existence. For additional information and the CGS, visit www.cga.state.ct.us.

Public Act No. 76-326 repealed Section 14-289e of the CGS that had required motorcycle drivers and their passengers to wear protective headgear. The statute was repealed on June 1, 1976.

Public Act No. 76-309 amended Section 14-299 of the CGS by allowing a right turn at a red traffic signal, unless a sign prohibits this movement. Previously this turn was allowed only where a sign permitted it. This law went into effect on July 1, 1979.

Public Act No. 79-609 amended Section 14-219 of the CGS by changing the absolute speed limit to 55 miles per hour upon any highway or road in Connecticut. This law went into effect on October 1, 1979.

Public Act No. 85-264 amended subdivision (20) of Section 30-1 of the CGS by redefining the minimum drinking age as 21 years. The new drinking age became effective on September 1, 1985. The drinking age had previously been increased from 18 to 19 years on July 1, 1982 and from 19 to 20 years on October 1, 1983.

Public Act No. 85-429 amended Section 14-100a of the CGS by requiring the operator of and any front seat passenger in a private passenger motor vehicle to wear seat safety belts while the vehicle is operating on the highways and roads of Connecticut. This law went into effect on January 1, 1986. Section 14-100a had been previously amended to require a child, under the age of four years, traveling in a motor vehicle to be restrained by an approved restraint system. This provision was effective as of October 1, 1982.

Public Act No. 89-314 provides for a mandatory operator licensing suspension for anyone who fails or refuses a chemical test after being arrested for driving while intoxicated or impaired by drugs. This Administrative "Per Se" DWI Law went into effect on January 1, 1990.

Public Act No. 90-143 requires all police authorities to file a copy of the police accident report with the Department of Transportation instead of the Department of Motor Vehicles at the conclusion of their investigation of any motor vehicle traffic accident. Operators involved in a motor vehicle traffic accident are no longer required to file an operator accident report with the Department of Motor Vehicles. This law went into effect on October 1, 1990.

Public Act No. 94-52 (1) makes the driver of a private passenger motor vehicle responsible for assuring that rear seat passengers between ages 4 and 16 wear seat belts; (2) limits mandatory child restraint usage for children under age 4 to those who weigh less than 40 pounds; (3) requires children between ages 1 and 4 and weighing under 40 pounds to be in a child restraint; and (4) extends child restraint requirements to trucks and truck or van type recreational vehicles. This law went into effect on October 1, 1994.

Public Act No. 98-181 raised the speed limit from 55 mph to 65 mph on designated sections of highways. This law went into effect on October 1, 1998.

Public Act No. 02-1 (Special Session) redefined the standards for driving under the influence of alcohol. The act redefined "elevated blood alcohol content" to mean a ratio of alcohol in the blood that is eight-hundredths of 1 percent or more of alcohol, by weight. This limit was previously defined to be ten-hundredths of 1 percent. This law went into effect on July 1, 2001.

Public Act No. 03-91 strengthened the Dram Shop Act (Section 1. Section 30-102) by raising the financial liability of a seller of alcoholic beverages, when selling alcohol to an intoxicated person who injuries another person. The financial liability was raised from $20,000 to $250,000. . This law went into effect on October 1, 2003.

Public Act No. 03-265 requires that any person who has been convicted of driving under the influence be prohibited, for the 2-year period, from operating a motor vehicle unless such motor vehicle is equipped with a functioning, approved ignition interlock device. The interlock device was incorporated on October 1, 2003.

Public Act No. 05-54 requires 16 and 17-year-olds learning to drive under a learner's permit to have a minimum of 20 hours (increased from eight) of behind-the-wheel instruction before they qualify for an operator's license. This public act enacts restrictions which prohibit 16 and 17 year-old licensed drivers from driving between the hours of 12:00 a.m. to 5:00 a.m. unless they are traveling for employment, school or religious activities, or a medical necessity. It also restricts, during the first 6 months, the number of passengers they are allowed to transport. This law went into effect on October 1, 2005.

Public Act No. 05-58, this act (1) with one exception for children being transported in student transportation vehicles, extends child restraint system use requirements from children under age 4 weighing less than 40 pounds to children 6 years of age and 60 pounds. Both the age and weight requirements must be met. After children outgrow their car seat they must ride in a booster seat using a lap and shoulder belt. (2) Requires any child under age 1 and weighing less than 20 pounds to be transported in a rear-facing position in his child restraint system; and (3) requires children restrained in booster seats to be anchored by a seat belt that includes a shoulder belt. This law went into effect on October 1, 2005.

Public Act No. 05-159 prohibits a driver from using (1) a mobile telephone to engage in a call while the vehicle is moving unless a hands-free devise is used, except under certain limited circumstances. This law went into effect on October 1, 2005.

Public Act No. 06-173 This act broadens the circumstances in which a surviving driver of a car accident involving serious physical injury or death must give a blood or breath sample. The act requires the driver to give a sample if the police (1) charge him with a motor vehicle violation regarding the accident and (2) have a reasonable articulable suspicion that he was driving while under the influence of liquor or drugs. The law, unchanged by the act, also allows the police to require a test from a surviving driver if the officer has probable cause to believe that the driver was driving under the influence.

The law prohibits driving a motor vehicle on a public highway for purposes of betting, racing, or making a speed record. The act additionally prohibits (1) possessing a motor vehicle under

circumstances showing an intent to use it in a races or event; (2) acting as a starter, timekeeper, judge, or spectator at such a race or event; or (3) betting on the outcome of a race or event. It subjects this conduct to the same penalties the law provides for driving in these races or events: (1) a first offense is punishable by up to 1 year in prison, a fine of $75 to $600, or both, and (2) subsequent offenses are punishable by up to one year in prison, a fine of $100 to $1,000, or both. The law went into effect on October 1, 2006.

Public Act No. 08-150 This act dictates that the court shall also order such person not to operate any motor vehicle that is not equipped with an approved ignition interlock device, as defined in section 14-227j, for a period of two years after such person's operator's license or nonresident operating privilege is restored by the Commissioner of Motor Vehicles.

Public Act No. 08-32 expands on graduated driver license (GDL) laws set forth by Public Act No. 05-54 for 16 and 17 year old drivers. This law extends the minimum number of hours of behind-the-wheel training student drivers must receive from 20 to 40 hours. This law also increases the curfew for teen from the hours of 11p.m. to 5a.m (formerly 12a.m.) unless they are traveling for employment, school or religious activities or medical necessity. The law also extends passenger restrictions on all 16 and 17 year old drivers to having no passengers in the car under the age of 20 years for their first 6 months of licensure. For the second six months (7-12) the only passengers allowed in the vehicle are immediate family members. This law also extends the penalties for 16 and 17 year old drivers for violations including seat-belt violations, use of cell phones, speeding, reckless driving and street racing requiring an automatic license suspension for a minimum of 48 hours and a maximum of 6months as well as fines. During license suspension a parent or legal guardian must be present to reinstate the license. The law also states that when a 16 or 17 year old driver has passengers in the vehicle, all passengers must wear their seat belt regardless of age or seating position. These new requirements became effective August 1, 2008.

Public Act No. 08-101 (*Effective October 1, 2008*) The Commissioner of Transportation shall, within available appropriations and in consultation with groups advocating on behalf of bicyclists, develop and implement a state-wide "Share the Road" public awareness campaign to educate the public concerning the rights and responsibilities of both motorists and bicyclists as they jointly use the highways of this state.

Public Act 08-114 Creates two new offenses; (1) endangerment of a highway worker and (2) aggravated endangerment of a highway worker that apply when a driver commits certain acts in a highway work zone. This law goes into effect on October 1, 2008.

Public Act 08-150 Sec. 57 – 60 & 62: Ignition Interlock. Revises the laws governing ignition interlock devices by imposing the mandatory use of an ignition interlock device (IID) for two years following the one-year license suspension that results from a conviction for second degree manslaughter with a motor vehicle or second degree assault with a motor vehicle, both of which involve driving while under the influence of alcohol or drugs as an element of the crime. Additional changes allow DMV to place a restriction on a person's license if they are required to use an IID, and permit individuals moving to Connecticut who had been participating in a similar IID program to obtain a CT license with a work permit and participate in Connecticut's IID program.

Section 62 makes anyone whose license has been suspended and subsequently restricted to use of only ignition-interlock-equipped vehicles subject to a re-imposition of the suspension for failure to install and use the device as required. The re-suspension must be for a period of time not to exceed the period of the original suspension.

EFFECTIVE DATE: October 1, 2008

Certifications and Assurances

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- 49 CFR Part 18 – Union Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 – Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II – (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C – Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) "A");

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D)).

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges).

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21).

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-Free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition.

b) Establishing a drug-free awareness program to inform employees about:

1) The dangers of drug abuse in the workplace.

2) The grantee's policy of maintaining a drug-free workplace.

3) Any available drug counseling, rehabilitation, and employee assistance programs.

4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.

c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will:

1) Abide by the terms of the statement.

2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted:

1) Taking appropriate personnel action against such an employee, up to and including termination.

2) Requiring such employee to participate satisfactorily in a drug abuse

assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees."

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered*

transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and Coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that is it

will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2007 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

H. James Boice
Governor's Highway Safety Representative
August 25, 2008

Supplemental Information - H.S. Cost Summary

HIGHWAY SAFETY PROGRAM COST SUMMARY

HS Form 217

State of Connecticut **Federal Fiscal Year : 2009** **Date : August 1, 2008**

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Carry Forward Funds	Current Year Funds	Current Balance	
AL	$500,000.00	$150,000.00	$150,000.00	$350,000.00	$500,000.00	$200,000.00
CR	$100,000.00	$25,000.00	$25,000.00	$75,000.00	$100,000.00	$50,000.00
J8	$20,000.00	$20,000.00	$20,000.00	$0.00	$20,000.00	$20,000.00
K2 (405)	$725,000.00	$725,000.00	$400,000.00	$325,000.00	$725,000.00	$300,000.00
K4 (406)	$1,400,000.00	$140,000.00	$1,400,000.00	$0.00	$1,400,000.00	$1,050,000.00
K6 (2010)	$190,000.00	$50,000.00	$190,000.00	$0.00	$190,000.00	$25,000.00
K8 (410)	$1,250,000.00	$300,000.00	$750,000.00	$500,000.00	$1,250,000.00	$750,000.00
K9 (408)	$700,000.00	$150,000.00	$200,000.00	$500,000.00	$700,000.00	$400,000.00
K10 (1906)	$1,200,000.00	$100,000.00	$1,200,000.00	$0.00	$1,200,000.00	$75,000.00
MC	$500,000.00	$200,000.00	$150,000.00	$350,000.00	$500,000.00	$100,000.00
OP	$500,000.00	$200,000.00	$100,000.00	$400,000.00	$500,000.00	$150,000.00
PA	$250,000.00	$250,000.00	$0.00	$250,000.00	$250,000.00	$0.00
PM	$100,000.00	$100,000.00	$0.00	$100,000.00	$100,000.00	$0.00
PT	$1,000,000.00	$200,000.00	$350,000.00	$650,000.00	$1,000,000.00	$500,000.00
RS	$50,000.00	$25,000.00	$25,000.00	$25,000.00	$50,000.00	$25,000.00
TR	$500,000.00	$600,000.00	$200,000.00	$300,000.00	$500,000.00	$475,000.00
154 AL	$6,300,000.00	$1,000,000.00	$3,300,000.00	$3,000,000.00	$6,300,000.00	$4,725,000.00
154 HE	$8,600,000.00	$100,000.00	$5,600,000.00	$3,000,000.00	$8,600,000.00	$0.00
154 PM	$450,000.00	$450,000.00	$150,000.00	$300,000.00	$450,000.00	$450,000.00
TOTAL NHTSA (402)	$3,500,000.00	$1,750,000.00	$1,000,000.00	$2,500,000.00	$3,500,000.00	$1,500,000.00
TOTAL NHTSA (OTHER)	$20,835,000.00	$3,035,000.00	$13,210,000.00	$7,625,000.00	$20,835,000.00	$7,795,000.00
TOTAL NHTSA & FHWA	$24,335,000.00	$4,785,000.00	$14,210,000.00	$10,125,000.00	$24,335,000.00	$9,295,000.00

H. James Boice, Governor's Highway Safety Representative

State Official Authorized Signature : _____ Date : _____