State of Connecticut

Department of Transportation
Highway Safety Plan
2011

STATE OF CONNECTICUT

Highway Safety Plan

Prepared by

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Executive Summary

This planning document provides historic, trend, and current Fatality Analysis Reporting System (FARS) data in addition to 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 2008 in comparison to the prior year.

Overall, the number of police reported crashes in the State decreased by 7.9 percent from the year 2007. Decreases were observed in property damage only crashes (-7.7 percent) and injury crashes (-8.6 percent).

In 2008, there were 248 fatal crashes in which 264 persons were killed. The fatality total was 7.8 percent lower than in the previous year. Serious "A" injuries decreased by 10.3 percent in 2008, while "B" level injuries decreased by 10.5 percent, and "C" level injuries decreased by 8.5 percent.

Over the 5-year period of 2004 to 2008, the number of fatalities in Connecticut has declined by 10 percent, compared to a decrease of 20 percent in NHTSA's New England Region, and a 13 percent decrease for the entire nation. The largest declines in Connecticut were in Passenger and Driver Fatalities (22 percent and 13 percent respectively).

Over the 1986 to 2008 period, Connecticut's fatality and injury rates per 100 million vehicle miles declined sharply. During the 1990s and into the 2000s, the fatality rate declined gradually and reached .90 per 100 million miles in 2005, increased slightly in 2006 and reached a historic low of .80 per 100 million miles in 2008. The injury rate declined from 2002 to 2006 after several years of little change and increased slightly from 2006 to 2007 only to drop again in 2008.

In 2008, Connecticut's fatality rate was 0.8 fatalities per 100 million miles of travel compared with the national figure of 1.3 fatalities per 100 million miles of travel.

****NOTE** All Core performance/behavior/activity/attitudinal goals are highlighted in gray.**

Overall Core Performance Goals:

To reduce the three year average (2006-2008) of total fatalities ten percent from 290 to 261 in 2012.

To reduce the Fatality rate per 100 M VMT from the three year average (2006-2008) of .93 to .90 by 2012.

To reduce the Serious (A) Injuries in motor vehicle crashes from the three year average (2006-2008) of 2434 to 2191 by 2012.

Activity Measures:

Number of seat belt citations issued during grant-funded enforcement activities: 23,611

A-2) Number of impaired driving arrests made during grant-funded enforcement activities: 2,380

A-3) Number of speeding citations issued during grant-funded enforcement activities: 4,236

Attitude Measure:

As part of nationally mandated GHSA-NHTSA attitude measures the Connecticut Highway Safety Office collects attitude surveys through a contract with Preusser Research Group (PRG). PRG collects self reported attitudes toward impaired driving, speeding, and belt-use.

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 has consistently decreased from 124 in 2003 to 118 in 2007 and 107 in 2008. Alcohol related fatalities also decreased from 137 in 2007 to 112 in 2008

The percentage of alcohol-related fatalities in Connecticut during 2008 (42.5 percent of all motor vehicle crash fatalities) was higher than the national average of 41 percent, and above the 40 percent in the states of the New England Region. Of the Connecticut fatal crashes, 32 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 31 percent, and was 30 percent in the other New England states.

In 2008, Connecticut recorded BAC test results for 79.4 percent of fatally injured drivers and 21.1 percent of surviving drivers involved in fatal crashes; with both rates being well above the national figures of 71 percent for fatally injured drivers and 25 percent for surviving drivers.

Core Performance Goal:
To decrease alcohol impaired driving fatalities (B.A.C. =.08+) 15 percent from the five year average (2004-2008) of 104 to 89 in 2012.

Police Traffic Services (PTS)

During the 2004 to 2008 period, the most prevalent driver-related factors in fatal crashes (Table PT-2) were “speeding/racing” and “alcohol & other drugs.” In 2008, “speeding/racing” was

identified in 20.6 percent of fatal crashes, “failure to keep in proper lane or running off road” in 10.8 and “alcohol/other drugs” in 10.6 percent of the fatal crashes. The data in Table PT-2 may involve up to 4 factors per driver

Over the 5-year period of 2004 to 2008, the greatest proportion of fatalities (36.5 percent) occurred on roads with a posted speed limit of 30 mph or less, followed by roads with limits of 35 or 40 mph (26.3 percent) and 45 or 50 mph (17.0 percent).

Core Performance Goal:
To reduce the number of speed related fatalities from the 5-year average of 94.4 (2004-2008) by 10 percent to 84 by the end of calendar year 2012.

Occupant Protection (OP)

Safety belt use in Connecticut increased from 76 percent in 2000 to 88 percent in 2008. The proportion of fatally injured passenger vehicle occupants who were not restrained was below the national average in each year from 1999 to 2008. 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.

Core Behavioral Goal:
To increase the safety belt usage rate (observations) from the five year average (2004-2008) of 84.4 to 90 percent in 2012.

Core Performance Goal:
To reduce the number of unrestrained occupants in fatal crashes from the five year average (2004-2008) of 81.4 by 10 percent to 73 in 2012.

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 2004 to 2008 period, the number of serious crashes fluctuated from 14 in 2005 to a high of 28 in 2007. During that same period, total crashes dropped from 1,313 in 2004 to 1,057 in 2008.

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

Motorcycle Safety (MS)

In 2008, a total of 57 motorcycle operators and passengers were killed on Connecticut roadways, representing 21.6 percent of the State's total traffic fatalities. Based on 94,441 registered motorcycles, the fatality rate per 10,000 registered vehicles was 6.0, a substantial increase from the 2007 rate of 4.8 per 10,000. Preliminary data indicates that his trend will not continue in 2008.

In the other New England states in 2008, 14.7 percent of fatalities were motorcyclists and the fatality rate per 10,000 motorcycles registered was 3.0. Nationally, motorcycle fatalities in 2008 accounted for 14.2 percent of motor vehicle crash victims with a fatality rate of 6.9 per 10,000 registered motorcycles. The fatality rate per 10,000 registered motorcyclists in Connecticut increased while the other New England states and the U.S as a whole decreased in 2008

Approximately 66 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 2008, 30 percent of the fatally injured motorcycle operators had been drinking and 24 percent had BACs of 0.08 percent or higher. Nationally, 31 percent of all fatally injured motorcycle operators had BAC levels of .08 or higher. An additional 9 percent had lower alcohol levels (BAC .01 to .07).

Core Performance Goals:
To decrease the number of fatalities below the five year average (2004-2008) of 51 by 10 percent to 46 by 2012.

To decrease the number of un-helmeted fatalities below the five year average of 33 (2004-2008) to 25 by 2012.

Traffic Records (TR)

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 efforts are 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. The integrated data collection system will allow for comprehensive problem identification for the purpose of improving highway safety in Connecticut.

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 by reducing traffic congestion, and crashes due to diminished signage and pavement markings.

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.

From 2004-2008 fatal crashes involving young drivers (16-20 years old) in Connecticut decreased by 46 percent, compared to a 41 percent decrease in Region 1 and a 26 percent decrease in the U.S. as a whole.

In Connecticut, young driver fatalities decreased by 45 percent between 2004 and 2008 and both the Region and the U.S. also showed a drop (34 percent and 24 percent, respectively).

Fatal crashes involving older drivers (70+ years old) in Connecticut increased by 18 percent, compared to a 12 percent decrease in Region 1 and a 13 percent drop Nationwide between the years 2004 and 2008.

In the period 2004-2008 older driver fatalities increased by 33 percent in Connecticut, whereas both Region 1 and the U.S. as a whole showed a decrease in older driver fatalities (5 percent and 13 percent, respectively).

From 2004 to 2008, bicyclist fatalities in Connecticut ranged from 1.1 percent to 1.9 percent and 23 bicyclists were killed in these crashes.

There were 167 fatal crashes involving pedestrians in Connecticut over the same 5-year period of 2004 to 2008, and 168 pedestrians were killed in these crashes.

Pedestrian fatalities increased from 27 in 2004 to 37 in 2008, and had a high of 38 in 2006. During the 2004 to 2008 period, national fatalities dropped 6.4 percent and the New England Region dropped 2.0 percent; however, during this same time frame Connecticut pedestrian fatalities rose 37 percent. In 2008, 14 percent of the fatalities were pedestrians, which is higher than the 10.8 percent in 2007. Nationally, these figures were 11.7 percent in 2008 and 11.4 percent in 2007. Fatal crashes involving bicyclists occurred most heavily during May and August (47.8 percent), pedestrian fatalities occurred during every calendar month, but occurred most often during October and November (27 percent). These fatalities occurred most frequently between 3 p.m. and 3 a.m. (over 71 percent); and occurred mostly in Hartford, New Haven and Fairfield counties (over 74 percent). Improper crossing, traveling against traffic and failure to obey traffic controls are the top three factors that collectively account for 73.9 percent of bicyclist fatalities and 58.7 percent of pedestrian fatalities. Darting/Running into road and visibility accounted for an additional 32 percent of pedestrian fatalities.

Core Performance Goals:
To reduce the number of pedestrians killed by 5 percent from the five year average of 36 (2004-2008) to 34 in 2012.

To decrease drivers age 20 or younger involved in fatal crashes 7 percent from the 2004-2008 base year average of 50 to 46 by 2012

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 2008 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 94 local police law enforcement agencies, 53 Resident State Troopers, 12 State Police Troops, 3 State Police District Headquarters, 1 State Police Headquarters Traffic Unit, and 8 colleges and universities. There were 19 organizations that 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.

The goal of the TRCC is to provide accurate and complete traffic records data in a timely manner that protects the privacy of citizens. Additionally it strives to provide the environment where collaboration and data and resource sharing occurs naturally while identifying success by measuring results. This ultimately leads to a reduction in traffic fatalities, injuries, and crashes. The TRCC will work to achieve this goal through its proposed 5 project concepts that address the lack of a comprehensive system to analyze crash data.

Motorcycle safety professionals including motorcycle safety instructors, dealers, and other rider groups met in February 2010 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 begins 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.

******Data in this plan is sourced from FARS annual report data published 2010******

Demographic Information

STATE OF CONNECTICUT
DEMOGRAPHICS 2009

- State Capitol:
  Hartford

- Largest City Population:
  Bridgeport, 130,748

- Counties: 8,
- Boroughs: 19,
- Towns: 169,
- Cities: 21

- Land Area: 4,844.8 Square Miles

- Connecticut Police Chiefs Association (CPCA)
  HQ/Municipalities (105)
  State Troops (12);
  Local Town Agencies (97);
  Resident Trooper Towns (59)

- State Police Barracks By Towns
  Troop A - Southbury
  Troop B - North Canaan
  Troop C - Tolland
  Troop D - Danielson
  Troop E - Montville
  Troop F - Westbrook
  Troop G - Bridgeport
  Troop H - Hartford
  Troop I - Bethany
  Troop K - Colchester
  Troop L - Litchfield
  Troop W - Bradley Field

- Annual Miles of Travel Per-Driver CT
  11,166 Per Driver (2006yr)

- Miles of Roads (2008yr)
  (21,364) Public Roads
    (960) State Roads
    (963) National Highway System Roads
    (347) Interstate Roads

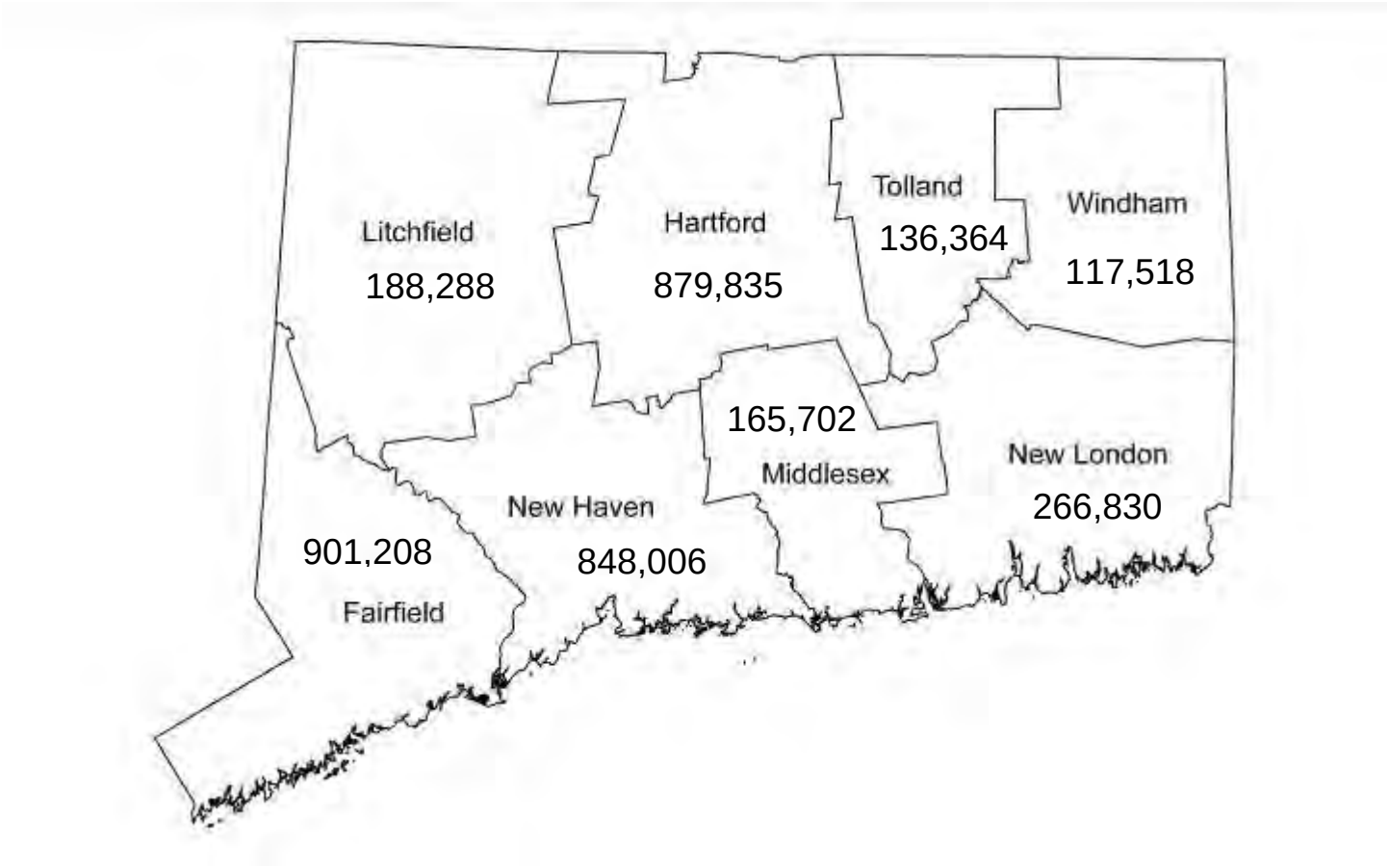
CONNECTICUT POPULATION 2009

(US Census Bureau Estimates)

	Connecticut	Region	USA
Population Estimate (2009)	**3,518,288**	**14,429,720**	**307,006,550**
Under 5 Years Old (2008)	**6.0 %**	**5.8 %**	**6.9 %**
Under 18 Years Old (2008)	**23.2 %**	**22.2 %**	**24.3 %**
65 Years Old and Older (2008)	**13.7 %**	**13.7 %**	**12.8 %**
Caucasian	**73.8. %**	**85.6 %**	**65.6 %**
African American	**10.3 %**	**6.4 %**	**12.8 %**
American Indian and Alaska Native	**0.4 %**	**0.4 %**	**1.0 %**
Asian	**3.5 %**	**3.6 %**	**4.5 %**
Native Hawaiian & Other Pacific Islander	**0.1 %**	**0.1 %**	**0.2 %**
Hispanic or Latino Origin	**12.0 %**	**8.1 %**	**15.4 %**

COUNTY POPULATION 2009

(US Census Bureau Estimates)



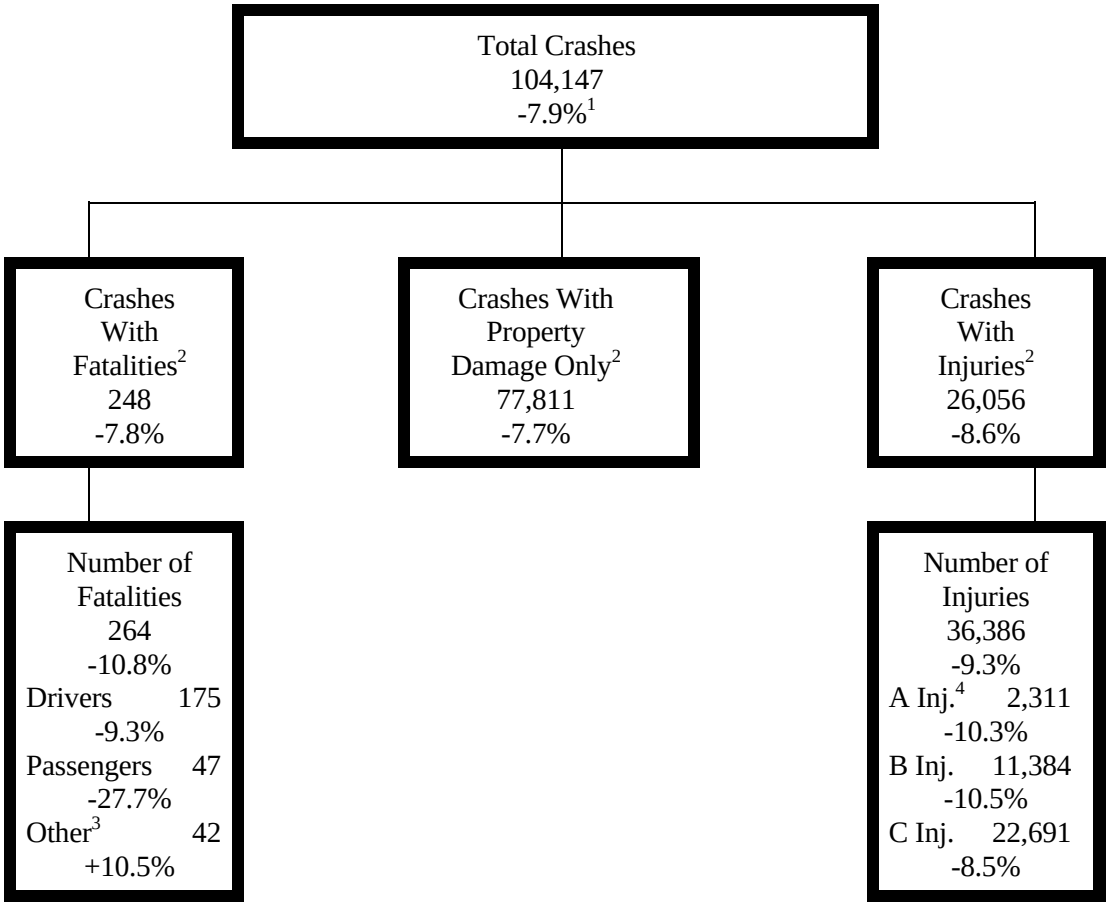
Highway Safety Data Analysis

Highway Safety Data Analysis

Figure 1 shows Connecticut's motor vehicle crash experience for the year 2008 and compares it with the prior year. Overall, the number of police reported crashes in the State decreased by 7.9 percent from the year 2007. Decreases were observed in property damage only crashes (-7.7 percent) and injury crashes (-8.6 percent) [5]. Fatal Crashes also showed a decrease (8%).

In 2008, there were 248 fatal crashes in which 264 persons were killed. The fatality total was 10.8 percent less than in the previous year. Serious "A" injuries decreased by 10.3 percent in 2008, while "B" level injuries decreased by 10.5 percent and "C" level injuries declined by 8.5 percent.

Figure 1. 2008 Connecticut Motor Vehicle Crash Profile



1. Percent change 2008 vs. 2007
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

	2004	2005	2006	2007	2008	Change 2004-08 %
Total Fatalities						
U.S. Total	42,836	43,510	42,708	41,259	37,261	-13.0%
Region Total	1,316	1,214	1,223	1,177	1,059	-19.5%
Connecticut	**294**	**278**	**311**	**277**	**264**	**-10.2%**
Driver Fatalities						
U.S. Total	26,871	27,491	27,348	26,570	24,175	-10.0%
Region Total	871	807	850	787	705	-19.1%
Connecticut	**202**	**180**	**220**	**184**	**175**	**-13.4%**
Passenger Fatalities						
U.S. Total	10,355	10,069	9,507	9,036	7,729	-25.4%
Region Total	276	243	219	222	180	-34.8%
Connecticut	**60**	**59**	**48**	**57**	**47**	**-21.7%**
Pedestrian Fatalities						
U.S. Total	4,675	4,892	4,795	4,699	4,378	-6.4%
Region Total	147	141	130	138	144	-2.0%
Connecticut	**27**	**34**	**38**	**31**	**37**	**+37.0%**
Bicyclist Fatalities						
U.S. Total	727	786	772	701	716	-1.5%
Region Total	19	15	18	21	22	+15.8%
Connecticut	**5**	**3**	**5**	**4**	**5**	**0.0%**

Source: FARS Final Files 2004-2007; Annual Report File 2008

Over the 5-year period of 2004 to 2008, the number of fatalities in Connecticut has declined by 10 percent, compared to a decrease of 20 percent in NHTSA's New England Region, and a 13 percent decrease for the entire nation. The largest declines in Connecticut were in Passenger and Driver Fatalities (22 percent and 13 percent respectively).

2008 Crash Rates

Table 2 shows Connecticut's fatality and injury rates for 2008 based on population. Licensed drivers and vehicle miles of travel, along with similar rates for the United States are also shown. The table indicates that the State's fatality rates are well below national levels. Connecticut's fatality rate was 0.8 fatalities per 100 million miles of travel, compared with the national figure of 1.3 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. 2008 Fatality and Injury Rates

CT Data for 2008	Rate Base	Fatality Rate	Injury Rate
Population 3,501,252	Per 100,000 Population	CT: 7.5 US: 12.4	CT: 1,039 US: 772
Licensed Drivers 2,883,324	Per 100,000 Licensed Drivers	CT: 9.2 US: 17.9	CT: 1,277 US: 1,126
Vehicle Miles of Travel 31,737,000,000	Per 100 Million Miles of Travel	CT: 0.8 US: 1.3	CT: 115 US: 79

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 1988 to 2008. Also shown are the number of licensed drivers and annual vehicle miles of travel for the State. The table shows that the 264 fatalities recorded in 2008 is the lowest figure over the 21-year period. Fatalities decreased from 296 in 2007. Total injuries (36,386) in 2008 is the lowest figure in the period reported. Moreover, the number of severe injuries ("A" injuries) reported in 2008 is the lowest figure over the 21 years for which data is available.

In the 248 fatal crashes that occurred in 2008, 74 drivers were reported as speeding or operating too fast for conditions and 38 drivers were reported as driving under the influence of alcohol or other drugs. Of the vehicles involved in fatal crashes, 173 were automobiles, 102 were light trucks (including 54 SUVs, 21 vans, and 27 pick up trucks), and 53 were motorcycles.

Figure 2 shows a profile of Connecticut's motor vehicle fatalities for the years 2008 and 2007. Of the 264 fatalities that occurred in 2008, 42 (16 percent) were non-occupants such as pedestrians and bicyclists, 165 (63 percent) were vehicle occupants, and 57 (22 percent) were motorcyclists.

Among the vehicle occupants, 114 (69 percent) were riding in automobiles, 25 (15 percent) were in SUVs, and 26 (10 percent) were occupants of all other types of vehicles. Among the SUV occupants killed, 16 (64 percent) were in vehicles that rolled over.

Table 3. Trend Data 1988-2008

YR	Fatal Crashes	Killed	Injury Crashes	Injured	A Injury	B Injury	C Injury	Miles of Travel (100 Million)	Licensed Drivers (000)
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	293	311	27,367	38,955	2,415	10,950	25,590	317.4	2,805.1
07	269	296	28,510	40,100	2,577	12,715	24,808	320.5	2848.6
08	248	264	26,050	36,386	2,311	11,384	22,691	317.4	2883.3

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

Figure 2. Connecticut Fatality Profile

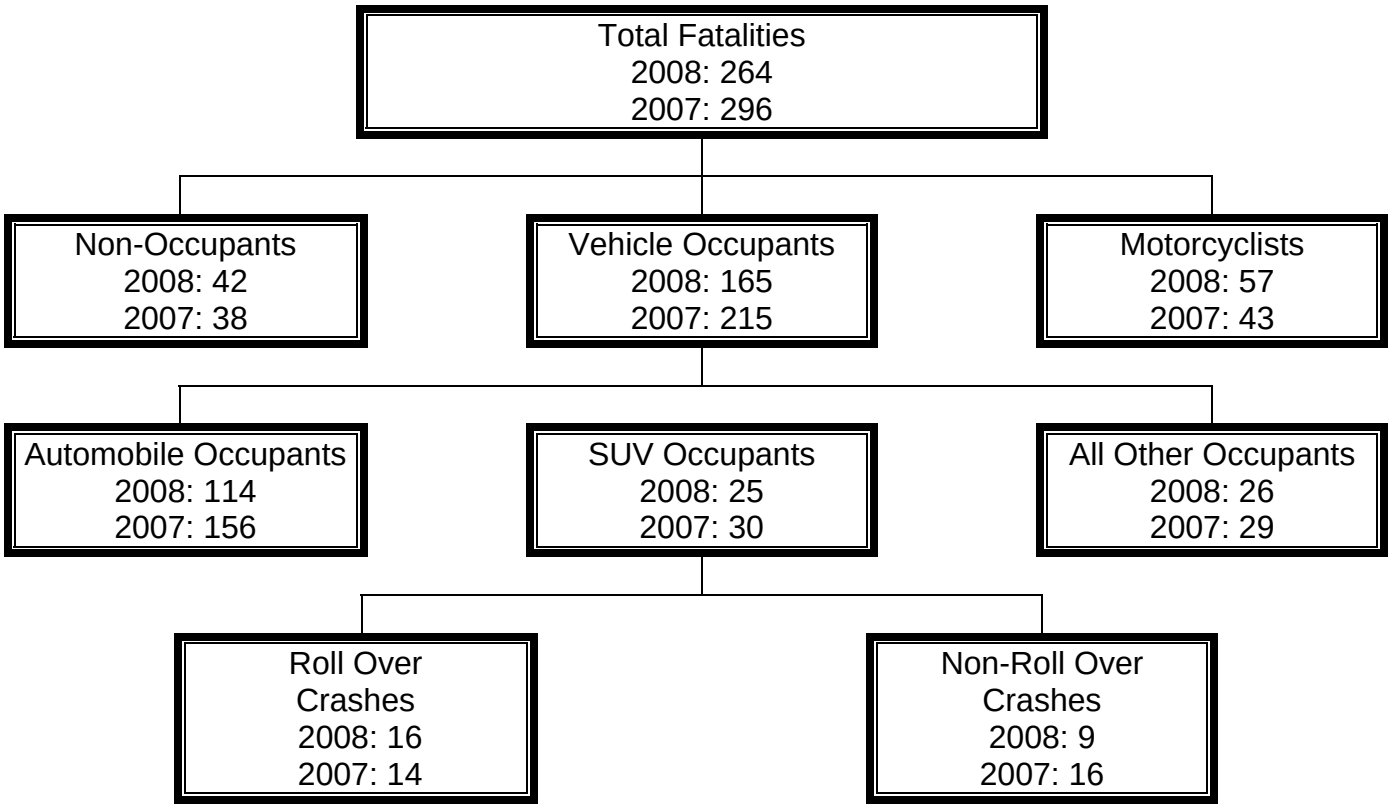


Figure 3 shows the trends in Connecticut's fatality and injury rates per 100 million vehicle miles over the 1985 to 2008 period. These rates generally declined sharply in parallel throughout the 1980s. During the 1990s and into the 2000s, the fatality rate declined gradually and reached .90 per 100 million miles in 2005, increased slightly in 2006 and reached a historic low of .80 per 100 million miles in 2008. The injury rate declined from 2002 to 2006 after several years of little change and increased slightly from 2006 to 2007 only to drop again in 2008.

Figure 3. Killed & Injured per 100 Million Vehicle Miles Traveled: 1985-2008

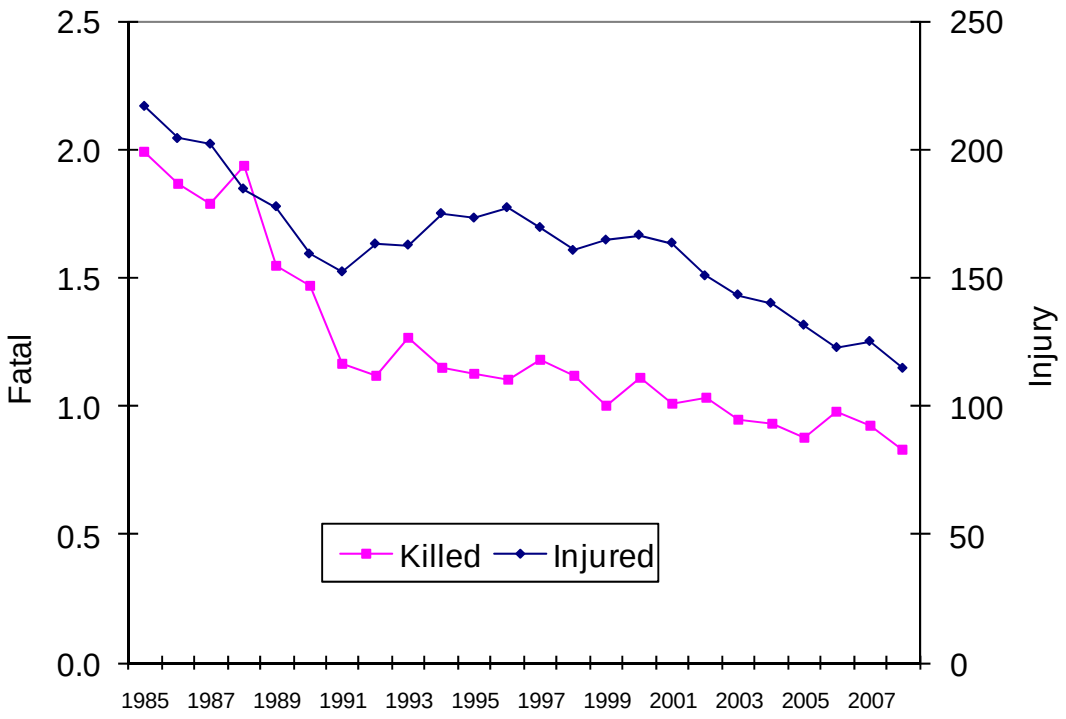


Table 4-A shows fatal, injury, and property damage-only crash rates per 100,000 populations in Connecticut's 8 counties during the 2004 to 2008 period, while Table 4-B presents total number of fatalities by county. Not surprisingly, the greatest number of fatalities occurred in the most populous counties of Fairfield, Hartford, and New Haven (Table 4B). On the other hand, except for New Haven, these counties generally have had fatal population based crash rates that are below the statewide figures.

Table 4-A. Crash Rates by County 2004- 2008

County	Crash Type	Rates per 100,000 Population by Year				
		2004	2005	2006	2007	2008
Fairfield	Fatal	5.7	5.8	6.4	5.4	5.1
	Injury	914.2	860.6	857.7	861.5	770.1
	Prop. Damage	1458.2	1441.6	1382.7	2807.7	2,475.2
Hartford	Fatal	6.4	5.5	8.6	6.6	7.0
	Injury	889.5	891.2	796.9	851.2	821.4
	Prop. Damage	6428.6	6343.5	1123.2*	2335.2	2,244.8
Litchfield	Fatal	13.2	10.6	9.33	10.4	8.5
	Injury	629.7	592.5	653.7	629.0	528.4
	Prop. Damage	1308.2	1339.8	1304.1	2114.8	1,650.6
Middlesex	Fatal	10.5	12.3	9.7	9.0	8.5
	Injury	697.3	735.8	619.7	661.0	617.1
	Prop. Damage	1179.9	1197.6	904.1	1225.9	1,420.0
New Haven	Fatal	6.3	8.1	7.5	8.4	10.4
	Injury	1071.3	967.2	931.5	991.7	821.4
	Prop. Damage	1550.2	1473.2	1425.2	2812.4	2,421.9
New London	Fatal	16.9	8.3	15.1	12.7	7.6
	Injury	729.5	706.9	658.1	693.2	596.6
	Prop. Damage	1803.6	1769.8	1540.0	2466.0	2,184.7
Tolland	Fatal	10.2	12.9	5.9	11.7	10.1
	Injury	570.8	562.9	577.9	618.2	419.1
	Prop. Damage	1200.3	1266.2	1150.6	1641.9	1,272.2
Windham	Fatal	15.7	11.2	20.2	11.9	14.5
	Injury	647.1	592.5	591.3	576.6	409.9
	Prop. Damage	1173.7	1206.6	1056.0	1771.9	1,073.8
Statewide	Fatal	8	7.5	8.1	7.7	7.9
	Injury	883.3	840.7	839.7	814.3	735.1
	Prop. Damage	1449.1	1424.6	1422.9	2407.3	2,190.8

Source: Connecticut Department of Transportation

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

Table 4-B. Connecticut Fatalities by County

County	2004	2005	2006	2007	2008
Fairfield	53	56	58	53	46
Hartford	57	53	83	66	60
Litchfield	28	20	17	19	15
Middlesex	18	20	17	15	12
New Haven	54	69	65	75	76
New London	48	25	40	39	18
Tolland	16	22	8	16	14
Windham	20	13	23	13	23
Total	**294**	**278**	**311**	**296**	**264**

Source: FARS

Figure 4 shows the linear trend in Connecticut's fatalities based on the years 2004 to 2008, and projects this trend through 2010. If Connecticut's fatality trend for 2004 to 2008 continues, the projection would be 276 fatalities in 2009 and 272 in 2010. If the fatality rate per 100 million vehicle miles of travel continues (Figure 5), it would project to .86 in 2009 and .85 in 2010.

Figure 6 shows the trend in serious "A" injuries based on 2004 to 2008 data. If that trend continues, it would project 2,301 "A" injuries in 2009 and 2,237 in 2010. Figure 7 shows the "A" injury rate per 100 million miles of travel would project to 6.5 in 2009 and 6.2 in 2010.

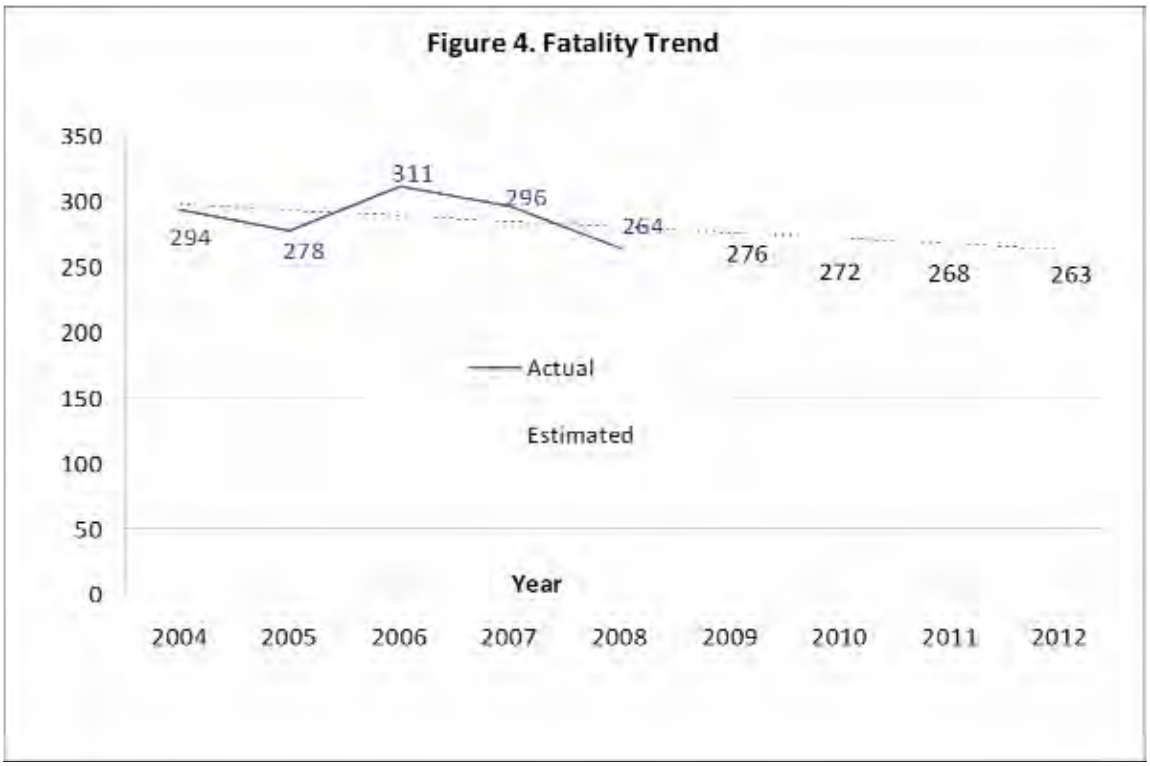


Figure 4. Fatality Trend
350
300
250
200
150
100
50
0
294
278
311
296
264
276
272
268
263
Actual
Estimated
Year
2004
2005
2006
2007
2008
2009
2010
2011
2012

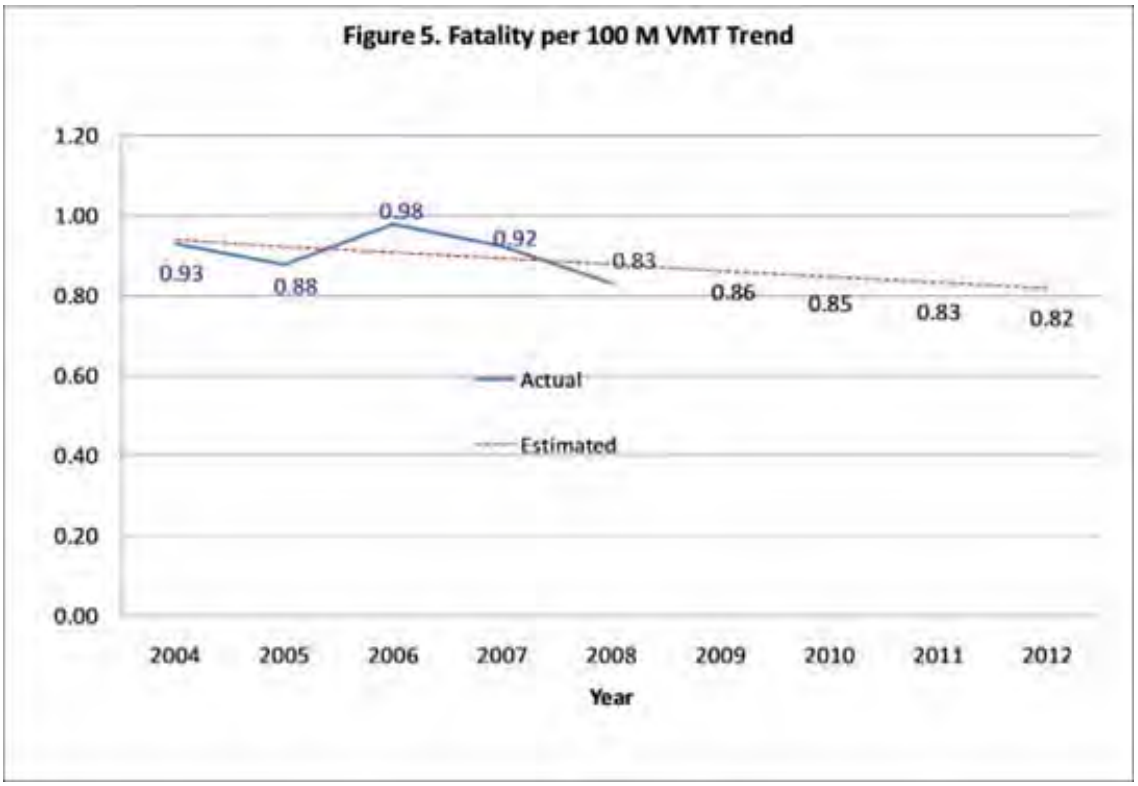


Figure 5. Fatality per 100 M VMT Trend
1.20
1.00
0.80
0.60
0.40
0.20
0.00
0.93
0.88
0.98
0.92
0.83
0.86
0.85
0.83
0.82
Actual
Estimated
2004
2005
2006
2007
2008
2009
2010
2011
2012
Year

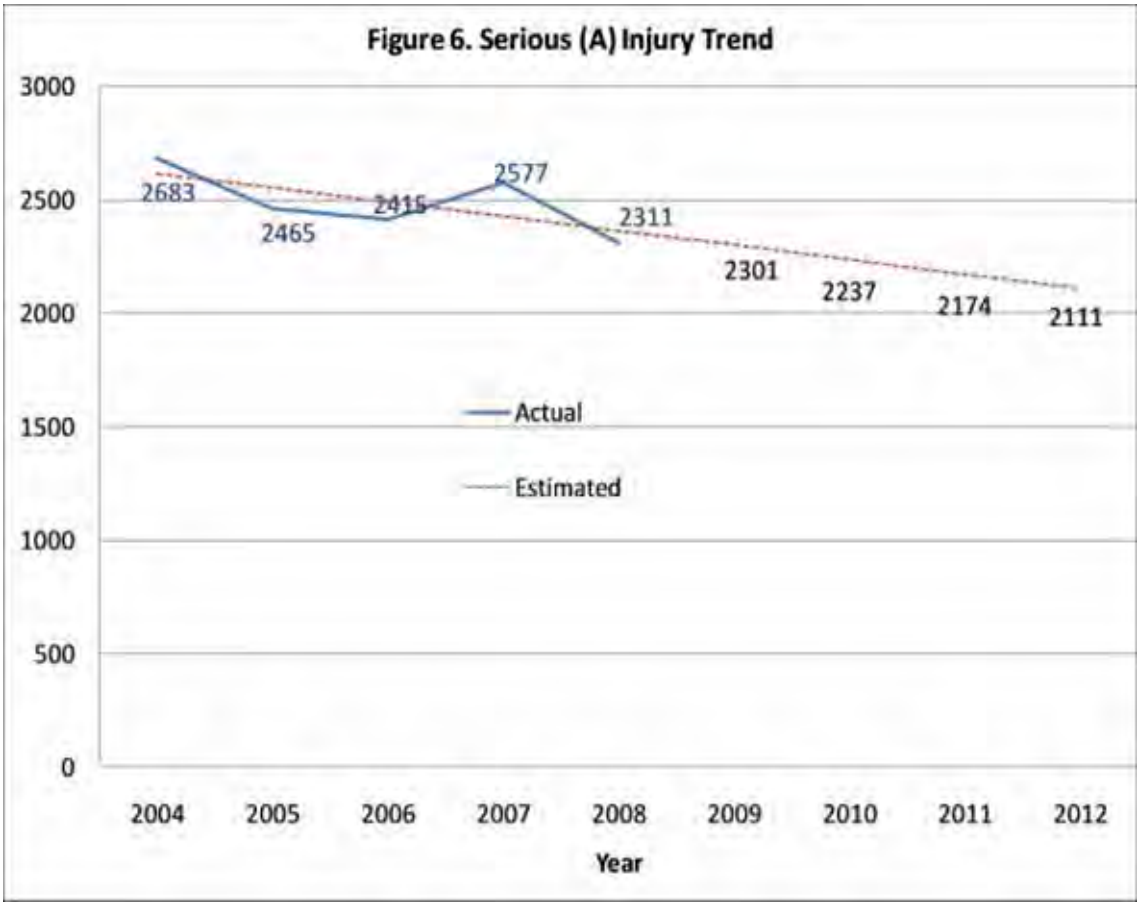


Figure 6. Serious (A) Injury Trend
3000
2500
2000
1500
1000
500
0
2683
2465
2415
2577
2311
2301
2237
2174
2111
Actual
Estimated
2004
2005
2006
2007
2008
2009
2010
2011
2012
Year

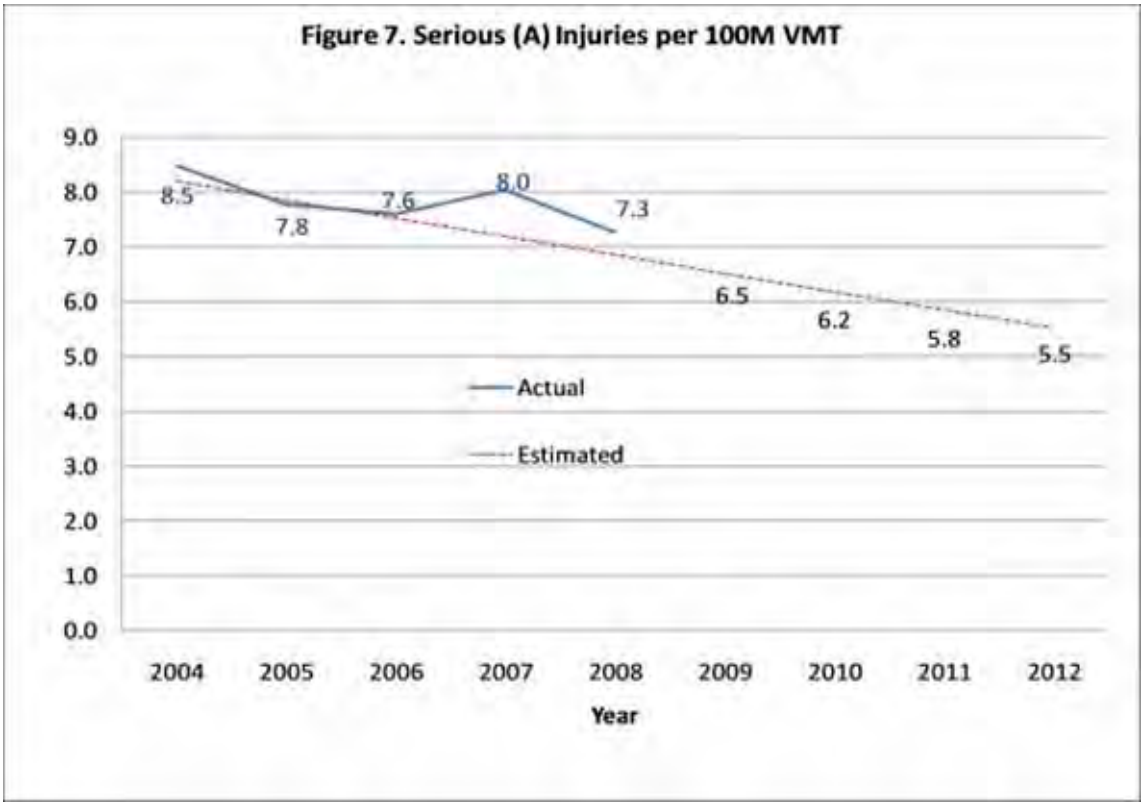


Figure 7. Serious (A) Injuries per 100M VMT
9.0
8.0
7.0
6.0
5.0
4.0
3.0
2.0
1.0
0.0
8.5
7.8
7.6
8.0
7.3
6.5
6.2
5.8
5.5
Actual
Estimated
2004
2005
2006
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2008
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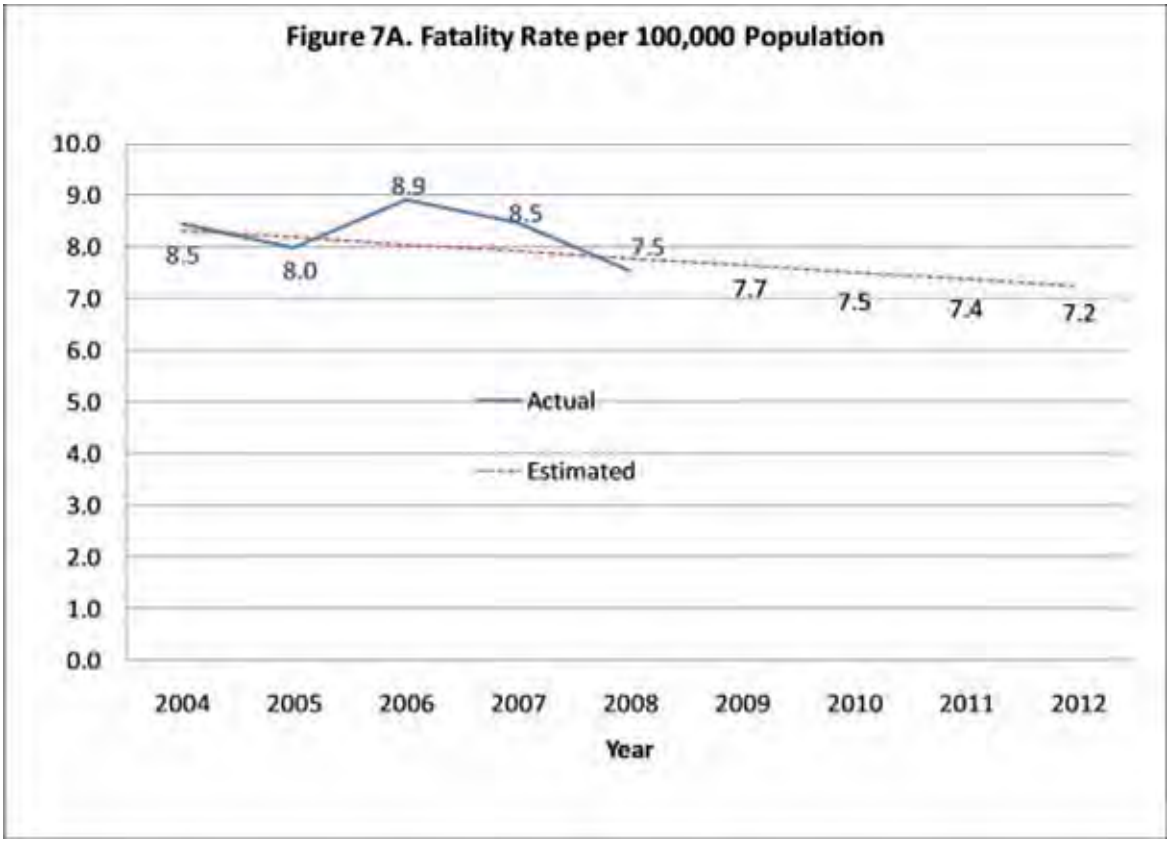
2010
2011
2012
Year



Statewide Performance Measures

Performance Measure	Year				
	2004	2005	2006	2007	2008
Fatal Crashes	280	262	293	269	248
Fatalities	294	278	311	296	264
Fatalities/100 million vehicle miles	0.9	0.9	1.0	0.9	0.8
Injury Crashes	30,863	29,429	27,367	28,510	26,050
Injuries	44,267	41,657	38,955	40,100	36,383
Injuries per 100,000 population	1,263	1,190	1,111	1,145	1,039

******Data in this plan is sourced from FARS annual report data published 2010******

Impaired Driving (AL)

Impaired Driving (AL)

Problem Identification

In 2008, Connecticut recorded BAC test results for 79.4 percent of fatally injured drivers and 21.1 percent of surviving drivers involved in fatal crashes. Both rates were well above the national figure of 71 percent for fatally injured drivers but below the national 25 percent for surviving drivers (when it was known if the test was given). This represents a decrease over the 89 percent recorded in 2007 for fatally injured drivers.

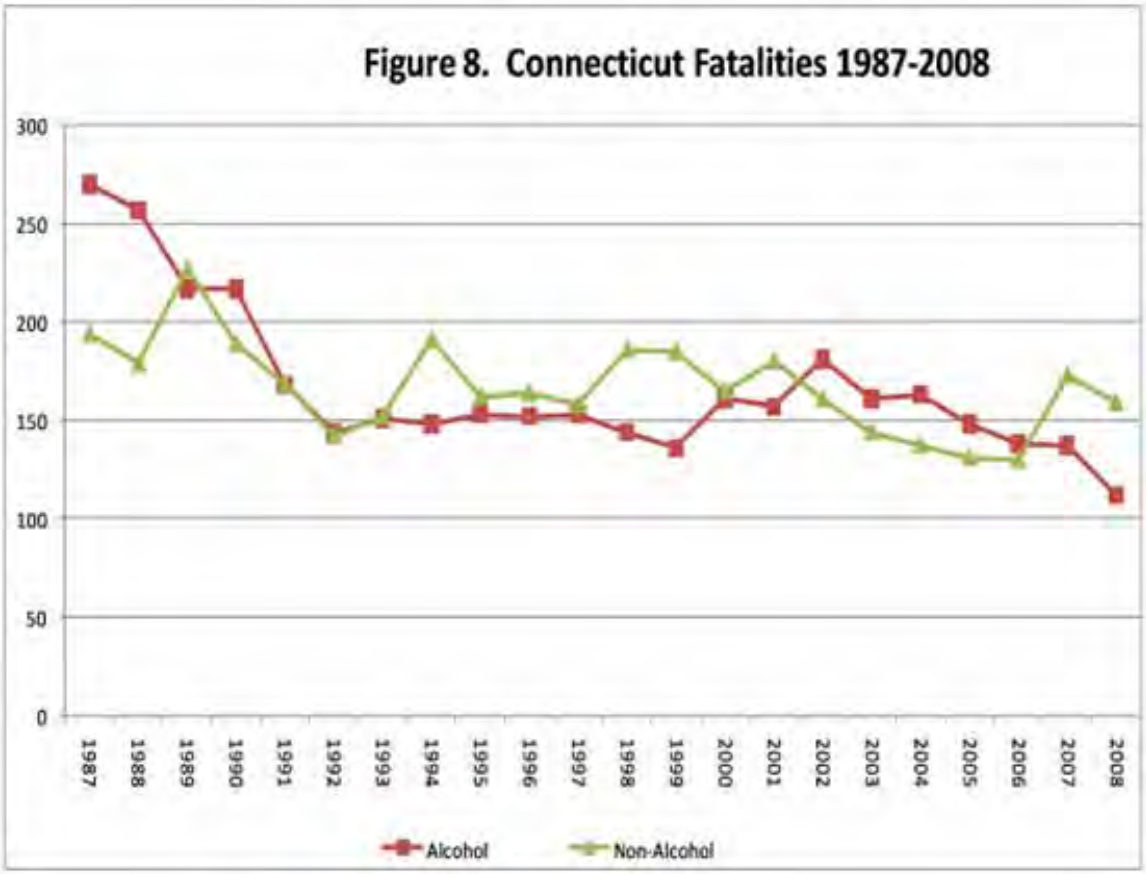
State data on alcohol-related fatalities are based on known BAC test results, while FARS data uses statistical methods to estimate BACs when no test data are available. Connecticut's figures, as shown in Table AL-1, parallel NHTSA's estimates but are somewhat more conservative. Crashes and fatalities are considered alcohol-related if BAC is 0.01 or above.

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

	Year				
	2004	2005	2006	2007	2008
# Alcohol-Related Fatal Crashes	100	95	124	118	107
% Alcohol-Related Fatal Crashes	36.1%	36.4%	42.3%	43.9%	38.6%
# Alcohol-Related Fatalities	107	104	131	132	117
% Alcohol-Related Fatalities	36.8%	35.7%	43.5%	49.1%	38.6%

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. The number began to decline steadily through 2008 to 112, a decrease of 69 fatalities or a reduction of 38.1 percent. Alcohol related fatalities also decreased from 137 in 2007 to 112 in 2008 (Table AL-5).



Source: Connecticut Department of Transportation

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
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
2007	18	21	427
2008	12	13	334

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

YEAR	FATAL CRASHES	FATALITIES	TOTAL CRASHES
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
2007	82	91	1,941
2008	85	94	1,973

Source: Connecticut Department of Transportation

Table AL-4 shows that the percentage of alcohol-related fatalities in Connecticut during 2008 (42 percent) was higher than the national average of 41 percent and above the 40 percent in the other states of the New England Region. Of the Connecticut fatal crashes, 32 percent were estimated to have been "high" BAC crashes (BAC≥ 0.08). The national estimate for "high" BAC crashes was 31 percent and was 30 percent in the other New England states.

Table AL-4. Alcohol-Related/High BAC Crashes-2008

	Connecticut	U.S.	New England
Percentage of Alcohol-related Fatalities	42%	41%	40%
Percentage of High BAC (0.08%+) Crashes	32%	31%	30%

Source: Fatal Analysis Reporting System (NHTSA)

As previously noted, when BAC test results are either not available or unknown, NHTSA employs a statistical model to estimate alcohol involvement. Multiple imputation data has 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	2004	2005	2006	2007	2008
Number of Alcohol-Related Fatal Crashes	126	119	132	124	104
Percent Alcohol-Related Fatal Crashes	45%	45%	45%	42%	41%
Number of Alcohol-Related Fatalities	131	130	138	137	112
Percent Alcohol-Related Fatalities	45%	47%	44%	44%	40%

Source: Fatal Analysis Reporting System (NHTSA) Final Files for 2004-2007 Annual Report File for 2008

Between 2004 and 2005, there was a stable trend line in the number of DUI-related fatal crashes. In 2007, the number of alcohol-related fatal crashes decreased and dropped again in 2008, reaching the lowest level in 5 years. Still, the number of alcohol-related fatalities did show an upward trend between 2004 and 2006, only to drop slightly in 2007 and again in 2008. While these figures, defined as a percentage of the total number of crashes and fatalities, remain unacceptably high, gains are beginning to be realized due to influences from other traffic safety areas. A decline in both crashes and fatalities has occurred over the 2004 to 2008 period. The number of fatal crashes declined by 22 (17.5 percent) from 126 to 104, while the number of resultant fatalities declined by 19 (14.5 percent) from 131 to 112. 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 2004 to 2008.

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

BAC	2004	2005	2006	2007	2008
.00	53	82	114	95	78
.01-.07	6	8	5	12	8
.08 –Up	60	36	71	64	53
No/Unknown Result	83	54	30	22	36

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

Percent Alcohol in Known Cases	2004	2005	2006	2007	2008
Fairfield County	66.7%	35.0%	60.0%	48.3%	38.7%
Hartford County	64.7%	18.5%	27.1%	36.8%	31.3%
Litchfield County	66.7%	41.7%	50.0%	44.4%	55.6%
Middlesex County	57.1%	33.3%	33.3%	45.5%	18.2%
New Haven County	33.3%	41.9%	45.7%	41.2%	30.0%
New London County	47.4%	57.1%	30.0%	30.4%	57.1%
Tolland County	75.0%	20.0%	40.0%	21.4%	16.7%
Windham County	50.0%	57.1%	25.0%	44.4%	43.8%
Percent Statewide	55.5%	34.9%	40.0%	39.4%	34.9%
Percent Other New England	38.4%	39.0%	37.0%	45.5%	39.6%
Percent Other U.S.	39.4%	40.9%	40.9%	41.8%	42.7%

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 2004 to 2008, 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 42.5 to 46.8 percent.

Table AL-8. Alcohol-Related Fatalities by County

County	2004	2005	2006	2007	2008
Fairfield Total Pct. Alcohol Alcohol Rate/100,000	53 52.3% 3.10	56 51.3% 3.22	58 57.6% 3.75	53 45.8% 2.73	46 50.0% 2.57
Hartford Total Pct. Alcohol Alcohol Rate/100,000	57 49.8% 3.27	53 41.7% 2.54	83 35.2% 3.34	66 47.4% 3.58	60 39.5% 2.70
Litchfield Total Pct. Alcohol Alcohol Rate/100,000	28 50.7% 7.57	20 51.0% 5.44	17 57.1% 5.16	19 43.7% 4.42	15 49.3% 3.94
Middlesex Total Pct. Alcohol Alcohol Rate/100,000	18 32.2% 3.60	20 42.0% 5.19	17 40.0% 4.17	15 57.3% 5.25	12 19.2% 1.40
New Haven Total Pct. Alcohol Alcohol Rate/100,000	54 35.2% 2.27	69 46.1% 3.79	65 52.6% 4.06	75 46.7% 4.15	76 39.3% 3.53
New London Total Pct. Alcohol Alcohol Rate/100,000	48 41.0% 7.39	25 58.8% 5.54	40 36.3% 5.41	39 45.9% 6.79	18 61.7% 4.20
Tolland Total Pct. Alcohol Alcohol Rate/100,000	16 52.5% 5.76	22 33.6% 5.06	8 31.3% 1.70	16 40.6% 4.40	14 34.3% 3.23
Windham Total Pct. Alcohol Alcohol Rate/100,000	20 40.0% 7.03	13 52.3% 5.91	23 33.0% 6.54	13 42.3% 4.71	23 43.9% 8.61
Statewide Total Fatalities Pct. Alcohol Alcohol Rate/100,000	294 44.6% 3.78	278 46.8% 3.74	311 44.3% 3.96	296 46.4% 3.93	264 42.5% 3.21

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.

While the number of alcohol – related fatalities has generally dropped statewide between 2004 and 2008, fatalities have remained relatively constant. The 2008 percentage of alcohol-related fatalities was the lowest in 5 years. The trend line for the statewide alcohol-related fatality rate

has shown a decline over the 5-year reporting period, dropping from 3.78 per 100,000 of population to 3.21, a decrease of 15.1 percent.

Table AL-9 shows the age groups of drinking drivers (BAC ≥ .01) killed during the 5-year period of 2004 to 2008, 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 (53.6 percent). The table shows that approximately 11 percent of the fatally injured drinking drivers were under the legal drinking age.

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 is of greater significance. The 35 to 49 year old group data is also slightly under-represented.

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

	Drinking Drivers Killed (2004-2008)		Licensed Drivers (2008)		
Age	Number[1]	Percent of Total	Number[2]	Percent of Total	Rate[3]
<21	43	10.9%	141,571	4.9%	30.4
21-34	168	42.7%	589,960	20.5%	28.5
35-49	116	29.5%	856,911	29.7%	13.5
50+	66	16.8%	1,294,882	44.9%	5.1
Total	393	100%	2,883,324	100%	13.6

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, 86.9 percent of the victims had valid licenses, 5.3 percent had a previous DUI conviction, and 92.4 percent were Connecticut residents. Approximately 63.5 percent of the fatalities took place on arterial type roadways, 19.4 percent were on local roadways, and 17.1 percent were on collector roadways. The second part of Table AL-10 additionally shows that during the period of 2004-2008 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 59 percent of all impaired driving related fatalities.

The table shows that 41.5 percent of the fatalities occurred during the late night hours of midnight to 5:59 a.m., 30.9 percent took place between 8:00 p.m. and midnight, and 27.6 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 2003-2007

	2004 (N=90)	2005 (N=64)	2006 (N=86)	2007 (N=81)	2008 (N=72)	Total (N=393)
Age <21	12.2%	12.5%	14.0%	9.9%	5.6%	10.9%
21-34	41.1%	42.2%	44.2%	46.9%	38.9%	42.7%
35-49	32.2%	31.3%	24.4%	30.9%	29..2%	29.5%
50+	14.4%	14.1%	17.4%	12.3%	26.4%	16.8%
Sex Male	84.4%	87.5%	83.7%	80.5%	82.2%	83.5%
Female	15.6%	12.5%	16.3%	19.5%	17.8%	16.5%
Number of Vehicles						
Single Vehicle	80.0%	76.6%	73.6%	70.7%	67.1%	73.7%
Multi Vehicle	20.0%	23.4%	26.4%	29.3%	32.9%	26.3%
License Valid	86.7%	84.4%	89.7%	91.5%	80.8%	86.9%
Previous DUI	4.4%	7.7%	10.5%	2.4%	1.4%	5.3%
Connecticut Resident	91.1%	93.8%	91.9%	97.6%	87.7%	92.4%
Road Type						
Arterial	64.4%	50.8%	65.5%	68.3%	65.8%	63.5%
Collector	23.3%	18.5%	12.6%	13.4%	17.8%	17.1%
Local	12.2%	30.8%	21.8%	18.3%	16.4%	19.4%

Source: Fatal Analysis Reporting System (NHTSA)

Table AL-10. Characteristics of Fatality Injured Drinking Drivers 2003-2007 (Continued)

	2004 (N=90)	2005 (N=64)	2006 (N=86)	2007 (N=81)	2008 (N=72)	Total (N=393)
Day						
Sunday	23.3%	28.1%	19.8%	19.5%	13.9%	20.8%
Monday	14.4%	6.3%	4.7%	6.1%	9.7%	8.4%
Tuesday	10.0%	4.7%	12.8%	11.0%	2.8%	8.6%
Wednesday	12.2%	10.9%	11.6%	8.5%	11.1%	10.9%
Thursday	10.0%	14.1%	9.3%	17.1%	13.9%	12.7%
Friday	7.8%	18.8%	15.1%	14.6%	16.7%	14.2%
Saturday	22.2%	17.2%	26.7%	23.2%	31.9%	24.4%
Time						
Mid-0559	40.0%	41.5%	50.0%	39.0%	36.1%	41.5%
0600-1959	28.9%	27.7%	23.3%	25.6%	33.3%	27.6%
2000-2359	31.1%	30.8%	26.7%	35.4%	30.6%	30.9%
Month						
January	6.6%	6.2%	2.3%	9.8%	10.8%	7.0%
February	5.5%	6.2%	11.4%	8.5%	8.1%	8.0%
March	8.8%	7.7%	6.8%	5.5%	10.8%	8.5%
April	2.2%	6.2%	15.9%	9.8%	6.8%	8.3%
May	14.3%	7.7%	4.5%	8.5%	5.4%	8.3%
June	7.7%	10.8%	9.1%	7.3%	4.1%	7.8%
July	13.2%	7.7%	13.6%	9.8%	16.2%	12.3%
August	7.7%	12.3%	5.7%	7.3%	13.5%	9.0%
September	13.2%	12.3%	11.4%	14.6%	9.5%	12.3%
October	4.4%	19.2%	11.4%	3.7%	8.1%	7.3%
November	11.0%	7.7%	5.7%	6.1%	2.7%	6.8%
December	5.5%	6.2%	2.3%	6.1%	4.1%	4.8%

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 (36.8 percent) occurred during the late night hours between midnight and 5:59 a.m., one-third (30.9 percent) took place between 8:00 p.m. and midnight and one-third (32.3 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: 2008

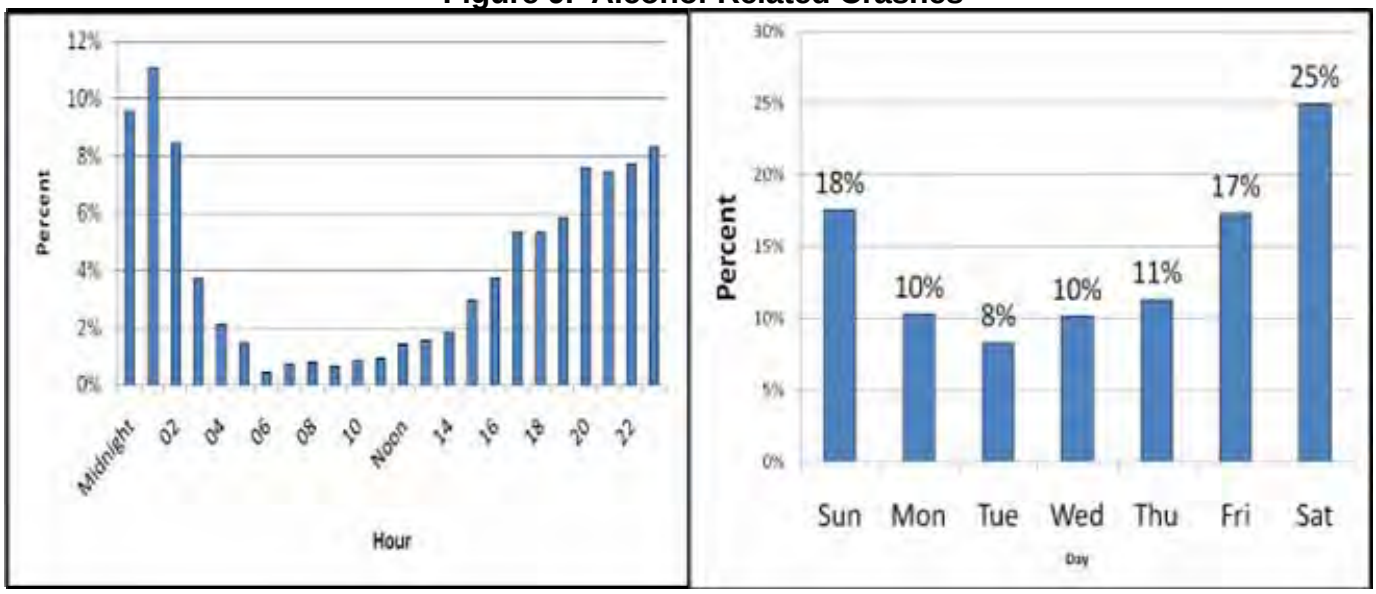
	2008	
	Number=2,402	Percentage=100%[1]
Day of Week		
Sunday	422	17.6%
Monday	247	10.3%
Tuesday	200	8.3%
Wednesday	244	10.2%
Thursday	272	11.3%
Friday	417	17.4%
Saturday	600	25.0%
Time[1]		
Mid-0559	883	36.8%
0600-1959	776	32.3%
2000-2359	743	30.9%
Month		
January	216	9.0%
February	225	9.4%
March	198	8.2%
April	163	6.8%
May	196	8.2%
June	176	7.3%
July	220	9.2%
August	188	7.8%
September	202	8.4%
October	198	8.2%
November	218	9.1%
December	202	8.4%

Source: Connecticut Department of Transportation

[1] Time of day was unknown in some crashes

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

Figure 9. Alcohol-Related Crashes



By Hour of Day **By Day of Week**

Source: Connecticut Department of Transportation

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 2004 to 2008 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, 2008 results indicate 7.2 percent of “A”-injury crashes and 4.8 percent of “B”-injury crashes involved alcohol compared to 2.0 percent of “C”-injury and 1.8 percent of property damage only Property Damage Only crashes.

The lower 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. Crashes which result in property damage only or B and C type injuries are generally less likely to be alcohol involved.

Table AL-12 Percent of Crashes Police Reported Alcohol Involved

Maximum Severity Level	2004	2005	2006	2007	2008
A Injury	6.3%	6.0%	5.5%	6.3%	7.2%
B Injury	4.9%	5.6%	5.1%	4.4%	4.8%
C Injury	2.0%	2.0%	2.1%	1.9%	2.0%
No Injury	1.6%	1.7%	1.8%	1.8%	1.8%
Injury Crashes	3.0%	3.2%	3.3%	3.2%	3.3%
Total Crashes	2.1%	2.2%	2.4%	2.1%	2.3%

Source: Connecticut Department of Transportation

Table AL-13 summarizes DUI enforcement levels during the 2004 to 2008 period. DUI arrest totals in 2008 (14,398) were higher than in 2004 (11,446). DUI arrests were up about 20 percent from 2006 (11,997), and were up 23 percent from 2007 (11,704).

The average BAC and the percentage of chemical test refusals have remained relatively constant over the years, but refusals reached a new low in 2007, while arrests following motor vehicle crashes were down slightly from the 2005 high.

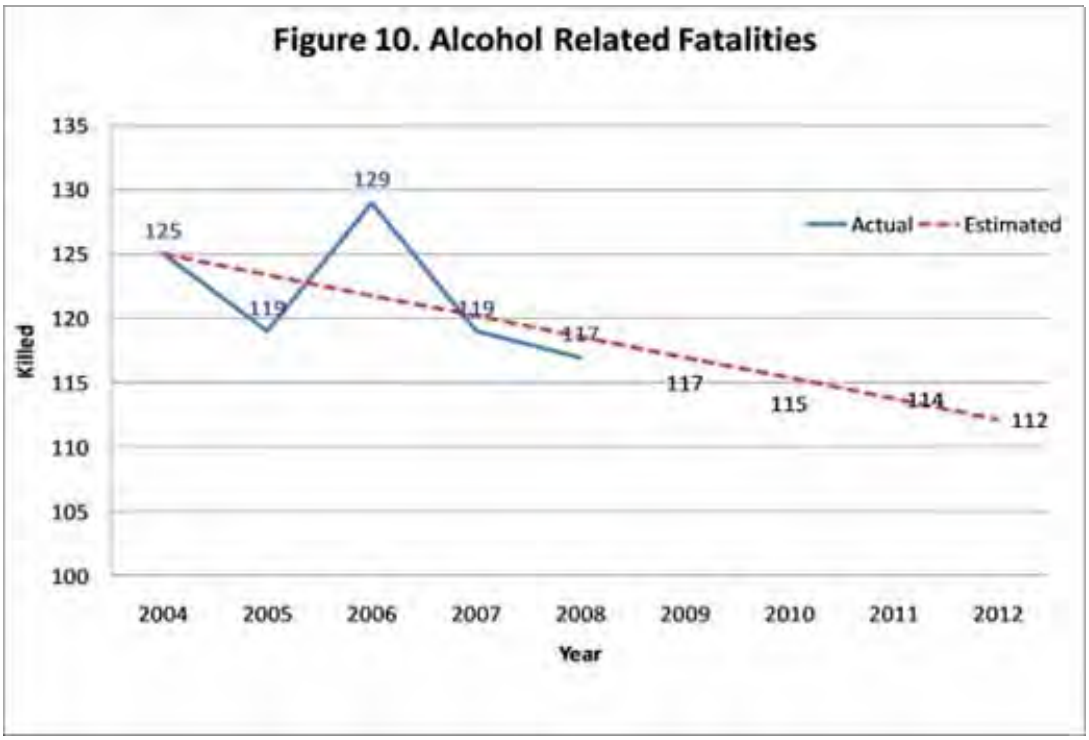
The percentage of adjudications other than guilty has decreased slightly from 61.6 percent in 2007 to 61.1 percent in 2008.

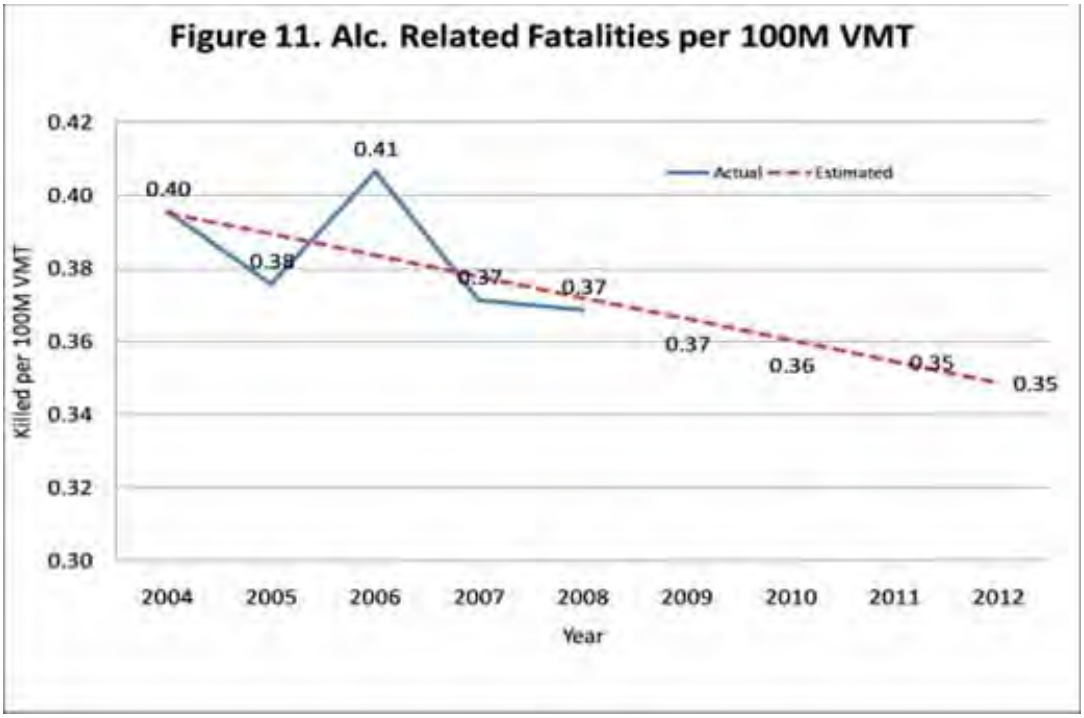
Table AL.13 DUI Enforcement Levels

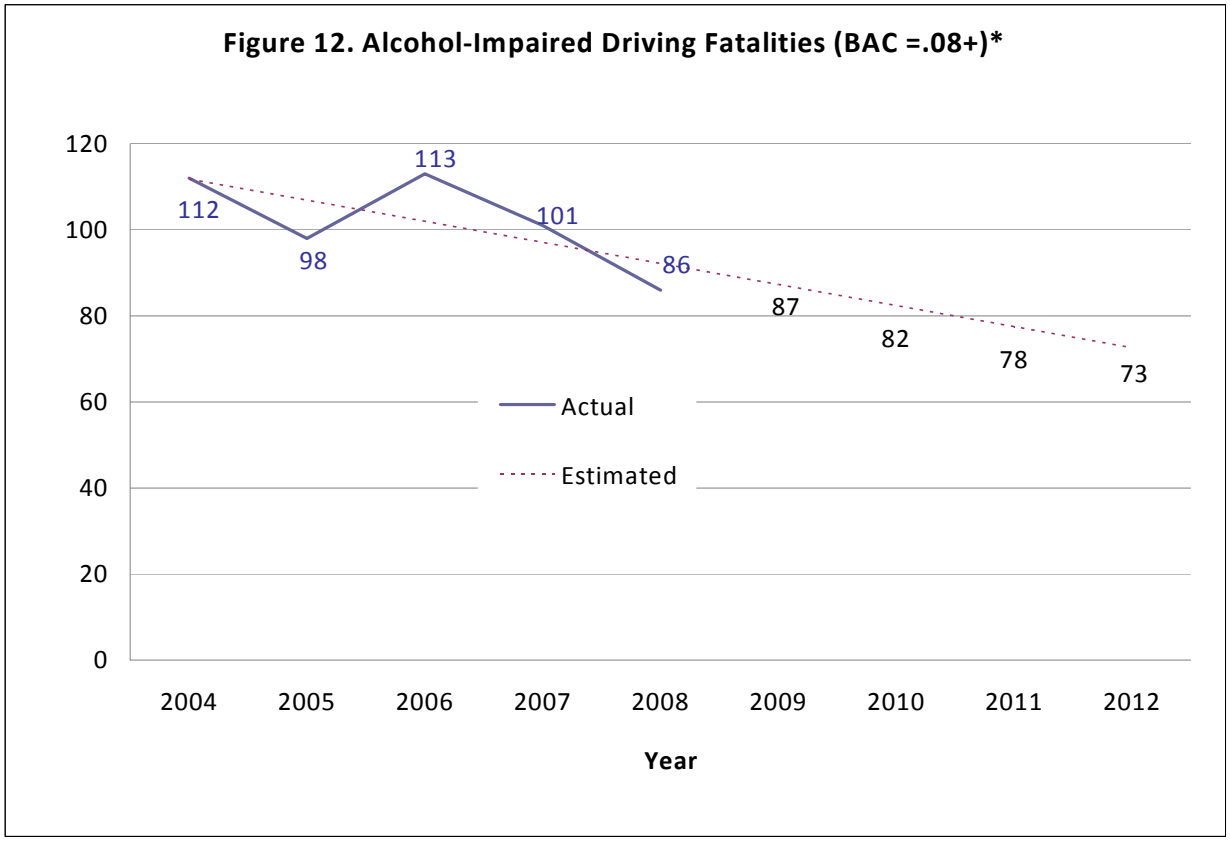
	2004	2005	2006	2007	2008
DUI Arrests	11,446	10,481	11,997	11,704	14,398
Average BAC	0.163	0.162	0.162	0.168	0.162
DUI Arrest per 10,000 Licensed Drivers	42	38	43	41	42.5
Percent Test Refusal	21.2%	20.5%	18.2%	17.8%	18.1%
DUI Arrests from Crashes	24.3%	26.0%	25.1%	24.2%	24.3%
Percent Adjudications Other Than Guilty	62.2%	63.2%	64.1%	61.6%	61.1%

Source: Connecticut Department of Transportation

Figure 10 shows the 5-year trend (2004 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 117 alcohol-related fatalities in 2009 and 115 in 2010. The VMT rate would project to 0.37 in 2009 and 0.36 in 2010.







*Alcohol-Impaired Driving Fatalities are all fatalities involving a driver or motorcycle operator with a BAC of .08 or higher. Source: FARS

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	2004	2005	2006	2007	2008
Alcohol-Related Fatal Crashes (ConnDOT)	100	95	124	118	107
Percent Alcohol-Related Fatal Crashes (ConnDOT)	36.1%	36.4%	42.3%	43.7%	38.2%
Alcohol-Related Fatalities (ConnDOT)	125	119	129	119	117
Percent Alcohol-Related Fatalities (ConnDOT)	36.8%	38.0%	46.3%	49.1%	38.6%
Alcohol-Impaired Driving Fatalities (BAC=.08+)*	112	98	113	101	94
Alcohol-Related Fatal Crashes (NHTSA-FARS)	126	119	132	124	104
Percent Alcohol-Related Fatal Crashes (NHTSA-FARS)	45.0%	45.4%	45.1%	42.3%	41.3%
Alcohol-Related Fatalities (NHTSA-FARS)	131	130	138	137	112
Percent Alcohol-Related Fatalities (NHTSA-FARS)	44.6%	46.5%	44.4%	44.1%	40.4%
Alcohol-Related Fatalities per 100 million VMT	0.41	0.41	0.43	0.43	0.35
Alcohol-Related Injury Crashes	934	956	902	877	861
Percent Alcohol-Related Injury Crashes	3.0%	3.2%	3.3%	3.1%	3.3%
DUI Arrests (Department)	11,446	10,481	11,997	11,704	12,249
DUI Arrests per 10,000 Licensed Drivers	42	38	43	41	42

*Alcohol-Impaired Driving Fatalities are all fatalities involving a driver or motorcycle operator with a BAC of .08 or higher

Performance Goals

To decrease alcohol impaired driving fatalities (B.A.C. =.08+) 15 percent from the five year average (2004-2008) of 104 to 89 in 2012.

To reduce the number of alcohol-related fatal crashes by 5 percent from the 5-year average of 112 to 106 by the end of calendar year 2010, with a further 5 percent reduction in the year 2011.

To reduce the average BAC at the time of arrest from the 5 year average of .164 by 5 percent to .156 in 2011

Performance Objectives

Increase the number of law enforcement agencies participating in statewide DUI enforcement initiatives from 94 in 2010 by 6 percent to 100 in the year 2011.

Provide administration, planning, coordination, monitoring, and evaluation of the Connecticut Impaired Driving Program through a new user-friendly DUI enforcement application form and a new reimbursement claim package.

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

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.

Provide statewide coordination of Standardized Field Sobriety Test (SFST) training and related training to police officers and to increase the pool of trained SFST Instructors and Practitioners.

Develop and distribute educational information to the general public and specific target groups identified as high-risk through community outreach and the www.drink-drive-lose.com website.

Collaborate with State and local police agencies to increase enforcement and public information/education efforts directed at the prevention of underage alcohol purchases and youth impaired driving, to diminish the percentage of alcohol-related fatalities in the under 21 year old age group.

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 enforcement activities. The Drink-Drive-Lose.com interactive web site which utilizes a variety of tools to educate visitors on the risks and consequences of impaired driving is currently being updated. This website, historically, has been a tool to support the media outreach component. An evaluation of the site is currently being conducted and updates will be formulated and implemented during 2010 and 2011.

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. 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 old males 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 **$100,000 (402)***
$200,000 (154AL)*

Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei
Aaron Swanson

The task will include coordination of activities and projects outlined in the impaired driving 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. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies and other related operating expenses.

Task 2 – DUI Overtime Enforcement **$3,100,000 (410)***
$2,100,000 (154 AL)*

Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei

High-visibility enforcement objectives will be accomplished through coordinated sobriety checkpoint activity and roving patrols combined with a comprehensive DUI education/media campaign. 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. 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 Highway Safety Office will make every effort to encourage DUI checkpoint activity every weekend throughout the year. It is anticipated that approximately 438 DUI checkpoints and over approximately 5,800 roving/saturation patrols will be conducted statewide throughout 2010. Efforts will be made to target high risk regions and communities in the State where DUI problem is significant. The Highway Safety Office will encourage more regional cooperation and coordination of checkpoints.

Task 3 – Traffic Safety Resource Prosecutor (TSRP) **$250,000 (154AL)***

Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei

A Statewide Traffic Safety Resource Prosecutor (TSRP) position will be funded within the Office of the Chief State's Attorney. The TSRP 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. The TRSP will also act in an advisory capacity to the Department and the Highway Safety Office on all newly proposed or revised existing DUI and/or impaired driving legislation.

Task 4 – SFST Instructor Training **$100,000 (410)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei

Based on the recommendations of a statewide SFST assessment, it is anticipated that approximately six additional instructor development (train the trainer) sessions will be configured and implemented. This task will ensure the current pool of instructors have 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 5 – Impaired Driving Public Information and Education **$400,000 (154AL)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei

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, driver education schools 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 6 – DUI Enforcement Equipment **$1,000,000 (154AL)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei

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, stimulus pens for horizontal gaze nystagmus (HGN) tests, 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 7 – DUI Media Campaign **$750,000 (154PM)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei

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 (Labor Day Crackdown, Christmas/New Year holiday period). 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. Additionally, should resources be made available, the Highway Safety Office will participate in paid media training for State and local law enforcement agencies provided by NHTSA.

Task 8 – Administrative Per Se Hearing Improvement **$200,000 (154AL)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei

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.

Task 9 – Mobilization and Holiday DUI Overtime Enforcement **$1,500,000 (154AL)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei

The Highway Safety Office will make an extra effort to add additional saturation patrols and checkpoints during the National Crackdown, Christmas and New Year holidays as well as summer holiday weekends.

**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 2008 (fatal, injury, and property damage only), there were 4 predominant contributing factors: following too closely (28.4 percent), failure to yield right-of-way (14.6 percent), speeding (9.4 percent), and violating traffic controls (4.4 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 failure to yield right-of-way being predominant (31.4 percent and 10.7 percent respectively).

Table PT-1. Contributing Factors in 2008 Crashes

	All Crashes	%	Injury Crashes	%	Fatal Crashes	%
Driver following too closely	29,530	28.4%	7,927	30.4%	9	3.2%
Driver failed to grant right-of-way	15,187	14.6%	4,531	17.4%	30	10.7%
Speed too fast for conditions	9,811	9.4%	2,654	10.2%	26	9.3%
Driver violated traffic controls	4,600	4.4%	1,786	6.9%	6	2.1%
Under the Influence	1,977	1.9%	633	2.4%	88	31.4%

Source: Connecticut Department of Transportation

During the 2004 to 2008 period, the most prevalent driver-related factors in fatal crashes (Table PT-2) were “speeding/racing” and “alcohol & other drugs.” In 2008, “speeding/racing” was identified in 20.6 percent of fatal crashes, “failure to keep in proper lane or running off road” in 10.8 percent and “alcohol/other drugs” in 10.6 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	2004 (N=421)	2005 (N=408)	2006 (N=452)	2007 (N=409)	2008 (N=360)
Failure to keep in proper lane or running off road*	14.3%	11.5%	10.2%	9.5%	10.8%
Speeding, racing	22.8%	21.8%	19.2%	21.0%	20.6%
Alcohol and Other Drugs	9.0%	12.3%	13.5%	15.2%	10.6%
Failure to yield right of way	4.0%	4.9%	6.0%	7.1%	6.1%
Inattentive (talking, eating, etc)	1.2%	1.5%	1.1%	0.2%	0.8%
Failure to obey traffic signs, signals, or officer	2.9%	2.5%	2.9%	2.2%	2.2%
Operating vehicle in erratic, reckless manner	1.9%	4.4%	2.0%	4.6%	1.9%
Swerving or avoiding due to weather/ road conditions	2.6%	4.2%	1.3%	1.5%	1.1%
Drowsy, asleep, fatigued, ill, blackout	2.9%	3.7%	3.1%	3.2%	1.9%
Driving wrong way on one-way traffic or wrong side of road	0.2%	1.0%	0.7%	2.0%	0.3%
Overcorrecting/ over steering	1.4%	0.5%	1.3%	1.7%	0.3%
Vision obscured	2.6%	2.2%	0.9%	2.2%	0.8%
Making improper turn	0.7%	0.5%	0.7%	0.2%	0.0%
Other factors	7.4%	3.7%	4.4%	6.1%	4.7%

Source: Fatality Analysis Reporting System (FARS)

Over the 5-year period of 2004 to 2008, the greatest proportion of fatalities (36.5 percent) occurred on roads with a posted speed limit of 30 mph or less, followed by roads with limits of 35 or 40 mph (26.3 percent) and 45 or 50 mph (17.0 percent). Details are included in Table PT-3.

Table PT-3. Fatalities by Posted Speed Limit

Posted Speed Limit	2004 (N=294)	2005 (N=278)	2006 (N=311)	2007 (N=296)	2008 (N=264)	Total (N=1,443)
30 mph or less	101	111	120	95	99	36.5%
35 or 40 mph	77	71	78	85	69	26.3%
45 or 50 mph	56	50	50	50	39	17.0%
55 mph	28	22	33	31	24	9.6%
60+ mph	27	22	24	31	31	9.4%
No statutory limit	1	0	1	1	0	0.2%
Unknown	4	2	5	3	2	1.1%

Source: Fatality Analysis Reporting System (FARS)

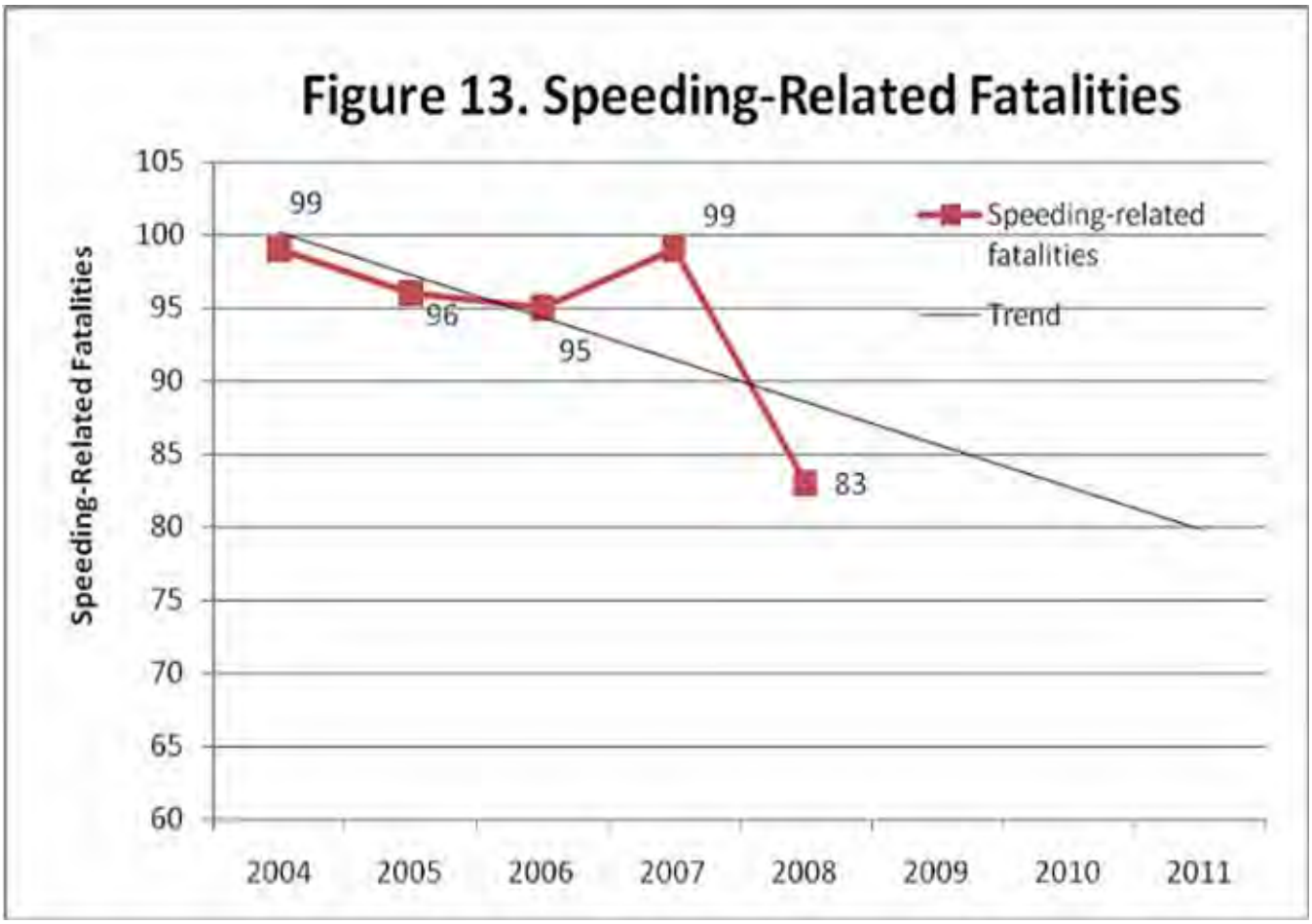
Table PT-4 shows the number of speeding charges made during the 2004 to 2008 period. The 2008 figures represent approximately 286 speeding charges per 10,000 drivers. This Table also shows the percentages of speeding charges that had adjudication outcomes involving other than guilty findings (nollied, diverted, dismissed, or found not guilty) during the 2004 to 2008 period. This data indicated that in speeding charges, about 21 percent resulted in nollied or not guilty findings.

Table PT-4. Speeding Charges

Year	2004	2005	2006	2007	2008
Total Number	108,479	91,217	83,464	76,975	82562
Per 10,000 drivers	403	333	298	270	286
Percent not guilty	18.5%	22.5%	20.4%	22.2%	21.2%

Source: Connecticut Judicial Department for disposed cases.

Nationally in 2008, speed was a contributing factor in 30.7 percent of fatal crashes, a higher figure than in Connecticut.



Performance Measures

Performance Measure	Year				
	2004	2005	2006	2007	2008
% CT Speed-Related Fatal Crashes	33.9%	33.2%	29.7%	31.6%	30.0%
% U.S. Speed-Related Fatal Crashes	30.4%	30.6%	31.2%	31.4%	30.7%
% CT Speed-Related Injury Crashes	11.4%	11.7%	11.9%	17.5%	10.2%
Speeding Related Fatalities	99	96	95	99	83

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

In 2008, NHTSA's FARS data described speeding as a "contributing factor" in 30.0 percent of the State's fatal motor vehicle crashes.*

* 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 number of speed related fatalities from the 5-year average of 94.4 (2004-2008) by 10 percent to 84 by the end of calendar year 2012.

To reduce the percentage of speed related fatal crashes from the 5-year average of 32 percent to 28 percent by the end of calendar year 2011, and 25 percent by the end of calendar year 2012.

To reduce the high level of crashes due to Connecticut's 4 predominant contributing factors (as referenced in Table PT-1) from 56.80 percent in 2008 to 52 percent by the end of 2011, 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 Unit's (RTUs) 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 RTUs. 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, and 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).

In accordance with the NHTSA/GHSA agreement that States begin collecting and reporting survey information in their FY 2012 Highway Safety Plans and Annual Reports, CT will assess and expand existing survey data collection efforts as needed to include the ten recommended core survey questions. Currently, the State conducts two waves of pre/post DMV surveys for NHTSA's safety belt and impaired driving Mobilizations. Safety belt campaign awareness surveys are conducted in April and June and impaired driving surveys are conducted in August and September. About 1600 responses are collected each year from DMV branch offices.

This effort will be reviewed to assure that current seat belt and impaired driving questions are up to date and consistent with the GHSA/NHTSA recommended core questions. Speeding questions will be added to both surveys to provide timely information on campaign media and enforcement efforts being conducted by State and local police during and in between Mobilization periods. Surveys will be proportionally funded in response to NHTSA guidance regarding the need to separately account for survey costs in support of impaired driving, seat belts, and speeding.

Task 1 – Police Traffic Services Program Administration **$100,000 (402)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge

The task will include coordination of activities and projects outlined in the police traffic services 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. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses.

Task 2 – Traffic Enforcement Grants **$400,000 (402)***
Administrative Oversight: Department of Transportation, Highway Safety Office
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 distracted driving 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 enforcement and crash data. Staff will work with NHTSA on speed management workshop and follow up pilot(s). The Highway Safety office will be proactive in identifying and publicizing enforcement of teen seat belt use and GDL violations in cooperation with selected communities.

Task 3 – Regional Traffic Unit (RTU) Equipment **$50,000 (402)***
Administrative Oversight: Department of Transportation, Highway Safety Office
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 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, 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. Equipment purchases will be predicated on implementation of specific enforcement programs describing how equipment will be utilized to address problems.

Task 4 - State Police Comprehensive Traffic / Speed Enforcement $275,000 (402)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge

Connecticut State Police will conduct high visibility enforcement that will be data driven and include a strong earned media campaign. The traffic enforcement will be 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 $75,000 (402)*
Administrative Oversight: Department of Transportation, Highway Safety Office
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 Summit also serves as a forum to discuss major issues including but not limited to status of existing laws, impaired driving, safety belt use, training, earned media, and the importance of crash data collection.

Task 6 – Distracted Driving Prevention $100,000 (406)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson
This task is intended to create a foundation for a future Distracted Driving Enforcement Program. In December 2009, The State of Connecticut Department of Transportation, Highway Safety Program was awarded a $200,000 grant to conduct a Distracted Driving Enforcement program in coordination with NHTSA headquarters. The pilot is intended to span two years and provide a model or best practice for national distracted driving enforcement programs in the future. The $200,000 grant has been supplemented by an additional $125,000 to allow the participating pilot towns more manpower in their efforts to enforce Connecticut's distracted driving and cell-phone related statutes.

This task will provide supplemental federal dollars to purchase additional advertising and outreach materials in support of this pilot program. At the end of the pilot program it is

anticipated the Connecticut Highway Safety Office will continue Distracted Driving prevention grant programs.

Task 7 – 1906 Racial Profiling **$1,200,000 (1906)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson

Connecticut qualified in fiscal years 2006 and 2007 as an "assurance state" for section 1906 "Racial Profiling" grant monies. This task will provide funding for related activities including but not limited to the following: Training Activities for state and local law enforcement, Data Analysis/Reporting Activities including collection and analysis of complaint or traffic stop data, submission of data, analysis and/or recommendations to State Legislature or Executive, Traffic Stop Data Collection pursuant to statute, regulation, policy or voluntary practice (collection of information on all stops or citation stops, State-wide or limited pilot programs), Traffic Stop Data Collection pursuant to statute, regulation, policy or voluntary practice (collection of information on all stops or citation stops, State-wide or limited pilot programs), Support of Collection/Analysis Activities (hiring of a consultant to a help law enforcement agency set up a collection/analysis system, financing contract with academic institution to perform data analyses) and Education/Public Outreach Activities including financing of public service announcements, holding public forums, creation/distribution of posters, brochures, pamphlets and other educational materials. This task may also provide funding for the purchase of hardware and software to support these activities.

**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 a great deal of progress has been made, significant work remains.

Table OP-1 details the trends in injury severity due to motor vehicle crashes. In 1992, there were 43,481 people killed or injured in crashes in Connecticut. In 2008, total injuries were about 15.6 percent below this level, while the number of licensed drivers increased by 1.2 percent and miles of travel declined by about 1 percent. There has also been a dramatic shift in the distributions of injury severity. In 2008, there were 2,614 fatal and serious "A" injuries reported, 61 percent fewer than the 6,787 reported in 1992. The rate of fatal and "A" injuries per 10,000 licensed drivers dropped from 28.8 in 1992 to 9.1 in 2008. The rate per 100 million miles of travel dropped from 25.7 in 1992 to 8.2 in 2008. The number of "C' injuries reported in 2008 was lower than that reported in 1992 (22,691 versus 27,259).

Table OP-1. Injury Severity Trends: (1992-2008) – Connecticut

Year	Total Injuries	# Fatals + A Injuries	% Fatals + A Injuries	# B Injuries	% B Injuries	# C Injuries	% C Injuries
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%
2007	40,100	2,846	7.1%	12,715	31.7%	24,808	61.9%
2008	36,689	2,614	7.1%	11,384	31.0%	22,691	61.8%

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 2004 to 2008. 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: 2004-2008

Injury Severity	2004	2005	2006	2007	2008
Killed	45.7%	50.0%	54.5%	50.8%	50.0%
A-Injury	81.3%	82.7%	82.2%	84.5%	86.1%
B-Injury	89.5%	90.4%	91.8%	92.6%	92.7%
C-Injury	96.7%	97.3%	97.7%	97.9%	98.1%
No Injury	99.1%	99.2%	99.2%	99.1%	99.1%

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 2008, 85 percent of all children under age 4 were being restrained and 99.6 percent were in the rear seat of their vehicles. Young children are less likely to be restrained when their driver is not belted (90 percent versus 57 percent). Comparing 2008 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 15 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 2000-2008

	1997 (N=247)	2002 (N=196)	2003 (N=214)	2004 (N=134)	2005 (N=65)	2006 (N=170)	2007 (N= 184)	2008 (N= 279
Child Restraint Use	70.4%	94.9%	98.6%	93.3%	96.9%	89.9%	85.9%	85.0%
Driver Belt Use	63.6%	88.3%	88.3%	89.4%	89.2%	85.9%	85.3%	87.4%
When Driver Belted	80.3%	96.5%	99.5%	94.9%	98.3%	92.4%	89.5%	89.9%
When Driver Not Belted	56.3%	81.0%	92.0%	85.7%	85.7%	77.3%	61.9%	57.1%
Children in: Front Seat	23.9%	1.0%	4.2%	4.5%	1.5%	1.8%	2.7%	0.4%
Rear Seat	76.1%	99.0%	95.8%	95.5%	98.4%	98.0%	100.0%	99.6%

The latest scientific survey was conducted in June 2008. 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	2001	2002	2003	2004	2005	2006	2007	2008	2009
Total	78%	78%	78%	83%	82%	83%	86%	88%	84%

Table OP-5 shows driver and front seat passenger safety belt use rates in 2008 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 Caucasians than non-Caucasians. Statewide belt use increased by 15 percentage points from 1999 to 2008 (73 to 88 percent). Comparing 2008 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 & 2008

	Drivers		Passengers	
	1999	2009	1999	2009
Vehicle Type				
Passenger Car	71.5%	85.4%	70.3%	83.5%
Pick Up Truck	49.7%	75.5%	44.8%	71.2%
SUV	72.7%	88.2%	76.8%	89.0%
Van	65.9%	88.2%	68.8%	87.3%
Urban/Rural				
Urban	69.0%	86.5%	70.0%	85.1%
Rural	74.4%	85.9%	74.4%	82.9%
Gender				
Male	65.2%	82.8%	60.2%	79.1%
Female	77.6%	89.1%	75.8%	87.3%
Race				
Caucasian	70.4%	86.6%	71.1%	85.6%
Non-Caucasian	54.0%	76.4%	43.7%	74.9%

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 2008. The data indicates that safety belt use in serious crashes varies around the State. For example, the safety belt use ranged from a low of 70.0 percent in Tolland County to a high of 90.3 percent in Windham County.

Table OP-6. Driver Belt Use by Injury and County, 2008

Driver Injury	Fairfield	Hartford	Litchfield	Middlesex	New Haven	New London	Tolland	Windham
Killed or A Injury	80.5%	89.2%	83.7%	81.1%	78.1%	79.5%	70.0%	90.3%

Source: Connecticut Department of Transportation

Table OP-7. Belt Use in Passenger Vehicle Fatalities, 2006-2008

	2006		2007		2008	
	N	Percent	N	Percent	N	Percent
Belt	93	44.9%	97	46.6%	68	41.7%
No Belt	72	34.8%	84	40.4%	70	42.9%
Unknown	42	20.3%	27	13.0%	25	15.3%
Total	207	100.0%	208	100.0%	163	100.0%

Performance Measures

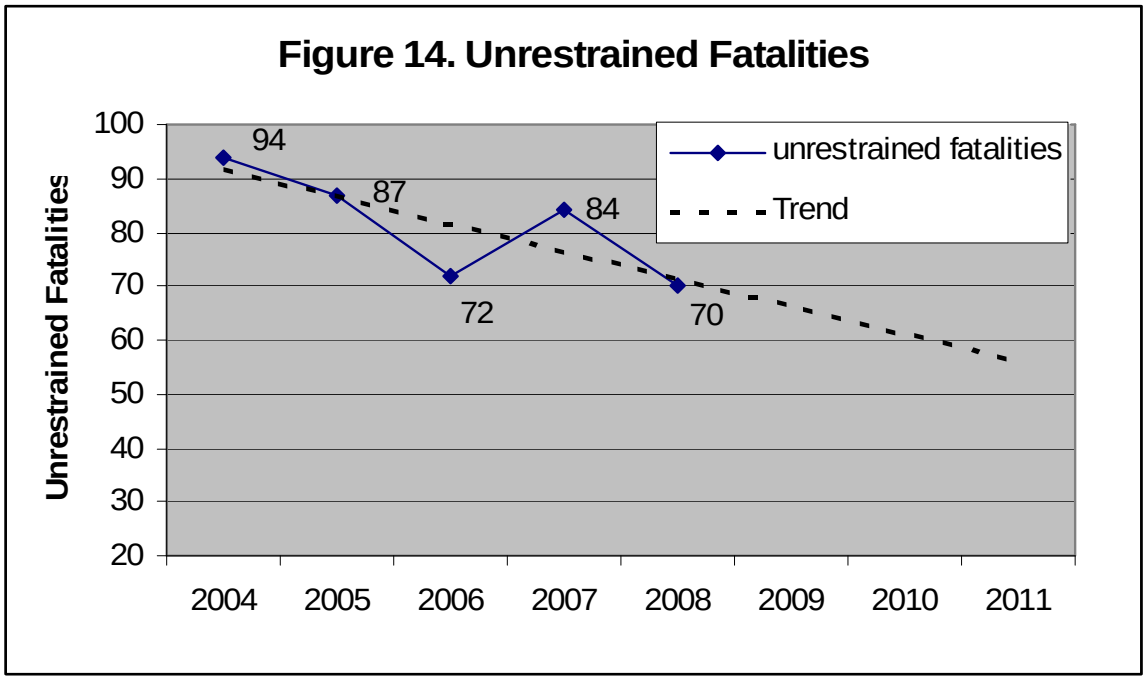
Performance Measure	YEAR				
	2004	2005	2006	2007	2008
Percent Motor Vehicle Occupants Restrained [Observations]:	83%	82%	83%	86%	88%
Percent Motor Vehicle Occupant Fatalities Restrained:	41%	39%	45%	47%	41.2
Safety Belt Citations Issued*	71,146	60,362	64,232	68,959	66,093
Safety Belt Adjudications Mot Guilty	12%	15%	13%	13%	13%

Source: Connecticut DMV, Commercial Vehicle Safety Division; Fatality data from FARS; CT Judicial

Statewide safety belt use has increased since 1995 and reached 86 percent in 2007,* a 24 percent increase since the first comparable statewide survey.

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

Belt use in fatal crashes	Year				
	2004	2005	2006	2007	2008
Restrained	80	75	93	97	68
Unrestrained	94	87	72	84	70
Unknown	21	25	42	27	25
Total	195	187	207	208	163



The first comparable safety belt use survey in Connecticut was done in 1995 and recorded a 59 percent belt use rate. The rate reached and all-time high of 88% in 2008, but dipped to 86% in 2009. An increase is anticipated in the 2010 rate.

Performance Goals

To reduce the number of unrestrained occupants in fatal crashes from the five year average (2004-2008) of 81.4 by 10 percent to 73 in 2012.

To increase the safety belt usage rate (observations) from the five year average (2004-2008) of 84.4 to 90 percent in 2012.

Performance Objectives

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 seats to adult seat belts.

Increase public awareness of child safety seat/booster seat laws and awareness of reliable sources of information on proper child seat/booster use.

Develop, maintain and support occupant protection projects to promote public awareness and provide technical assistance to the public. We will support all national and state mobilizations, foster minority church initiatives and integrate occupant protection into all phases of injury prevention programming working with local private and public entities.

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

Increase education and enforcement on teen safety belt usage.

Collect safety belt use information from first responders.

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

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. Communities and grantees will be encouraged to view occupant protection as a sustained effort rather than an occasional enforcement mobilization.

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 (national usage rate). This will involve further expanding existing partnerships by looking for new opportunities to work together.

Occupant Protection

Task 1 – Occupant Protection Program Administration **$150,000 (402)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

The task will include coordination of activities and projects outlined in the occupant protection/child passenger 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. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses.

Task 2 – Occupant Protection Public Information and Education **$325,000 (405)***
$200,000 (402)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

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

Task 3 – Occupant Protection Enforcement/ Seat Belt Survey **$200,000 (402)***
$100,000 (154AL)*
Administrative Oversight: Department of Transportation, Highway Safety Office
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 knowledge and awareness surveys at DMV offices to track the impact of CIOT enforcement, as well as mobilization checkpoints.

Child Restraint

Task 1 – Child Restraint Administration **$100,000 (402)***
Administrative Oversight: Department of Transportation, Highway Safety Office
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 Technician Training **$20,000 (402)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

This task provides support for approximately 9 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 **$30,000 (402)***
Administrative Oversight: Department of Transportation, Highway Safety Office
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 2004 to 2008 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 2008 were lower than the previous year (2007) but higher than the base year (2004) and the previous 4-year average for Fatal/”A”-Injury and Other-type crashes. In 2008, there were 22 fatal/”A”-injury crashes, down from 28 (21.4 percent) in 2007 and higher than the 18 in 2004 (22.2 percent) and the previous 4-year average of 20 (13 percent). Also in 2008, there were 1,057 other-type (“B”-injury/”C”-injury/Property Damage Only) crashes, down from 1,073 (1.5 percent) in 2007, up from 1,313 in 2004 (19.5 percent) and up from the previous 4-year average of 1,022 (3.4 percent). Calendar 2007 and 2008 showed improvement for these types of crashes as evidenced by the fact that they comprised only 1.0 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 (0.8 percent) of the total number of crashes occurring in 2008, the number of bridge-related crashes in 2008 was among the lowest of the five years reported. These crashes were lower than the previous year (2007) but higher than the base year (2004) and the previous 4-year average for Fatal/”A”-Injury. In 2008, there were 15 fatal/”A”-injury crashes, down from 21 (29 percent) in 2007 but up from 9 in 2004 (67 percent) and the previous 4-year average of 13.8 (8.7 percent). Also in 2008, there were 781 other-type (“B”-injury/”C”-injury/PDO) crashes, down from 854 (8.5 percent) in 2007, up from 759 in 2004 (2.9 percent) and down from the previous 4-year average of 797 (2.0 percent). Additional investigation needs to be conducted to determine the reason for this trend.

Table RS-1. Crashes at Special Locations: 2004-2008

Location	Total Crashes by Year				
	2004	2005	2006	2007	2008
Construction Activity or Device:					
Fatal & A Injury	18	14	18	28	22
Other	1,313	964	737	1,073	1,057
Percent of All Crashes	1.6%	1.2%	1.1%	1.0%	1.0%
Railroad Crossing:					
Fatal & A Injury	2	1	2	2	1
Other	37	33	30	60	64
Percent of All Crashes	0.05%	0.04%	0.04%	0.06%	0.06%
On a Bridge: Fatal & A Injury	9	19	6	21	15
Other	759	859	715	854	781
Percent of All Crashes	0.9%	1.1%	1.0%	0.8%	0.8%

Table RS-2 shows the total number of fatal and “A”-injury crashes that occurred by county during 2007 and 2008 by type of roadway on which the crashes occurred. The data shows that statewide crashes classified as “Fatal” and “A”-Injury” decreased from 2007 to 2008 on interstate highways, U.S. routes, state routes and local roads.

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

On U.S. routes, crashes increased in New London, Tolland and Windham counties while decreasing in Hartford, Litchfield, Middlesex, and New Haven counties. Crashes in Fairfield County remained the same.

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

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

Table RS-2. Serious (Fatal+"A") Injury Crashes by County and Road Type: 2007/2008

	Road Type							
	Interstate		U.S. Route		State Route		Local Road	
County	2007	2008	2007	2008	2007	2008	2007	2008
Fairfield	28	19	62	62	174	155	284	208
Hartford	30	34	67	65	240	256	301	264
Litchfield	0	0	40	19	39	49	26	24
Middlesex	6	4	5	1	62	47	24	25
New Haven	33	34	68	65	250	247	336	272
New London	13	5	12	15	72	88	40	39
Tolland	2	3	1	5	36	28	14	15
Windham	5	4	7	11	26	23	30	20
Statewide	117	103	262	243	899	893	1055	867

Performance Measures

Under an ongoing statewide work zone safety program, municipalities have acquired various work zone related signs and safety items. To date, one hundred and sixty five towns or approximately 98 percent 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 2011. In 2007, construction/work zone crashes totaled 1073 – an impressive 21 percent reduction from 1995.

Performance Objectives

To finalize the 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 2011.

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. The Highway Safety office will work closely with the Department, state and local law enforcement to conduct work zone safety training classes throughout the state.

Planned Countermeasures

The completion of the Local Work Zone Safety Program is anticipated by the close of Fiscal Year 2011. By the end of Fiscal Year 2010, 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 **$5,000 (402)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge

The task will include coordination of activities and projects outlined in the roadway 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. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses.

Task 2 – Local Work Zone Safety **$5,000 (402)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge

Support to local municipalities to foster work zone safety law enforcement training, community outreach, enforcement and management of work zones on local roadways.

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Motorcycle Safety (MS)

Motorcycle Safety (MS)

Problem Identification

In 2008, a total of 57 motorcycle operators and passengers were killed on Connecticut roadways, representing 21.6 percent of the State's total traffic fatalities. Based on 94,441 registered motorcycles, the fatality rate per 10,000 registered vehicles was 6.0, a substantial increase from the 2007 rate of 4.8 per 10,000. Preliminary data indicates that his trend will not continue in 2008.

In the other New England states in 2008, 14.7 percent of fatalities were motorcyclists and the fatality rate per 10,000 motorcycles registered was 3.0. Nationally, motorcycle fatalities in 2008 accounted for 14.2 percent of motor vehicle crash victims with a fatality rate of 6.9 per 10,000 registered motorcycles. The fatality rate per 10,000 registered motorcyclists in Connecticut increased while the other New England states and the U.S as a whole decreased in 2008. The percentage of total fatalities represented by motorcycles increased in the U.S., the New England region, and Connecticut between 2007 and 2008. Please refer to Table MS-1 below.

Table MS-1. Motorcyclists Killed/Fatality Rate: 2006 and 2007

	Connecticut		New England		U.S	
Year	2007	2008	2007	2008	2007	2008
Motorcyclists Killed (FARS) % of all fatalities	14.5%	21.6%	14.5%	14.7%	12.5%	14.2%
Fatality Rate per 10,000 Motorcyclists	4.8	6.0	3.9	3.0	7.3	6.9
Motorcycles Registered	89,100	94,441	327,009	348,978	7,093,163	7,706,465

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

Tables MS-2 & 3 show the numbers of motorcyclists killed and injured during the 2004 to 2008 period. In 2008, the number of motorcyclists killed (61) was up from 41 in 2007 and was the highest for the 5-year period shown. At this current rate, the data indicates a trend of 51 fatalities by 2012. The number of operator and passenger injuries in 2008 (1,287) was the second highest number for the 5-year period shown. The injury rate of 136 (injuries per 10,000 registered motorcycles) was the third highest in the 5-year period.

Table MS-2. Motorcyclists Killed

	2004	2005	2006	2007	2008
Operators Killed	48	39	53	36	54
Passengers Killed	6	3	3	5	7
Total Killed	54	42	56	41	61

Source: Connecticut Department of Transportation.

Table MS-3. Motorcyclists Injured

	2004	2005	2006	2007	2008
Operators Injured	922	998	995	1,215	1,176
Passengers Injured	79	83	84	107	111
Total Injured	1,001	1,081	1,079	1,322	1,287
Injuries per 10,000 Registrations	155	134	127	148	136
Total Number of Crashes (includes property damage only)	1,158	1,266	1,226	1,621	1,592

Source: Connecticut Department of Transportation and Department of Motor Vehicles

Figure 15. Percent of Motorcycle Operators Killed with a B.A.C.>0.00%

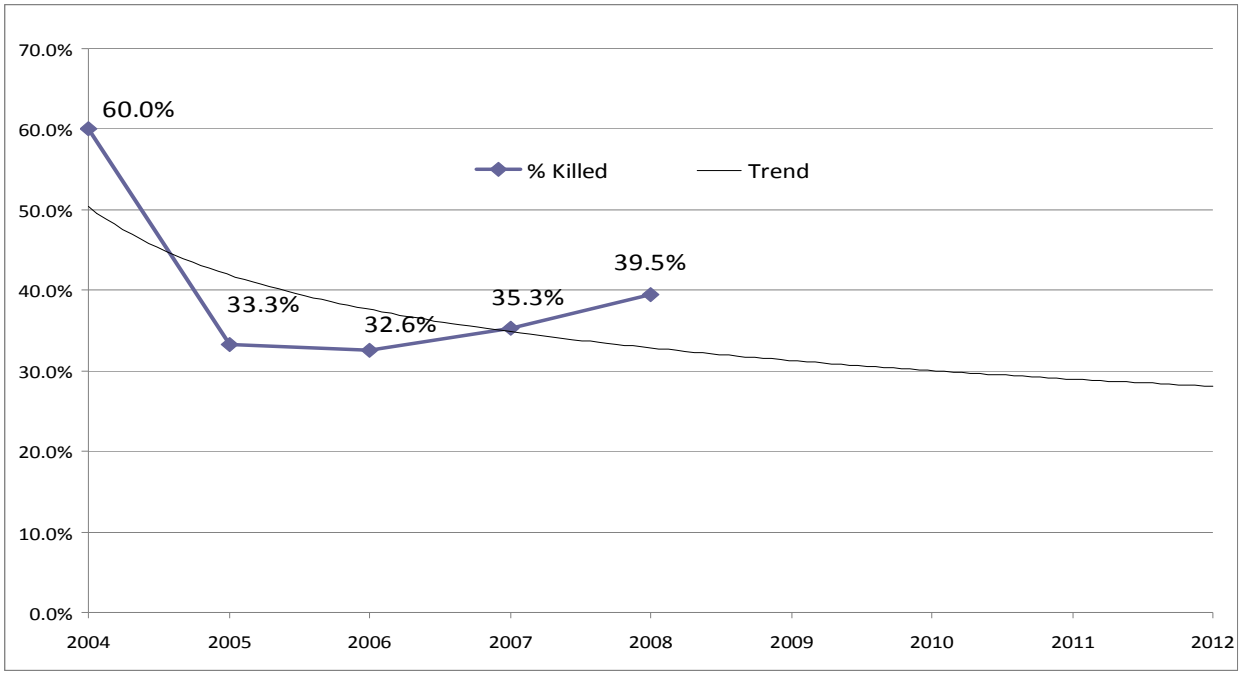


Table MS-4. BACs of Fatally Injured Motorcycle Operators

BAC	2004	2005	2006	2007	2008
.00	12	18	31	24	26
.01-.07	3	3	2	4	1
.08-Up	15	6	13	8	16
No/Unknown Result	22	13	8	2	7

With the exception of 2004 and 2005, which had a much lower rate (58 and 68 percent), over 85 percent of fatally injured motorcycle operators in Connecticut were tested for alcohol in the period 2004 to 2008 (Table MS-4). As shown in Figure 15, during these years 33 to 60 percent of those tested were found to have been drinking (any trace of alcohol). For 2008, 40 percent had been drinking and 37 percent had BACs of 0.08 percent or more (86 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 2004 to 2008 period. The table indicates that the majority of riders are under the age of 40 (52 percent in 2008). 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 43 percent of the operators involved in fatal/injury crashes in 2008. Overall, riders 40 or older accounted for 48 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: 2004-2008

		2004 (N=1,009)	2005 (N=1,081)	2006 (N= 1,079)	2007 (N=1,322)	2008 (n = 1.283)
Age	Under 20	5.0%	5.4%	5.4%	5.6%	4.7%
	20-24	17.2%	13.8%	17.4%	16.0%	16.6%
	25-29	14.7%	10.3%	12.2%	12.9%	13.4%
	30-34	12.2%	11.0%	9.5%	9.4%	8.2%
	35-39	10.9%	11.3%	10.2%	10.8%	8.8%
	40-49	22.8%	27.1%	24.7%	24.7%	26.0%
	50-59	13.2%	15.8%	15.6%	15.6%	17.0%
	60-Up	3.9%	5.4%	4.9%	5.0%	5.3%
Gender	Male	94.8%	95.4%	94.9%	95.3%	95.4%
	Female	5.2%	4.6%	5.1%	4.7%	4.6%

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 2004 to 2008.

Motorcycle crashes in Connecticut are rare during the colder months with less than 9 percent having taken place during the November through March period. Crashes are more frequent on Saturdays and Sundays. In 2008, 50 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: 2004-2008

		2004 (N=1,009)	2005 (N=1,081)	2006 (N=1,079)	2007 (N=1,301)	2008 (N=1283)
Month	January	0.2%	0.4%	0.9%	1.8%	0.8%
	February	1.3%	0.8%	0.4%	0.2%	0.4%
	March	2.2%	2.1%	2.9%	1.8%	3.3%
	April	9.0%	8.4%	10.8%	6.5%	10.2%
	May	16.9%	11.2%	14.0%	14.8%	12.8%
	June	15.0%	14.3%	10.9%	15.1%	15.5%
	July	14.0%	16.4%	16.6%	15.5%	16.8%
	August	15.7%	16.4%	14.8%	16.3%	15.1%
	September	13.9%	16.7%	13.7%	16.4%	11.6%
	October	8.8%	7.1%	8.4%	8.8%	9.3%
	November	2.6%	5.2%	3.8%	2.5%	3.7%
	December	0.4%	0.6%	2.7%	0.3%	0.5%
Day of Week	Sunday	23.2%	21.7%	22.1%	19.8%	20.4%
	Monday	7.9%	11.9%	11.7%	10.7%	11.6%
	Tuesday	10.7%	10.4%	9.0%	10.8%	11.8%
	Wednesday	9.8%	10.3%	12.3%	12.8%	12.2%
	Thursday	11.1%	11.9%	13.7%	12.5%	12.8%
	Friday	16.4%	12.8%	13.1%	12.2%	12.6%
	Saturday	20.9%	21.1%	18.1%	21.9%	18.6%
Time of Day	Mid-0359	4.8%	5.6%	4.0%	4.5%	4.8%
	0400-0759	2.9%	3.9%	4.1%	3.7%	12.6%
	0800-1159	11.3%	11.8%	10.7%	12.5%	27.3%
	1200-1559	30.4%	30.9%	28.6%	29.1%	34.5%
	1600-1959	33.6%	32.3%	36.9%	32.7%	15.6%
	2000-2359	17.1%	15.2%	15.2%	17.1%	5.1%

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 2004 to 2008, and the number of these crashes in the calendar year 2008 per 100,000 population.

Table MS-7. Motorcycle Fatal/Injury Crashes 2004-2008 by Location

County	Total 2004-2008	Pct. Change 2004-2008	2008 Crashes Per 100,000 Pop.
Fairfield	1,087	22.3%	28.8
Hartford	1,398	65.2%	38.4
Litchfield	428	9.6%	48.5
Middlesex	331	50.0%	49.2
New Haven	1,445	9.8%	34.5
New London	537	7.7%	42.3
Tolland	261	-2.1%	31.7
Windham	261	20.5%	40.1

Source: Connecticut Department of Transportation; Population data estimate for 2008.

The most frequent contributing factors found in Connecticut fatal and injury motorcycle crashes during 2004 to 2008 are listed in Table MS-8. The first data column contains the contributing factors for single vehicle crashes (N=2,304). 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=1,258) or the other driver (N=2,204) 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” (28.5 percent), “losing control” (17.4 percent), and “driving too fast” (9.6 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 (55.0 percent).

Table MS-8. Motorcycle Fatality/Injury Crashes-Contributing Factors 2004-2008

	% of Single Vehicle Crashes (N=2,304)	% of Multiple Vehicle Crashes; MC Oper. Fault (N=1,258)	% of Multiple Vehicle Crashes; Other Oper. Fault (N=2,204)
1. Driver Lost Control	56.3%	17.4%	3.0%
2. Driving Too Fast for Conditions	18.3%	9.6%	1.5%
3. Road Condition/Object In Road	8.6%	0.7%	0.6%
4. Driver Under the Influence	3.4%	2.6%	1.6%
5. Failed to Grant Right of Way	0.0%	6.9%	55.0%
6. Driver Following Too Closely	3.2%	28.5%	12.7%
7. Driver Violated Traffic Control	0.3%	4.9%	6.4%
8. Other	9.9%	29.3%	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 2004 to 2008
- 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 where the other driver was at fault, the major contributing factor in 55 percent of these crashes was failure to grant the right-of-way

Performance Measures

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

Performance Measure	Year				
	2004	2005	2006	2007	2008
Motorcyclists Killed and Injured	1055	1123	1135	1362	1348
Injuries per 10,000 Registered Motorcycles	155	134	127	148	143
Number of Un-Helmeted Motorcycle Fatalities	39	27	36	27	34
Number of Motorcycle Injuries Helmeted	438	440	454	575	582
Number of Operators Killed with BAC>0.00	18	9	15	12	17
Number of Motorcyclists Trained	4,932	5,600	5,843	6,192	6,290

Performance Goals

To decrease the number of un-helmeted fatalities below the five year average of 33 (2004-2008) to 25 by 2012.

To decrease the number of fatalities below the five year average (2004-2008) of 51 by 10 percent to 46 by 2012.

To decrease the percentage of fatally injured motorcycle operators with BACs greater than 0.00 from 39.5 percent in 2008 to 30 percent in 2012.

Performance Objectives

To train 7,500 beginning, intermediate, experienced and advanced motorcycle operators during calendar year 2011.

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 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 $300,000 (402)*
Administrative Oversight: Department of Transportation, Highway Safety Office
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 $80,000 (402)*
Administrative Oversight: Department of Transportation, Highway Safety Office
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" website, preparing and maintaining project documentation, and evaluating task accomplishments. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses.

Task 3 — Community Outreach to Motorcycle Riders $50,000 (2010MC)*

Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Raymond Gaulin

This task will provide coordination and staffing of grassroots events and seminars to promote voluntary helmet use, a ride sober campaign, share the road, safe motorcycle operation, and

recruitment of motorcycle safety instructors. HSO will partner with motorcycle groups to develop and promote activities designed to increase voluntary helmet usage.

Task 4 — Expanding Motorcycle Safety Efforts (Section 2010) $250,000 (2010 MC)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Raymond Gaulin

This task will utilize Section 2010 funds to expand statewide motorcycle safety efforts. Some of these activities will include a statewide media campaign to promote rider education and our "Share the Road" messages. Also under this task HSO plans to purchase training motorcycles and Safe Motorcyclist Awareness and Recognition Trainers (SMART simulators) to expand training activities.

**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.*

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 repository 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. Current efforts are 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. The integrated data collection system will allow for comprehensive problem identification for the purpose of improving highway safety in Connecticut. 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).

The work of the TRCC has focused on the development of electronic field data capture of motor vehicle crash, citation, EMS, patient care, and other incident reporting including the back-end systems to receive and process this data. A primary objective of the TRCC has been a state crash data repository as outlined and discussed in the 2007 Traffic Records Assessment. The TRCC has also continued to emphasize the development and implementation of data transmittal protocols that allow for the upload of data to the appropriate State and local databases.

The TRCC continues to strive for increased support for law enforcement participating in the electronic field data capture of traffic citation information, including additional e-citation equipped law enforcement vehicles. Improving motor vehicle traffic crash data will ultimately help in making better programming decisions, i.e., transportation planning, public health, highway safety, driver licensing, engineering and law enforcement deployment.

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, Chief States Attorney’s Office.

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 reduce the time it takes to access motor vehicle crash data from one year to 6 months by 2011.

To develop a crash repository, data query and analysis toolset to provide the traffic safety community with timely, accurate, complete and uniform crash data.
.

Performance Objectives

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.

Planned Countermeasures

Goals and objectives listed above will be accomplished through a variety of avenues, including seeking 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 **$200,000 (402)***
$100,000 (408)*

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

The task will include coordination of activities and projects outlined in the traffic records 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. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses.

Task 2 — Traffic Records Strategic Plan Implementation **$1,300,000 (408)***

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

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

State Motor Vehicle Crash Data Repository
E-Citation Processing System
E-Citation Pilots for Local Law Enforcement
E-Citation Pilots for State Law Enforcement
E-EMS Patient Care Reporting Data Collection System
E-Motor Vehicle Crash Reporting CSP to DOT
Crash Outcome Data Evaluation 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 signing within 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 4,156 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 project limits. 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 **$11,000,000 (154HE)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei

The task will include coordination of activities and projects outlined in the hazard elimination 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. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses.
**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.*

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 2006 to 2008. The data shows that the percentage of Connecticut licensed drivers age 20 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: 2006-2008 (19 and Under; 20-49)

	Age Group					
	20 and Under			21-49		
	2006	2007	2008	2006	2007	2008
CT---N % Total	141,431 5.0%	143,754 5.0%	141,571 4.9%	1,453,991 51.8%	1,454,189 51.0%	1,446,871 50.2%
US---N % Total	12,989,987 6.4%	13,226,352 6.4%	13,295,580 6.4%	110,417,927 54.4%	110,433,969 53.7%	110,418,240 53.0%

Source: Federal Highway Administration

Table OA-2. Licensed Drivers by Age Group: 2006-2008 (50-69; 70+)

	Age Group					
	50-69			70+		
	2006	2007	200	2006	2007	2008
CT---N % Total	818,477 29.2%	847,609 29.8%	877,000 30.4%	391,225 13.9%	403,050 16.2%	417,882 14.5%
US---N % Total	58,813,633 29.0%	61,113,378 29.7%	63,039,529 30.3%	20,588,891 10.2%	20,968,146 10.2%	21,567,252 10.4%

Source: Federal Highway Administration

Table OA-3 contains 2006, 2007, and 2008 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 2006, 2007 and 2008 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. In the period 2006-2008, the involvement rate of Connecticut drivers under 69 in injury crashes has generally been 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*: 2006-2008

Driver Age Group	Drivers in Fatal Crashes					
	2006		2007		2008	
	CT	US	CT	US	CT	US
20 and Under	43.1	58.4	37.6	53.9	22.6	44.7
21-49	17.6	30.1	15.8	28.8	14.1	25.5
50-69	11.1	20.0	9.1	19.5	9.1	17.8
70-Up	9.2	20.8	9.4	20.2	8.1	18.4

***** 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*: 2006-2008

Driver Age Group	2006		2007		2008	
	CT	US	CT	US	CT	US
19 and Under	5,268	3,968	5,229	3,531	4,520	N/A
20-49	2,080	1,637	2,139	1,582	1,972	N/A
50-69	1,164	983	1,193	926	1,107	N/A
70-Up	720	824	702	727	632	N/A

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

Table OA-5
Fatal Crashes Involving Young Drivers
Month, Time of Day, and County
5-year Total: 2004– 2008

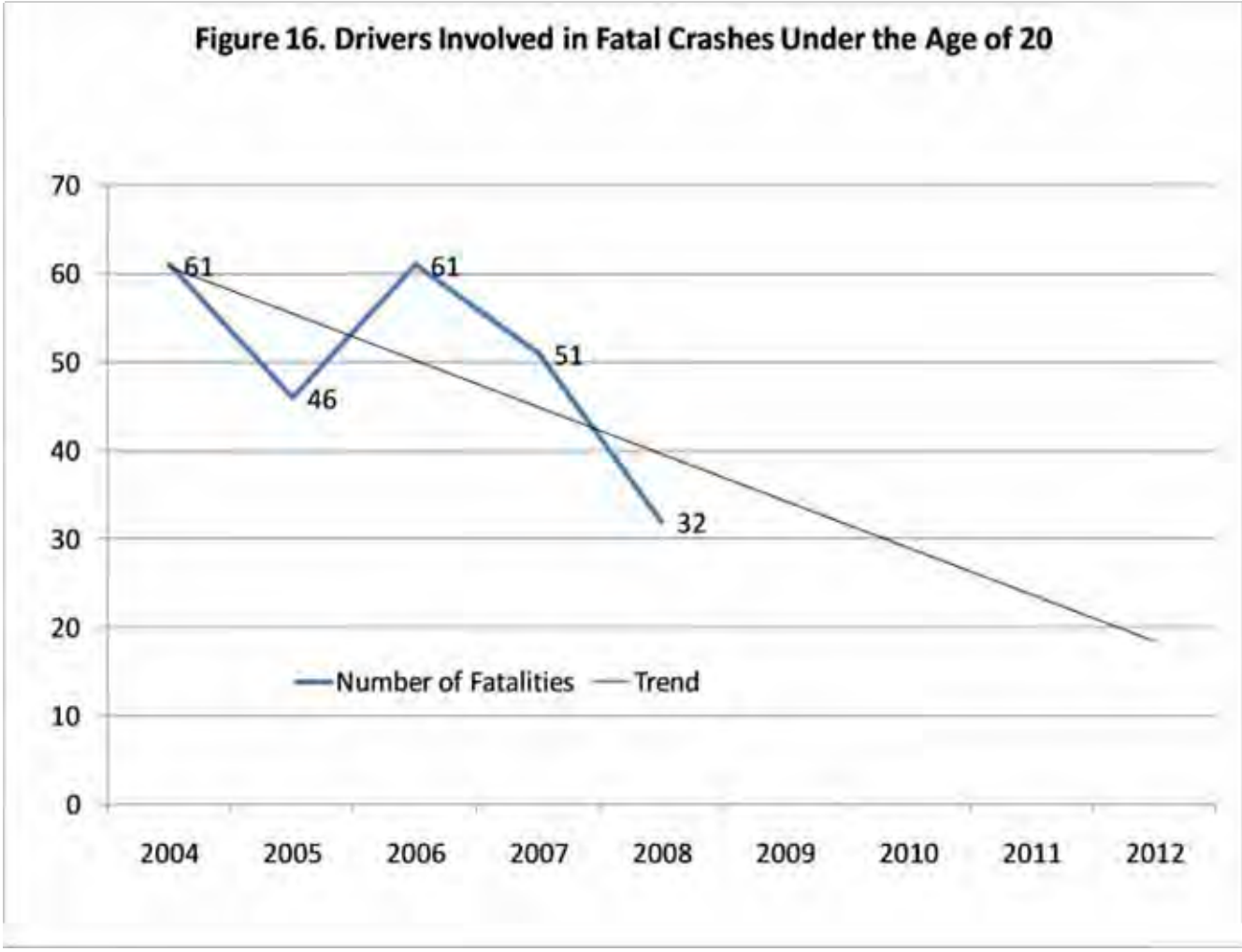
	Fatal Crashes Involving Young Drivers Age 20 and Under N=254	%
MONTH		
January	26	10.2%
February	15	5.9%
March	17	6.7%
April	20	7.9%
May	15	5.9%
June	24	9.4%
July	37	14.6%
August	27	10.6%
September	15	5.9%
October	27	10.6%
November	14	5.5%
December	17	6.7%
TIME OF DAY		
Mid-3am	43	16.9%
3am-6am	20	7.9%
6am-9am	17	6.7%
9am-Noon	9	3.5%
Noon-3pm	38	15.0%
3pm-6pm	39	15.4%
6pm-9pm	48	18.9%
9pm-Mid	40	15.7%
COUNTY		
Fairfield	39	15.4%
Hartford	56	22.0%
Litchfield	16	6.3%
Middlesex	19	7.5%
New Haven	62	24.4%
New London	29	11.4%
Tolland	18	7.1%
Windham	15	5.9%

The greatest number of fatal crashes involving young drivers occurred in July (37) followed by August and October (each with 27), and 52 percent (131) occurred from 6 p.m. to 3 a.m. The greatest number (62) occurred in New Haven County, followed by Hartford County (56) and Fairfield County (39).

Table OA 5a. Drivers Involved in Fatal Crashes by Age

Drivers involved in fatal crashes	Year				
	2004	2005	2006	2007	2008
Total	413	405	452	403	355
Aged 15 & Under	0	1	0	0	1
Aged 15-20	61	45	61	54	31
Aged Under 21	61	46	61	54	32
Aged 21 & Over	344	357	383	345	318
Unknown	8	2	8	4	5

Figure 16 represents the decrease in the number of drivers under the age of 20 who have been involved in fatal crashes. From 2004 to 2008 the number of fatal crashes in the age group dropped from 61 to 32 (a reduction of 52 percent).



Performance Goals

To decrease drivers age 20 or younger involved in fatal crashes 7 percent from the 2004-2008 base year average of 50 to 46 by 2012

Task 1 – Young Driver Skill Development **$40,000 (402)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

Program administration will expand the Teens in the Driver Seat (peer to peer intervention) pilot campaign to incorporate additional schools statewide. This task will also provide funding for travel to regional and national conferences on teen driving issues. Earned media as well as other events will be developed to support National Safe Teen Driving Week. Work with national and local groups to support teen driving safety week. Will work with NHTSA to promote and pilot test the Parents Responsibility Tool Kit. Programs will be developed to educate law enforcement as well as parents. 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 (406)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

Program administration will plan, coordinate, and implement a program for mature drivers. Work with Connecticut Children's Medical Center on their mature driver safety program. Mature drivers will take part in a study that looks at mature driver safety issues. Develop campaigns to effectively address the issues and concerns regarding 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.

**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.*

Bicycles and Pedestrians

In Connecticut, 5 bicyclists were killed in motor vehicle crashes in the year 2008. This accounted for 1.9 percent of the total number of traffic fatalities that occurred during that year. Annual bicyclist fatalities ranged between 3 and 5 during the 2004 to 2008 period. Also in 2008, there were 609 non-fatally injured bicyclists involved in motor vehicle crashes in Connecticut, the second highest number in the most recent 5 years. The 2008 injury figure represents 1.7 percent of all motor vehicle related injuries.

Table OA-7. Bicyclists Killed and Injured, 2004-2008

	Year				
	2004	2005	2006	2007	2008
Number Killed	5	3	5	5	5
Number Injured	623	651	578	663	609

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. The number of fatalities and injuries has basically remained constant, bicycle fatalities and injuries did not change from 2004 to 2008.

Bicycle Performance Measures

Performance Measure	Year				
	2004	2005	2006	2007	2008
Bicyclists Killed and Injured per 100,000 Population	18	19	17	19	18
Percent Bicyclists Helmeted	25%	26%	29%	33%	30%

TABLE OA-8
Connecticut Bicyclist Fatalities

	2004	2005	2006	2007	2008	Change 2004-08 %
Bicyclist Fatalities						
U.S. Total	727	786	772	701	716	- 1.5%
Region Total	19	15	18	21	22	+ 15.8%
Connecticut	5	3	5	5	5	0.0%

During the 5-year period of 2004 to 2008, the number of bicyclist fatalities in Connecticut each year ranged between 3 and 5.

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

	2004	2005	2006	2007	2008
Nationwide	1.7%	1.8%	1.8%	1.7%	1.9%
NHTSA Region 1	1.4%	1.2%	1.5%	1.8%	2.1%
Connecticut	1.7%	1.1%	1.6%	1.7%	1.9%

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

In Connecticut, 37 pedestrians were killed and 1,082 were injured in motor vehicle crashes in Connecticut during 2008.

TABLE OA-10
Connecticut Pedestrian and Bicycle Fatalities
Month, Time of Day, and County
5-Year Total: 2004-2008

	Pedestrian Fatal Crashes		Bicycle Fatal Crashes	
MONTH	**(N=168)**	**%**	**(N=23)**	**%**
January	14	8.3%	0	0.0%
February	11	6.5%	0	0.0%
March	16	9.5%	1	4.3%
April	14	8.3%	2	8.7%
May	11	6.5%	5	21.7%
June	9	5.4%	2	8.7%
July	12	7.1%	3	13.0%
August	11	6.5%	6	26.1%
September	10	6.0%	1	4.3%
October	20	11.9%	1	4.3%
November	25	14.9%	0	0.0%
December	15	8.9%	2	8.7%
TIME OF DAY	**(N=168)**	**%**	**(N=22)***	**%**
Mid-3am	18	10.7%	3	13.6%
3am-6am	7	4.2%	0	0.0%
6am-9am	14	8.3%	0	0.0%
9am-Noon	13	7.7%	1	4.5%
Noon-3pm	14	8.3%	2	9.1%
3pm-6pm	23	13.7%	8	36.4%
6pm-9pm	44	26.2%	7	31.8%
9pm-Mid	35	20.8%	1	4.5%
COUNTY	**(N=168)**	**%**	**(N=23)**	**%**
Fairfield	39	23.2%	5	21.7%
Hartford	45	26.8%	4	17.4%
Litchfield	5	3.0%	3	13.0%
Middlesex	4	2.4%	1	4.3%
New Haven	41	24.4%	9	39.1%
New London	23	13.7%	1	4.3%
Tolland	7	4.2%	0	0.0%
Windham	4	2.4%	0	0.0%

*There was one unknown time of day

Pedestrian fatalities occurred more frequently during October through December then during other months of the year. The majority (57.9 percent) of these occurred in the 3pm to midnight time period. The largest number of pedestrian fatalities occurred in Hartford (45), New Haven (41), and Fairfield (39) counties, accounting for about 74 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: 2004-2008

	Pedestrian	Bicyclists
Fatalities	**N=168**	**N=22**
Factors Reported	**N=150**	**N=23**
Darting, running into road	27	0
Improper crossing	47	4
Walking, running against traffic (Ped. only)	31	N/A
Riding in roadway/against traffic	N/A	7
Not visible	27	0
Failure to obey traffic controls	10	6
All other factors	20	7

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” (47). “Riding in roadway/against traffic” was cited for 7 of the 22 bicycle fatalities from 2004 to 2008.

Table OA-12
Connecticut Pedestrian Fatalities

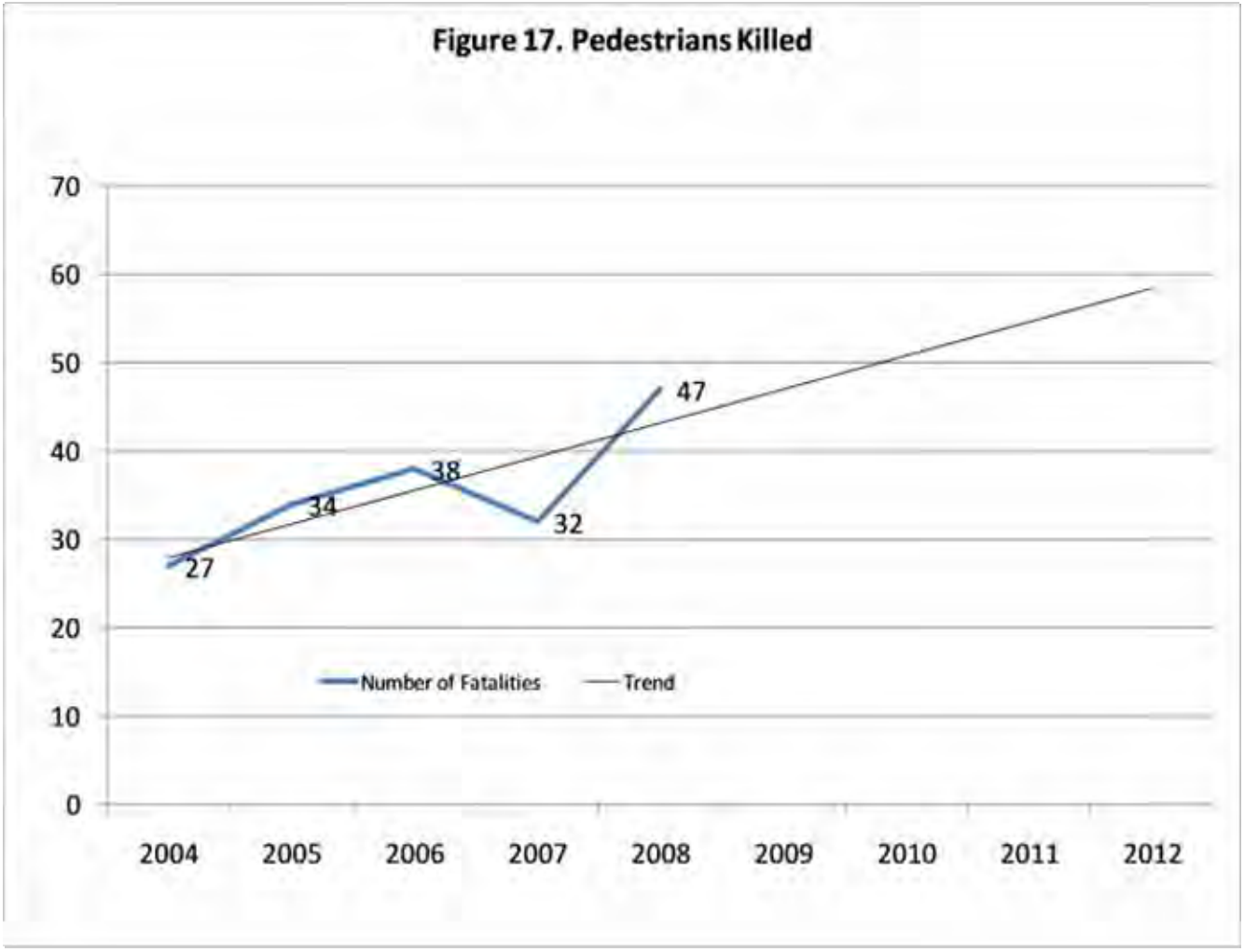
	2004	2005	2006	2007	2008	Change 2004-08 %
Pedestrian Fatalities						
U.S. Total	4,675	4,892	4,795	4,699	4,378	- 6.4%
Region I Total	147	141	130	138	144	- 2.0%
Connecticut	27	34	38	32	37	+ 37.0%

The number of pedestrian fatalities in Connecticut fluctuated over the 5-year period of 2004 to 2008. In 2008, there were 37 pedestrian fatalities, a 16 percent increase from 32 fatalities in 2007. Table OA-13 shows the number of fatally and non-fatally injured pedestrians in the State over the 2004 to 2008 period.

Table OA-13. Number of Pedestrians Killed and Injured: 2004-2008

Injury Severity	2004	2005	2006	2007	2008
Killed	27	34	38	32	47
Total Injured	1,063	1,088	1,064	1,220	1,082
Serious A Injury	213	201	204	247	197
Moderate B Injury	440	447	473	551	491
Minor (C) Injury	410	440	387	422	394

Source: Connecticut Department of Transportation



The pedestrian fatality rate for Connecticut in 2008 was 1.1 per 100,000 population compared to 1.0 per 100,000 in the other New England states and 1.4 per 100,000 nationally. Pedestrian fatalities in Connecticut accounted for 14.0 percent of all motor vehicle crash victims in 2008 as compared to 10.8 percent in 2007. Nationally, the figures were 11.7 percent in 2008 and 11.4 percent in 2007. The State's non-fatal injury pedestrian rate was 35 per 100,000 population compared with a rate of 23 nationally. Please refer to Table OA-14.

Table OA14. Percent of Pedestrians Killed: Fatal/Non-Fatal Rates/100,000 Population: 2007/2008

	Connecticut		New England		U.S.	
Year	2007	2008	2007	2008	2007	2008
Pedestrians Killed: Percentage of all Fatalities	10.8%	14.0%	11.7%	13.6%	11.4%	11.7%
Fatality Rate per 100,000 population	0.9	1.1	1.0	1.0	1.6	1.4
Non-Fatal Injury Rate Per 100,000 population	35	35	*	*	23	23

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

Performance Measures

Performance Measure	2004	2005	2006	2007	2008
Pedestrians Killed per 100,000 Population	0.8	1.0	1.1	0.9	1.1
Pedestrians Injured per 100,000 Population	30	31	30	35	35

Performance Goals

To reduce the number of pedestrians killed by 5 percent from the five year average of 36 (2004-2008) to 34 in 2012.

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 (406)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

The goal of this program is to improve pedestrian and bicycle safety through a comprehensive program of data collection, analysis, countermeasure developments and public awareness.

Task 4 – "Share the Road" Public Information Campaign $50,000 (406)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

This task provides support for developing a curriculum for law enforcement to educate those regarding provisions of the new "3-foot" passing rule and other laws and issues relevant to bicycle and pedestrian safety. The task also provides support for public information, education and awareness campaign.

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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 2004 to 2008; the percentage change in these crash levels from 2004 to 2008 and the 2006, 2007, and 2008 fatal/injury crash rates per 100,000 residents. Also shown are the 3 municipalities within each geographic county with the highest 2008 crash rates.

Table OA-15

Fatal/Injury Crashes: Geographical County/Municipality 2004-2008

County	City/Town with Highest 2008 Rate	Fatal/Injury Crashes 2004-2008	Pct. Change 2004-2008	Fatal/Injury Crashes Per 100,000 Pop.		
				2006	2007	2008
Fairfield		38,308	-16%	852	855	776
	Westport	1,655	11%	1,317	1,445	1,266
	Bridgeport	8,311	-11%	1,167	1,166	1,143
	Darien	4,146	-15%	1,040	1,010	826
Hartford		37,191	-7%	797	849	839
	Hartford	7,927	3%	1,165	1,321	1,360
	East Windsor	548	17%	957	1,131	1,202
	Plainville	1,017	-17%	1,154	1,137	1,073
Litchfield		5,807	-11%	648	625	578
	Cornwall	68	-6%	*	907	1,046
	Norfolk	62	14%	482	422	925
	Thomaston	310	28%	746	866	920
Middlesex		5,411	-10%	612	651	646
	Cromwell	664	-4%	862	932	1,057
	Old Saybrook	434	11%	723	781	887
	Durham	262	1.9%	709	785	815
New Haven		40,334	-222%	926	986	842
	Orange	1,253	-20%	1,927	2,108	2,033
	North Haven	1,645	-6%	1,424	1,359	1,363
	Waterbury	461	-5%	1,240	1,360	1,184

* No data available for this year.

Table OA-15. Fatal/Injury Crashes: Geographical County/Municipality 2004-2008 (Continued)

County	City/Town with Highest 2008 Rate	Fatal/Injury Crashes 2004-2008	Pct. Change 2004-2008	Fatal/Injury Crashes Per 100,000 Pop.		
				2006	2007	2008
New London		9,046	-19%	665	698	610
	Preston	302	-13%	1,621	1,280	1,109
	Franklin	133	-39%	1,580	1,580	1,090
	North Stonington	247	-31%	902	842	992
Tolland		4,098	-13%	558	602	520
	Union	115	-25%	1,732	3,319	3,319
	Vernon	1,173	-21%	845	834	727
	Willington	200	5%	621	755	671
Windham		3,411	-15%	600	578	579
	Scotland	48	17%	257	964	900
	Plainfield	590	-9%	732	725	828
	Putnam	250	119%	422	578	755

Source: Connecticut Department of Transportation

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. 82-333 amended Subsec. (b) of section 14-49 of the CGS to permit; Four dollars of the total fee with respect to the registration of each motorcycle shall, when entered upon the records of the Special Transportation Fund, be deemed to be appropriated to the Department of Transportation for purposes of continuing the program of motorcycle rider education formerly funded under the federal Highway Safety Act of 1978, 23 USC 402.

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. 89-242 amended Section 1. Subsection (c) of section 14-40a of the CGS by requiring an applicant under the age of eighteen to present evidence satisfactory to the commissioner that such applicant has successfully completed a novice motorcycle training course conducted by the Department of Transportation or other safety or educational organization that has developed a curriculum approved by the commissioner.

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 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.

Public Act 09-187:
AN ACT CONCERNING THE FUNCTIONS OF THE DEPARTMENT OF MOTOR VEHICLES.

This act spans a wide range of motor vehicle regulations including:

<u>DUI-Related provisions:</u>

Section 6. Makes a technical change in the law governing participation in the DMV substance abuse treatment program for drunk driving offenders. It also removes the current 30-day limit within which someone who has been notified of the requirement to participate in a treatment program has to petition the commissioner to waive the requirement based on certain statutory criteria.

Section 35. Third-Time DUI Offenders. This section permits those who have had their drivers' licenses permanently revoked for a third conviction for driving under the influence or alcohol or drugs before October 1, 1999 to avail themselves of the same process for restoring the ability to drive after six years that currently is afforded to those whose revocations occurred on or after October 1, 1999. Under this process, once at least six years has passed since the revocation, the person may request a DMV hearing for reversal or reduction of the revocation.

The person must provide satisfactory evidence that a reversal or reduction of the revocation will not endanger pubic safety and must meet other requirements, such as successful completion of an alcohol education and treatment program. If granted relief, the person must, as a condition, operate only vehicles equipped with an approved ignition interlock device from the date the relief is granted until 10 years have passed from the revocation date.
EFFECTIVE DATE: October 1, 2009

Section 42. Technical Correction – Ignition Interlock Devices. This section makes a technical correction to the law regarding the use of ignition interlock devices on motor vehicles used by those convicted of certain alcohol-related driving crimes to reflect the fact that in 2008 the law was expanded to require the use of such devices following the mandatory license suspensions that result from convictions for 2nd degree assault with a motor vehicle and 2nd degree manslaughter with a motor vehicle, both of which involve driving a motor vehicle while under the influence of alcohol or drugs.
EFFECTIVE DATE: October 1, 2009

Section 44. Amendment to "Move Over" Law. This section expands a provision of PA 09-121(H.B. 5894), which requires a motorist approaching one or more stationary emergency vehicles on a travel lane, breakdown lane, or shoulder of a highway to immediately slow down and, if in the adjacent lane and it is safe to do so, move over one lane. One type of emergency vehicle covered by the act is a vehicle operated by a sworn member of the State Police or an organized local police department. This section broadens this provision to include additional types of police officers including (1) any member of a law enforcement unit who performs police duties, for example, DMV inspectors designated to enforce motor vehicle laws; (2) appointed constables who perform criminal law enforcement duties; and (3) certain special policemen appointed to enforce laws on state property, investigate public assistance fraud, and policemen for utility and transportation companies.
EFFECTIVE DATE: October 1, 2009

Section 47. Work-Zone Safety Police Training. This section specifies that the State Police, the Post Officer Standards and Training Council, and each municipal police department "shall be encouraged" to provide in each basic or review police training program they conduct or administer training on highway work zone safety that covers, at least:
1. enforcement of criminal laws on highway worker endangerment;
2. techniques for handling unsafe driving incidents in a highway work zone;
3. risks associated with unsafe driving in a highway work zone;
4. safe traffic control practices such as the proper location of officers and wearing high-visibility safety apparel; and
5. general guidelines, standards, and applications in the Manual on Uniform Traffic Control Devices, including training on the proper use of traffic control devices and signs and a one hour annual refresher on the guidelines, standards, and applications.

The section requires the Highway Work Zone Safety Advisory Council to develop a program curriculum and make it available to and recommend it to the various training entities. The act does not specify who must encourage the training entities to provide the training, but the council would be one possibility.
EFFECTIVE DATE: October 1, 2009

Section 49. Technical Correction Regarding Motor-Driven Cycles. In 2008, the statutes were substantially rewritten to replace the laws governing bicycles with helper motors, i.e. "mopeds," with the concept of "motor-driven" cycles. The reference to bicycles with helper motors in the motor vehicle definition was not changed at the time. The act makes this technical correction.
EFFECTIVE DATE: October 1, 2009

Sections 62 – 64. Drunk Driving Offenses and Administrative License Suspensions.
These sections:
1. Decrease, from .08% to .04% the presumptive level for determining if a driver of a commercial motor vehicle (a large truck, bus, or hazardous materials transporter) is operating with an elevated blood alcohol level for both the criminal offense and the administrative suspension;
2. Broadens the scope of the law that prohibits someone under age 21 from operating a motor vehicle on a highway with a BAC of .02% or more to apply anywhere, including on private property, rather than just on a highway;
3. Decreases the minimum time police must wait before administering the required second blood-alcohol test from 30 to 10 minutes and, for criminal DUI prosecutions, narrows the range of test results that requires an extrapolation or "relation back" of the test results to establish the driver's blood-alcohol level at the actual time of operation of the vehicle;
4. For administrative per se license suspension hearings, eliminates a parallel "relation back" provision entirely and requires only that the test be commenced within two hours of the time of operation;
5. Allows police to submit the required arrest documentation and test results to DMV for the administrative license suspension process electronically, gives them longer to do it, and gives the motor vehicle commissioner more time to render a decision following an administrative hearing;
6. Notwithstanding the statutory requirement for service of subpoenas at least 18 hours before appearance is required, requires any subpoena summoning a police officer as a witness in a per se hearing to be served on the officer at least 72 hours before the designated time of the hearing; and
7. Expands the circumstances under which blood test results from someone taken to a hospital can be used under the administrative per se process.
EFFECTIVE DATE: October 1, 2009

Section 66. Provision of Ignition Interlock Device Restriction in Electronic Driver Record. This section requires the DMV commissioner to put information pertaining to someone's ignition interlock device restriction into his or her electronic driver's license or driving history record and ensure that this record is accessible to law enforcement officers. The information must include the duration of the restriction.
EFFECTIVE DATE; October 1, 2009

Public Act No. 10-153 amended Section 1. Subsection (c) of section 14-40a of the CGS by requiring any applicant for a motorcycle endorsement to present evidence satisfactory to the commissioner that such applicant has successfully completed a novice motorcycle training course conducted by the Department of Transportation with federal funds available for the purpose of such course, or by any firm or organization that conducts such a course that uses the curriculum of the Motorcycle Safety Foundation or other safety or educational organization that has developed a curriculum approved by the commissioner.

Public Act 10-109: **AN ACT CONCERNING THE USE OF HAND-HELD MOBLE TELEPHONES AND MOBILE ELECTRONIC DEVICES BY MOTOR VEHICLE OPERATORS**

This act:

1. specifies that it is illegal for a driver to type, send, or read text messages on a hand-held cell phone or mobile electronic device while operating a moving motor vehicle;

2. replaces, in most cases, the maximum $100 fine for using a hand-held cell phone or mobile electronic device while driving with fines of $100 for the first violation, $150 for a second violation, and $200 for subsequent violations, and explicitly imposes these fines on people who text while driving;

3. requires the state to remit 25% of the amount it receives from each summons to the municipality that issues the summons; and

4. eliminates the requirement that judges suspend the fine for a first-time offender who acquires a hands-free accessory before the fine is imposed.

It requires each Superior Court clerk, the chief court administrator, or any official the administrator designates, by the 30th day of January, April, July, and October, annually, to certify to the comptroller the amount due for the previous quarter to each municipality served by that clerk or official.

By law, school bus drivers and drivers under age 18 are prohibited from using either hand-held or hands-free cell phones while driving, except in emergencies. The law, unchanged by the act, imposes a maximum fine of $100 on these drivers who violate the law. As with the law against using hand-held cell phones while driving, the texting ban does not apply in emergency situations or to any of the following people while performing their official duties: peace officers, firefighters, ambulance and emergency vehicle drivers, or members of the military when operating a military vehicle. **EFFECTIVE DATE: October 1, 2010**

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 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments

• 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

Section 402 Requirements

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 per cent 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;

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));

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.
(23 USC 402 (b)(1)(E));

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. (23 USC 402(l)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

• Name of the entity receiving the award;
• Amount of the award;
• Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
• Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country, and an award title descriptive of the purpose of each funding action;
• A unique identifier (DUNS);
• The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) $25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

• Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.; PL 101-336), which prohibits discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of

that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702;):

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 (49 U.S.C. 5323(j)) 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, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

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 which 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.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

(1) Adopt and enforce workplace safety policies to decrease crashed caused by distracted driving including policies to ban text messaging while driving—

a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or

b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

(2) Conduct workplace safety iniatives in a manner commensurate with the size of the business, such as –

a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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).

Robert J. Cabelus

Governor's Representative for Highway Safety

Connecticut

State or Commonwealth

2011

For Fiscal Year

8/31/2010

Date

Index of Commonly Used Acronyms

AAMVA	**American Association of Motor Vehicle Administrators**
AAA	**American Automobile Association**
AASHTO	**American Association of State Highway Transportation Officials**
ADT	**Average Daily Traffic**
ALS	**Advanced Life Support**
ANSI	**American National Standards Institute**
ATSIP	**Association of Transportation Safety Information Professionals**
BAC	**Blood Alcohol Concentration**
BLS	**Basic Life Support**
BTS	**Bureau of Transportation Statistics**
CADRE	**Critical Automated Data Reporting Elements**
CAPTAIN	**Connecticut Area Police Total Access Information Network**
CARE	**Critical Analysis Reporting Environment**
CAST	**Reports - User Groups Involved in Crashes**
CCMC	**Connecticut Children's Medical Center**
CDC	**Centers for Disease Control**
CDL	**Commercial Driver License**
CDLIS	**Commercial Driver License Information System**
CDPD	**Cellular Digital Packet Data**
CHA	**Connecticut Hospital Association**
CHIME	**Connecticut Hospital Information and Management Exchange**
CIB	**Centralized Infractions Bureau**
CJIS	**Criminal Justice information System**
CMV	**Commercial Motor Vehicle**
CODES	**Crash Outcome Data Evaluation System**
COLLECT	**Connecticut On-Line Law Enforcement Communication Teleprocessing**
ConnDOT	**Connecticut Department of Transportation**
CPCA	**Connecticut Police Chief's Association**
CRCOG	**Capitol Region Council of Governments**
CRMVS	**Judicial Computer Systems**
CSP	**Connecticut State Police**
CVARS	**Commercial Vehicle Analysis Reporting System**
CVISN	**Commercial Vehicle Information Systems Network**
CVSD	**Commercial Vehicle Safety Division**
DLN	**Driver License Number**

DMV	**Department of Motor Vehicles**
DoIT	**Department of Information Technology**
DOT	**Department of Transportation**
DPH	**Department of Public Health**
DPS	**Department of Public Safety**
DSS	**Decision Support System**
DUI	**Driving Under the Influence**
DW	**Data Warehouse**
DWI	**Driving While Intoxicated**
ED	**Emergency Department**
EMS	**Emergency Medical Services**
EMT	**Emergency Medical Technician**
FARS	**Fatality Analysis Reporting System**
FHWA	**Federal Highway Administration**
FMCSA	**Federal Motor Carrier Safety Administration**
FTP	**File Transfer Protocol**
GDL	**Graduated Driver Licensing**
GHSA	**Governor's Highway Safety Association**
GIS	**Geographic Information System**
GPS	**Global Positioning System**
GVWR	**Gross Vehicle Weight Rating**
HHS	**Health and Human Services**
HIPAA	**Health Insurance Portability & Accountability Act**
HSIS	**Highway Safety Information System**
HSPP	**Highway Safety Planning Process**
IACP	**International Association of Chiefs of Police**
IRP	**International Registration Plan**
ISMP	**Integrated Safety Management Process**
ISS	**Injury Surveillance System**
ITS	**Intelligent Transportation System**
JIS	**Judicial Information System**
LE	**Law Enforcement**
LEL	**Law Enforcement Liaison**
MCMIS	**Motor Carrier Management Information System**
MCSAP	**Motor Carrier Safety Action Program**
MDT	**Mobile Data Terminal**
MMUCC	**Model Minimum Uniform Crash Criteria**
MOU	**Memorandum of Understanding**
MTRS	**Model Traffic Records System**

NCHRP	**National Cooperative Highway Research Program**
NCIC	**National Crime Information Center**
NCSA	**National Center for Statistics and Analysis**
NDR	**National Driver Register**
NEMSIS	**National Emergency Medical Services Information System**
NGA	**National Governors Association**
NHTSA	**National Highway Traffic Safety Administration**
NLETS	**National Law Enforcement Telecommunications System**
NSC	**National Safety Council**
OBTS	**Offender Based Tracking System**
OCS	**Operator Control System**
OEMS	**Office of Emergency Medical Services**
OHCA	**Office of Health Care Access**
OPM	**Office of Policy and Management**
PDO	**Property Damage Only**
PDPS	**Problem Driver Pointer System**
PHHS	**Preventive Health and Health Services**
PI&E	**Public Information & Education**
PR-1	**Police Crash Report**
PR-2	**Supplemental Report for Fatal Accidents**
Q&A	**Question and Answer**
RDBMS	**Relational Database Management System**
RPA	**Regional Planning Agency**
RPO	**Regional Planning Organization**
RTOL	**Real-Time Online**
SAFETEA-LU	**Safe, Accountable, Flexible and Efficient Transportation Equity Act a Legacy for Users**
SDI	**Safety Data Initiative**
SFST	**Standardized Field Sobriety Tests**
SHSO	**State Highway Safety Office**
SLOSSS	**Suggested List of Surveillance Study Sites**
SMS	**Safety Management System**
SP	**Strategic Plan**
SPRAMIS	**State Police Resource Allocation Management Information System**
SSN	**Social Security Number**
TASR	**Traffic Accident Surveillance Report**
TAVS	**Traffic Accident Viewing System**
TCAS	**Traffic Citation/Adjudication System**
TCP/IP	**The Communications Protocol used by the Internet**

TEA-21	**Transportation Equity Act for the 21st Century**
TOPS	**Traffic Occupant Protection Strategies**
TraCS	**Traffic and Criminal Software System**
TRA	**Traffic Records Assessment**
TRCC	**Traffic Records Coordinating Committee**
TRS	**Traffic Records System**
TSIMS	**Transportation Safety Information Management System**
TSIS	**Traffic Safety Information System**
HSO	**Highway Safety Office**
UHF	**Ultra High Frequency**
UAR	**Uniform Arrest Record**
URL	**Universal Resource Locator (Address of a Web Page)**
VIN	**Vehicle Identification Number**
VINA	**VIN Decoding Software**
VMT	**Vehicle Miles Traveled**
VSAM	**Virtual Storage Access Method**
XML	**extensible Markup Language**

Supplemental Information - H.S. Cost Summary

HIGHWAY SAFETY PROGRAM COST SUMMARY

HS Form 217

State of Connecticut **Federal Fiscal Year : 2011** **Date : 8-27-2010**

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Carry Forward Funds	Current Year Funds	Current Balance	
AL	$100,000.00	$60,000.00	$0.00	$100,000.00	$100,000.00	$40,000.00
CR	$150,000.00	$30,000.00	$25,000.00	$125,000.00	$150,000.00	$60,000.00
K2 (405)	$325,000.00	$200,000.00	$0.00	$325,000.00	$325,000.00	$50,000.00
K4 (406)	$250,000.00	$100,000.00	$250,000.00	$0.00	$250,000.00	$50,000.00
K6 (2010)	$300,000.00	$50,000.00	$200,000.00	$100,000.00	$300,000.00	$25,000.00
K8 (410)	$3,100,000.00	$1,500,000.00	$1,800,000.00	$1,300,000.00	$3,100,000.00	$2,000,000.00
K9 (408)	$1,400,000.00	$300,000.00	$900,000.00	$500,000.00	$1,400,000.00	$250,000.00
K10 (1906)	$1,200,000.00	$240,000.00	$1,200,000.00	$0.00	$1,200,000.00	$100,000.00
MC	$380,000.00	$90,000.00	$80,000.00	$300,000.00	$380,000.00	$100,000.00
OP	$550,000.00	$100,000.00	$0.00	$550,000.00	$550,000.00	$250,000.00
PA	$250,000.00	$250,000.00	$0.00	$250,000.00	$250,000.00	$0.00
PT	$900,000.00	$220,000.00	$250,000.00	$650,000.00	$900,000.00	$450,000.00
RS	$10,000.00	$25,000.00	$0.00	$10,000.00	$10,000.00	$5,000.00
TR	$200,000.00	$60,000.00	$0.00	$200,000.00	$200,000.00	$150,000.00
154 AL	$5,850,000.00	$2,000,000.00	$3,200,000.00	$2,650,000.00	$5,850,000.00	$3,000,000.00
154 HE	$11,000,000.00	$3,000,000.00	$8,000,000.00	$3,000,000.00	$11,000,000.00	$0.00
154 PM	$750,000.00	$100,000.00	$0.00	$750,000.00	$750,000.00	$200,000.00
TOTAL NHTSA (402)	$2,540,000.00	$835,000.00	$355,000.00	$2,185,000.00	$2,540,000.00	$1,055,000.00
TOTAL NHTSA (OTHER)	$24,175,000.00	$7,490,000.00	$15,550,000.00	$8,625,000.00	$24,175,000.00	$5,675,000.00
TOTAL NHTSA & FHWA	$26,715,000.00	$8,325,000.00	$15,905,000.00	$10,810,000.00	$26,715,000.00	$6,730,000.00

Robbin L. Cabelus, Governor's Representative for Highway Safety

State Offical Authorized Signature Robbin L Cabelus Date 8/31/2010