STATE OF CONNECTICUT

Highway Safety Plan

Prepared by

Connecticut Department of Transportation
Bureau of Policy and Planning
Highway Safety Office
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Executive Summary

The goal of the Connecticut Highway Safety Program is to prevent roadway fatalities and injuries as a result of crashes related to driver behavior. Under the Highway Safety Act of 1966 (U.S. 23 USC- Chapter 4) the Governor is required to implement a highway safety program through a designated State agency suitably equipped and organized to carry out the program. An appointed Governor's Highway Safety Representative oversees the program and supporting Section 402 highway safety grant funds made available to the States to carry out their annual Highway Safety Plans. The Connecticut Highway Safety program is an extension of this Federal requirement. The Highway Safety Office (HSO) is located in the Connecticut Department of Transportation in the Bureau of Policy and Planning. **The primary objectives of the HSO are to plan, coordinate, and implement effective highway safety programs and to provide technical leadership, support and policy direction to highway safety partners.**

This planning document provides historic, trend, and the most current crash data available in addition to other 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 2010 in comparison to the previous year(s). This document serves as Connecticut's application to the National Highway Traffic Safety Administration (NHTSA) for federal funds under Section 402 of the Safe, Accountable, Flexible, and Efficient Transportation Equity act – a Legacy for Users (SAFETEA-LU) for the 2013 Federal Fiscal Year.

The HSO focuses on NHTSA program areas under the Federal 402 program including Impaired Driving, Occupant Protection, Child Passenger Safety, Police Traffic Services, Motorcycle Safety, Traffic Records, Driver Groups, Bicycle and Pedestrian Safety and Work Zone Safety. These program areas provide funding for countermeasures to combat key problems identified in each section. Key priority areas include; percentage of alcohol-related fatalities and injuries, percentage of unbelted fatalities, speed related fatalities and injuries, motorcycle fatalities and injuries, pedestrians fatalities and injuries and improving crash data collection and availability.

Major strategies include the execution of countermeasures developed to specifically target over represented groups identified through data analysis. These strategies include participation in National "crack-down" mobilizations such as "Click it or Ticket" and "Drive Sober or get Pulled Over" as well as the promotion of sustained enforcement year-round based on local problem identification by law enforcement agencies and other highway safety partners. Various training programs and technical support from Law enforcement training based on better identification of impaired drivers to more timely and accurate reporting of crash data are implemented through the HSO to better identify areas of where improvement will ultimately lead to less crashes injuries and fatalities on Connecticut's roadways.

The major program areas of Impaired Driving and Occupant Protection account for the majority of enforcement activities and paid media making up the largest component of high visibility and sustained enforcement efforts. Combined impaired driving and safety belt enforcement efforts are planned to effectively target these unsafe driving behaviors and

achieve a 90% observed seat belt usage rate. While enforcement campaigns are anticipated to target speed and distracted driving as well, resources for those areas are limited.

In addition to these strategies, first-time initiatives planned for the upcoming fiscal year meant to support the overall program include participation in and training for Data Driven Approaches Crime and Traffic Safety (DDACTS), expansion of earned media efforts through the use of social media and two separate programs for teen drivers highlighting the dangers of distracted driving and impaired driving including "Let's Not Meet by Accident" and "Save a Life", respectively.

CORE PERFORMANCE MEASURES AND GOALS

Performance Measures		2006	2007	2008	2009	2010
Traffic Fatalities	**Total**	**311**	**296**	**302**	**224**	**319**
	Rural	49	47	55	36	62
	Urban	262	249	247	188	257
	Unknown	0	0	0	0	0
Fatalities per 100 Million Vehicles Miles Driven	**Total**	**0.98**	**0.92**	**0.95**	**0.71**	**1.02**
	Rural	1.26	1.18	1.38	0.11	0.20
	Urban	0.94	0.89	0.89	0.60	0.82
Passenger Vehicle Occupant Fatalities (All Seat Positions)	**Total**	**207**	**208**	**183**	**150**	**202**
	Restrained	93	97	77	58	78
	Unrestrained	72	84	77	69	85
	Unknown	42	27	29	23	39
Alcohol-Impaired Driving Fatalities		**98**	**113**	**111**	**95**	**97**
Speeding-Related Fatalities		**96**	**95**	**99**	**99**	**103**
Motorcyclist Fatalities	**Total**	**57**	**43**	**63**	**45**	**52**
	Helmeted	20	15	20	17	16
	Unhelmeted	36	28	42	27	36
	Unknown	1	0	1	1	0
Drivers Involved in Fatal Crashes	**Total**	**452**	**403**	**404**	**302**	**421**
	Aged under 15	0	0	0	1	0
	Aged 15-20	61	54	37	32	32
	Aged under 21	61	54	37	33	32
	Aged 21 and Over	383	345	362	268	382
	Unknown Age	8	4	5	1	7
Pedestrian Fatalities		**34**	**38**	**32**	**47**	**26**

Overall Core Performance Goals

To reduce the three year (2008-2010) moving average of 282 in 2010 fatalities 5 percent to a three year (2012-2014) moving average of 268 in 2014.

To reduce the Fatality rate per 100 M VMT from the three year (2008-2010) moving average of .89 in 2010 by 5 percent to a three year (2012-2014) moving average of .85 in 2014.

To reduce the Serious (A) Injuries in motor vehicle crashes from the three year (2008-2010) moving average of 2,181 in 2010 by 10 percent to a three year (2012-2014) moving average of 1,963 in 2014.

Program Related Core Performance Goals

To decrease alcohol impaired driving fatalities (B.A.C. =.08+) from the three year (2008-2010) moving average of 122 in 2010 by 5% to a three year (2012-2014) moving average of 115 in 2014.

To reduce the number of unrestrained occupants in fatal crashes from the three year (2008-2010) moving average of 77 in 2010 by 10 percent to a three year (2012-2014) moving average of 69 in 2014.

To increase the safety belt usage rate (observations) from 88 percent in 2011 to 90 percent or above in 2014.

To reduce the number of speed related fatalities from the three year (2008-2010) moving average of 109 in 2010 by 5 percent to a three year (2012-2014) moving average of 103.5 in 2014.

To decrease the number of un-helmeted fatalities below the three year (2008-2010) moving average of 35 in 2010 by 5 percent to a three year (2012-2014) projected moving average of 33 in 2014.

To decrease the number of fatalities below the three year (2008-2010) moving average of 53 in 2010 by 5 percent to a three year (2012-2014) projected moving average of 50 in 2014.

To decrease drivers age 20 or younger involved in fatal crashes 50% from the three year (2010-2012) moving average of 30 in 2010 to a three year (2011-2014) moving average of 16 in 2014.

To reduce the number of pedestrians killed in traffic crashes from the three year (2008-2010) moving average of 40 in 2009 by 15% to a three year of (2012-2014) moving average of 34 in 2014.

Note: Core-Performance measures are highlighted in grey in respective program areas

Activity Measures

During the 2011 (October 1, 2010 – September 31, 2011) Fiscal year, the following enforcement statistics were recorded during grant funded over-time:

Number of impaired driving arrests made during grant-funded enforcement activities: **1,738**

Number of seat belt citations issued during grant-funded enforcement activities: **23,510**

Number of speeding citations issued during grant-funded enforcement activities: **10,564**

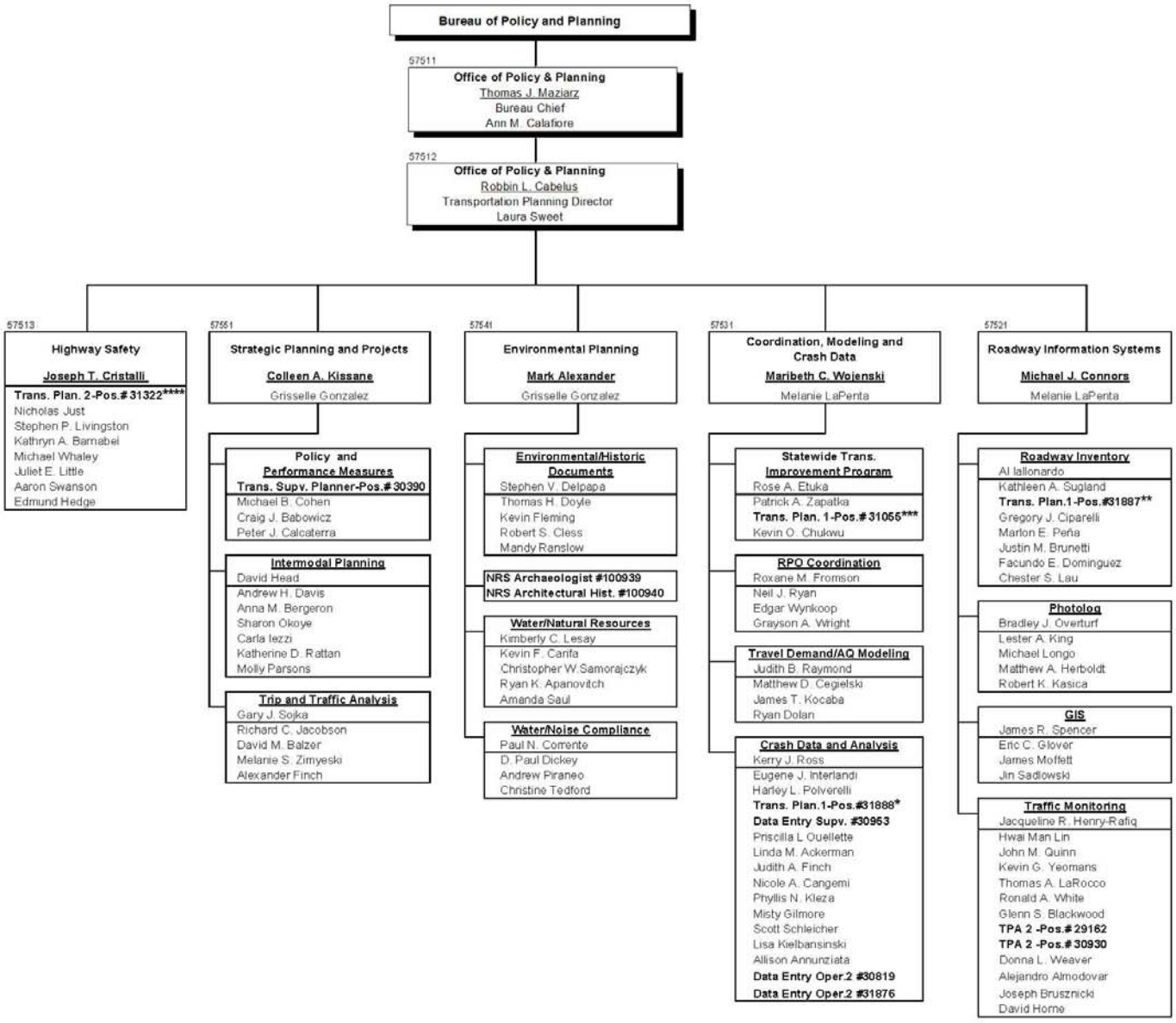
Attitude Measure:

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. See Attitudes and Awareness section.

BUREAU OF POLICY & PLANNING

CURRENT ORGANIZATIONAL CHART

PERSONNEL



* Transfer to another Agency Effective Jan. 27, 2012 - Trans. Planner 1 Vacancy Created

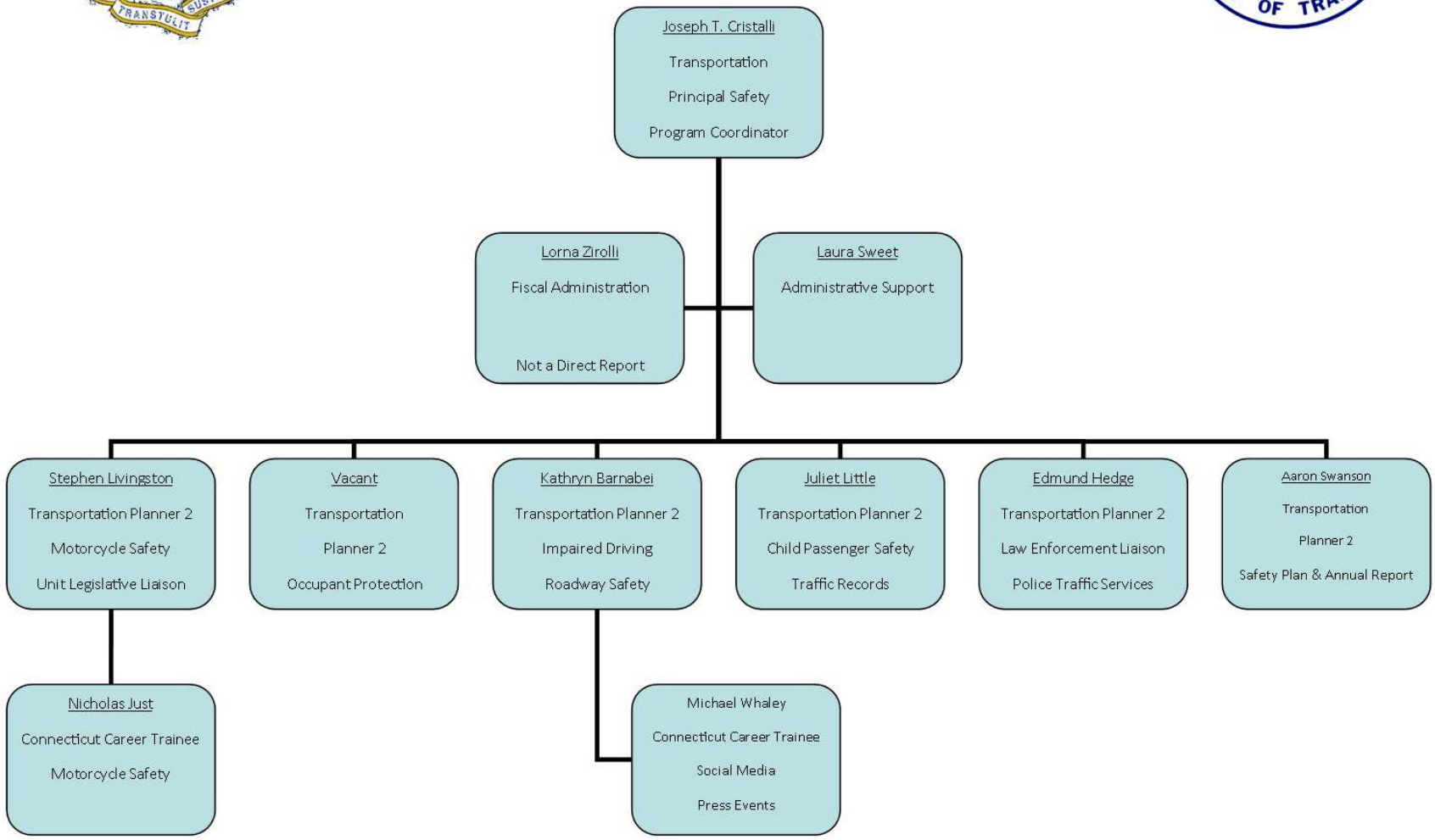
** Retirement Effective April 1, 2012 - Trans. Planner 1 Vacancy Created

*** Resignation Effective June 15, 2012 - Position Relocated from Env./Hist. Docs. Position Downgraded to Trans. Planner 1 Vacancy Created

**** Retirement Effective June 30, 2012 - Trans. Planner 2 Vacancy Created

Run 7/20/2012 Planning Org Chart-As of July20 2012.xls

Connecticut Department of Transportation
Office of Highway Safety



Process Description

Process Description

The Department prepares this annual planning document to address a set of identified and defined highway and traffic safety problems. This problem identification process begins early in the calendar year with the 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.

Problem Identification takes place on multiple levels. The first and earliest form of problem identification begins with reviewing projects from the previous fiscal year and requesting project level input from highway safety partners. This process may include sending out a project concept letter to stakeholders, partners and program managers; or in some program areas, holding meetings with project directors and stakeholders.

A major part of this process is to enlist the cooperation of highway safety partners who will facilitate the implementation of 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.

Requests for local problem identifications are sent annually, to all highway safety stakeholders including 96 local law enforcement agencies, 55 Resident State Troopers, 11 State Police Troops, 3 State Police District Headquarters, 1 State Police Headquarters Traffic Unit, and 8 colleges and universities. In 2012, 16 organizations submitted safety concepts for consideration.

In addition, HSO 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 Traffic Records Coordinating Committee (TRCC) provides project level information with regard to developing accurate and complete traffic records data in a timely manner; ultimately leading to a reduction in traffic fatalities, injuries, and crashes. The TRCC will work to achieve this goal through 10 proposed project concepts. Out of the ten projects, six are targeted for 408 funding.

Motorcycle safety professionals including motorcycle safety instructors, dealers, and other rider groups met in February 2012 to discuss counter measures to reduce motorcycle crashes.

The next level of problem identification takes place when the most recent crash, injury and fatality data become available (currently 2010 crash data). The data is analyzed by the HSO data contractor to identify major problem areas, over-represented groups, demographics, and other "drill-down" factors in an attempt to determine who, what, where when and why crashes with fatalities and injuries are taking place. FARS data, annual observation belt use surveys, awareness surveys, injury, licensing and population, registration, citation and arrest/adjudication data, toxicology, CODES, as well as state VMT data are all used in this process.

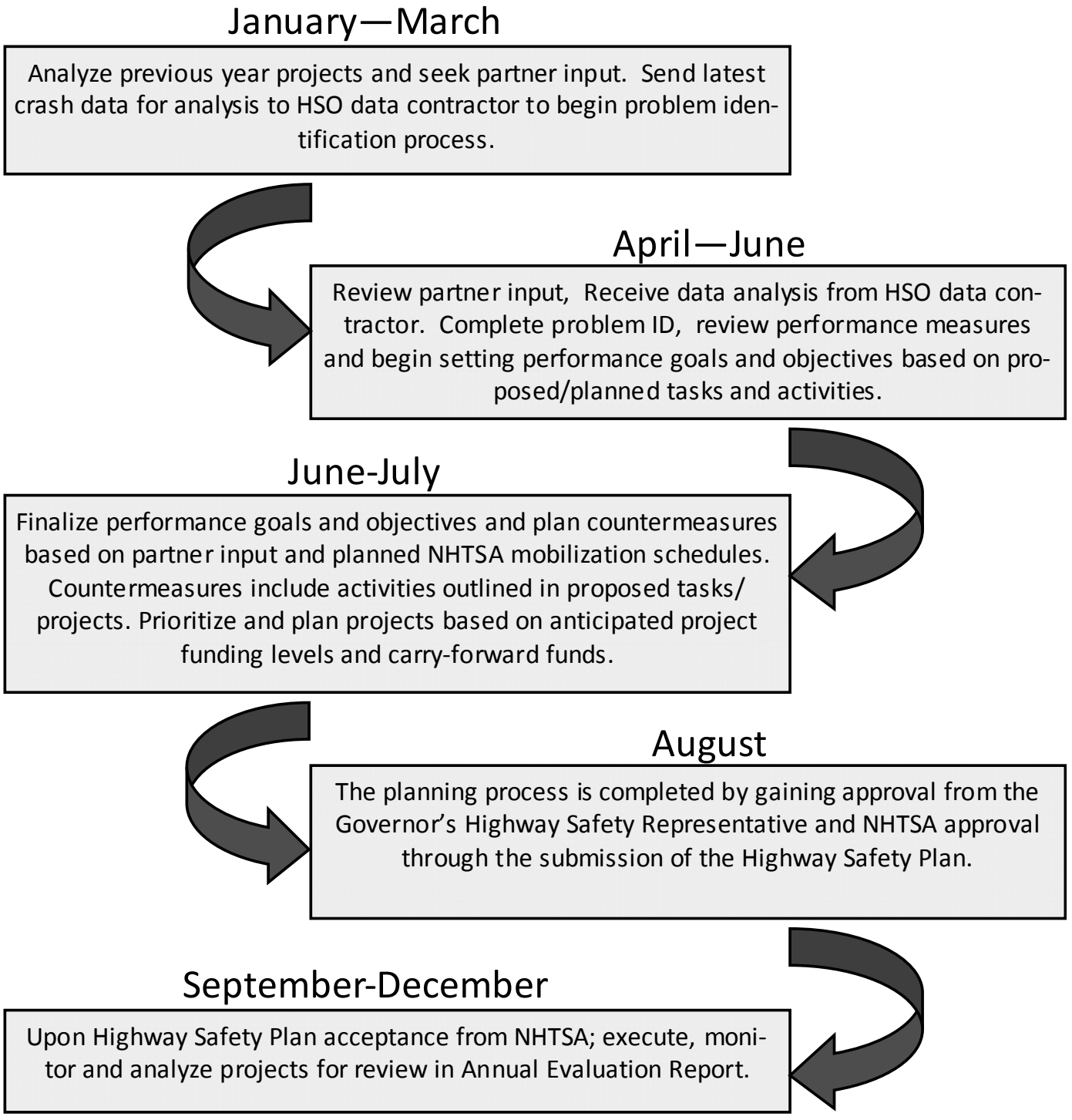
To assist in analyzing and setting core performance measures and goals, this data includes a three year moving average to further normalize data trends over time and includes a projection based on the three year moving average. The program manager and Principal Highway Safety Coordinator set goals based on these projections, as well as priority ranking of specific highway safety problems and available funding. The NHTSA regional program manager is consulted during the goal setting process.

Priority areas are then ranked by the Principal Highway Safety Coordinator and staff to develop projects in accordance with available funding. For example, the Impaired Driving coordinator uses a ranking system developed by the HSO data analysis contractor to determine funding levels for state and municipal police department impaired driving enforcement overtime and equipment grants.

Program objectives and countermeasures are further developed based on problem identification. For example, restrictions on grant-funded impaired driving enforcement are intended to focus activity on over-represented times, locations, and demographic and geographic areas. While this process is based upon identified problem areas, solicitation includes both targeted and broad-based outreach to law enforcement agencies.

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. Sub-grantees are selected based on an ability to demonstrate significant programmatic impact based on data driven problem analysis.

Connecticut Highway Safety Timeline



Demographic Information

STATE OF CONNECTICUT
DEMOGRAPHICS 2011

- State Capitol:
  Hartford

- Largest City Population:
  Bridgeport, 144,229

- 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 (11);
  Local Town Agencies (97);
  Resident Trooper Towns (55)
- 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/Windsor Locks
  Troop I - Bethany
  Troop K - Colchester
  Troop L - Litchfield

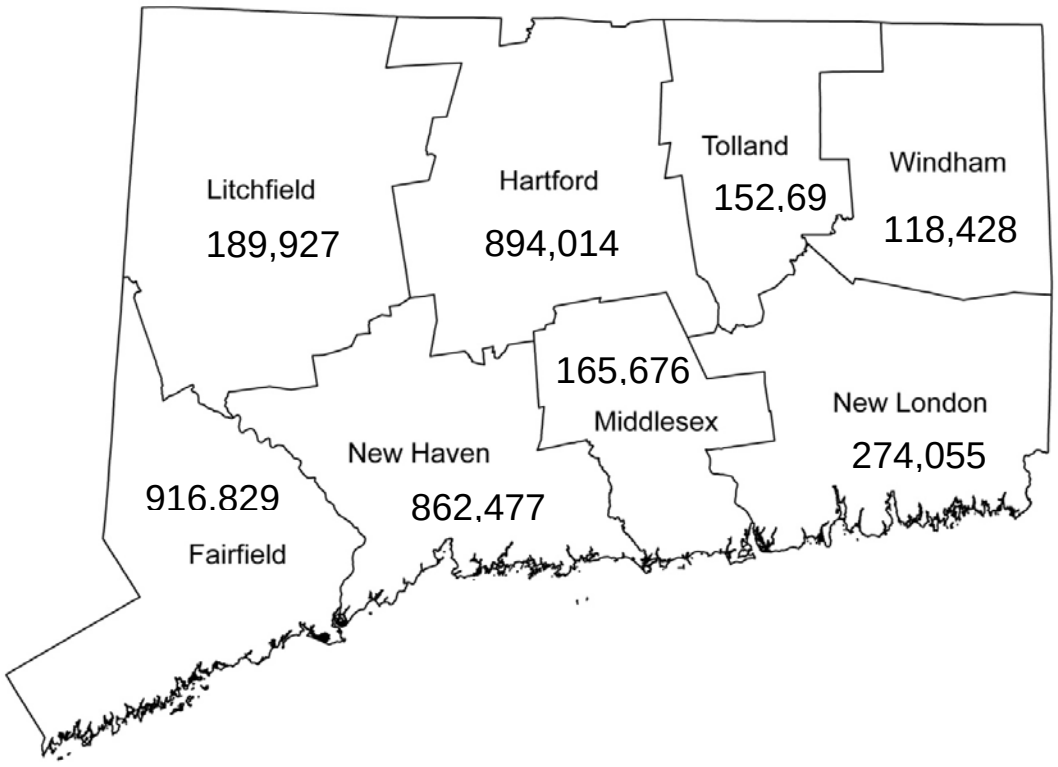
- Annual Miles of Travel Per-Driver CT
  10,664 Per Licensed Driver (2010yr)
- Daily Vehicle Miles Traveled: 31,294,370,000
- Miles of Roads (2010yr)
  (21,445) Public Roads
  (4,137) State Roads
  (963) National Highway System Roads
  (346) Interstate Roads.

CONNECTICUT POPULATION 2010

(US Census Bureau Estimates)

	Connecticut	Region	USA
Population Estimate (2010)	**3,574,097**	**14,444,865**	**308,745,538**
Under 5 Years Old (2010)	**5.7%**	**5.5%**	**6.5 %**
Under 18 Years Old (2010)	**22.9%**	**21.8%**	**24.0%**
65 Years Old and Older (2010)	**14.2%**	**8.5%**	**13.0 %**
Caucasian Persons	**77.6%**	**83.0%**	**72.4%**
African American	**10.1%**	**6.2 %**	**12.6%**
American Indian and Alaska Native	**0.3%**	**0.3%**	**0.9%**
Asian	**3.8%**	**3.9%**	**4.8%**
Native Hawaiian & Other Pacific Islander	**0.0%**	**0.0 %**	**0.2%**
Hispanic or Latino Origin	**13.4%**	**9.0 %**	**16.3%**

COUNTY POPULATION 2010



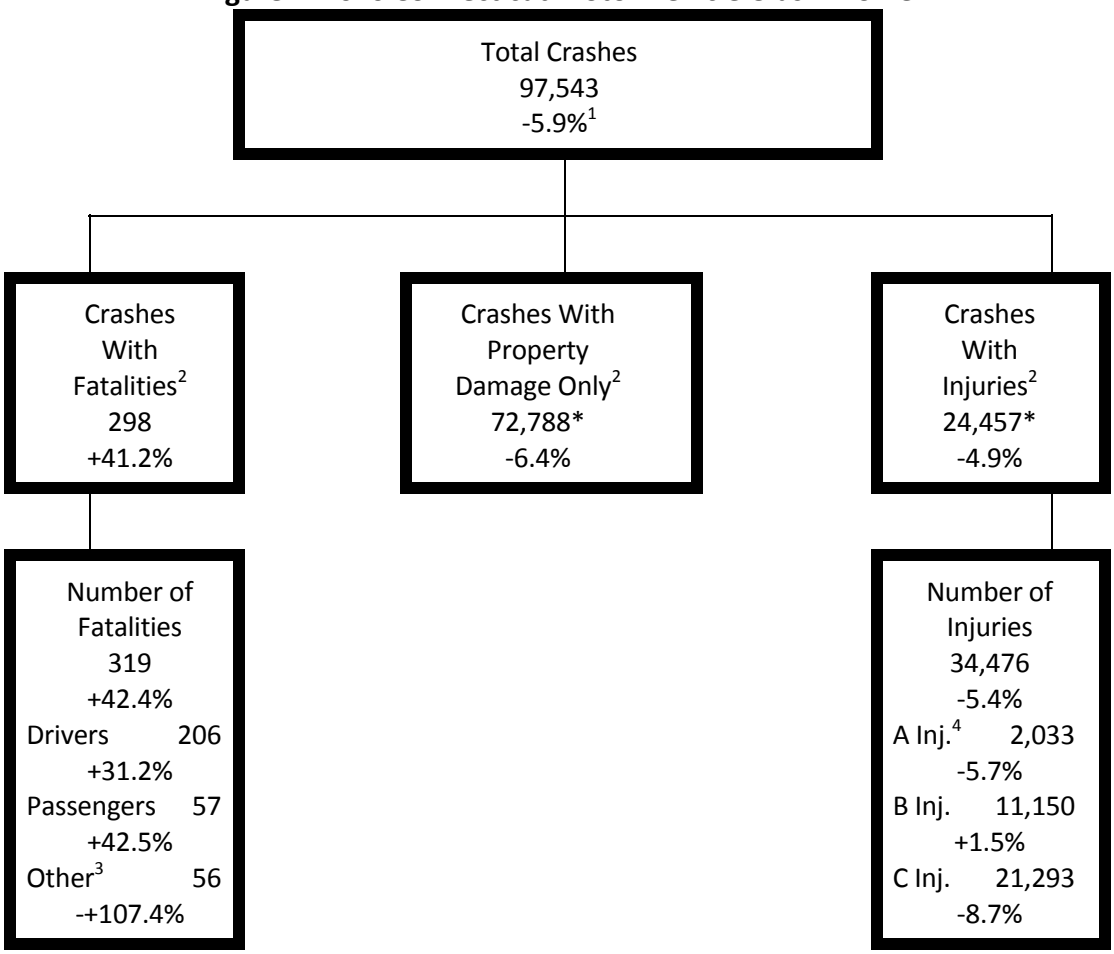
Highway Safety Data Analysis

Highway Safety Data Analysis

Figure 1 shows Connecticut's motor vehicle crash experience for the year 2010 and compares it with the prior year. Overall, the number of police reported crashes in the State decreased by 6 percent from the year 2009. Decreases were observed in property damage only crashes (-6.4 percent) and injury crashes (-4.9 percent). Fatal Crashes showed a large increase (41.2 percent).

In 2010, there were 298 fatal crashes in which 319 persons were killed. The fatality total was 42.4 percent higher than in the previous year. Serious "A" injuries decreased by 5.7 percent in 2010, while "B" level injuries increased by 1.5 percent and "C" level injuries decreased by 8.7 percent.

Figure 1. 2010 Connecticut Motor Vehicle Crash Profile



1. Percent change 2010 vs. 2009
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

*-The Collision Analysis System data used in this report is considered preliminary and may exclude data from a small number of towns

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

	2006	2007	2008	2009	2010	Change 2006-10 %
Total Fatalities						
U.S. Total	42,708	41,259	37,423	33,883	32,885	-23.0%
Region Total	1,223	1,177	1,097	990	1,059	-13.4%
Connecticut	311	296	302	224	319	2.6%
Driver Fatalities*						
U.S. Total	22,831	21,717	19,279	17,670	16,824	-26.3%
Region Total	683	628	568	514	545	-20.2%
Connecticut	166	155	141	115	156	-6.0%
Passenger Fatalities*						
U.S. Total	9,187	8,715	7,512	6,856	6,479	-29.5%
Region Total	209	210	177	183	176	-15.8%
Connecticut	45	60	45	37	55	22.2%
Motorcyclist Fatalities						
U.S. Total	4,837	5,174	5,312	4,469	4,502	-6.9%
Region Total	177	171	167	172	176	-0.6%
Connecticut	57	43	63	45	52	-8.8%
Pedestrian Fatalities						
U.S. Total	4,795	4,699	4,414	4,109	4,280	-10.7%
Region Total	130	138	155	112	137	5.4%
Connecticut	38	32	47	26	46	21.1%
Bicyclist Fatalities						
U.S. Total	772	701	716	628	618	-19.9%
Region Total	18	21	23	8	17	-5.6%
Connecticut	5	5	6	1	7	40.0%

* excludes motorcyclists
Source: FARS Final Files 2006-2009; Annual Report File 2010

Over the 5-year period of 2006 to 2010, the number of fatalities in Connecticut has increased by 3 percent, compared to a decrease of 13 percent in NHTSA's New England Region, and a 23 percent decrease for the entire nation. The largest increases in Connecticut were in Passenger and Bicyclist Fatalities (+22 percent and +40 percent respectively). The largest decreases were in the driver and motorcyclist categories (-6 percent and -9 percent, respectively).

2010 Crash Rates

Table 2 shows Connecticut's fatality and injury rates for 2010 based on population, licensed drivers and vehicle miles of travel, along with similar rates for the United States. The table indicates that the State's fatality rates are below national levels. Connecticut's fatality rate was 8.9 fatalities per 100,000 population compared to 10.7 per 100,000 for the U.S. as a whole. Connecticut's fatality rate per 100 million miles of travel was 1.0 compared to the national figure of 1.1 fatalities per 100 million miles of travel. On the other hand, the non-fatal injury crash rates in Connecticut were higher than those for the nation as a whole.

Table 2. Connecticut and U.S. 2010 Fatality and Injury Rates

CT Data for 2010	Rate Base	Fatality Rate	Injury Rate
Population **3,574,097**	**Per 100,000 Population**	CT: 8.9 US: 10.7	CT: 965 US: 726
Licensed Drivers **2,934,576**	**Per 100,000 Licensed Drivers**	CT: 10.9 US: 15.7	CT: 1,175* US: 1,066
Vehicle Miles of Travel **31,294,000,000**	**Per 100 Million Miles of Travel**	CT: 1.0 US: 1.1	CT: 110 US: 75

Sources: U.S. Census Bureau; NHTSA; Federal Highway Administration (FHWA).
* FHWA does not include restricted licenses in their count—recent upgrades in CT teen driving laws may lower their number of persons licensed to FHWA and inflate the rate.

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 22-year period from 1989 to 2010. Also shown are the number of licensed drivers and annual vehicle miles of travel for the State. The table shows that the 319 fatalities recorded in 2010 is the eighth largest figure in the 22-year period. Fatalities increased from 224 in 2009, a 42 percent increase. Total injuries (34,476) in 2009 is the lowest figure in the period reported. The number of severe injuries ("A" injuries) reported in 2010 is the lowest figure of 22 years reported.

In the 298 fatal crashes that occurred in 2010, 110 drivers were reported as speeding or operating too fast for conditions and 64 were reported as driving under the influence of alcohol or other drugs (see Table PT-2). Of the vehicles involved in fatal crashes, 211 were automobiles, 118 were light trucks (including 61 SUVs, 15 vans, and 42 pickup trucks), and 59 were motorcycles.

Of the 319 fatalities that occurred in 2010, 53 (17 percent) were non-occupants such as pedestrians and bicyclists, 211 (66 percent) were vehicle occupants, and 52 (16 percent) were motorcyclists.

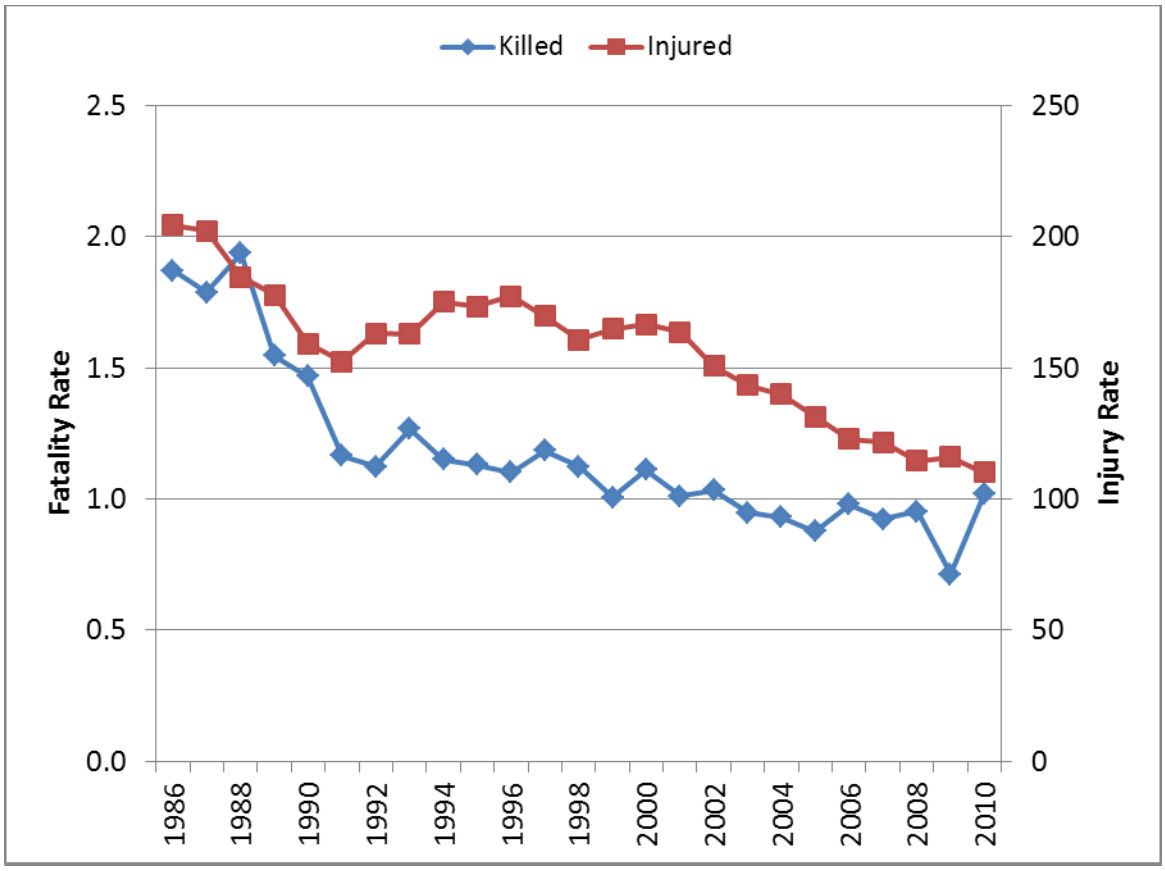
Table 3. Trend Data 1989-2010

Year	Fatal Crashes	Killed	Injury Crashes	Injured				Miles of Travel (100 Million)	Licensed Drivers (000)
				All	A Injury	B Injury	C Injury		
1989	378	405	32,668	46,535	6,965	11,400	28,170	261.8	2,373.8
1990	359	386	29,546	41,907	6,406	10,037	25,464	263.1	2,214.1
1991	281	310	27,893	40,564	6,221	9,978	24,365	266.3	2,212.7
1992	267	297	29,414	43,184	6,490	9,435	27,259	264.6	2,357.6
1993	324	342	29,619	43,965	6,276	9,439	28,250	270.1	2,180.3
1994	286	312	32,116	47,514	6,263	9,663	31,588	271.4	2,318.5
1995	287	317	32,594	48,595	5,602	12,522	30,471	280.4	2,349.1
1996	296	310	33,849	49,916	4,898	12,277	32,741	281.4	2,343.8
1997	314	338	32,623	48,432	4,671	11,832	31,929	285.5	2,270.2
1998	306	329	31,470	47,115	4,187	11,481	31,447	293.2	2,349.3
1999	270	301	32,909	49,304	3,927	12,229	33,148	299.3	2,373.7
2000	318	342	34,449	51,260	3,976	12,245	35,039	307.6	2,652.6
2001	285	312	34,133	50,449	3,598	12,052	34,799	308.4	2,650.4
2002	298	322	31,634	47,049	2,997	11,226	32,826	312.1	2,672.8
2003	277	298	30,952	45,046	2,731	10,881	31,434	314.3	2,659.9
2004	280	294	30,863	44,267	2,683	10,487	31,097	316.1	2,694.6
2005	262	278	29,429	41,657	2,465	10,442	28,750	316.8	2,740.3
2006	293	311	27,367	38,955	2,415	10,950	25,590	317.4	2,805.1
2007	269	296	27,367	38,955	2,415	10,950	25,590	320.5	2,848.6
2008	279	302	26,050	36,386	2,311	11,384	22,691	317.4	2,883.3
2009	211	224	25,720	36,447	2,155	10,981	23,311	314.2	2,916.1
2010	298	319	24,457	34,476	2,033	11,150	21,293	312.9	2,934.6

Sources: Fatal crash and fatality figures are from the FARS Final Files 2006-2009, Annual Report File 2010; Injury Data from CT DOT.

Figure 2 shows the trends in Connecticut's fatality and injury rates per 100 million vehicle miles traveled over the 1986 to 2010 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 0.90 per 100 million miles in 2005, increased slightly in 2006 and reached a historic low of 0.70 per 100 million miles in 2009, only to increase to 1.0 in 2010. 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 and once more in 2010.

Figure 2. Killed & Injured per 100 Million Vehicle Miles Traveled: 1986-2010



Sources: Fatal crash and fatality figures are from the FARS Final Files 1986-2009, Annual Report File 2010; Injury Data from CT DOT.

Table 4 shows fatal, injury, and property damage-only crash rates per 100,000 population in Connecticut's eight counties during the 2006 to 2010 period, while Table 5 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 5). 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. Crash Rates by County

County	Crash Type	Rates per 100,000 Population by Year				
		2006	2007	2008	2009	2010
Fairfield	Fatal	6.3	5.4	5.1	4.5	6.1
	Injury	857.7	861.5	770.1	721.3	675.5
	Property Damage	1,382.7	2,807.7	2,475.2	2,335.1	2,180.9
Hartford	Fatal	8.5	6.4	7.0	5.0	7.3
	Injury	796.9	851.2	821.4	817.7	741.5
	Property Damage	1123.2	2,335.2	2,244.8	2,335.3	2,064.7
Litchfield	Fatal	9.0	10.1	8.5	3.7	11.6
	Injury	653.7	629.0	528.4	430.8	517.0
	Property Damage	1,304.1	2,114.8	1,650.6	1,374.5	1,697.5
Middlesex	Fatal	9.8	8.5	8.5	8.4	10.9
	Injury	619.7	661.0	617.1	607.1	507.0
	Property Damage	904.1	1,225.9	1,420.0	1,360.9	1,155.3
New Haven	Fatal	7.2	8.3	10.3	6.2	8.2
	Injury	931.5	991.7	821.4	867.8	829.1
	Property Damage	1,425.2	2,812.4	2,421.9	2,529.3	2,376.4
New London	Fatal	14.6	12.5	7.6	8.6	10.6
	Injury	658.1	693.2	596.6	574.1	533.5
	Property Damage	1,540.0	2,466.0	2,184.7	2,115.6	1,884.3
Tolland	Fatal	5.4	10.8	10.1	4.7	11.8
	Injury	577.9	618.2	419.1	419.4	446.7
	Property Damage	1,150.6	1,641.9	1,272.2	1,180.4	1,222.7
Windham	Fatal	18.9	11.1	17.0	18.7	16.0
	Injury	591.3	576.6	409.9	339.5	437.4
	Property Damage	1,056.0	1,771.9	1,073.8	1,116.4	1,409.3
Statewide	Fatal	8.4	7.7	8.0	6.0	8.3
	Injury	839.7	814.3	735.1	731.0	684.3
	Property Damage	1,422.9	2,407.3	2,190.8	2,209.7	2,036.5

Sources: FARS Final Files 2006-2009, Annual Report File 2010; Connecticut Department of Transportation

Table 5. Connecticut Fatalities by County

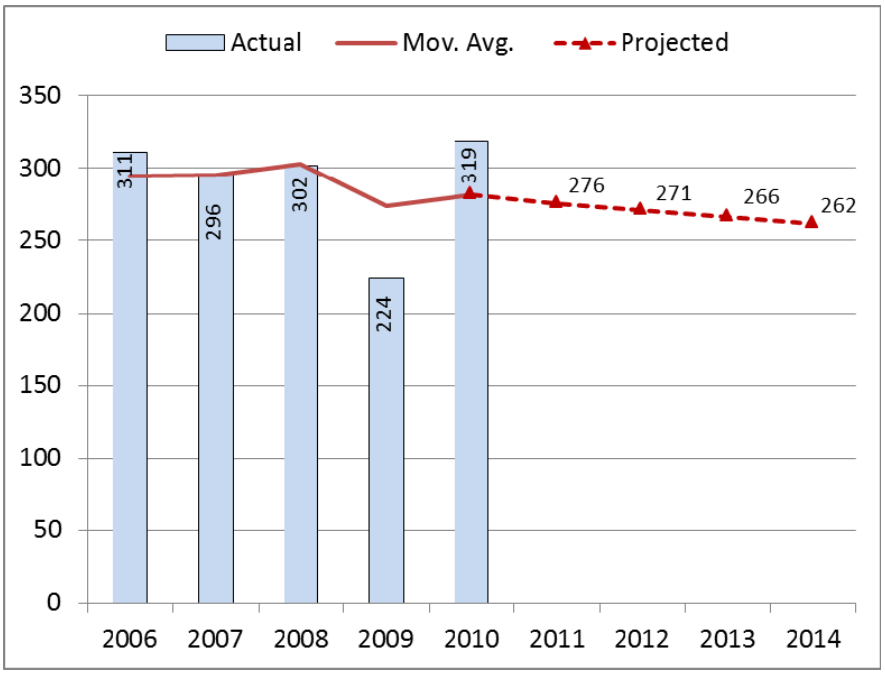
County	2006	2007	2008	2009	2010
Fairfield	58	53	49	42	57
Hartford	83	66	69	46	68
Litchfield	17	19	16	7	25
Middlesex	17	15	15	14	19
New Haven	65	75	94	58	77
New London	40	39	21	25	33
Tolland	8	16	15	7	21
Windham	23	13	23	25	19
Total	**311**	**296**	**302**	**224**	**319**

Source: FARS Final Files 2006-2009, Annual Report File 2010

Figure 3 shows Connecticut's fatalities for the years 2006 to 2010, the three-year moving averages, and projects this trend through 2014. If Connecticut's moving averages trend for 2006 to 2010 continues, the projection would be 271 fatalities in 2012, 266 in 2013, and 262 in 2014. If the fatality rate per 100 million vehicle miles of travel continues (Figure 4), it would project to 0.86 in 2012, 0.85 in 2013, and 0.83 in 2014.

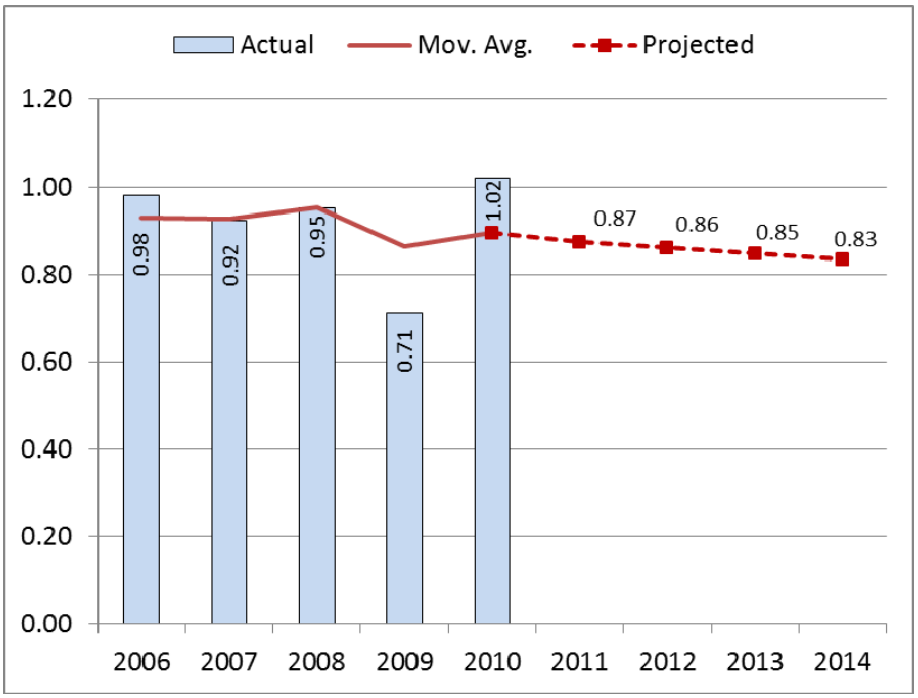
Figure 5 shows the trend in serious "A" injuries based on 2006 to 2010 data. If that trend continues, it would project to 2,020 "A" injuries in 2012, 1,935 in 2013, and 1,850 in 2014. Figure 6 shows the "A" injury rate per 100 million miles of travel would project to 6.40 in 2012, 6.15 in 2013, and 5.89 in 2014.

Figure 3. Fatality Trend



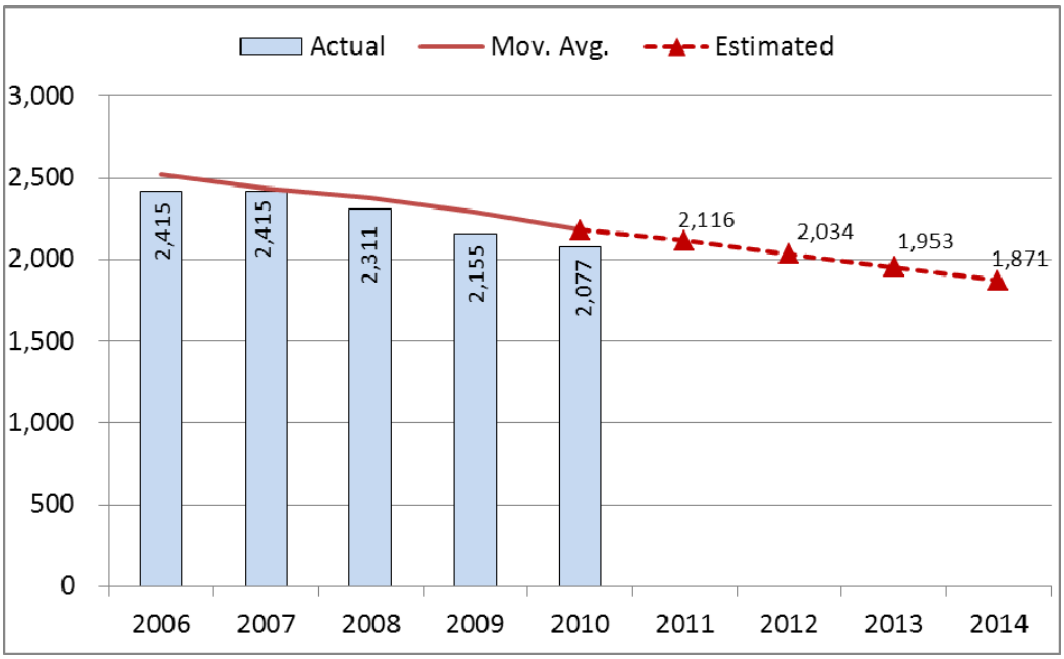
Source: FARS, Annual Report File 2010

Figure 4. Fatalities per 100M VMT Trend



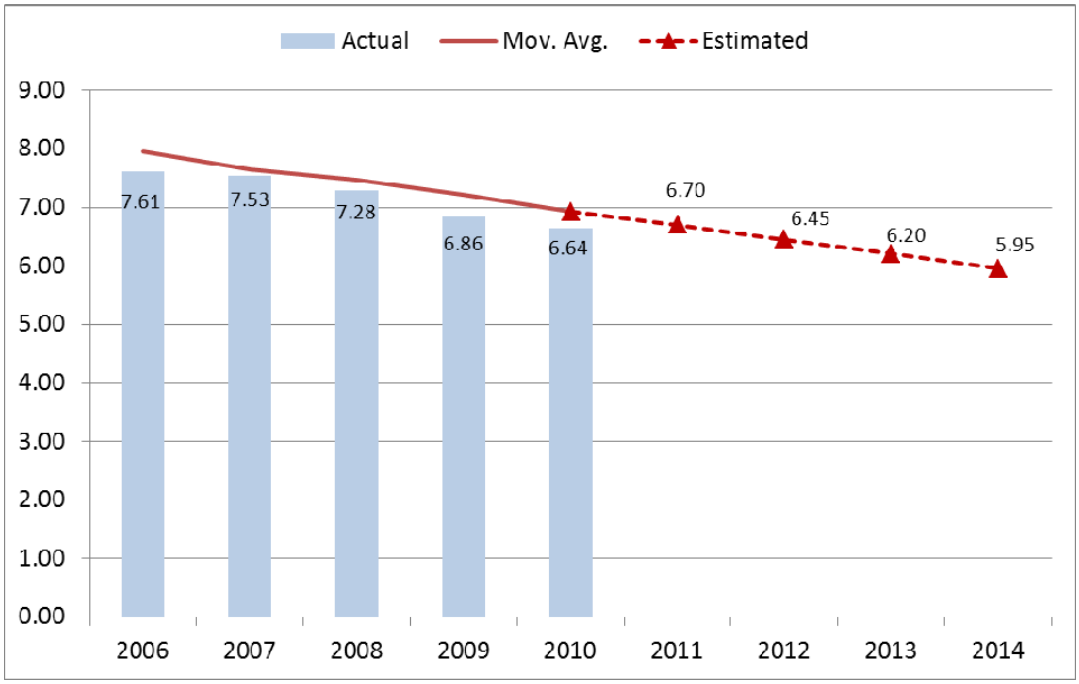
Source: FARS, Annual Report File 2010

Figure 5. Serious (A) Injury Trend



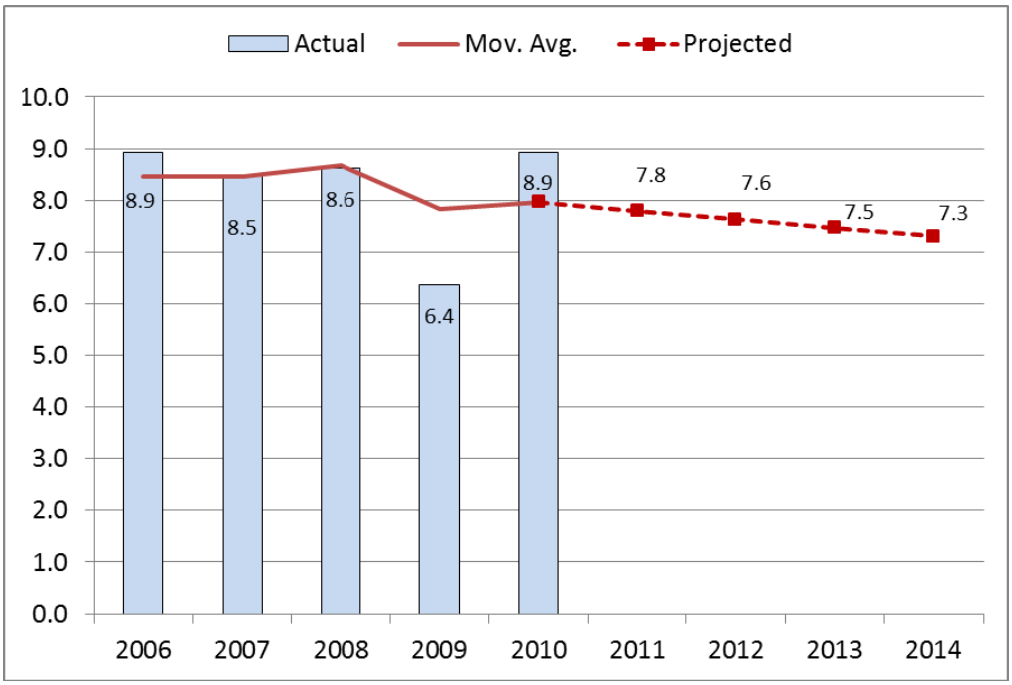
Connecticut Department of Transportation

Figure 6. Serious (A) Injuries per 100M VMT Trend



Connecticut Department of Transportation

Figure 7. Fatality Rate per 100,000 Population



Source: FARS Annual Report File 2010

Geographical Data

Table 6 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 2006 to 2010; the percentage change in these crash levels from 2006 to 2010 and the 2008, 2009, and 2010 fatal/injury crash rates per 100,000 residents. Also shown are the 3 municipalities within each geographic county with the highest 2010 crash rates.

Table 6. Fatal/Injury Crashes: Geographical County/Municipality, 2006-2010

County	City/Town with Highest 2010 Rate	Fatal/Injury Crashes 2006-2010	Pct. Change 2006-2010	Fatal/Injury Crashes Per 100,000 Pop.		
				2008	2009	2010
Fairfield		35,006	-16%	855	776	731
	Westport	1,664	-14%	1,445	1,266	1,301
	Bridgeport	7,548	-21%	1,166	1,143	1,013
	Darien	914	-23%	1,010	826	984
Hartford		35,459	-8%	849	839	836
	Hartford	7,913	9%	1,321	1,360	1,389
	Plainville	1,019	4%	1,137	1,073	1,316
	East Windsor	542	14%	1,131	1,202	1,141
Litchfield		5,274	-28%	625	578	440
	Cornwall	56	-50%	907	1,046	1,116
	Kent	99	-11%	735	665	805
	Norfolk	49	-38%	422	964	783
Middlesex		4,924	-16%	651	646	639
	Cromwell	644	20%	932	1,057	1,119
	Old Saybrook	403	-5%	781	887	810
	Haddam	253	-7%	894	755	782
New Haven		37,653	-10%	986	842	887
	Orange	1,302	-9%	2,108	2,033	2,025
	New Haven	7,899	10%	1,468	938	1,224
	Derby	700	-9%	1,098	1154	1,211
New London		8,113	-23%	698	610	554
	Voluntown	177	25%	237	435	4,905
	Old Lyme	459	0%	554	810	3,727
	Franklin	117	-34%	1,580	1,090	1,090
Tolland		3,839	-13%	602	520	520
	Andover	164	-31%	560	527	3,426
	Union	86	0%	3,319	3,030	2,597
	Vernon	1,061	-20%	834	727	702
Windham		2,907	-40%	578	579	375
	Plainfield	544	-5%	725	828	739
	Putnam	264	45%	578	755	567
	Ashford	113	-35%	561	610	537

Source: Connecticut Department of Transportation

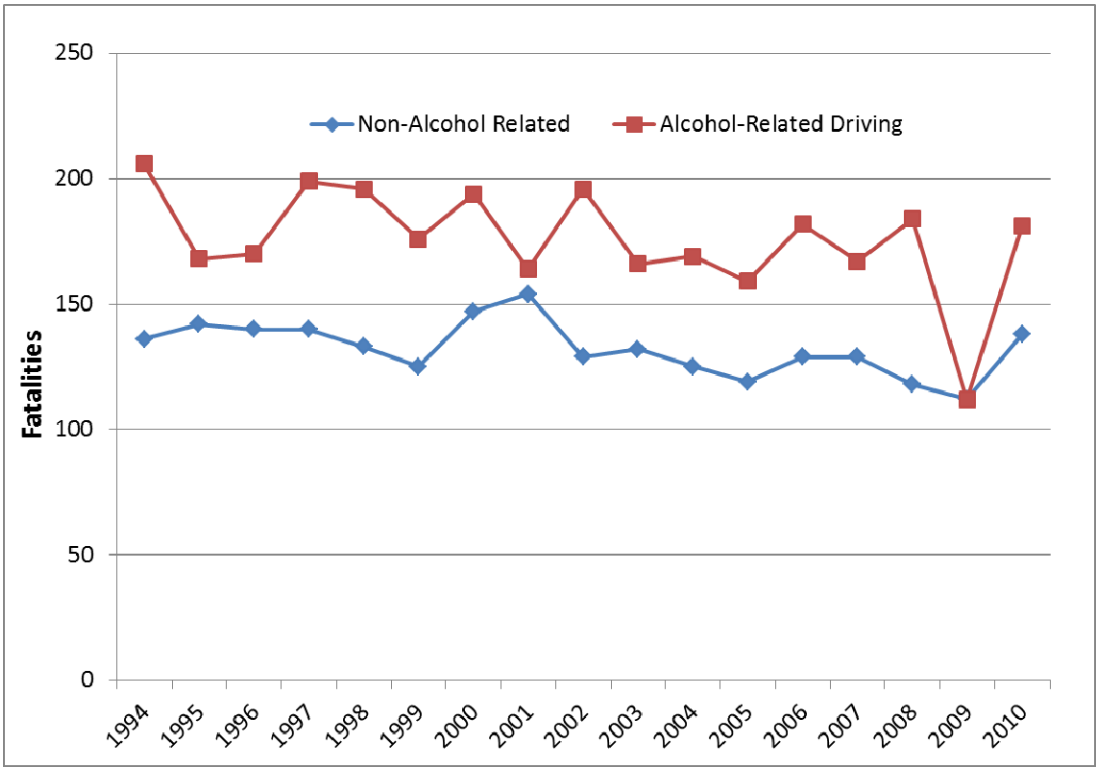
Impaired Driving

Impaired Driving (AL)

Problem Identification

Alcohol-related driving **fatalities are fatalities involving drivers or motorcycle operators with a Blood Alcohol Content (BAC) of 0.01 or higher whereas *alcohol-impaired driving* fatalities are those fatalities involving drivers or motorcycle operators with a BAC of 0.08 of higher.** The 15-year trends in Connecticut's alcohol-related driving and non-alcohol-related driving fatalities are shown in Figure 8. Alcohol-related driving fatalities decreased slightly in the later part of the 1990s, then increased through 2001, and after had a generally decreasing trend. The year 2009 had the lowest number of alcohol-related driving fatalities (112, but the number increased to 138 in 2010).

Figure 8. Fatalities by Alcohol Involvement, 1994-2010



Source: FARS Alcohol Imputed Data Final Files 1994-2009, Annual Report File 2010

In 2010, Connecticut recorded BAC test results for 74.3 percent of fatally injured drivers and 23.4 percent of surviving drivers involved in fatal crashes. State rates were above the national figure of 70.8 percent for fatally injured drivers but below the national figure of 29.7 percent for surviving drivers (when it was known if the test was given). This represents a decrease over the 79.6 percent recorded in 2009 for fatally injured drivers. It should be noted

however, that there is typically a large difference in number of unknowns between the FARS annual report file and the final data file, thus these data can be misleading.

Table AL-1 shows that the percentage of alcohol-related driving (BAC ≥ 0.01) fatalities in Connecticut during 2010 (43 percent) was higher than the national average of 36 percent and above the 41 percent in the other states of the New England Region. Thirty-eight percent (38%) of Connecticut's fatal crashes were estimated to have been alcohol-impaired driving crashes (BAC≥ 0.08), a higher rate than that seen nationwide (31%) and in the other New England states (33%).

Table AL-1. Alcohol-Related (BAC ≥ 0.01+) Driving Fatalities/ Alcohol-Impaired (BAC ≥ 0.08+) Driving Crashes, 2010

	Connecticut	U.S.	New England
Percentage of Alcohol-Related Driving Fatalities	43.3%	36.3%	41.1%
Percentage of Alcohol-Impaired Driving Crashes	37.9%	30.9%	33.2%

Source: FARS Imputed Alcohol Data Annual Report File 2010

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-2 presents the imputed results. Note: using this method can produce slight differences in totals due to rounding.

Table AL-2. Alcohol-Impaired Driving Crashes/Fatalities

State Of Connecticut	2006	2007	2008	2009	2010
Number of Alcohol-Impaired Driving Fatal *Crashes*	108	100	86	88	113
Percent Alcohol-Impaired Driving Fatal *Crashes*	37%	37%	31%	42%	38%
Number of Alcohol-Impaired Driving *Fatalities*	113	111	95	97	121
Percent Alcohol-Impaired Driving *Fatalities*	36%	38%	31%	43%	38%

Source: FARS Imputed Alcohol Data Final Files 2006-2009 Annual Report File 2010

Between 2006 and 2008, there was a downward trend in the number of alcohol-impaired driving fatal crashes. In 2009, the number of alcohol-impaired driving fatal crashes increased slightly and increased to the highest level in five years in 2010. The number of alcohol-related driving fatalities decreased from 2006 to 2008, and then increased slightly in 2009 and reached the highest level in five years in 2010. 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 2006 to 2008 period, but both increased again in 2009 and 2010. Although the number of alcohol-impaired driving crashes and fatalities were higher in 2010 than in 2009, the percentage of such crashes and fatalities was lower in 2010 than in 2009. Table AL-3 shows Connecticut BAC test results for the years 2006 to 2010.

Table AL-3. BACs of Fatally Injured Drivers

BAC	2006	2007	2008	2009	2010
0.00	114	95	98	60	82
0.01-0.07	5	12	10	9	8
0.08 –Up	71	64	62	55	63
No/Unknown Result	30	22	27	33	53

Source: FARS Final Files 2006-2009, Annual Report File 2010

Table AL-4 shows the number of alcohol-related driving fatalities both by county and statewide for the years 2006 to 2010, the percentage of these that were known or estimated to have been alcohol-related, and the rate of alcohol-related driving fatalities per 100,000 population. Middlesex, Tolland, and Windham Counties had the highest percentage of alcohol-related driving fatalities for the year 2010. The statewide data at the bottom of the table indicate that for the 5-year period shown, the percentage of alcohol-related fatalities ranged from 39.7 to 50.0 percent.

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

Table AL-4. Alcohol-Related (BAC ≥ 0.01+) Driving Fatalities by County

County	2006	2007	2008	2009	2010
Fairfield Total	58	53	49	42	57
% Alcohol	55.2%	45.3%	46.9%	52.4%	39.1%
Alcohol Rate/100,000	3.59	2.69	2.57	2.44	2.43
Hartford Total	83	66	69	46	68
% Alcohol	32.5%	43.9%	36.2%	47.8%	47.8%
Alcohol Rate/100,000	3.09	3.31	2.85	2.50	3.64
Litchfield Total	17	19	16	7	25
% Alcohol	58.8%	42.1%	43.8%	42.9%	28.8%
Alcohol Rate/100,000	5.32	4.26	3.73	1.59	3.79
Middlesex Total	17	15	15	14	19
% Alcohol	41.2%	53.3%	20.0%	50.0%	63.7%
Alcohol Rate/100,000	4.29	4.88	1.82	4.22	7.30
New Haven Total	65	75	94	58	77
% Alcohol	47.7%	45.3%	38.3%	51.7%	35.1%
Alcohol Rate/100,000	3.68	4.03	4.25	3.54	3.13
New London Total	40	39	21	25	33
% Alcohol	32.5%	38.5%	57.1%	60.0%	42.4%
Alcohol Rate/100,000	4.85	5.69	4.54	5.62	5.11
Tolland Total	8	16	15	7	21
% Alcohol	37.5%	43.8%	26.7%	42.9%	62.9%
Alcohol Rate/100,000	2.04	4.74	2.70	1.99	8.64
Windham Total	23	13	23	25	19
% Alcohol	34.8%	38.5%	43.5%	40.0%	48.4%
Alcohol Rate/100,000	6.88	4.28	8.52	8.51	7.77
Statewide					
Total Fatalities	311	296	302	224	319
% Alcohol	42.1%	43.9%	39.7%	50.0%	43.1%
Alcohol Rate/100,000	3.76	3.73	3.43	3.18	3.85

Source: FARS Imputed Alcohol Data Final Files 2006-2009, Annual Report File 2010

The number of alcohol-related driving fatalities has increased statewide from 129 in 2006 to 138 in 2010 (see "performance measures" table at the end of this section). Overall fatalities have also increased from 311 in 2006 to 319 in 2010. The percentage of fatalities that are alcohol-related has also increased (42.1 percent in 2006, 43.1 percent in 2010). The trend line for the statewide alcohol-related driving fatality rate has shown a slight increase over the 5-year reporting period, from 3.76 per 100,000 of population to 3.85 between 2006 and 2010.

Table AL-5 shows the age groups of drinking drivers (BAC ≥ .01) killed during the 5-year period of 2006 to 2010, 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 between the ages of 21 and 34 made up 42 percent of the fatalities. The table shows that approximately 9 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 16-20, 21 to 24, and 25-34 year old age groups and the under-representation of the 55+ age group is also of significance. The 35 to 54 year old group data is also slightly under-represented.

Table AL-5. Fatally Injured Drinking Drivers by Age Group (BAC ≥ 0.01)

Age	Drinking Drivers Killed (2006-2010)		Licensed Drivers (2010)		Rate[3]
	Number[1]	Percent of Total	Number[2]	Percent of Total	
<16	0	0.0%	0	0.0%	n/a
16-20	37	9.1%	133,365	4.5%	28.0
21-24	78	18.9%	162,774	5.5%	48.0
25-34	97	23.5%	436,468	14.9%	22.2
35-44	76	18.3%	531,896	18.1%	14.2
45-54	80	19.5%	604,259	20.6%	13.3
55-64	27	6.6%	465,652	15.9%	5.8
65-69	7	1.6%	161,585	5.5%	4.0
>69	10	2.5%	438,577	14.9%	2.3
Total	412	100.0%	2,934,576	100.0%	14.0

1. Source: FARS, Imputed alcohol data Final Files 2006-2009, Annual Report File 2010
2. Source: FHWA
3. Fatality rate per 100,000 Licensed Drivers

Table AL-6 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, 87.2 percent of the victims had valid licenses, 6.2 percent had a previous DUI conviction, and 91.6 percent were Connecticut residents. Approximately 65.1 percent of the fatalities took place on arterial type roadways, 17.9 percent were on local roadways, and 17.0 percent were on collector roadways. The second part of Table AL-6 shows that during the period of 2006-2010 drinking driver fatalities were most likely to have occurred on overnight periods 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 63 percent of all alcohol-related driving fatalities.

The table shows that 44.1 percent of the fatalities occurred during the late night hours of midnight to 5:59 a.m., 28.2 percent took place between 8:00 p.m. and midnight, and 27.7 percent occurred during the daytime hours from 6:00 a.m. to 7:59 p.m.

Table AL-6. Characteristics of Fatality Injured Drinking Drivers (BAC ≥ 0.01), 2006-2010

	2006 (N=86)	2007 (N=82)	2008 (N=78)	2009 (N=77)	2010 (N=89)	Total (N=441)
Age						
<21	14.0%	9.9%	2.6%	11.7%	7.4%	9.1%
21-34	44.2%	46.9%	41.0%	41.6%	38.6%	42.4%
35-49	24.4%	30.9%	29.5%	31.2%	33.8%	30.0%
50+	17.4%	12.3%	26.9%	15.6%	20.2%	18.5%
Sex						
Male	83.7%	80.5%	83.5%	84.2%	85.7%	83.6%
Female	16.3%	19.5%	16.5%	15.8%	14.3%	16.4%
Number of Vehicles						
Single Vehicle	73.6%	70.7%	65.4%	68.4%	75.6%	70.9%
Multiple Vehicle	26.4%	29.3%	34.6%	31.6%	24.4%	29.1%
License Valid	89.7%	91.5%	82.3%	88.2%	84.5%	87.2%
Previous DUI	10.5%	2.4%	1.3%	7.9%	8.4%	6.2%
Connecticut Resident	91.9%	97.6%	88.5%	89.5%	90.3%	91.6%
Road Type						
Arterial	65.5%	68.3%	67.9%	68.4%	56.3%	65.1%
Collector	12.6%	13.4%	16.7%	19.7%	22.5%	17.0%
Local	21.8%	18.3%	15.4%	11.8%	21.2%	17.9%

Source: FARS Alcohol Imputed Data Final Files 2006-2009, Annual Report File 2010

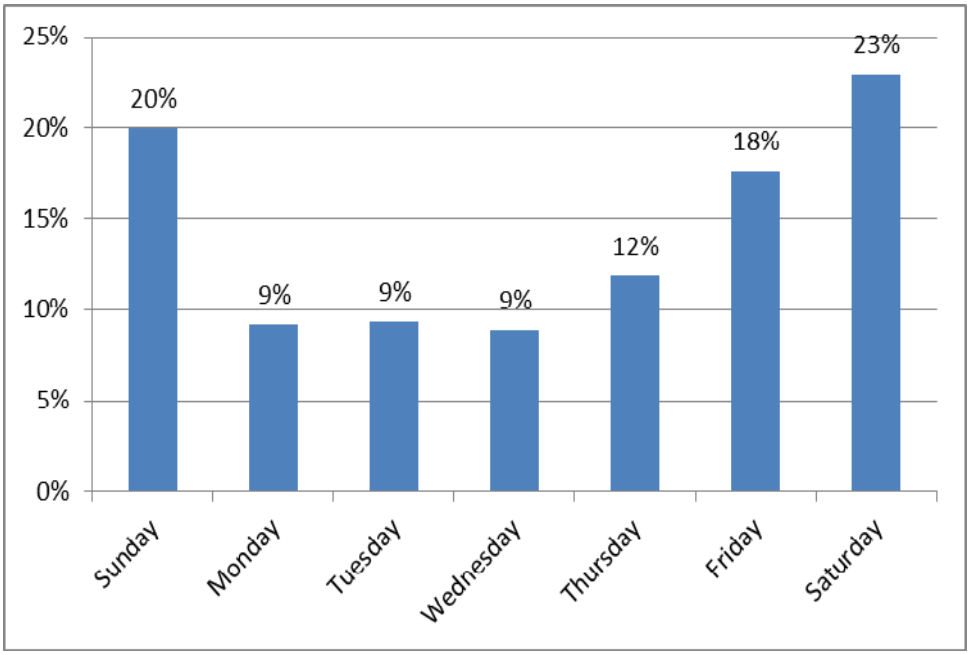
Table AL-6. Characteristics of Fatality Injured Drinking Drivers (BAC ≥ 0.01) 2006-2010 (Continued)

	2006 (N=86)	2007 (N=82)	2008 (N=78)	2009 (N=77)	2010 (N=89)	Total (N=441)
Day						
Sunday	19.8%	19.5%	14.1%	24.6%	21.5%	19.9%
Monday	4.7%	6.1%	9.0%	6.2%	6.6%	6.5%
Tuesday	12.8%	11.0%	2.6%	9.9%	10.3%	9.4%
Wednesday	11.6%	8.5%	10.3%	4.7%	5.4%	8.1%
Thursday	9.3%	17.1%	12.8%	17.5%	10.9%	13.4%
Friday	15.1%	14.6%	17.9%	14.3%	18.7%	16.2%
Saturday	26.7%	23.2%	33.3%	22.8%	26.7%	26.5%
Time						
Midnight-05:59	50.0%	39.0%	38.0%	50.5%	42.9%	44.1%
06:00-19:59	23.3%	25.6%	32.9%	29.1%	28.2%	27.7%
20:00-23:59	26.7%	35.4%	29.1%	20.4%	28.9%	28.2%
Month						
January	2.3%	9.8%	11.5%	8.8%	8.0%	7.9%
February	11.4%	8.5%	7.7%	4.7%	3.5%	7.2%
March	6.8%	8.5%	10.3%	9.9%	4.5%	7.9%
April	15.9%	9.8%	5.1%	7.2%	10.0%	9.8%
May	4.5%	8.5%	3.8%	8.5%	13.8%	7.9%
June	9.1%	7.3%	5.1%	4.6%	16.6%	8.8%
July	13.6%	9.8%	16.7%	4.1%	10.2%	10.9%
August	5.7%	7.3%	11.5%	10.3%	8.2%	8.5%
September	11.4%	14.6%	10.3%	11.5%	7.3%	10.9%
October	11.4%	3.7%	11.5%	13.0%	9.2%	9.7%
November	5.7%	6.1%	2.6%	6.9%	2.4%	4.7%
December	2.3%	6.1%	3.8%	10.5%	6.6%	5.8%

Source: FARS Alcohol Imputed Data Final Files 2006-2009, Annual Report File 2010

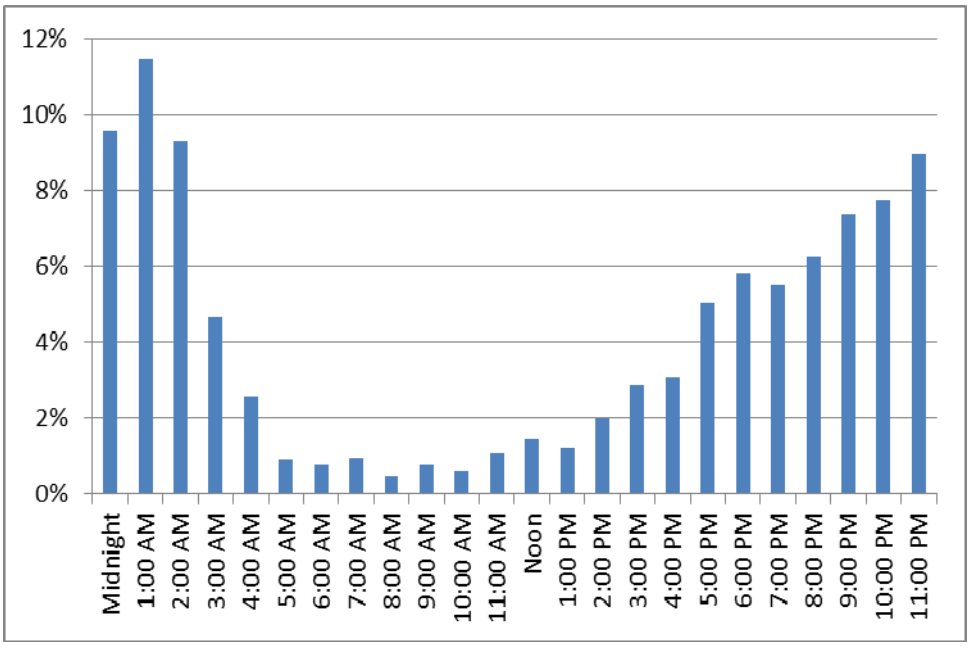
The distributions of alcohol-related crashes by time of day and day of week are shown in Figures 9 and 9a. Mondays to Thursday have fewer crashes and the frequency then builds through the weekend days. The frequency of crashes builds up in the afternoon and evening hours, peaking during the 11p.m. to 2 a.m. period.

Figure 9. Alcohol-Related Crashes by Day of Week 2010



Source: Connecticut Department of Transportation

Figure 9a. Alcohol-Related Crashes by Time of Day 2010



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-7 shows the percentage of Connecticut non-fatal crashes in the years 2006 to 2010 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, 2010 results indicate 6.2 percent of "A"-injury crashes and 4.8 percent of "B"-injury crashes involved alcohol compared to 2.3 percent of "C"-injury and 2.1 percent of 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 involve alcohol.

Table AL-7. Percent of Crashes Police Reported Alcohol Involved

Maximum Severity Level	2006	2007	2008	2009	2010
A Injury	5.5%	6.3%	7.2%	7.0%	6.2%
B Injury	5.1%	4.4%	4.8%	6.2%	4.8%
C Injury	2.1%	1.9%	2.0%	2.4%	2.3%
No Injury	1.8%	1.8%	1.8%	2.2%	2.1%
Injury Crashes	3.3%	3.2%	3.3%	3.9%	3.4%
Total Crashes	2.4%	2.1%	2.3%	2.7%	2.4%

Source: Connecticut Department of Transportation

Table AL-8 summarizes DUI enforcement levels during the 2006 to 2010 period. DUI arrest totals in 2010 (10,301) were 14% lower than in 2006 (11,997). DUI arrests were down about 28 percent from 2008 (14,398), and were down 16 percent from 2009 (12,272). The average BAC has remained relatively constant over the years, and the percentage of chemical test refusals has been hovering around 18 percent throughout the period. Arrests following motor vehicle crashes have decreased slightly from 2006 to 2010. The percentage of adjudications other than guilty has decreased between 2006 and 2009 only to reach a new high in 2010.

Table AL-8. DUI Enforcement Levels

	2006	2007	2008	2009	2010
DUI Arrests	11,997	11,704	14,398	12,272	10,301
Average BAC	0.162	0.168	0.162	0.164	0.165
DUI Arrest per 10,000 Licensed Drivers	43	41	42.5	42	35
Percent Test Refusal	18.2%	17.8%	18.1%	17.4%	18.1%
DUI Arrests from Crashes	25.1%	24.2%	24.3%	24.4%	23.2%
Percent Adjudications Other Than Guilty	64.1%	61.6%	61.1%	61.5%	64.5%

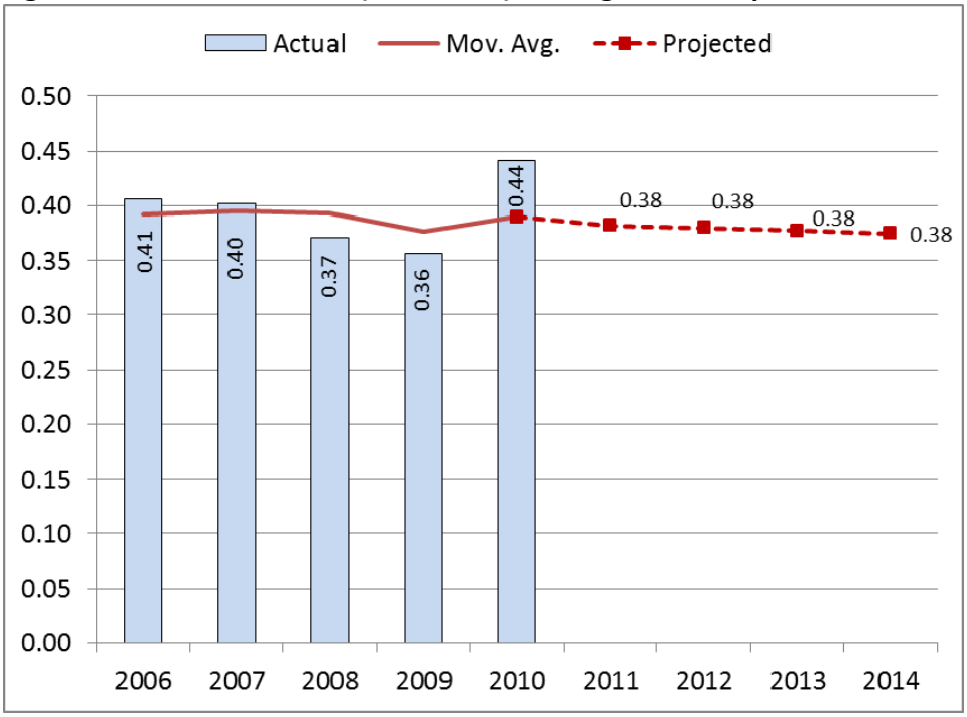
Source: Connecticut Department of Transportation Connecticut Criminal Justice Information System

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.

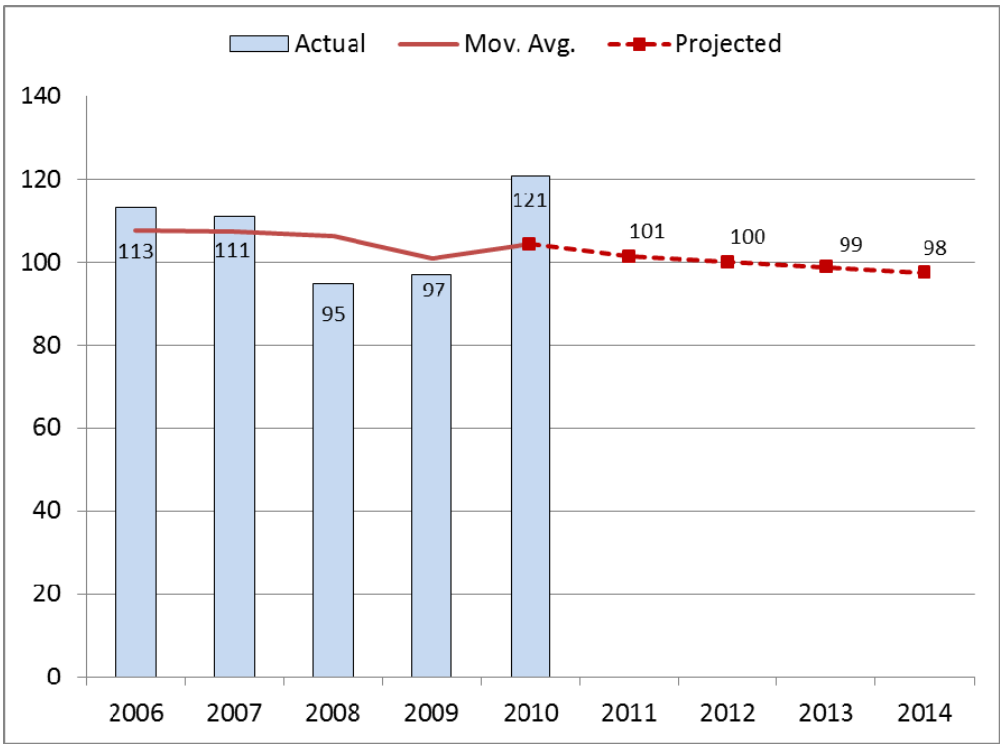
Performance Measures	2006	2007	2008	2009	2010
Alcohol-Impaired Driving Fatalities	113	111	95	97	121
Alcohol-Impaired Driving Fatal Crashes	108	100	86	88	113
Percent Alcohol-Impaired Driving Fatal Crashes	36.9%	37.2%	30.8%	41.7%	37.9%
Alcohol-Related Driving Fatalities	129	129	118	112	138
Percent Alcohol-Related Driving Fatalities	41.5%	43.6%	39.1%	50.0%	43.3%
Alcohol-Related Driving Fatalities per 100 Million VMT	0.41	0.40	0.37	0.36	0.44
Alcohol-Related Driving Injury Crashes	902	877	861	1,014	842
Percent Alcohol-Related Driving Injury Crashes	3.3%	3.1%	3.3%	3.9%	3.4%

Figure 10. Alcohol-Related (BAC ≥0.01) Driving Fatalities per 100M VMT



Source: FARS

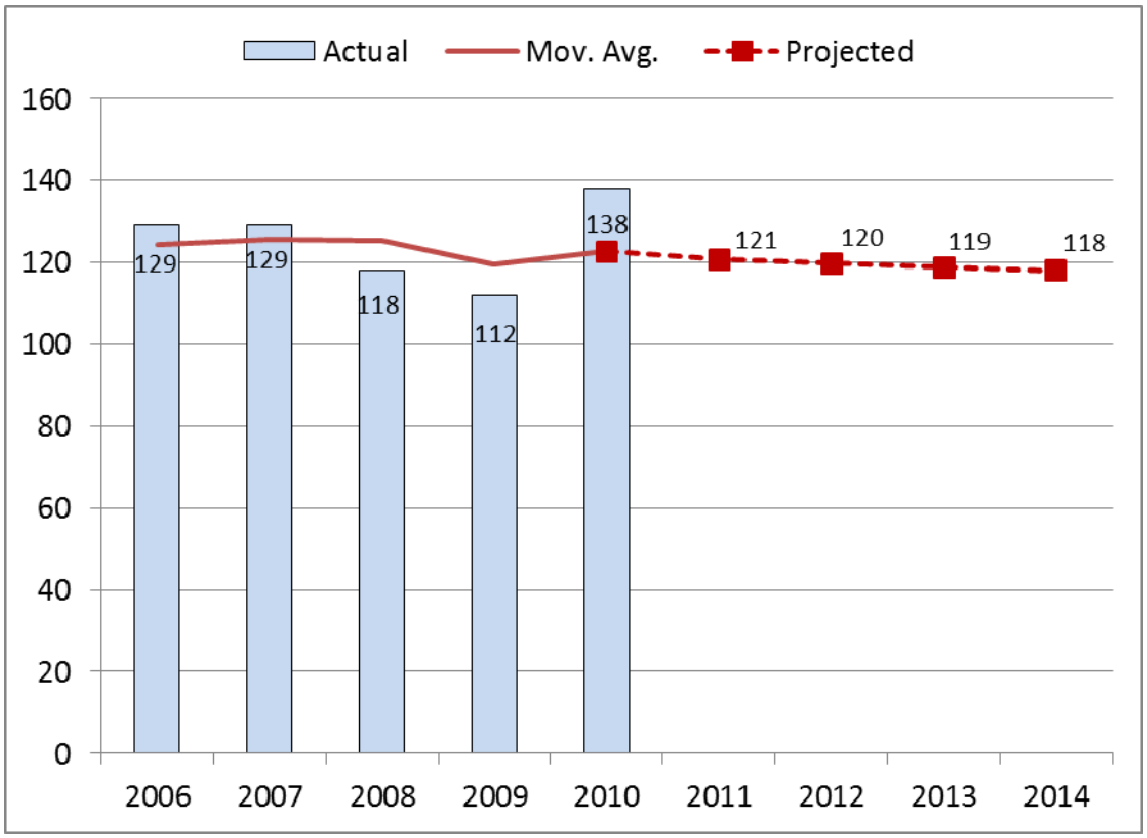
Figure 11. Alcohol-Impaired (BAC ≥0.08) Driving Fatalities



Source: FARS

Figure 12 shows the number of alcohol related driving fatalities for the 2006 to 2010 period, along with the moving averages, and projected fatalities. Figure 10 shows the equivalent for alcohol-related driving fatalities per 100 million vehicle miles of travel.

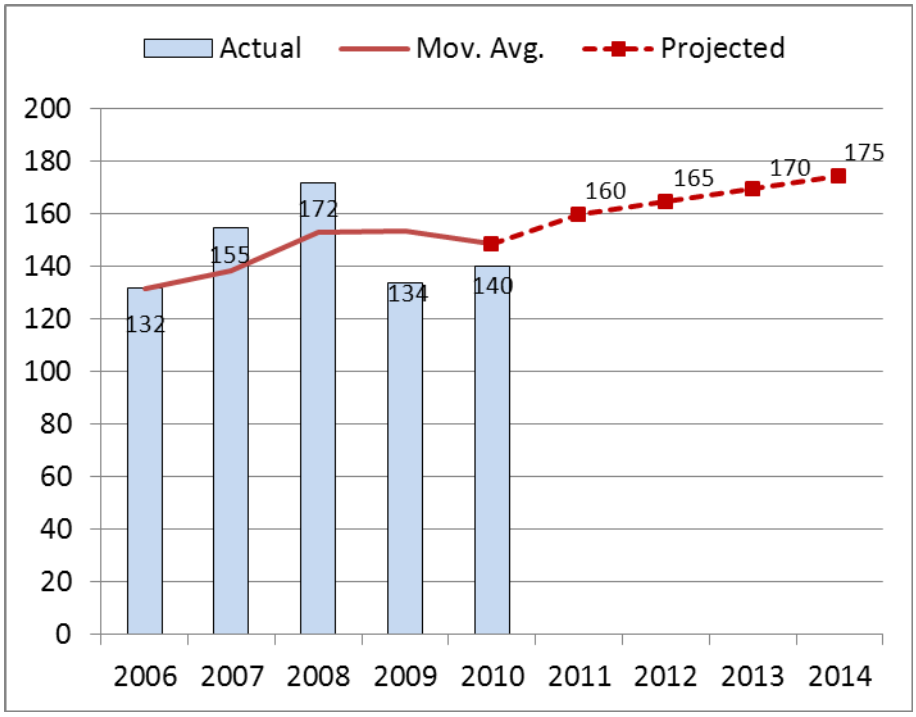
Figure 12. Alcohol-Related (BAC ≥ 0.01) Driving Fatalities



Source: FARS

If the fatality trend continues (Fig. 12), the projection would be 120 alcohol-related fatalities in 2012, 119 in 2013, and 118 in 2014. The VMT rate would project to 0.38 in 2012, in 2013 and 2014. Alcohol-impaired driving fatalities (Figure 11) project to 100 for 2012, 99 in 2013, and 98 in 2014.

Figure 13. Alcohol-Related (BAC ≥ 0.01) Severe ("A") Injuries



Source: Connecticut Department of Transportation

Performance Goals

To decrease alcohol impaired driving fatalities (B.A.C. =.08+) from the three year (2008-2010) moving average of 122 in 2010 by 5% to a three year (2012-2014) moving average of 115 in 2014.

To decrease alcohol related driving serious injuries ("A") from the three year (2008-2010) moving average of 146 in 2010 by 5% to a three year (2012-2014) moving average of 138 in 2014.

Performance Objectives

Decrease alcohol related crashes, injuries and fatalities through high visibility enforcement and successful prosecution of DUI offenders by:

Increasing the number of law enforcement agencies receiving impaired driving enforcement grants beyond the 84 that participated in 2012.

Increasing the number of cooperating law enforcement agencies participating in high-visibility regional DUI enforcement.

Increasing the number of certified Standardized Field Sobriety Test (SFST) Instructors and Practitioners by providing statewide coordination of SFST training to law enforcement.

Increasing law enforcement recognition and conviction of various types of impaired driving beyond alcohol impairment by providing Drug Recognition Expert (DRE) training.

Supporting all national high-visibility impaired driving holiday mobilizations by providing funding for overtime enforcement and media buys.

Increase successful prosecution and conviction of DUI offenders.

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 funding sobriety checkpoints and/or roving patrols and associated equipment purchases.

Police departments will be offered DUI overtime enforcement grants. Enforcement will be aimed at high DUI activity periods identified in the problem ID section (i.e. weekend nights between 5p.m. – 4a.m.) through established overtime funding parameters. The enforcement will be comprehensive in nature; will include all NHTSA impaired driving holiday mobilization periods and expanded DUI initiatives to sustain enforcement year round.

Paid advertising and earned media will be part of a comprehensive program designed to address specific highway safety goals identified in this section. Public education will be aimed at specific target groups: 21 to 34 year old males and drivers under 21 who are most over-represented in alcohol-related crashes in relation to the number of licensed drivers in those age groups.

Education efforts will be undertaken through a variety of venues:

Paid advertising in the form of television, radio, internet, billboards and bus panels in support of national holiday mobilizations (i.e. Drive Sober or Get Pulled Over, Buzzed Driving is Drunk Driving and specific holiday messaging) will be utilized to complement associated enforcement and is the major component of this activity.

Additional advertising campaigns at local sport and concert venues will be funded to support sustained year round impaired driving enforcement.

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, will reach target audience groups. The site will further enhance enforcement messaging by using content from the national campaigns listed above via www.trafficsafetymarketing.gov

Paid media efforts will be enhanced through public outreach and education campaigns. Public outreach will take place at sporting and concert venues, MADD sponsored events, health fairs and school safety days. Public information and education materials carrying campaign messaging and educational brochures will be distributed in support of these efforts.

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.

A priority for the 2013 Fiscal year is to provide training for Advance Roadside Impaired Driving Enforcement (ARIDE) and establish training for the State of Connecticut's first Drug Evaluation and Classification Program. The goal of the DRE program is to train and certify law enforcement officers in drug recognition and provide the training opportunity to become a Drug Recognition Expert (DRE). This certification will allow the qualified officer to effectively evaluate someone suspected of operating a motor vehicle under the influence of alcohol and/or drugs.

Increase successful prosecution of DUI offenders and decrease recidivism rates by providing funding for an administrative per se hearing attorney and a Transportation Safety Resource Prosecutor.

The Highway Safety Office will continue to support the passage of legislation that discourages impaired driving through enforcement, sanctions aimed at reduction of recidivism and increased penalties for DUI offenders.

Task 1 – Impaired Driving Administration **$100,000 (402)***
$400,000 (154AL)*

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

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 **$3,300,000 (410)***
$3,300,000 (154 AL)*

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

High-visibility enforcement objectives will be accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law Enforcement agencies will be offered DUI overtime enforcement grants. In order to fulfill the Impaired Driving Program countermeasures, the HSO 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. These grants will be available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year-round sustained enforcement. Enforcement will be targeted at high DUI activity periods identified in the statewide problem identification and by local police departments based on specific community needs. 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 90 agencies will participate as sub-grantees in an estimated 280 DUI checkpoints and over approximately 4,800 roving/saturation patrols will be conducted statewide throughout 2012-2013. Enforcement will target high risk regions and communities where DUI activity is known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes.

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

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

A Statewide Traffic Safety Resource Prosecutor (TSRP) position will be funded within the Office of the Chief State's Attorney. The TSRP will assist 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 TSRP will also act in an advisory capacity to State and local law enforcement agencies and the Highway Safety Office on all DUI and/or impaired driving legislation. The TSRP will also develop and update training manuals aiding successful identification and prosecution of DUI offenders for both law enforcement and judicial officials.

Task 4 – SFST Training **$150,000 (154 AL)***

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

Funding will be provided for judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement. It is anticipated that approximately five training sessions will be conducted and 125 officers will be trained through this program. This task will ensure that NHTSA approved SFST procedures are implemented uniformly by practitioners

throughout the State. Funding can include overtime expenses, travel and lodging for instructors as well as materials to support this task.

Task 5 – Impaired Driving Public Information and Education $600,000 (154AL)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei/Michael Whaley

This task will fund the purchase and distribution of public outreach and education materials as well as advertising campaigns at sport and concert venues. This comprehensive campaign will include the development and purchase of public information and education materials in the form of brochures, posters, and other items carrying messaging to discourage impaired driving and provide information about related laws and associated risks. Delivery of public education and information materials will be accomplished through outreach at sporting and concert venues, public safety fairs, school safety days, corporate safety days and other community events. Both enforcement and social-norming messaging, in the form of signage and promotions, will be used to support national campaigns as well as sustained impaired driving enforcement at various sporting and concert venues throughout the state. This task provides funding for administration of the web site www.drink-drive-lose.com to further support existing public outreach and education campaigns. This interactive site utilizes a variety of tools to engage visitors in scenarios that illustrate the risks and dangers associated with impaired driving. Also, The HSO will be partnering with Kramer International's 'Save a Life Tour' that travels the country with a distracted and impaired driving presentation for high school students. The program will be available in Connecticut for presentations at four high schools on consecutive days. Schools were chosen by partnering with the Connecticut Association of Schools, who pointed out particularly involved administrations in different regions of the state to best reach a diverse population. Given the extreme dangers of distracted driving especially with young and inexperienced drivers, the HSO hopes to impact the lives of many students with this program and also garner earned media attention to be broadcasted throughout the state. If the program is well-received, the HSO has discussed possibly bringing the 'Save a Life Tour' back to Connecticut in the future. The HSO will be covering the cost of bringing the tour to Connecticut at the total cost of $11,400 for the four presentations. Also funded under this task will be the continuation of the FY 2012 project development of a web-based Geographic Information Crash Surveillance System (GICSS) with the primary focus on alcohol impaired driving. This work will continue to be done, in coordination with Yale University School of Medicine, Department of Emergency Medicine Yale-New Haven Hospital, in efforts to increase community and city government use of traffic safety data and maps for program planning and presentations. Mother's Against Drunk Driving (MADD) educational outreach programs, such as Power of Parent's, It's Your Influence would receive funding consideration under this task.

Task 6 – DUI Enforcement Equipment **$800,000 (154AL)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei/Michael Whaley

The HSO will continue to encourage regional cooperation and coordination of checkpoints by awarding funds for the purchase of DUI related equipment that will be jointly utilized by regional traffic units (RTUs) (i.e.: DUI mobile command vehicles for RTUs, 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/Michael Whaley

Funding will be used for paid advertising in support of NHTSA scheduled crackdown periods (i.e. Labor Day and Thanksgiving/Christmas/New Year holiday crackdown periods). Paid advertising in the form of television, radio, internet, billboards and bus panels in support of national holiday mobilizations (i.e. Drive Sober or Get Pulled Over and specific holiday messaging) will be utilized to compliment associated enforcement and is the major component of this activity. Paid media buys will include the development of a creative concept and images; targeting the over-represented alcohol-related crash demographic of 21 to 34 year old males and will include a bi-lingual component for Spanish speaking audiences. In accordance with NHTSA messaging, the focus will be placed on the fear of being caught and receiving substantial penalties. Earned media, supplementing paid buys, will be sought by inviting television reporters to live checkpoints and ride-alongs on DUI patrols for broadcast. Media will be tracked and measured through required reports from media agencies and attitude and awareness surveys conducted

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

Funding will be provided to the Department of Motor Vehicle (DMV) for a Per Se Administrative Hearing Attorney. Funding this position provides legal counsel and representation for the arresting officer during DMV administrative per se hearings. By having council represent the officer, less DUI-related license suspensions will be dismissed during the Per Se Hearing process and will result in more DUI convictions. Monthly case reporting to the HSO will be required for project monitoring and reimbursement.

Task 9 – DRE **$160,000 (410)***

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

Funding will be provided to train personnel in the latest methods of drug evaluation and classification and certify law enforcement officials as Drug Recognition Experts (DRE). The HSO will be working with NHTSA and the Highway Safety Advisory Committee of the International Association of Chiefs of Police (IACP) to participate in the development and national expansion of this DRE program. It is anticipated that once the program is reviewed and approved by the IACP, Connecticut will be able to host approximately two training sessions during fiscal year and in turn, 30 officers will then become certified DREs. This task will ensure that IACP approved DRE's evaluations are implemented uniformly by practitioners throughout the State. Funding can include overtime expenses, travel and lodging for instructors as well as materials to support this task.

Task 10 - Hazard Elimination Program **$12,700,000 (154HE)***

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

This task will utilize penalty transfer funds for proposed improvements to guide rail, signing, traffic signals, rumble strips, pavement markings and accommodations for bicycling and walking to reduce pedestrian and bicycle injuries and fatalities. The improvements will be reviewed and approved by the Federal Highway Administration with NHTSA and HSO concurrence and implemented by the Department of Transportation's Division of Traffic Engineering in order to verify that the project will provide a positive safety improvement benefit.

**The dollar amounts for each task are included for the purpose of planning only. They <u>do not</u> 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

The primary goals of the occupant protection programs are to increase the observed statewide seat belt use rate and to decrease unrestrained occupant injuries and fatalities. The strategies identified for accomplishing these goals include strengthening existing legislation, high visibility enforcement and public information and education.

Problem Identification: Child Restraints

Table OP-1 shows observed restraint use for children ages 0 to 3 years from the State's Bellwether observations. The table indicates that in 2010, 85.2 percent of children under age 4 were being restrained and 85.5 percent were in the rear seat of their vehicles. Young children are less likely to be restrained when their driver is not belted (88.6 percent versus 62.5 percent). Comparing 2010 results with those from the first year of these observations (1997) shows the progress that has been made. Child restraint use has increased by 15 percentage points over the period and close to 90% of young children are now riding in the rear seat of their vehicles.

Table OP-1. Child Restraint Use (Age 0 to 3 Years) 1997 and 2004-2010

	1997 (N=247)	2004 (N=134)	2005 (N=65)	2006 (N=170)	2007 (N= 184)	2008 (N=279)	2009 (N=259)	2010 (N=333)
Child Restraint Use	70.4%	93.3%	96.9%	89.9%	85.9%	85.0%	84.9%	85.2%
Driver Belt Use	63.6%	89.4%	89.2%	85.9%	85.3%	87.4%	89.1%	91.6%
When Driver Belted	80.3%	94.9%	98.3%	92.4%	89.5%	89.9%	88.8%	88.6%
When Driver Not Belted	56.3%	85.7%	85.7%	77.3%	61.9%	57.1%	38.5%	62.5%
Children in: Front Seat	23.9%	4.5%	1.5%	1.8%	2.7%	0.4%	9.9%	14.5%
Children in: Rear Seat	76.1%	95.5%	98.4%	98.0%	100.0%	99.6%	90.1%	85.5%

Source: Connecticut Bellwether Seat Belt and Child Restraint Observations. Observations were first conducted in 1997 and as such 1997 is considered the baseline year for these data.

A key challenge in problem identification in child passenger safety is the availability of research and analysis of data to identify specific groups of motorists who do not comply with the law. Currently, there are deficiencies in obtaining the necessary information to identify children that are not properly restrained.

Problem Identification: Occupant Protection

The latest scientific survey of belt observations was conducted in June 2011. It provides the most accurate and reliable statewide estimate of seat belt use available 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 of statewide belt observations for the last 10 years are detailed in Table OP-2. Seat belt use was 88% in 2011, the highest level in the past ten years (along with 2008 and 2010).

Table OP-2. Statewide Scientific Observations

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Total	78%	78%	83%	82%	83%	86%	88%	86%	88%	88%

Source: Connecticut Department of Transportation Statewide Scientific Observations

Table OP-3 shows driver and front seat passenger seat belt use rates in 2011 as a function of vehicle, location, and personal characteristics. Observed seat belt use was highest in SUVs and passenger cars, and lowest in pick-up trucks. Seat belt use was higher in rural compared to urban areas, higher among females than males and higher for Caucasians than non-Caucasians. Statewide seat belt use increased by 12 percentage points from 2000 to 2011 (76 to 88 percent). Comparing 2011 results with those from 2000 shows that seat belt use increased in every single category.

Table OP-3. Observed Driver and Front Seat Passenger Seat Belt Use-2000 & 2011

	Drivers		Passengers	
	2000	2011	2000	2011
Vehicle Type				
Passenger Car	74.7%	87.6%	74.8%	85.6%
Pick Up Truck	51.3%	77.1%	46.9%	72.0%
SUV	75.1%	91.0%	76.3%	90.4%
Van	67.9%	88.0%	71.9%	87.7%
Urban/Rural				
Urban	72.9%	88.9%	76.4%	88.3%
Rural	79.1%	88.9%	79.0%	93.4%
Gender				
Male	67.9%	85.3%	63.0%	82.8%
Female	80.2%	90.7%	79.0%	88.8%
Race				
Caucasian	73.1%	88.1%	74.0%	87.3%
Non-Caucasian	59.5%	82.1%	53.5%	78.3%

Source: Connecticut Department of Transportation Statewide Scientific Observations

Table OP-4 shows belt use in fatally injured passenger vehicle occupants as a function of time of day. Belt use rates are consistently lower at night than during the daytime. Over the period 2006-2010, daytime belt use in fatal crashes has been 17 percentage points higher than nighttime belt use.

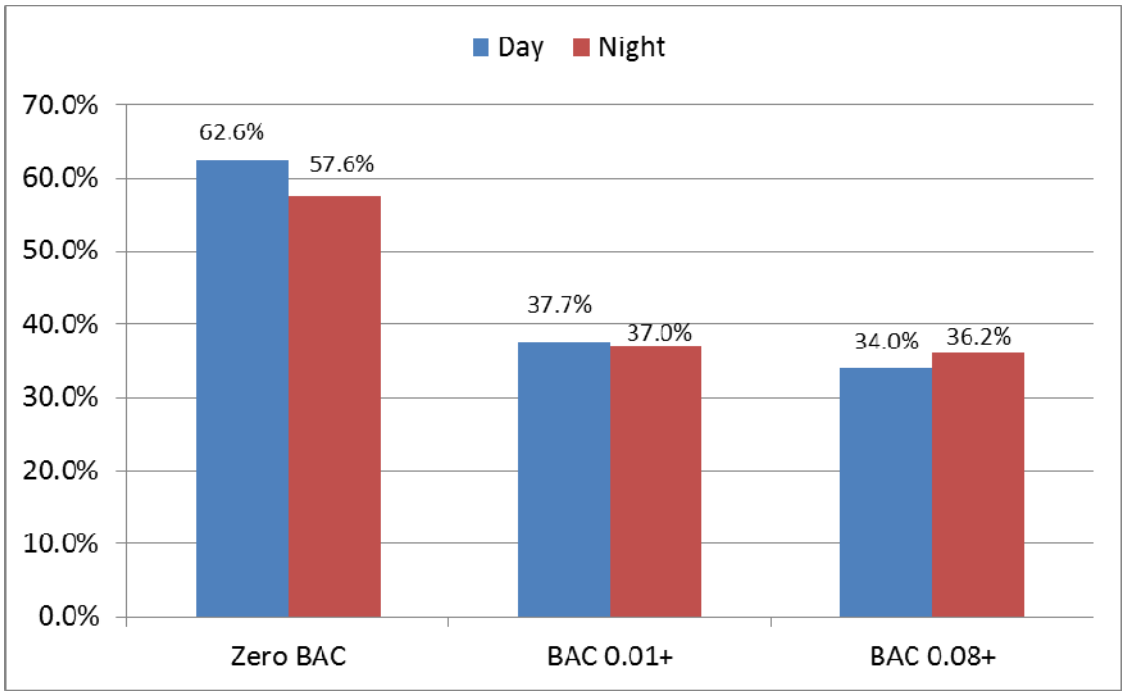
Table OP-4. Percent of Belt Use by Time of Day, Fatally Injured Passenger Vehicle Occupants, 2006-2010

Percent Belted	2006	2007	2008	2009	2010	2006-10
Day (5:00am - 8:59pm)	62.0%	54.3%	63.6%	54.8%	56.0%	58.4%
Night (9:00pm to 4:59am)	49.3%	52.6%	25.5%	36.9%	37.5%	41.3%

Source: FARS Final Files 2006-2009, Annual Report File 2010

Figure 14 shows that, in 2010, in addition to time of day, alcohol involvement is a factor to be considered in seat belt use by fatally injured drivers. Indeed, daytime seat belt use by drivers with zero BAC is 25 percentage points higher than drivers with BAC of 0.01 or above, and 29 percentage points higher than impaired drivers (BAC ≥ 0.08). Seat belt use is lower for all drivers at night, but still shows a large difference between those with zero BAC (58% belted), those with positive BACs (37%), and impaired drivers (36%).

Figure 14. Fatally Injured Driver Belt Use by Time of Day and Alcohol Involvement in 2010



Source: FARS

Table OP-5, shows driver seat belt use among those killed or seriously injured ("A" injury) on a county-by-county basis in 2010. The data indicate that seat belt use in serious crashes varies around the State, ranging from a low of 58.6 percent in Windham County to a high of 80.8 percent in Hartford County.

Table OP-5. Driver Belt Use by Injury and County, 2010

Driver Injury	Fairfield	Hartford	Litchfield	Middlesex	New Haven	New London	Tolland	Windham
Killed or A Injury	78.4%	80.8%	69.5%	71.8%	74.7%	71.6%	75.9%	58.6%

Sources: FARS, Connecticut Department of Transportation

Table OP-6, shows seat belt use in passenger vehicle fatalities from 2008 to 2010 as a function of whether a belt was used, not used or unknown. Markedly, the data in this table is exclusive of fatalities in motorcycle, bicycle or pedestrian crashes and only represents passenger vehicle crashes. While the data show that in 2010, the reported number of people who were unbelted and died in crashes increased from 2009 (69 to 85 respectively), it is most notable that the overall percentage of unbelted fatalities decreased in 2010 from 46% in 2009 back to the level reported in 2008 of 42.1%. The increase in overall unbelted fatalities stems from the overall increase of passenger vehicle fatalities from 183 to 202 in 2009 and 2010 respectively.

Table OP-6. Belt Use in Passenger Vehicle Fatalities, 2008-2010

	2008		2009		2010	
	N	Percent	N	Percent	N	Percent
Belt	77	42.1%	58	38.7%	78	38.6%
No Belt	77	42.1%	69	46.0%	85	42.1%
Unknown	29	15.8%	23	15.3%	39	19.3%
Total	183	100.0%	150	100.0%	202	100.0%

Source: FARS Final Files 2008-2009, Annual Report File 2010

Activity Table

Enforcement Activity	2006	2007	2008	2009	2010
Safety Belt Citations Issued	64,232	68,959	66,093	68,986	52,910
Safety Belt Adjudications Not Guilty	13%	13%	13%	13%	17%

Source: Connecticut DMV, Commercial Vehicle Safety Division; CT Judicial

The State has experienced a 23 percent decline in the number of safety belt citations that were issued in 2010 from 2009 (68,986 to 52,910). To address this reduction, the law enforcement liaison will work co-operatively with the Connecticut Police Chief's Association, and POSTC to continue the ambitious High Visibility Enforcement (HVE) training schedule the Highway Safety Office is currently conducting. All Highway Safety Office initiated trainings will include sessions on sustained HVE with special emphasis as to the importance of the issuance of a citation verses a warning with the habitual non users of safety belts. The Highway Safety office will also provide a HVE Advisory document that will be distributed to all law enforcement personnel promoting the year long crackdown HVE periods to increase statewide safety belt use rate and subsequently result in a reduction and fatalities and injuries as the result of crashes.

The first comparable safety belt use survey in Connecticut was done in 1995 and recorded a 59 percent belt use rate*. The rate reached an all-time high of 88% in 2008, dropped slightly to 86 percent in 2009 only to go back to 88% in 2010 and 2011. Figure 15 shows a downward trend in the number of unrestrained fatalities, reaching the lowest level (69 fatalities) in five years in 2009, only to go up to the highest level in five years in 2010 (85 fatalities). Projections estimate 72 unrestrained fatalities in 2012, 70 in 2013, and 68 in 2014.

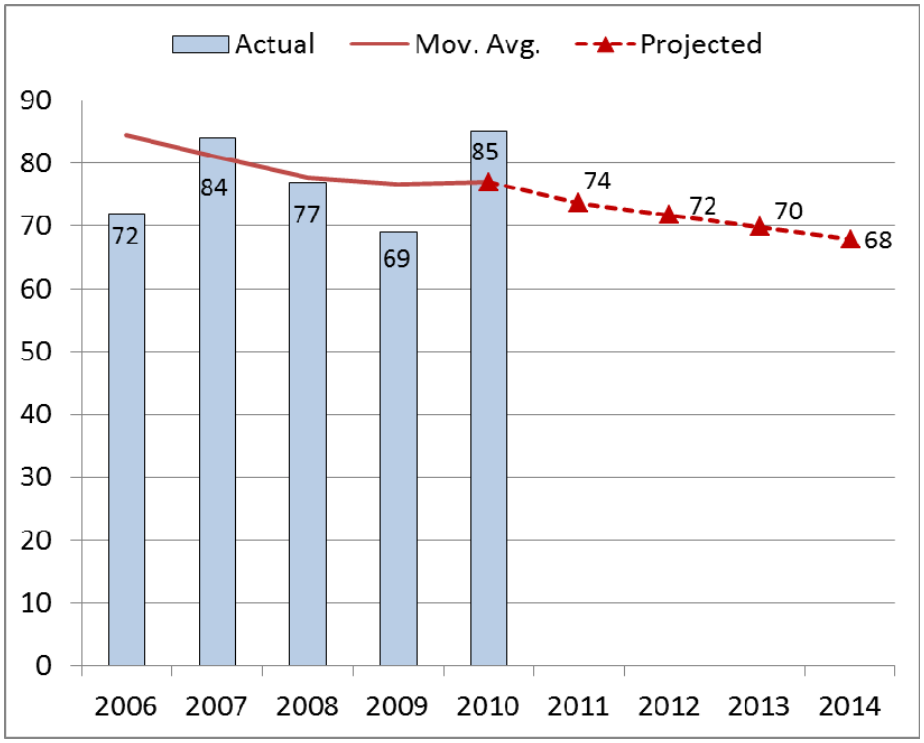
*Source: Preusser Research Group, Inc. *2003 Seat Belt Use in Connecticut*, July 2005.

Performance Measures

	2006	2007	2008	2009	2010
% Belt Use					
% Belted Motor Vehicle Occupants (Observed)	83%	86%	88%	86%	88%
% Belted Motor Vehicle Occupants Fatalities	45%	47%	42.1%	38.7%	38.6%
Belt Use in Fatal Crashes					
Belted	93	97	77	58	78
Unbelted	72	84	77	69	85
Unknown	42	27	29	23	39
Total	207	208	183	150	202

Source: FARS Final File 2006-2009, FARS Annual Report File 2010

Figure 15. Unrestrained Fatalities



Source: FARS Final Files 2006-2009, Annual Report File 2010

Performance Goals

To reduce the number of unrestrained occupants in fatal crashes from the three year (2008-2010) moving average of 77 in 2010 by 10 percent to a three year (2012-2014) moving average of 69 in 2014.

To increase the safety belt usage rate (observations) from 88 percent in 2011 to 90 percent or above in 2014.

Performance Objectives

OP

Increase the number of participating agencies in national safety belt mobilizations from the 119 that reported WAVE participation in FY 2012.

To decrease the percentage of safety belt citations adjudicated or not guilty from 17 percent to 13 percent or less by 2014.

To decrease the number of unbelted impaired drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during D.U.I. patrols and checkpoints

(In FY 2011 there were 3,321 safety belt citations issued as a result of observed violations at DUI checkpoints and roving patrols – 2,894 local activity and 427 State Police).

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

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

Implement changes to current data collection methods to provide more accurate data to identify children not properly restrained in motor vehicles.

Planned Countermeasures

OP
The Department serves as the lead agency for the coordination of occupant protection programs in Connecticut. Participation in the national high visibility safety belt and child safety seat enforcement mobilization: "Click It or Ticket" will continue to be the core component of the program.

This comprehensive campaign will include funding statewide safety belt enforcement through checkpoints and roving/saturation patrols both day and night. The HSO will encourage participation in nighttime safety belt enforcement and track data from this initiative during the national mobilizations. An especially important component of this program is providing funding for observation surveys before and after enforcement waves measuring the effects of the campaign and determining the statewide safety belt use rate.

Participation in the national "Click it or Ticket" mobilization and media campaign will be the major component of the occupant protection program. Paid media may include television, radio, internet, and outdoor buys. Initiatives will be developed to promote awareness to the identified high risk groups (i.e. young males and pick-up truck operators). This will involve analysis of State crash data, motorist survey data and safety belt use observation data. This activity will be supported by garnering corresponding earned media opportunities through the HSO, safety partners, law enforcement and the NHTSA region 1 media consultant.

Other paid media and public information and education efforts will be conducted through a variety of public outreach venues. Safety belt messages and images including Click it or Ticket will be prominently placed at several of the States sports venues including but not limited to: New Britain Stadium, Hartford XL Center, Bridgeport's Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation venues, Lime Rock Park, Stafford Motor Speedway, Thompson International Speedway and the Waterford Speed Bowl. In support of the visual messages, public outreach will be conducted at these venues through tabling opportunities which will provide the opportunity to educate motorists about the importance of safety belt

use for themselves and their passengers. Further public outreach will be executed through grants funding for the Rollover Simulator and Seatbelt "Convincer" demonstrators at various public and grassroots events.

Safety belt messages will be broadcast to motorists through a newly generated social media venue http://www.facebook.com/CThighwaysafety . Announcements regarding highway safety promotional activities at public outreach/sporting venues and informational feeds on mobilizations will be regularly posted to educate followers.

CPS

Efforts to educate the public about the importance and correct use of child restraint systems as children grow and "graduate" from rear-facing, forward facing, booster seats and adult seat belts, will promote greater compliance. The strategies will include educational programs, outreach events and public information campaigns directed towards the general public (i.e., Child Passenger Safety Week); with an emphasis on groups identified as having low safety belt usage rates due to the demonstrated lack of child restraint shown in this situation (Table OP-2).

Promotion of proper child safety restraint use will also take place through technical support for child safety seat installation professionals – through the child passenger safety conference, dissemination of support materials, and safety week planning. In order to better identify and target groups who are over represented in low restraint use, the program manager will coordinate with the HSO data contractor to implement changes in data collection.

Occupant Protection

Task 1 – Occupant Protection Program Administration **$150,000 (402)***

Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen P. Livingston

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 Paid Media/Public Information and Education $200,000 (402)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen P. Livingston

This task provides funding for paid advertising to support the November and May Click it or Ticket enforcement mobilizations and will include a bi-lingual component for Spanish speaking audiences. Paid media and public outreach at sporting and concert venues, health and safety fairs and civic organizations will be conducted under this task. This task will also fund the seat belt convincer and rollover simulator demonstrations, educational materials and supplies and other related expenses to assure a comprehensive statewide public information and education media campaign promoting the statewide "Click It or Ticket" program. Media effectiveness will be tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted by the HSO data analysis contractor at local DMV's.

Task 3 – Occupant Protection Enforcement/ Seat Belt Survey **$300,000 (402)***
$320,000 (405)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen P. Livingston

This task provides funding for enforcement of occupant protection laws through the Selective Traffic Enforcement Program or WAVE in conjunction with the national "Click it or Ticket" mobilization (May and November) including checkpoints and roving/saturation patrols. 100 agencies are anticipated as sub-grantees to participate in 2012 WAVE activity. NHTSA approved Safety Belt Surveys as well as knowledge and awareness surveys at DMV offices to track the impact of mobilization enforcement activities funded under this task.

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, travel, 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 Training **$30,000 (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 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. A CPS workshop will be held as well as three training seminars (instructor training, special needs and school bus safety). This task will provide funding for travel, coordinating, and implementation.

Task 3 – Public Information and Education **$20,000 (402)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

This task provides funding for training, materials and supplies; development, promotion and distribution of public information materials, and provides for community outreach as well as other related 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.*

Police Traffic Services (PTS)

Police Traffic Services (PTS)

Problem Identification

Table PT-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 2006 to 2010 period. Fatal and "A"-Injury crashes at railroad crossings have fluctuated from 1 to 3 per year with no apparent trend. Construction-related, or work-zone, crashes in 2010 were the lowest in the 2006-2010 period, lower than the previous 4-year average for Fatal/"A"-Injury and Other-type crashes. While not a significant percentage (40 percent) of the total number of crashes occurring in 2010, the number of bridge-related crashes in 2010 was the lowest, by far, of the five years reported.

Table PT-1. Crashes at Special Locations

Location	Total Crashes by Year				
	2006	2007	2008	2009	2010
Construction Activity or Device:					
Fatal & A Injury	18	28	22	13	10
Other	737	1,073	1,057	834	706
Percent of All Crashes	1.10%	1.00%	1.00%	0.82%	0.74%
Railroad Crossing:					
Fatal & A Injury	2	2	1	3	1
Other	30	60	64	59	50
Percent of All Crashes	0.04%	0.06%	0.06%	0.06%	0.05%
On a Bridge:					
Fatal & A Injury	6	21	15	14	12
Other	715	854	781	704	423
Percent of All Crashes	1.00%	0.80%	0.80%	0.70%	0.40%

Source: Connecticut Department of Transportation

Crash reporting in Connecticut via the Police Report 1 or PR-1 only allows for one contributing factor to be assigned to a crash; this accounts for the major difference between contributing factors listed in Connecticut Department of Transportation data versus FARs data.

Among injury crashes in Connecticut during 2010, Table PT-1a shows 4 predominant contributing factors: following too closely (31.5 percent), failure to yield the right-of-way (17.6 percent), speeding (8.0 percent), and violating traffic controls (6.9 percent).

Table PT-1a. Contributing Factors in 2010 Injury Crashes

	Injury Crashes		PDO Crashes	
	Number	%	Number	%
Driver following too closely	7,703	31.5%	21,329	29.3%
Driver failed to grant right-of-way	4,300	17.6%	9,444	13.0%
Speed too fast for conditions*	1,965	8.0%	5,394	7.4%
Driver violated traffic controls	1,681	6.9%	2,734	3.8%
Under the Influence	675	2.8%	1,369	1.9%

Source: Connecticut Department of Transportation

*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 DOT, as noted in Table PT-1, categorizes "speed too fast for conditions" separately, resulting in a lower percentage of crashes with speed as a factor.

During the 2006 to 2010 period, the most prevalent driver-related factors in fatal crashes (Table PT-2) were "speeding-related" and "alcohol & other drugs." In 2010, "speeding-related" was identified in 28.1 percent of fatal crashes, "alcohol & other drugs" in 17.1 percent and "failure to keep in proper lane" in 8.5 percent of the fatal crashes. The data in Table PT-2 may involve up to 4 factors per driver. **As Highway Safety issues continue to emerge, distracted driving/hand held mobile electronic device use has been a consistently recognized factor leading to crashes, injuries and fatalities. This table is not representative of this issue as data collection methods did not previously meet the needs of this area. Up until 2009, the factor, "Operating vehicle in a careless/inattentive manner" formerly listed as "Inattentive" was the only category capturing this data. A new "Driver distracted by" variable was added in FARS 2010.** Table PT-2 indicates that "driver distracted by" was a driver-related factor in 4.0 percent of fatal crashes.

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

Factors	2006 (N=452)	2007 (N=403)	2008 (N=404)	2009 (N=302)	2010 (N=376)
Driving too fast for conditions or in excess of posted speed limit/ Speed-related*	19.2%	21.3%	22.3%	31.7%	28.1%
Under the influence of alcohol, drugs, or medication	13.5%	15.4%	11.1%	16.2%	17.1%^
Failure to keep in proper lane	10.2%	9.7%	11.6%	6.3%	8.5%
Failure to yield right of way	6.0%	7.2%	6.7%	3.6%	6.4%
Driver distracted by…^	n/a	n/a	n/a	n/a	4.0%
Operating vehicle in erratic, reckless, ...	2.0%	4.7%	1.7%	3.3%	1.9%
Failure to obey traffic signs, signals, or officer	2.9%	2.2%	2.2%	2.6%	2.4%
Swerving or avoiding due to wind, slippery surface, ...	1.3%	1.5%	1.5%	2.0%	0.8%
Operating vehicle in a careless/inattentive manner^	3.1%	3.2%	2.7%	1.3%	2.6%^
Drowsy, asleep, fatigued, ill, or blackout	1.3%	1.7%	0.5%	1.0%	1.3%
Overcorrecting/oversteering	0.7%	2.0%	0.2%	0.7%	1.6%
Driving wrong way on one--way traffic or wrong side of road	0.7%	1.5%	0.7%	0.7%[&]	1.3%
Vision obscured/Driver's vision obscured by[&]	0.7%	0.2%	0.0%	0.0%	0.0%
Making improper turn	13.7%	19.1%	15.8%	14.6%	16.0%
Other factors	49.8%	45.2%	49.0%	60.3%	67.3%
None reported	0.7%	0.2%	0.0%	5.3%	3.2%
Unknown	**2006**	**2007**	**2008**	**2009**	**2010**

* % speed-related (new variable for 2009)

^ Coded differently/New variable for 2010

[&]% driver's vision obscured by (new variable for 2009)

Source: FARS Final Files 2006-2009, Annual Report File 2010

Table PT-3 indicates that more than half of speeding-related crashes in the period 2006 to 2010 involved a driver with a positive BAC. This was true for every single year in the 5-year period reviewed. Overall, 56 percent of speeding-related crashes involved a driver with a BAC of 0.01 or above and 49 percent of speeding-related crashes involved an impaired driver (BAC of 0.08 or above).

Table PT-3. Speeding-Related Fatal Crashes by Alcohol Involvement

	2006	2007	2008	2009	2010	2006-10
N Speeding-Related Crashes						
Zero BAC	39	37	44	41	47	206
BAC ≥ 0.01	49	48	44	55	64	259
BAC ≥ 0.08	44	45	35	45	58	226
% Speeding-Related Crashes						
Zero BAC	44.3%	43.3%	50.0%	42.7%	42.3%	44.4%
BAC ≥ 0.01	55.7%	56.7%	50.0%	57.3%	57.7%	55.6%
BAC ≥ 0.08	50.0%	52.4%	39.8%	46.9%	53.0%	48.6%

Source: FARS Final Files 2006-2009, Annual Report File 2010

Over the 5-year period of 2006 to 2010, the greatest proportion of fatalities (36.0 percent) occurred on roads with a posted speed limit of 30 mph or less, followed by roads with limits of 35 or 40 mph (25.3 percent) and 45 or 50 mph (16.7 percent). Details are included in Table PT-4.

Table PT-4. Fatalities by Posted Speed Limit

Posted Speed Limit	2006 (N=311)	2007 (N=296)	2008 (N=302)	2009 (N=224)	2010 (N=319)	Total (N=1,452)
30 mph or less	120	95	121	73	113	36.0%
35 or 40 mph	78	85	81	53	71	25.3%
45 or 50 mph	50	50	42	48	53	16.7%
55 mph	33	31	25	20	30	9.6%
60+ mph	24	31	32	30	52	11.6%
No statutory limit	1	1	0	0	0	0.1%
Unknown	5	3	1	0	0	0.6%

Source: FARS Final Files 2006-2009, Annual Report File 2010

Table PT-5 shows the number of speeding charges made during the 2006 to 2010 period. The 2010 figures represent approximately 233 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 2006 to 2010 period. This data indicated that in speeding charges, about 21 percent resulted in nollied or not guilty findings.

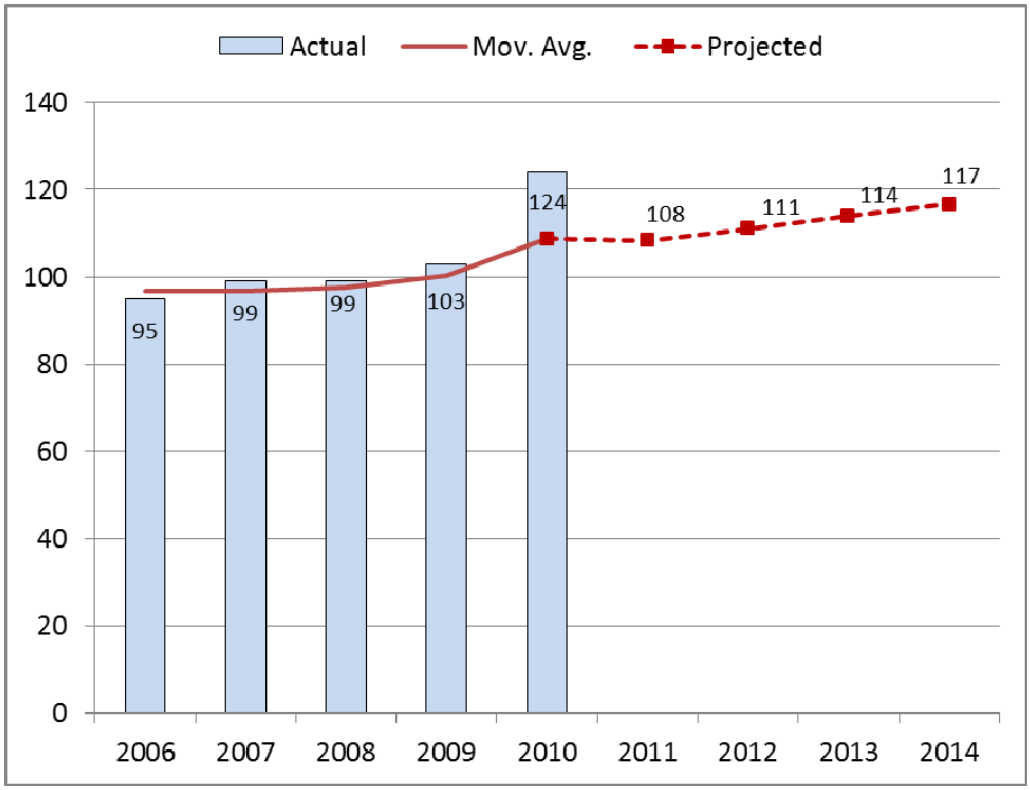
Table PT-5. Speeding Charges

Year	2006	2007	2008	2009	2010
Total Number	83,464	76,975	82,562	70,391	68,237
Per 10,000 drivers	298	270	286	241	233
Percent not guilty	20.4%	22.2%	21.2%	23.1%	20.7%

Source: Connecticut Judicial Department for disposed cases.

Figure 16 shows the number of speeding-related fatalities in Connecticut for the period 2006 to 2010, along with the three-year moving averages, and trend projecting into 2014. Projections show an upward trend and estimate 111 speeding-related fatalities for 2012, 114 for 2013, and 117 for 2014.

Figure 16. Speeding-Related Fatalities



Source: FARS

Nationally in 2010, speed was a contributing factor in 31.0 percent of fatal crashes, a lower figure than in Connecticut. In 2010, NHTSA's FARS data described speeding as a "contributing factor" in 36.9 percent of the State's fatal motor vehicle crashes.

Performance Measures

Performance Measures	2006	2007	2008	2009	2010
% CT Speed-Related Fatal Crashes	29.7%	31.6%	31.2%	45.5%	36.9%
% U.S. Speed-Related Fatal Crashes	31.3%	31.4%	30.6%	30.9%	31.0%
% CT Speed-Related Injury Crashes	11.9%	17.5%	10.2%	19.2%	8.0%
Speeding Related Fatalities	96	95	99	104	124

Sources: FARS with speed defined as: Driving too fast for conditions or in excess of posted speed limits; CT Department of Transportation

Performance Goals

To reduce the number of speed related fatalities from the three year (2008-2010) moving average of 109 in 2010 by 5 percent to a three year (2012-2014) moving average of 103.5 in 2014.

Performance Objectives

Reduce the percentage of fatal crashes where speed was a contributing factor (FARS) below the 36.9 percent recorded in 2010.

Expand traffic enforcement through Regional Traffic Unit's (RTUs) by increasing the number of participating agencies from the 14 recorded in 2010.

Reduce the number of work zone related crashes resulting in injuries and fatalities through training programs for law enforcement.

Planned Countermeasures

Although the problem identification of this program area is representative of speeding data related to crashes, injuries and fatalities, the Police Traffic Services section encompasses both speeding and other issues related to Highway Safety. While this data is addressed in the performance measures, goals, objectives and planned countermeasures in this section, this program area also provides funding for a Law Enforcement Liaison (LEL) to address other traffic safety initiatives outlined in this plan.

Speeding related crashes, injuries and fatalities will be addressed through funding High Visibility Enforcement (HVE) projects. Agencies will be encouraged to participate in speed-related enforcement through various methods including dedicated high visibility speed enforcement grants, encouraging further enforcement during impaired driving saturation

patrols meant to address the number of speed related crashes with alcohol involvement and participation in Regional Traffic Units (RTU's). To support this enforcement, each sub-grantee will be required to participate in a corresponding earned media program. In addition, funding for equipment related to speed-enforcement will be made available to law enforcement agencies.

The goal of the LEL is to provide a link between the HSO, law enforcement agencies and other safety partners. The LEL provides assistance in organizing enforcement efforts during national mobilizations as well as local campaigns. In addition, the LEL will:

Encourage and assist police agencies with traffic safety efforts through national enforcement campaigns (including holding a Law Enforcement Summit/Traffic Safety Challenge).

Provide the resources necessary to support statewide police traffic enforcement training. Available resources will be directed toward police traffic enforcement training (i.e.: Traffic Occupant Protection Strategies, Standardized Field Sobriety Testing, Drug Recognition Expert Training, Public Information Officer training, Speed Management, Safe Communities, Work Zone Safety and Data Driven Approaches to Crime and Traffic Safety or DDACTS).

Coordinate law enforcement and traffic safety records collections agencies to better collect data about distracted driving and hand held mobile electronic device use leading to crashes, injuries and fatalities.

Task 1 – Police Traffic Services Program Administration **$150,000 (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, support to other program areas in the HSO including oversight of enforcement components of both local and/or national mobilizations and crackdown periods, law enforcement training, 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 **$210,000 (402)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge

This task provides funding for the administration and approval of various traffic safety enforcement grants by the LEL. Predicated on the availability of funding, traffic enforcement focusing on the four predominant contributing factors and distracted driving enforcement will be eligible. The Department will consider grant submissions from police agencies identifying specific traffic problems within their jurisdictions, substantiated by enforcement and crash data.

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, cities and towns are eligible for RTU equipment grants and as a condition of the grants, all cities and towns receiving equipment must 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 the specific traffic problems.

Police agencies will be offered traffic enforcement equipment incentives conditional upon submitting a certified copy of a signed regional compact as well as documented participation in regional traffic enforcement. A range of enforcement equipment includes, but is not limited to, mobile data terminals, speed monitoring awareness radar trailers, 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.

Task 4 - Comprehensive Speed Enforcement **$200,000 (402)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge

Funding will be available to State and local law enforcement to conduct high visibility speed enforcement based on problem identification in this plan and crash/enforcement data specific to local areas. Projects seeking approval will be required to submit crash, injury and fatality statistics as well as prior enforcement data. Each sub-grantee will be required to include an earned media campaign to support enforcement. Special enforcement campaigns will target speeding in relation to DUI, seat belts, aggressive and distracted driving.

Task 5– Law Enforcement Challenge /Law Enforcement Summit $50,000 (402)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge

The Law Enforcement Challenge is a performance based traffic safety competition between similar size and types of law enforcement agencies. The areas of concentration include previous year 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 including national mobilizations and crackdowns. 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 – Roadway Safety Administration and Training $10,000 (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. Funding will also be provided for Work Zone Safety related training through the Transportation Technology Center and administered by the Police Officer Standards and Training Council (POSTC). Activities will include funding for one “train the trainer” program for approximately 30 officers to become instructors and two basic work zone safety related trainings for approximately 30 officers each.

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

In 2006 and 2007 the Highway Safety Office applied for and received Federal 1906 funds. The purpose of these funds is to promote activities that prohibit racial profiling. The Highway Safety Office intends to use these funds to do the following:

Analyze current racial profiling law and make recommendations to the Connecticut General Assembly to better align the statute to legislative intent and current best practices. Ensure compliance with the racial profiling law in as efficient, effective, transparent and inclusive a

manner possible. Ensure compliance with NHTSA requirements of Section 1906 funding to include:

- Fund activities to prohibit racial profiling in the enforcement of State laws regulating the use of Federal-aid highways
- Collect, maintain and provide public access to traffic stop data
- Evaluate the results of such data; and develop and implement programs to reduce the occurrence of racial profiling, including programs to train law enforcement officers.

Funds for this project will be used to assist in the Establishment and management of an advisory board compiled of end users, agencies, community members and interested groups to advise on policy and grant management. The advisory board will help inform the design, evaluation, and management of the racial profiling study mandated by P.A. 03-160 "An Act Concerning the Alvin W. Penn Racial Profiling Prohibition Act." Funds will also be used to establish the methodology for analyzing the quantitative and qualitative data collected regarding racial profiling in traffic stops including the acquisition of technical assistance to work with the advisory board to establish a methodology for data collection and analysis. This assistance will also be used to collect traffic stop information.

Funds will also be used to develop and coordinate implementation of training programs that meet current best practices to assist law enforcement with the goal of eliminating racial profiling. Identify training needs applicable to law enforcement. Determine if new materials or curriculums need to be developed. Funds will be used to assist in making traffic stop information available to the public. It will also assist in creating a public awareness campaign which will include statewide public forums. Funds will also be used for the purchase of equipment for the electronic collection of data.

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

Motorcycle Safety (MS)

Motorcycle Safety (MS)

Problem Identification

In 2010, a total of 52 motorcycle operators and passengers were killed on Connecticut roadways, representing 16.3 percent of the State's total traffic fatalities. Based on 93,860 registered motorcycles, the fatality rate per 10,000 registered vehicles was 5.5, a substantial increase from the 2009 rate of 4.8 per 10,000.

In the other New England states in 2010, 16.8 percent of fatalities were motorcyclists and the fatality rate per 10,000 motorcycles registered was 3.5. Nationally, motorcycle fatalities in 2010 accounted for 13.7 percent of motor vehicle crash victims with a fatality rate of 5.5 per 10,000 registered motorcycles. The fatality rate per 10,000 registered motorcyclists in the other New England states and nationwide decreased while that of Connecticut increased in 2010. Conversely, the percentage of total fatalities represented by motorcycles increased slightly in the New England region and in the U.S. as a whole, while it decreased in Connecticut between 2009 and 2010. Please refer to Table MS-1 below.

Table MS-1. Motorcyclists Killed/Fatality Rate: 2009 and 2010

Motorcyclists Killed	Connecticut		New England		U.S.	
	2009	2010	2009	2010	2009	2010
% of all fatalities	20.1%	16.3%	16.6%	16.8%	13.2%	13.7%
Fatality Rate per 10,000 Motorcyclists	4.8	5.5	3.6	3.5	5.7	5.5
Motorcycles Registered	94,262	93,860	356,500	357,006	7,883,446	8,165,545

Sources: FARS, FHWA, Connecticut DMV

Tables MS-2 & 3 show the numbers of motorcyclists killed and injured during the 2006 to 2010 period. In 2010, the number of motorcyclists killed (52) was up from 45 in 2009. The number of operator and passenger injuries in 2010 (1,204) was the third lowest number for the 5-year period shown. The injury rate of 128 injuries per 10,000 registered motorcycles was the third lowest in the 5-year period.

Table MS-2. Motorcyclists Killed

	2006	2007	2008	2009	2010
Operators Killed	54	38	56	42	50
Passengers Killed	3	5	7	3	2
Total Killed	57	43	63	45	52

Source: FARS Final Files 2006-2009, Annual Report File 2010

Table MS-3. Motorcyclists Injured

	2006	2007	2008	2009	2010
Operators Injured	995	1,215	1,176	984	1086
Passengers Injured	84	107	111	83	118
Total Injured	1,079	1,322	1,287	1,067	1,204
Injuries per 10,000 Registrations	127	148	136	113	128
Total Number of Crashes*	1,226	1,621	1,592	1,377	1,465

Source: Connecticut Department of Transportation and Department of Motor Vehicles,
*Includes Property Damage Only

More than 80 percent of fatally injured motorcycle operators in Connecticut were tested for alcohol in the period 2006 to 2010 (Table MS-4). The years 2009 and 2010 had the lowest rates (81 and 82 percent, respectively). As shown in Figure 19 (see performance measure section below), during these years 33 to 46 percent of those tested were found to have been drinking (any trace of alcohol). For 2010, 46 percent had been drinking and 41 percent (17 of 41) had BACs of 0.08 percent or more (82 percent were tested).

Table MS-4. BACs of Fatally Injured Motorcycle Operators

BAC	2006	2007	2008	2009	2010
0.00	31	24	31	19	22
0.01-0.07	2	4	1	1	2
0.08 - up	13	8	17	14	17
No/Unknown	8	2	7	8	9
Percent tested	85.2%	94.7%	87.5%	81.0%	82.0%

Source: FARS Final Files 2006-2009, Annual Report File 2010

Table MS-5 shows the distribution of the age and gender of motorcycle operators involved in fatal and injury crashes during the 2006 to 2010 period. The table indicates that the majority of riders are under the age of 45 (62 percent in 2010). Of significance is the high percentage of riders in the 45 to 54 and 55 to 64 year old age groups. These two groups alone made up 35 percent of the operators involved in fatal/injury crashes in 2010. Overall, riders 35 or older accounted for 59 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: 2006-2010

		2006 (N= 1,079)	2007 (N=1,322)	2008 (N =1,283)	2009 (N= 1,076)	2010 (N= 1,257)
Age	**Under 16**	0.6%	0.5%	0.4%	0.5%	0.6%
	16-20	8.4%	8.3%	6.9%	8.3%	5.9%
	21-24	13.8%	12.9%	14.0%	14.9%	12.9%
	25-34	21.8%	22.3%	21.7%	20.9%	21.9%
	35-44	24.5%	23.7%	21.8%	22.2%	21.1%
	45-54	20.1%	19.9%	23.7%	19.3%	24.2%
	55-64	8.4%	9.8%	9.7%	10.9%	10.6%
	65-69	1.4%	1.6%	1.4%	1.8%	1.8%
	69 - Up	1.0%	1.1%	0.5%	1.1%	1.0%
Gender	**Male**	94.9%	95.3%	95.4%	95.0%	95.7%
	Female	5.1%	4.7%	4.6%	5.0%	4.3%

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 2006 to 2010. Motorcycle crashes in Connecticut are rare during the colder months with 14 percent having taken place during the 6-month period from October through March. Crashes are more frequent on Saturdays and Sundays (42 percent). In 2010, 65 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, 2006-2010

	2006 (N=1,079)	2007 (N=1,301)	2008 (N=1,283)	2009 (N=1,076)	2010 (N=1,257)
Month					
January	0.9%	1.8%	0.8%	0.2%	0.7%
February	0.4%	0.2%	0.4%	0.8%	0.1%
March	2.9%	1.8%	3.3%	3.2%	5.1%
April	10.8%	6.5%	10.2%	10.4%	10.0%
May	14.0%	14.8%	12.8%	13.5%	17.0%
June	10.9%	15.1%	15.5%	11.7%	14.5%
July	16.6%	15.5%	16.8%	16.1%	16.5%
August	14.8%	16.3%	15.1%	19.0%	14.0%
September	13.7%	16.4%	11.6%	13.9%	13.9%
October	8.4%	8.8%	9.3%	6.3%	5.4%
November	3.8%	2.5%	3.7%	3.7%	2.6%
December	2.7%	0.3%	0.5%	1.2%	0.2%
Day of Week					
Sunday	22.1%	19.8%	20.4%	21.7%	17.4%
Monday	11.7%	10.7%	11.6%	12.5%	11.0%
Tuesday	9.0%	10.8%	11.8%	11.0%	8.3%
Wednesday	12.3%	12.8%	12.2%	9.7%	10.6%
Thursday	13.7%	12.5%	12.8%	11.6%	12.9%
Friday	13.1%	12.2%	12.6%	14.9%	15.7%
Saturday	18.1%	21.9%	18.6%	18.7%	24.2%
Time of Day					
Mid-03:59	4.0%	4.5%	4.8%	3.5%	6.1%
04:00-07:59	4.1%	3.7%	12.6%	3.7%	3.0%
08:00-11:59	10.7%	12.5%	27.3%	11.0%	11.6%
12:00-15:59	28.6%	29.1%	34.5%	30.6%	33.1%
16:00-19:59	36.9%	32.7%	15.6%	36.3%	32.0%
20:00-23:59	15.2%	17.1%	5.1%	14.8%	14.2%

Source: Connecticut Department of Transportation

Table MS-7 shows the total of fatal and injury motorcycle crashes in each Connecticut County, the percentage change in these crashes comparing 2006 to 2010, and the number of these crashes in the calendar year 2010 per 100,000 population.

Table MS-7. Motorcycle Fatal/Injury Crashes by County, 2006-2010

County	Total 2006-2010	Pct. Change 2006-2010	2010 Crashes Per 100,000 Pop.
Fairfield	1,085	8.2%	23.12
Hartford	1,510	2.9%	32.21
Litchfield	425	29.5%	53.18
Middlesex	344	19.4%	44.67
New Haven	1,479	25.6%	36.99
New London	561	25.3%	45.25
Tolland	290	38.3%	54.36
Windham	275	-9.7%	47.29

Source: Connecticut Department of Transportation; Population data estimate for 2010.

The most frequent contributing factors found in Connecticut fatal and injury motorcycle crashes during 2006 to 2010 are listed in Table MS-8. The first data column contains the contributing factors for single vehicle crashes (N=2,413). 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=1,543) or the other driver (N=2,209) was most likely at fault in the crash. When the motorcyclist was deemed most at fault and a specific cause was noted, “losing control” (30.1 percent), “driver following too closely” (19.6 percent), and “driving too fast for conditions” (12.6 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 (47.8 percent).

Table MS-8. Motorcycle Fatality/Injury Crashes-Contributing Factors, 2006-2010

Contributing Factors	% of Single Vehicle Crashes (N=2,413)	% of Multiple Vehicle Crashes; MC Oper. Fault (N=1,543)	% of Multiple Vehicle Crashes; Other Oper. Fault (N=2,209)
1. Driver Lost Control	57.3%	30.1%	3.7%
2. Driving Too Fast for Conditions	17.8%	12.6%	1.4%
3. Road Condition/Object In Road	9.0%	3.2%	1.0%
4. Driver Under the Influence	4.0%	3.6%	10.6%
5. Failed to Grant Right of Way	0.1%	4.6%	47.8%
6. Driver Following Too Closely	2.0%	19.6%	10.1%
7. Driver Violated Traffic Control	0.4%	3.3%	5.9%
8. Other	9.3%	23.0%	19.5%

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

In summary, Department motorcycle crash data shows:

- A fluctuating number of motorcyclist fatalities in the period 2006 to 2010
- 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 late spring 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 48 percent of these crashes was failure to grant the right-of-way
- Operator error was the most common factor in fatal and injury crashes (91% in single vehicle crashes and 77% in multiple vehicle crashes where the motorcyclist was at fault).

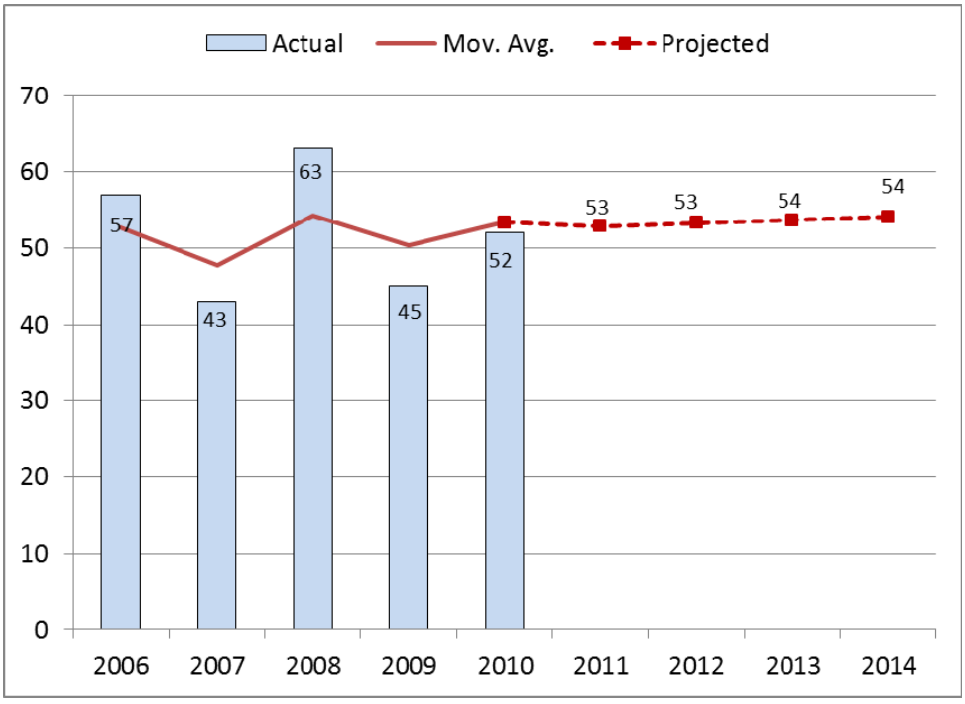
Performance Measures

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 Measures	2006	2007	2008	2009	2010
Motorcyclists Killed and Injured	1,135	1,362	1,348	980	1,257
Injuries per 10,000 Registered Motorcycles	127	148	143	113	134
Number of Un-Helmeted Motorcycle Fatalities	36	28	42	27	36
Number of Motorcycle Injuries Helmeted	454	575	582	441	476
Number of Operators Killed with BAC>0.00%	15	12	18	15	19
Number of Motorcyclist Trained	5,843	6,192	6,290	4,965	4,888

Figure 17 shows the number of motorcyclist fatalities in Connecticut for the period 2006-2010, along with the three-year moving averages, and trend projecting into 2014. Projections show an upward trend in motorcyclist fatalities and estimate 53 fatalities in 2012, 54 in 2013, and 54 in 2014.

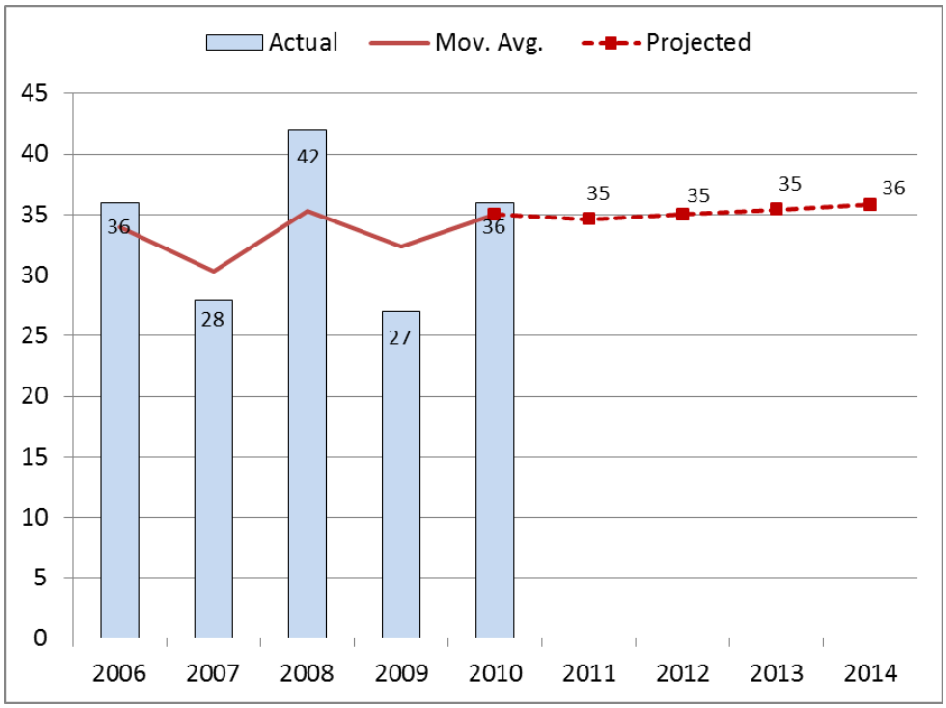
Figure 17. Motorcyclist Fatalities, 2006-2010



Source: FARS Final Files 2006-2009, Annual Report File 2010

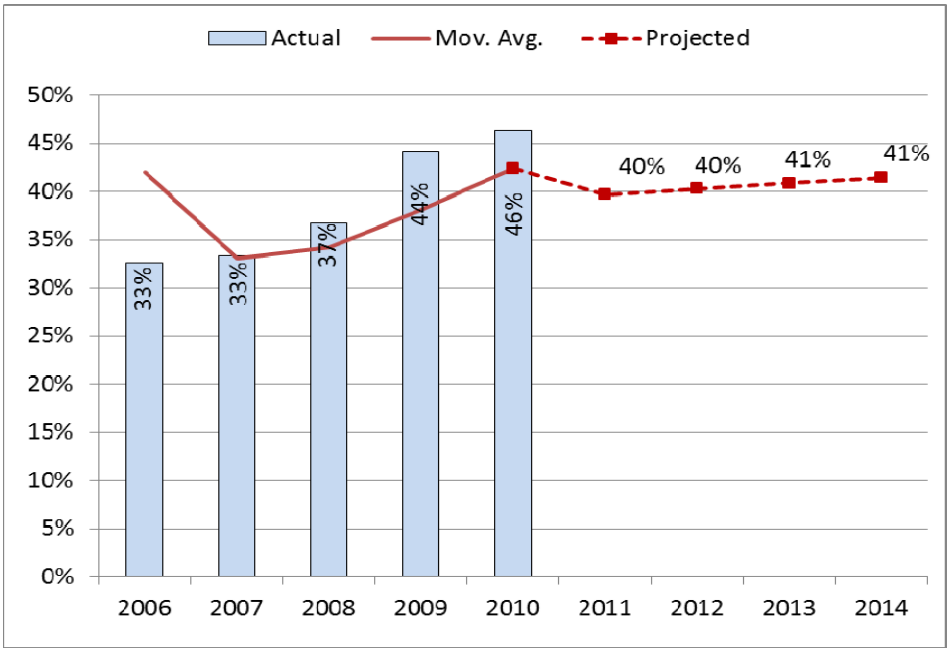
Similarly, projections based on the three-year moving averages show an upward trend and project 35 unhelmeted fatalities in 2012 and 2013, and 36 in 2014 (Figure 18).

Figure 18. Unhelmeted Motorcyclist Fatalities, 2006-2010



Source: FARS Final Files 2006-2009, Annual Report File 2010

Figure 19. Percent of Motorcycle Operators Killed with a BAC ≥ 0.01%



Source: FARS Final Files 2006-2009, Annual Report File 2010

Performance Goals

To decrease the number of un-helmeted fatalities below the three year (2008-2010) moving average of 35 in 2010 by 5 percent to a three year (2012-2014) projected moving average of 33 in 2014.

To decrease the number of fatalities below the three year (2008-2010) moving average of 53 in 2010 by 5 percent to a three year (2012-2014) projected moving average of 50 in 2014.

To decrease the percentage of fatally injured motorcycle operators with BACs greater than 0.00 below the three year (2008-2010) moving average of 43 percent in 2009 by 5 percent to a three year (2012-2014) projected moving average of 41 percent in 2014.

Performance Objectives

To train 7,500 beginning, intermediate, experienced and advanced motorcycle operators during calendar year 2013 to reduce instances of motorcycle operator error in both fatal and injury crashes.

Planned Countermeasures

These goals will be achieved by continuing existing, and working toward expanding, motorcycle rider education programs addressing attitudes and operational skills, 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 in the impaired riding campaign. This campaign, "Open the Throttle Not the Bottle," will utilize recently developed materials, including the www.ride4ever.org website to change behavior associated with unsafe riding practices and may include the development of new materials. 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 **$250,000 (402)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen P. Livingston/Nicholas Just

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 $50,000 (402)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen P. Livingston /Nicholas Just

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 www.ride4ever.org 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 $70,000 (2010MC)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen P. Livingston /Nicholas Just

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. The 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) $200,000 (2010 MC)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen P. Livingston /Nicholas Just

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 the HSO plans to purchase training motorcycles and utilize 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)

Problem Identification

The Traffic Records Strategic Plan is an active document updated annually to reflect new issues and the changing environment within highway safety / traffic safety data systems. The following link - http://www.ct.gov/dot/cwp/view.asp?a=2094&q=435916, contains the most recent version of the Strategic Plan (2012) as well as the previous year's plan (2011).

Achieving maximum results – reducing motor vehicle crashes, deaths, and injuries through highway safety improvements or countermeasures requires – a comprehensive traffic records system – a long range strategic plan for traffic records improvements – and a dedicated, committed, and active traffic records coordinating committee (TRCC) to help drive the process. Connecticut received high marks in a recent traffic records assessment … "the State has demonstrated progress in its traffic records system" – due in part to the State's own initiative in identifying and seeking solutions.

The State's traffic records system, made up of six core data systems, is critical to the traffic safety community for identifying priorities for State and local highway safety programs. Safety data systems are important for evaluating the effectiveness of improvements being made, promoting information sharing, and monitoring trends, incident reports, persons injured or killed, property damage, rates and other outcomes or impacts.

Driving the 2012 traffic records strategic plan is the emergence of the Crash Data Repository (CDR), being developed by the University of Connecticut (UConn) – which will allow all law enforcement agencies, capturing PR-1 crash data to submit it electronically to a central repository; and E-Crash, a whole new level in electronic motor vehicle crash reporting, the biggest change in crash reporting for Connecticut in the past thirty years.

Complementing the CDR and E-Crash efforts is the 100% Electronic Submission of Crash Reports initiative. There are multiple points of coordination between the 100% Electronic Submission and other efforts addressing the needs and capabilities of law enforcement agencies for electronic data collection and transmission.

The E-Crash, 100% Electronic Submission, CDR and E-Citation initiatives outlined in the Strategic Plan, emphasize the electronic collection and transfer during or as close as possible to the traffic safety event, whether that event is a crash, a traffic stop, issuance or adjudication of a citation. Also included are E-Citation Pilots to emphasize the expansion of this popular safety data system improvement to both State and local law enforcement agencies.

Outlined in a recent Crash Data Improvement Business Plan, safety data improvements for E-Crash and E-Citation are closely tied together. Also important is the incident location for all

safety related events, which are better linked through an improved digital roadway network base map. Continued support was emphasized in the 2012 traffic records strategic plan for development of the State's digital roadway network, impaired driver records information, electronic patient care reporting, and crash outcome data evaluation systems.

Performance Measures

The primary performance measure submitted in 2012 for early Strategic Planning approval by the National Highway Traffic Safety Administration (NHTSA) was **citation timeliness** – the number of days from citation issuance by the State Police to database entry into the Centralized Infractions Bureau (CIB) database.

Performance measures expected to impact in the next biennium include **crash timeliness** (the number of days from crash occurrence to database entry into the CDR); **crash uniformity** (the number of MMUCC compliant data elements entered into the crash database); **crash completeness** (the percentage of crash records with no missing critical data elements); and **crash accessibility** of the CDR (through a query of the principal users, assess a) their ability to obtain the data or other services requested, and b) their satisfaction with the timeliness of the response to their request). Other continuing measures include **citation timeliness** coupled with **electronic payment of citations** as well as **EMS patient care reporting uniformity**.

Vision – Mission – Achievements of the TRCC

Provide support for the TRCC in the achievement of its vision and mission as outlined in the Strategic Plan.

Vision – A comprehensive Traffic Records System that provides reliable data critical to the development of policies, and programs that enhance the operation and safety of the Connecticut Highway Transportation (National, State and Local Roads) System.

Mission – Develop and promote a comprehensive Traffic Records System that provides Timely, Accurate, Complete, Uniform, Integrated, and Accessible Traffic Records System data for management of Highway and Traffic Safety Programs.

Achievements as well as ongoing project development and tracking/timelines for TRCC efforts can be found at the TRCC's website - http://www.ct.gov/dot/cwp/view.asp?a=2094&q=435916.

Improving Safety Data Systems

Objectives for reliable safety data systems together with planned performance measures listed above will be accomplished through a variety of avenues, which focus on the development of electronic field data capture of motor vehicle crash, citation, EMS/patient care, commercial vehicle enforcement and other incident reporting, including the back-end systems to receive and report this data.

Task 1 — Traffic Records Administration **$150,000 (402)***
$150,000 (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, and the development and facilitation of public information and education projects. It will also provide 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, overtime, professional and outside services, travel, materials, supplies, assessments and other related operating expenses.

Task 2 — Traffic Records Strategic Plan Implementation **$1,000,000 (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 7th year application:

1. Electronic Crash Reporting Using National Standards (E-Crash)
2. 100% Electronic Submission of Crash Reports
3. Crash Data Repository (CDR)
4. Electronic Citation Processing System (E-Citation)
5. E-Citation Pilots – State Law Enforcement
6. E-Citation Pilots – Local Law Enforcement

**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

Problem Identification

Table OA-1 outlines the age distribution of licensed drivers in Connecticut and the nation as a whole during calendar years 2008 to 2010. The data show that the percentage of Connecticut licensed drivers age 19 and younger is less than the U.S. percentage (3.2 percent vs. 4.5 percent, respectively), and that the percentage of drivers age 70 and older is higher in Connecticut (14.9 percent) than the U.S. as a whole (10.6 percent).

Table OA-1. Licensed Drivers by Age Group, 2008-2010

Licensed Drivers by Age		2008		2009		2010	
		N	%	N	%	N	%
Connecticut	Under 16	0	0.0%	0	0.0%	0	0.0%
	16-17	31,920	1.1%	29,548	1.0%	27,000	0.9%
	18-19	70,458	2.4%	68,424	2.3%	67,164	2.3%
	19 and under	102,378	3.6%	97,972	3.4%	94,164	3.2%
	20	39,193	1.4%	38,651	1.3%	39,241	1.3%
	16-20	141,571	4.9%	136,623	4.7%	133,365	4.5%
	21-24	158,434	5.5%	161,294	5.5%	162,774	5.5%
	25-34	431,526	15.0%	433,265	14.9%	436,468	14.9%
	35-44	549,026	19.0%	537,273	18.4%	531,896	18.1%
	45-54	593,780	20.6%	601,903	20.6%	604,259	20.6%
	55-64	440,115	15.3%	455,537	15.6%	465,652	15.9%
	65-69	150,990	5.2%	158,281	5.4%	161,585	5.5%
	70 up	417,882	14.5%	431,967	14.8%	438,577	14.9%
Nationwide	Under 16	334,168	0.2%	409,526	0.2%	397,541	0.2%
	16-17	3,500,552	1.7%	3,427,403	1.6%	3,241,011	1.5%
	18-19	6,119,215	2.9%	6,095,512	2.9%	5,917,688	2.8%
	19 and under	9,953,935	4.8%	9,932,441	4.7%	9,556,240	4.5%
	20	3,341,645	1.6%	3,390,109	1.6%	3,425,768	1.6%
	16-20	12,961,412	6.2%	12,913,024	6.2%	12,584,467	6.0%
	21-24	13,933,959	6.7%	14,053,321	6.7%	14,042,407	6.7%
	25-34	36,171,833	17.4%	36,326,817	17.3%	36,280,367	17.3%
	35-44	39,024,883	18.7%	38,158,133	18.2%	37,339,135	17.8%
	45-54	41,536,308	19.9%	41,665,892	19.9%	41,442,309	19.7%
	55-64	32,119,786	15.4%	33,156,841	15.8%	34,297,095	16.3%
	65-69	10,671,000	5.1%	11,087,712	5.3%	11,468,003	5.5%
	70 up	21,567,252	10.4%	21,847,120	10.4%	22,263,615	10.6%

Source: Federal Highway Administration

Table OA-2 contains 2008, 2009, and 2010 fatal crash rates per 100,000 licensed drivers by driver age group for Connecticut operators and the U.S. as a whole. The data indicate that teenage drivers consistently have a much higher involvement in fatal crashes than older drivers. The data also show that the involvement rate of Connecticut drivers in fatal crashes is lower than that for the U.S. in all but one age group (21-24 being the sole exception).

Table OA-2. Number of Drivers Involved in Fatal Crashes by Age Group Per 100,000 Licensed Drivers*, 2008-2010

	2008		2009		2010	
	CT	US	CT	US	CT	US
Under 16^	n/a	64.3	n/a	44.2	n/a	40.2
16-17	40.7	43.7	20.3	37.7	33.3	37.3
18-19	19.9	45.9	26.3	41.2	20.8	37.1
19 and under 20	27.3	45.8	25.5	40.1	24.4	37.3
	23.0	42.2	20.7	37.4	22.9	31.6
16-20	25.4	44.4	23.4	39.3	24.0	35.7
21-24	29.0	38.3	22.9	32.8	36.2	32.7
25-34	16.9	27.1	17.3	23.8	19.0	23.5
35-44	13.7	22.6	8.6	20.4	15.0	19.6
45-54	14.1	20.1	7.6	18.4	10.3	18.1
55-64	9.1	17.8	8.1	15.9	11.8	16.2
65-69	4.6	15.0	4.4	14.8	6.2	14.8
70 up	8.9	18.5	4.6	17.4	7.5	17.4

***** Licensed drivers within each age group.

^ Although there are no licensed drivers under 16 in CT, 2008 and 2009 each had one driver under 16 involved in a fatal crash.

Source: FARS Final Files 2008-2009, Annual Report File 2010

Table OA-3 shows the 2008, 2009 and 2010 non-fatal injury crash rates per 100,000 licensed drivers by driver age group. There was a large reduction in involvement rate of teenage drivers in Connecticut after 2007, likely due to changes in graduated driver license legislation that took place in 2008.

Table OA-3. Number of Drivers Involved in Injury Crashes by Age Group Per 100,000 Licensed Drivers*, 2008-2010

	2008		2009		2010	
	CT	US	CT	US	CT	US
16-17	3,537	n/a	3,340	n/a	2,959	
18-19	4,019	n/a	4,023	n/a	3,616	
19 and under	4,520	n/a	4,366	n/a	3,427	
16-20	3,829	3,213	3,714	2,850	3,396	
21-24	3,292	2,369	3,255	2,272	3,035	
25-34	2,147	1,681	2,163	1,531	2,076	
35-44	1,624	1,302	1,569	1,247	1,504	
45-54	1,369	1,136	1,355	1,105	1,295	
55-64	1,083	958	1,065	867	1,028	
65-74	813	722	830	725	832	
75 up	578	706	511	709	500	

***** Licensed drivers within each age group.

^ Although there are no licensed drivers under 16 in CT, drivers under 16 were involved in an injury crash for each of the year reviewed.

Source: FARS Final Files 2008-2009, General Estimates Systems (NHTSA)

Table OA-4 shows that, in the period 2006-2010, 34 percent of fatal crashes involving drivers age 20 and under took place during the summer. August had the highest number of crashes (30), followed by June (22), and July (21). The majority (57 percent) of fatal crashes occurred at night, between 6:00pm and 2:59am (123 fatal crashes). New Haven and Harford (each at 56) counties accounted for the highest number of fatal crashes (52 percent) crashes involving young drivers.

Table OA-4. Fatal Crashes Involving Young Drivers (20 and under)
Month, Time of Day, and County, 5-year Total: 2006–2010

	N=217	Percent
MONTH		
January	20	9.2%
February	10	4.6%
March	13	6.0%
April	19	8.8%
May	17	7.8%
June	22	10.1%
July	21	9.7%
August	30	13.8%
September	11	5.1%
October	21	9.7%
November	16	7.4%
December	17	7.8%
TIME OF DAY		
Mid-3am	38	17.5%
3am-6am	12	5.5%
6am-9am	15	6.9%
9am-Noon	9	4.1%
Noon-3pm	27	12.4%
3pm-6pm	31	14.3%
6pm-9pm	45	20.7%
9pm-Mid	40	18.4%
COUNTY		
Fairfield	29	13.4%
Hartford	56	25.8%
Litchfield	14	6.5%
Middlesex	13	6.0%
New Haven	56	25.8%
New London	26	12.0%
Tolland	10	4.6%
Windham	13	6.0%

Source: FARS Final Files 2006-2009, Annual Report File 2010

Table OA-5 shows the number of drivers involved in fatal crashes by age.

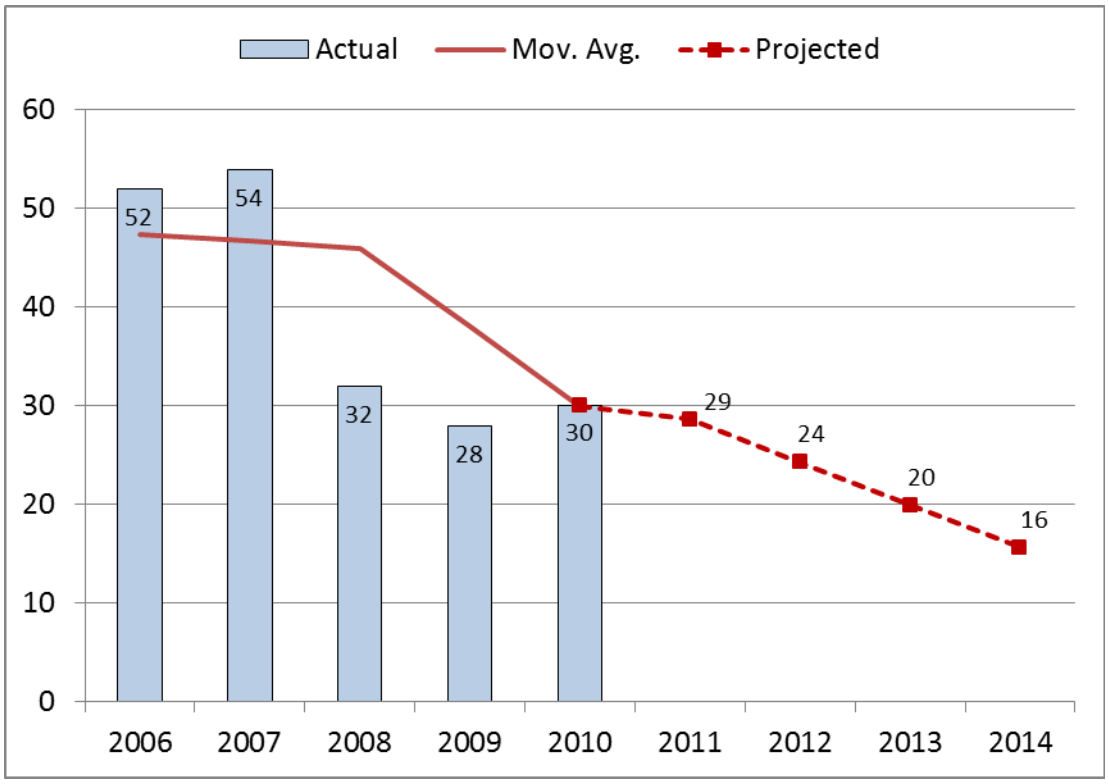
Table OA-5. Drivers Involved in Fatal Crashes by Age

	2006	2007	2008	2009	2010
Total	452	403	404	301	421
Under 16	0	0	1	1	0
16-17	13	13	13	6	9
18-19	34	32	14	18	14
19 and under	47	45	28	25	23
20	14	9	9	8	9
16-20	61	54	36	32	32
21-24	53	44	46	37	59
25-34	83	73	73	75	83
35-44	84	65	75	46	80
45-54	69	73	84	46	62
55-64	48	39	40	37	55
65-69	10	13	7	7	10
70 up	36	38	37	20	33
Unknown	8	4	5	0	7

Source: FARS Final Files 2006-2009, Annual Report File 2010

Figure 20 represents the decrease in the number of fatalities involving drivers under the age of 20. From 2006 to 2010 the number of fatalities involving teen drivers dropped from 52 to 30, a 42 percent reduction.

Figure 20. Fatalities Involving Drivers Under the Age of 20



Source: FARS Final Files 2006-2009, Annual Report File 2010

Performance Goals

To decrease drivers age 20 or younger involved in fatal crashes 50% from the three year (2010-2012) moving average of 30 in 2010 to a three year (2011-2014) moving average of 16 in 2014.

Performance Objectives:

To continue the decreasing trend in younger driver fatalities.

To expand programs and activities targeted at mature drivers statewide.

Planned Countermeasures:

Younger Drivers:
This program will address over representation of younger drivers involved in crashes with injuries and fatalities through public information and education campaigns specifically targeted at younger drivers and their parents.

Mature Drivers:
Mature driver populations are not over-represented in Connecticut's fatal and injury crash data. Further analysis is needed to continue to identify developing issues of an increasingly large segment of the driving population reaching advanced age. Countermeasures for this area are under development and may include public information and education campaigns aimed at informing mature drivers of highway safety issues unique to this group.

Task 1 – Young Driver Skill Development **$60,000 (402)***
$40,000 (410)*

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) campaign to incorporate additional schools statewide. This task will also provide funding for travel to regional and national conferences on teen driving issues. Work with national and local groups to support teen driving safety initiatives (i.e. grassroots and school sponsored safety education campaigns). Continue program development to educate parents about teen driving safety. This task will also provide funding for public information and education materials in support of these initiatives.

Program administration will partner with St. Francis Hospital to support the Let's Not Meet by Accident campaign. This is a comprehensive education program to encourage teens to make healthy decisions in risky situations. Teens learn that traumatic injuries claim the lives of more people under age 34 than any health related disease. Teens will visit the helipad where LifeStar medical helicopters land and observe a "mock" trauma.

**The dollar amounts for each task are included for the purpose of planning only. They <u>do not</u> 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

Problem Identification

In Connecticut in 2010, 7 bicyclists were killed and 603 were injured in motor vehicle crashes whereas 46 pedestrians were killed 1,174 were injured. Table OA-6 outlines the characteristics of pedestrian and bicyclist fatalities.

Pedestrian fatalities occurred more frequently during October and November then during other months of the year (Table OA-6). The majority (58.3 percent) of these occurred in the 3pm to midnight time period. The largest number of pedestrian fatalities occurred in New Haven (59), Hartford (47), and Fairfield (37) counties, accounting for about 76 percent of the victims.

Most bicyclist fatalities occurred in July and August (38 percent) and 46 percent occurred between 3pm and 9pm. New Haven, Fairfield, and Hartford counties accounted for 83% of all bicyclist fatalities in the period 2006-2010.

TABLE OA-6. Connecticut Pedestrian and Bicycle Fatalities Month, Time of Day, and County 5-Year Total: 2006-2010

	Pedestrian Fatalities		Bicyclist Fatalities	
	(N=189)	%	(N=24)	%
Month				
January	16	8.5%	0	0.0%
February	12	6.3%	0	0.0%
March	16	8.5%	2	8.3%
April	14	7.4%	2	8.3%
May	12	6.3%	3	12.5%
June	13	6.9%	1	4.2%
July	15	7.9%	4	16.7%
August	15	7.9%	5	20.8%
September	16	8.5%	2	8.3%
October	18	9.5%	2	8.3%
November	26	13.8%	0	0.0%
December	16	8.5%	3	12.5%
Time of Day				
Mid-3am	20	10.6%	4	16.7%
3am-6am	8	4.3%	0	0.0%
6am-9am	19	10.1%	0	0.0%
9am-Noon	9	4.8%	3	12.5%
Noon-3pm	17	9.0%	3	12.5%
3pm-6pm	29	15.4%	5	20.8%
6pm-9pm	48	25.5%	6	25.0%
9pm-Mid	38	20.2%	3	12.5%
County				
Fairfield	37	19.6%	8	33.3%
Hartford	47	24.9%	6	25.0%
Litchfield	8	4.2%	2	8.3%
Middlesex	3	1.6%	0	0.0%
New Haven	59	31.2%	6	25.0%
New London	24	12.7%	1	4.2%
Tolland	6	3.2%	1	4.2%
Windham	5	2.6%	0	0.0%

Source: FARS Final Files 2006-2009, Annual Report File 2010

The majority of pedestrians and bicyclists killed in crashes had one or more factors reported (Table OA-7). The most common factor for pedestrians was "improper crossing" (35), followed by "walking in roadway" (33). For bicyclists, "riding in roadway/against traffic" and "failure to obey traffic signs, signals, or officer" were cited for 6 and 5 of the 24 bicycle fatalities occurring from 2006 to 2010, respectively.

Table OA-7. Connecticut Pedestrian and Bicyclist Fatalities Related Factors for Pedestrians and Bicyclists 5-year Total: 2006-2010

	Pedestrian	Bicyclists
Fatalities	**(N=189)**	**(N=24)**
Factors Reported	N=148	N=21
Improper crossing or roadway of intersection	35	2
Walking/Riding, playing, working etc. in roadway	33	6
Not visible	22	1
Darting/running into road	17	n/a
Failure to yield right of way	8	2
Failure to obey traffic signs, signals, or officer	9	5
Failure to keep in proper lane or running off road	n/a	2
Physical Impairment	8	n/a
All Other Factors	16	3

Source: FARS Final Files 2006-2009, Annual Report File 2010

BICYCLISTS

Bicyclist fatalities accounted for 2 percent of the total number of traffic fatalities in Connecticut in 2010. Annual bicyclist fatalities ranged between 1 and 7 during the 2006 to 2010 period. There were 603 non-fatally injured bicyclists involved in motor vehicle crashes in Connecticut in 2010, the third lowest number in the most recent 5 years. The 2010 injury figure represents 1.7 percent of all motor vehicle related injuries.

This brief analysis suggests that the bicyclist crash problem in Connecticut is currently not a critical highway safety priority, as compared with other identified crash problem areas. Both the numbers of fatalities and injuries have fluctuated between 2006 and 2010 and no specific pattern is apparent.

Table OA-8. Bicyclists Killed and Injured, 2006-2010

	2006	2007	2008	2009	2010
Killed	5	5	6	1	7
Injured	578	663	609	550	603

Source: Connecticut Department of Transportation, FARS

Table OA-9 shows that bicyclist fatalities have decreased nationwide and in the New England region, but have increased in Connecticut between 2006 and 2010. During the 5-year period of 2006 to 2010, the number of bicyclist fatalities in Connecticut each year ranged between 1 and 7.

TABLE OA-9. Connecticut Bicyclist Fatalities

	2006	2007	2008	2009	2010	Change 2006-10 %
U.S. Total	772	701	716	628	618	-19.9%
Region Total	18	21	23	8	17	-5.6%
Connecticut	5	5	6	1	7	40.0%

Source: FARS Final Files 2006-2009, Annual Report File 2010

Bicyclist fatalities have generally represented approximately 2 percent of all Connecticut fatalities, a figure similar to that found in the Region and in the U.S. as a whole (Table OA-10).

TABLE OA-10. Connecticut Bicyclist Fatalities as Percent of Total Fatalities

	2006	2007	2008	2009	2010
U.S.	1.8%	1.7%	1.9%	1.9%	1.9%
Region	1.5%	1.8%	2.1%	0.8%	1.6%
Connecticut	1.6%	1.7%	2.0%	0.4%	2.2%

Source: FARS Final Files 2006-2009, Annual Report File 2010

Bicycle Performance Measures

	2006	2007	2008	2009	2010
Bicyclists Killed and Injured per 100,000 Population	17	19	18	16	17
Percent Bicyclists Helmeted	29%	33%	30%	26%	27%

Sources: FARS; Connecticut Department of Transportation

PEDESTRIANS

Table OA-11 shows that the number of pedestrian fatalities in Connecticut fluctuated over the 5-year period of 2006 to 2010. In 2010, there were 46 pedestrian fatalities, a 77 percent increase from the 26 fatalities observed in 2009. The pedestrian fatality rate for Connecticut in 2010 was 1.3 per 100,000 population compared to 0.9 per 100,000 in the other New England states and 1.4 per 100,000 population nationally (Table OA-12). Pedestrian fatalities in Connecticut accounted for 14.4 percent of all motor vehicle crash victims in 2010 as compared to 11.6 percent in 2009. Nationally, the figures were 13.0 percent in 2010 and 12.1 percent in 2009.

Table OA-11. Connecticut Pedestrian Fatalities

	2006	2007	2008	2009	2010	Change 2006-10 %
U.S.						
Fatalities	4,795	4,699	4,414	4,109	4,280	-10.7%
% of Total Fatalities	11.2%	11.4%	11.8%	12.1%	13.0%	
Fatality Rate per 100k pop	1.6	1.6	1.5	1.3	1.4	-13.7%
Region 1						
Fatalities	130	138	155	112	137	5.4%
% of Total Fatalities	10.6%	11.7%	14.1%	11.3%	12.9%	
Fatality Rate per 100k pop	0.9	1.0	1.1	0.8	0.9	4.1%
Connecticut						
Fatalities	38	32	47	26	46	21.1%
% of Total Fatalities	12.2%	10.8%	15.6%	11.6%	14.4%	
Fatality Rate per 100k pop	1.1	0.9	1.3	0.7	1.3	18.1%

Source: FARS Final Files 2006-2009, Annual Report File 2010

Table OA-12 shows the number of fatally and non-fatally injured pedestrians in the State over the 2006 to 2010 period. The State's non-fatal injury pedestrian rate was 33 per 100,000 population, up from 31 in 2009.

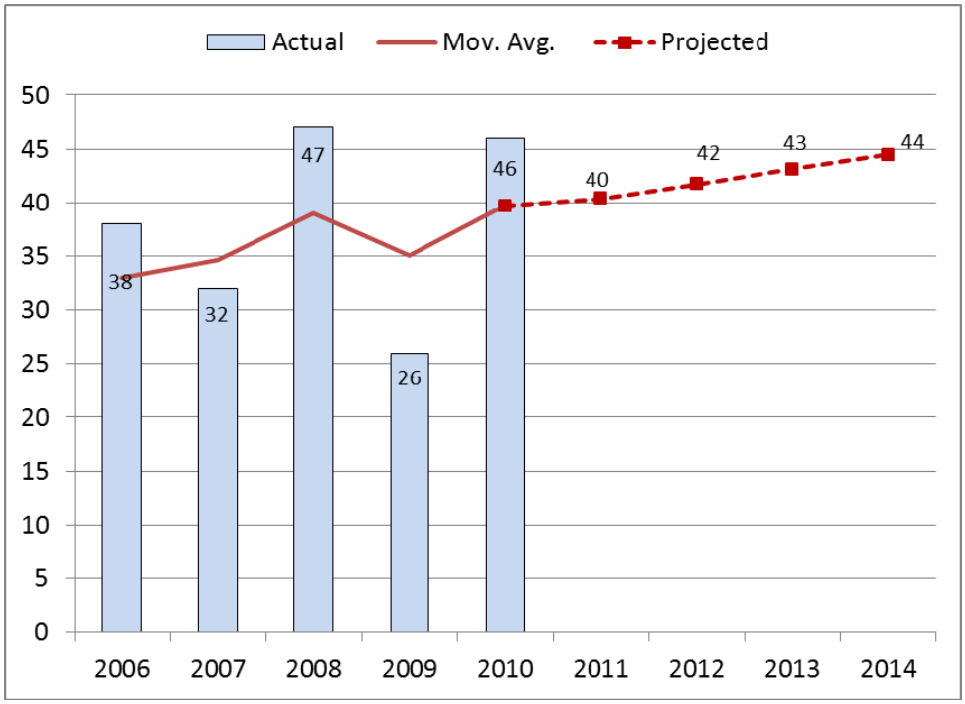
Table OA-12. Number of Pedestrians Killed and Injured

	2006	2007	2008	2009	2010
Killed	38	32	47	26	46
Total Injured	1,064	1,220	1,082	1,079	1,174
Serious (A) Injury	204	247	197	209	188
Moderate (B) Injury	473	551	491	494	608
Minor (C) Injury	387	422	394	376	378
Fatality Rate per 100,000 Pop.	1.1	0.9	1.3	0.7	1.3
Non-Fatal Injury Rate per 100,000 Pop.	30	35	35	31	33

Sources: Connecticut Department of Transportation; FARS Final Files 2006-2009, Annual Report File 2010

Figure 21 shows the number of pedestrian fatalities and 3-year moving averages for the period 2006-2010. Overall, it shows an upward trend and projects 42 pedestrian fatalities in 2012, 43 in 2013, and 44 in 2014.

Figure 21. Pedestrian Fatalities



Source: FARS

Performance Goals:

To reduce the number of pedestrians killed in traffic crashes from the three year (2008-2010) moving average of 40 in 2009 by 15% to a three year of (2012-2014) moving average of 34 in 2014.

Performance Objectives:

To reduce the increasing trend of injuries and fatalities to pedestrians as a result of traffic crashes.

Planned Countermeasures:

There will be a minimal amount of highway safety (402) funds allocated to these areas. Available funds will be used to support new and existing initiatives which address related safety concerns. Anticipated activities and programs include implementation of public information and new education campaigns. Further efforts will be made to coordinate with non-motorized transportation representatives and groups to better identify and address injuries and fatalities to bicyclists and pedestrians.

Task 2 – Bicycle and Pedestrian Safety-Administration **$50,000 (402)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson/Michael Whaley

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.

**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.*

Planning and Administration (P&A)

Planning and Administration

Task 1 — Planning and Administration Program Administration $210,000(402)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Joseph Cristalli/Lorna Zirolli

The Connecticut Office of Highway Safety will serve as the primary agency responsible for insuring that highway safety concerns for Connecticut are identified and addressed through the development and implementation of appropriate countermeasures.

The Planning and Administration Area includes the costs necessary that are related to the overall management of the programs and projects for the 2013 HSP.
The goal is to administer a fiscally responsible, effective highway safety program that is data driven, includes stakeholders, and addresses the State's specific safety characteristics.

HSO will continue to work with traffic safety stakeholders, including state and local law enforcement agencies and all grant recipients. Administer the statewide traffic safety program; Implement the 2013 HSP and develop future initiatives; provide sound fiscal management for traffic safety programs; coordinate state plans with other Federal, state, local agencies; and assess program outcomes.

Provide data required for Federal and state reports, provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.

Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.

Identify and prioritize highway safety problems for future HSO attention, programming, and activities.

Conduct program management and oversight for all activities within this priority area.

Participate on various traffic safety committees.

Promote safe driving activities.

Prepare and submit the 2012 Annual Report by December 31, 2012.

Prepare and submit the 2014 HSP by July 1, 2013.

Attitudes and Awareness

A one-page questionnaire was distributed in DMV offices and was designed to assess respondents' knowledge and awareness of the paid media that was purchased by HSO and aired during the August/early September campaign. The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Temporary closures to some of Connecticut's DMV offices prohibited us from visiting our nine (9) usual locations. Seven CT DMV offices were visited: Bridgeport, Hamden, Norwalk, Norwich, Waterbury, Wethersfield and Winsted. The first wave of DMV surveys was conducted before any media and/or enforcement efforts began (August 9 – 18, 2011); the second survey wave was collected directly after the media and enforcement ended (September 6 – 10, 2011).

Detailed analysis of the two survey waves is provided in the following pages. A snapshot of the results is provided below whereas detailed analysis of the two survey waves is provided in the following pages. Results indicated significant changes in perceived chance of arrest for driving after drinking and a near-significant increase in personal experience with sobriety checkpoints. There was no significant change in awareness of the impaired driving message or slogan recognition between Wave 1 and Wave 2. The percentage of respondents indicating that the chance of arrest for driving after drinking was "*Always*" increased from 20.3 percent in Wave 1 to 24.1 percent in Wave 2. The number of respondents that reported having "*gone through a checkpoint where police were looking for alcohol-impaired drivers"* increased from 15.8 percent in the baseline survey to 19.1 percent during Wave 2. When asked where the impaired driving message was heard, *television*, *newspaper* and *radio* were the most common answers. Recognition of the "***Drunk Driving. Over the Limit, Under Arrest***" campaign slogan increased slightly, but not significantly, from baseline to Wave 2, from 36.5 percent to 38.9 percent, respectively.

The tables that follow summarize respondent characteristics as well as survey question results across the two waves. All statistical significance testing was done with chi-square analysis at the $p<0.01$ level.

Basic Information and Demographics

For each wave, approximately 100-200 surveys were collected in each office (Table 1). There were a total of 2,463 survey respondents, 1,273 pre-campaign and 1,190 post-campaign.

Table 1. DMV Office Location and Number of Completed Surveys, by Wave

Office Location	Wave 1	Wave 2
Bridgeport	230	224
Hamden	135	124
Norwich	118	104
Norwalk	250	215
Waterbury	223	218
Wethersfield	212	202
Winsted	105	103

Table 2 summarizes the demographic characteristics of the survey respondents. During both Wave 1 and Wave 2, just about half (49.4% and 53.1%, respectively) of survey respondents were male. During both waves, the two most common reported age categories for respondents were 40-49 year olds (23.6% in Wave 1 and 22.8% in Wave 2) and 50-59 year olds (19.9% in Wave 1 and 19.1% in Wave 2). The majority of respondents were White across both waves, 72.3 percent in Wave 1 and 69.2 percent in Wave 2. Approximately 15 percent of respondents were Hispanic (13.7% in Wave 1, 16.4% in Wave 2).

Table 2. Descriptive Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Gender		
Male	49.4%	53.1%
Female	50.6%	46.9%
Total (N)	***100% (N=1,270)***	***100% (N=1,186)***
Age		
16-20	9.3%	8.8%
21-25	11.0%	10.2%
26-34	13.8%	17.2%
35-39	8.8%	9.8%
40-49	23.6%	22.8%
50-59	19.9%	19.1%
60+	13.6%	12.2%
Total (N)	***100% (N=1,267)***	***100% (N=1,188)***
Race		
White	72.3%	69.2%
Black	12.3%	13.0%
Asian	2.6%	4.4%
Native American	0.5%	0.5%
Other	11.4%	12.1%
Multiple	0.8%	0.8%
Total (N)	***100% (N=1,251)***	***100% (N=1,158)***
Hispanic		
Yes	13.7%	16.4%
No	86.3%	83.6%
Total (N)	***100% (N=1,237)***	***100% (N=1,154)***

*****Significant at $p<0.01$

Belt & Alcohol Use

Tables 3 to 6 summarize the findings for Wave 1 and Wave 2 by question. Questions were grouped together with others based on subject similarity.

There was a slight decrease in reported seat belt use between Wave 1 to Wave 2. Percentage of respondents that indicated "*Always*" wearing their seat belts decreased from 85.9 percent in Wave 1 to 82.9 percent in Wave 2 (not significant, see Table 3). There was a slight (non-significant) increase in percentage of respondents indicating that in the past 30 days they had not once driven within two hours after drinking, from 83.5 percent in Wave 1 to 84.4 percent in Wave 2. When asked about their pattern of driving after drinking in the last 3 months, the majority of respondents reported that they do not drive after drinking (80.5% in Wave vs. 81.9% in Wave 2).

Table 3. Belt Use and Alcohol Use, Questions 6, 7, & 9

Question	Wave 1	Wave 2
Q6. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	85.9%	82.9%
Nearly always	8.4%	10.4%
Sometimes	4.2%	4.5%
Seldom	0.9%	1.3%
Never	0.6%	0.8%
Total (N)	***100% (N=1,267)***	***100% (N=1,187)***
Q7. In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?		
None	83.5%	84.4%
1 to 2 times	11.1%	9.8%
3 or more times	5.5%	5.9%
Total (N)	***100% (N=1,228)***	***100% (N=1,128)***
Q9. Compared with 3 months ago, are you now driving after drinking		
More Often	0.9%	0.3%
Less Often	5.3%	5.8%
About the Same	13.3%	12.0%
Do Not Drive after Drinking	80.5%	81.9%
Total (N)	***100% (N=1,199)***	***100% (N=1,121)***

*****Significant at $p<0.01$

Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses generally indicated small changes in perception of enforcement severity from Wave 1 to Wave 2 (Table 4). When asked to evaluate the chances of getting arrested if driving after drinking, 20.3 percent of respondents in Wave 1 indicated it was "*Always*" compared to 24.1 percent in Wave 2 (p=.006). Close to forty percent (38.1%) of Wave 1 respondents judged that local police enforced the drinking and driving laws "*Very Strictly*" compared to 40.2 percent in Wave 2 (not significant). When asked about enforcement of drinking and driving laws by state police, 44.1 percent of respondents judged it was enforced "*Very Strictly*" in Wave 1 compared to 47.1 percent in Wave 2 (not significant). In Wave 1, 29.5 percent of respondents judged that the penalties for impaired driving were "*Not Strict Enough*" compared to 30.0 percent in Wave 2.

Table 4. Survey Questions 8, 10, 11, 12

Question	Wave 1	Wave 2
Q8. What do you think the chances are of getting arrested if you drive after drinking?		
Always	20.3%	24.1%*
Nearly Always	18.9%	19.5%
Sometimes	39.6%	35.1%
Seldom	11.1%	8.6%
Never	10.1%	12.7%
Total (N)	***100% (N=1,246)***	***100% (N=1,164)***
Q10. Do you think local police enforce the drinking and driving laws:		
Very strictly	38.1%	40.2%
Somewhat strictly	43.3%	40.7%
Not very strictly	14.6%	13.5%
Rarely	2.3%	3.1%
Not at all	1.7%	2.5%
Total (N)	***100% (N=1,239)***	***100% (N=1,160)***
Q11. Do you think state police enforce the drinking and driving laws:		
Very strictly	44.1%	47.1%
Somewhat strictly	39.8%	37.7%
Not very strictly	12.0%	10.5%
Rarely	2.3%	2.9%
Not at all	1.7%	1.7%
Total (N)	***100% (N=1,240)***	***100% (N=1,155)***
Q12. Do you think the penalties for alcohol impaired driving are:		
Too Strict	6.1%	8.1%
About Right	56.0%	52.8%
Not Strict Enough	29.5%	30.0%
Never	8.4%	9.1%
Total (N)	***100% (N=1,249)***	***100% (N=1,174)***

*Significant at p<0.01

DMV survey responses indicated near-significant change in number of respondents having personally experienced impaired driving enforcement (Table 5). Approximately 17 percent of respondents had gone through an alcohol checkpoint in the past 30 days (15.8% in Wave 1 vs. 19.1% in Wave 2, p<.05).

Table 5. Survey Question 13

Question	Wave 1	Wave 2
Q13. In the past 30 days, have you gone through a checkpoint where police were looking for alcohol-impaired drivers?		
Yes	15.8%	19.1%^
No	84.2%	80.9%
Total (N)	***100% (N=1,248)***	***100% (N=1,167)***

*****Significant at $p<0.01$
^ $p< 0.05$

Awareness of Impaired Driving Message and Slogan Recognition

DMV survey responses indicated no significant increase in public awareness of impaired driving messages from Wave 1 to Wave 2. There was no change in percentage of respondents indicating having *read, seen or heard anything about impaired driving in Connecticut* from Wave 1 to Wave 2 (both at 68.0%). Those answering "yes" to this survey question where then asked about the source of the message. Results are summarized in Table 6 and indicate a significant decrease in percent of respondents reporting *Newspaper* as the source of the message with no other sources showing a significant change. Respondents were also asked if they knew the name of any impaired driving enforcement program in Connecticut. None of the slogans showed a significant increase in recognition from Wave 1 to Wave 2. The most recognized slogans were: 1) ***Friends Don't Let Friends Drive Drunk*** (54.8% in Wave 1, 54.2% in Wave 2); 2) the campaign slogan "***Drunk Driving. Over the Limit, Under Arrest"*** (slight increase from 36.5 percent in Wave 1 to 38.9 percent in Wave 2); and 3) "***You Drink and Drive, You Lose***", which was recognized by approximately 35 percent of respondents (Table 6).

Table 6. Survey Questions 14 and 15

Question	Wave 1	Wave 2
Q14. Have you recently read, seen, or heard anything about impaired driving in Connecticut?		
Yes	68.0%	68.0%
No	32.0%	32.0%
Total (N)	***100% (N=1,255)***	***100% (N=1,173)***
Q14a. Where did you see or hear about anything about safe driving in Connecticut?		
Newspaper	42.1%	35.2%*
Radio	26.5%	27.9%
TV	65.7%	66.0%
Poster	22.6%	23.7%
Brochure/Billboard	3.7%	3.7%
Police Checkpoint	8.7%	8.7%
Other	12.5%	13.0%
Total (N)	***100% (N=860)***	***100% (N=809)***
Q15. Do you know the name of any safe driving enforcement program(s) in CT?		
Drunk Driving. Over the Limit, Under Arrest	36.5%	38.9%
You Drink & Drive. You Lose	35.2%	34.6%
Team DUI	4.6%	6.3%
Friends Don't Let Friends Drive Drunk	54.8%	54.2%
Checkpoint Strikeforce	4.1%	5.1%
Please Step Away from Your Vehicle	6.5%	8.7%
90 Day Blues	1.6%	1.2%
MADD's Red Ribbon	16.5%	13.9%
Total (N)	***100% (N=1,273)***	***100% (N=1,190)***

*Significant at $p<0.01$

^ $p< 0.05$

The Connecticut Department of Transportation's Highway Safety Office (HSO) results for Wave 1 (pre) and Wave 2 (post) of the DMV survey effort surrounding the 2011 Click It or Ticket mobilization. A one-page survey was distributed in DMV offices and was designed to assess respondents' knowledge and awareness of the paid media that was purchased by HSO and aired during the campaign. The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield, and Winsted. The first wave of DMV surveys was conducted well before any media/enforcement efforts began (April 14-16, 2011) and the second wave was collected directly after the completion of the campaign (June 7-11, 2011).

Detailed analysis of the two survey waves is provided in the following pages. A snapshot of the results is provided below whereas detailed analysis of the two survey waves is provided in the following pages. Results indicate that self-reported belt use and perception of enforcement severity increased from Wave 1 to Wave 2. More than eighty percent (82.2%) of respondents reported "*Always*" wearing their seatbelt in Wave 1 and this percentage increased to 84.7 percent in Wave 2. Percentage of respondents indicated that chance of getting a ticket was *"Always"* increased from 20.4 percent in Wave 1 to 23.2 percent in Wave 2. More than a quarter of respondents indicated that State and Local police enforced the seat belt law *"Very Strictly"* (29.4% in Wave 1 and 32.7% in Wave 2 for State police, 26.8% in Wave 1 and 30.5% in Wave 2 for Local police). Awareness of the safe driving message showed a significant increase from Wave 1 to Wave 2. The number of respondents that reported having "*read, seen, or heard anything*" about extra belt enforcement in Connecticut increased significantly, as did percentage of respondents having read, seen or heard *"anything about belts in Connecticut"*. Personal experience with belt enforcement increased from Wave 1 to Wave 2, respectively. When asked where the safe driving message was heard, the most common answers were *TV, radio*, *newspapers*, and *checkpoints*. *Checkpoints* were the only source to show a significant increase from Wave 1 (12.2%) to Wave 2 (17.0%). Recognition of the "***Click It or Ticket***" campaign slogan was very high, going from 93.8% in Wave 1 to 93.1% in Wave 2.

The tables that follow summarize respondent characteristics as well as survey question results across the two waves. All statistical significance testing was done with chi-square analysis at the $p<0.01$ level.

Basic Information and Demographics

Approximately 100-150 surveys were collected in each office for each wave (Table 1). There were a total of 2,541 survey respondents, 1,285 pre-campaign and 1,256 post-campaign.

Table 1. DMV Office Location and Number of Completed Surveys, by Wave

Office Location	Wave 1	Wave 2
Bridgeport	151	153
Danbury	164	131
Hamden	148	150
New Britain	160	152
Norwalk	137	118
Norwich	157	153
Waterbury	105	148
Wethersfield	108	113
Winsted	155	138

Table 2 summarizes the demographic characteristics of the survey respondents. During both Wave 1 and Wave 2, just over half (55.3% and 51.8%, respectively) of survey respondents were male. During both waves, the two most common reported age categories for respondents were 35-49 year olds (34.2% in Wave 1 and 33.1% in Wave 2) and 21-34 year olds (29.3% in Wave 1 and 26.1% in Wave 2). The majority of respondents were White during both waves (72.5% in Wave 1 and 73.7% in Wave 2). Approximately 18 percent of respondents were Hispanic (18.2% in Wave 1, 18.7% in Wave 2). Age distribution showed a significant difference across Waves.

Table 2. Demographic Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Gender		
Male	55.3%	51.8%
Female	44.7%	48.2%
Total (N)	***100% (N=1,274)***	***100% (N=1,244)***
Age		
Under 18	2.2%	0.8%*
18-20	5.4%	5.9%
21-34	29.3%	26.1%
35-49	34.2%	33.1%
50-59	17.2%	21.6%
60+	11.6%	12.6%
Total (N)	***100% (N=1,271)***	***100% (N=1,242)***
Race		
White	72.5%	73.7%
Black	10.9%	10.0%
Asian	2.9%	2.7%
Native American	1.0%	0.3%
Other	12.3%	12.7%
Multiple	0.4%	0.6%
Total (N)	***100% (N=1,220)***	***100% (N=1,185)***
Hispanic		
Yes	18.2%	18.7%
No	81.8%	81.3%
Total (N)	***100% (N=1,217)***	***100% (N=1,179)***

*Significant at $p<0.01$

Belt & Reason for Being Stopped by Police

Tables 3 to 7 summarize the findings for Wave 1 and Wave 2 by question. Questions were grouped together with others based on subject similarity.

There was a non-significant increase in reported seat belt use from Wave 1 to Wave 2. Percentage of Respondents that indicated "*Always*" wearing their seat belts was 82.2 percent in Wave 1 compared to 84.7 percent in Wave 2 (see Table 3). Respondents were also asked "When you pass a driver stopped by police [in the daytime/in the nighttime], what do you think the stop was for?"; results for both daytime and nighttime are shown in Table 4.

Table 3. Belt Use, Question 11

Question	Wave 1	Wave 2
Q11. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	82.2%	84.7%
Nearly Always	9.8%	9.1%
Sometimes	6.0%	4.0%
Seldom	1.4%	1.4%
Never	0.7%	0.9%
Total (N)	***100% (N=1,257)***	***100% (N=1,245)***

*****Significant at $p<0.01$

Table 4. Reasons for Being Stopped by Police, Questions 6 and 7 (multiple responses)

Question	Wave 1	Wave 2
Q6. When you pass a driver stopped by police *in the daytime*, what do you think the stop was for?		
Speeding	76.3%	73.8%
Seat Belt Violation	21.5%	24.1%
Drunk Driving	3.7%	2.4%
Reckless Driving	7.4%	7.0%
Registration Violation	7.1%	5.1%^
Other	9.5%	12.1%^
Total N	***N=1,229***	***N=1,194***
Q7. When you pass a driver stopped by police *in the nighttime*, what do you think the stop was for?		
Speeding	50.4%	46.5%
Seat Belt Violation	6.2%	6.9%
Drunk Driving	47.3%	47.2%
Reckless Driving	17.9%	18.1%
Registration Violation	3.7%	2.9%
Other	6.5%	8.9%^
Total N	***N=1,228***	***N=1,196***

*****Significant at $p<0.01$

^ $p<0.05$

Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses showed some near-significant increases in perception of enforcement severity from Wave 1 to Wave 2 (Table 5). When asked to evaluate the chance of receiving a ticket for not using a seat belt, 20.4 percent of Respondents in Wave 1 indicated it was "*Always*", compared to 23.2 percent in Wave 2. More than a quarter (29.4 percent) of Wave 1 respondents judged that State police enforced seat belt laws "*Very Strictly*" compared to 32.7 percent in Wave 2. (near-significant, p=.015). Similar results were obtained when asked about severity of enforcement by Local police: 26.8 percent of Wave 1 respondents selected "*Very Strictly*", compared to 30.5 percent in Wave 2 (p=.018).

Table 5. Survey Questions 12, 13, 14

Question	Wave 1	Wave 2
Q12. What do you think the chances are of getting a ticket if you don't wear your seatbelt?		
Always	20.4%	23.2%
Nearly Always	19.1%	18.8%
Sometimes	40.2%	38.0%
Seldom	15.3%	14.6%
Never	5.0%	5.3%
Total (N)	***100% (N=1,248)***	***100% (N=1,236)***
Q13. Do you think the Connecticut State Police enforce the seat belt law:		
Very strictly	29.4%	32.7%^
Somewhat Strictly	42.1%	43.3%
Not Very Strictly	19.9%	18.6%
Rarely	6.6%	4.0%
Not at All	1.9%	1.4%
Total (N)	***100% (N=1,235)***	***100% (N=1,232)***
Q14. Do you think the local police enforce the seat belt law:		
Very strictly	26.8%	30.5%^
Somewhat Strictly	41.3%	43.5%
Not Very Strictly	22.5%	18.7%
Rarely	7.4%	5.8%
Not at All	2.0%	1.4%
Total (N)	***100% (N=1,237)***	***100% (N=1,231)***

*Significant at p<0.01

^ p<0.05

DMV survey responses indicated that respondents had some personal experience with enforcement (Table 6). Approximately 14 percent of respondents have received a belt ticket at some point (13.3% in Wave 1 vs. 15.7% in Wave 2, not significant). There was a significant increase in percentage of respondents having experienced seat belt enforcement in the past month, from 18.9 percent in Wave 1 to 30.1 percent in Wave 2 ($p<.0001$). Participants were asked whether or not police should be able to stop a vehicle solely for a seat belt violation. There was no significant change from Wave 1 (74.4% responding *yes*) to Wave 2 (77.6%).

Table 6. Survey Questions 15, 17, 20

Question	Wave 1	Wave 2
Q15. Have you ever received a ticket for not wearing your seat belt?		
Yes	13.3%	15.7%
No	86.7%	84.3%
Total (N)	***100% (N=1,244)***	***100% (N=1,239)***
Q17. In the past month, have you personally experienced enforcement by police looking at seat belt use?		
Yes	18.9%	30.1%*
No	81.1%	69.9%
Total (N)	***100% (N=1,234)***	***100% (N=1,227)***
Q20. Should the police be able to stop a vehicle for a seat belt violation alone?		
Yes	74.4%	77.6%
No	25.6%	22.4%
Total (N)	***100% (N=1,207)***	***100% (N=1,207)***

*****Significant at $p<0.01$

^ $p<0.05$

Awareness of Seat Belt Message and Slogan Recognition
Perception and Awareness of Speed Enforcement

DMV survey responses indicated an increase in public awareness of seat belt messages from Wave 1 to Wave 2. There was a significant increase in percentage of respondents indicating having "*seen or heard about extra enforcement where police were looking at seat belt use"* from Wave 1 to Wave 2 (from 45.1% to 66.4%, respectively, $p<.0001$). When asked if they had recently "*read, seen or heard anything about seat belts in Connecticut*, 62.1 percent of respondents answered affirmatively in Wave 1 compared to 72.3 percent in Wave 2 ($p<.0001$). Those answering yes to the latter question where then asked about the source and the nature of the message. Results are summarized in Table 7. Respondents were also asked if they knew the name of any seat belt enforcement program in Connecticut. The campaign slogan, "***Click It or Ticket***" showed a high level of recognition from 93.8 percent in Wave 1 to 93.1 percent in Wave 2 (see Table 7).

Table 7. Survey Questions 16, 18, 19

Question	Wave 1	Wave 2
Q16. In the past month, have you seen or heard about extra enforcement where police were looking at seat belt use?		
Yes	45.1%	66.4%*
No	54.9%	33.6%
Total (N)	***100% (N=1,238)***	***100% (N=1,228)***
Q18. Have you recently read, seen, or heard anything about seat belts in Connecticut?		
Yes	62.1%	72.3%*
No	37.9%	27.7%
Total (N)	***100% (N=1,213)***	***100% (N=1,220)***
Q18a. Where did you see or hear about anything about safe driving in Connecticut? (multiple answers)		
Newspaper	23.0%	23.4%
Radio	35.4%	37.0%
TV	64.9%	63.7%
Internet	6.9%	7.2%
Brochure	1.7%	2.4%
Checkpoint	12.2%	17.0%*
Other	12.6%	14.9%
Q18b. What type of message was it?		
Enforcement	22.6%	20.2%
Safety	8.0%	1.1%*
Political Opinion	2.7%	8.9%
Don't Know/don't remember	2.3%	2.7%
Specific Slogan	62.1%	65.3%
Multiple	2.3%	1.9%
Total (N)	***100% (N=301)***	***100% (N=372)***
Q19. Do you know the name of any safe driving enforcement program(s) in CT? (multiple responses)		
Buckled or Busted	4.1%	5.0%
Buckle Up Connecticut	13.2%	12.9%
Click It or Ticket	93.8%	93.1%
Operation Stay Alive	1.9%	2.8%

*Significant at $p \leq 0.01$

Perception and Awareness of Speed Enforcement

There was no change in reported speeding Wave 1 to Wave 2. Percentage of respondents that indicated "*Always*" driving over 35mph in a 30mph zone was 8.2 percent in Wave 1 compared to 8.5 percent in Wave 2 (see Table 8). DMV survey responses indicated no change in public awareness of speed enforcement from Wave 1 to Wave 2. Percentage of Respondents indicating having "*read, seen or heard about speed enforcement"* was 51.1 percent in Wave 1 compared to 53.2 percent in Wave 2. Survey responses further showed no change in perception of speed enforcement severity from Wave 1 to Wave 2. When asked to evaluate the chance of receiving a ticket for driving over the speed limit, 14.4 percent of Respondents in Wave 1 indicated it was "*Always*", compared to 14.5 percent in Wave 2. Details for these questions are shown in Table 8.

Table 8. Survey Questions 21, 22, 23

Question	Wave 1	Wave 2
Q21. On a local road with a speed limit of 30mph, how often do you drive faster than 35mph?		
Always	8.2%	8.5%
Nearly Always	18.4%	16.6%
Sometimes	46.0%	42.8%
Seldom	18.7%	21.6%
Never	8.8%	10.4%
Total (N)	***100% (N=1,209)***	***100% (N=1,216)***
Q22. Have you recently read, seen, or heard anything about speed enforcement?		
Yes	51.1%	53.2%
No	48.9%	46.8%
Total (N)	***100% (N=1,148)***	***100% (N=1,161)***
Q23. What do you think the chances are of getting a ticket if you drive over the speed limit?		
Always	14.4%	14.5%
Nearly Always	23.3%	26.0%
Sometimes	51.0%	48.3%
Seldom	8.7%	8.6%
Never	2.7%	2.6%
Total (N)	***100% (N=1,203)***	***100% (N=1,210)***

The Connecticut Department of Transportation's Highway Safety Office (HSO) results for Wave 1 (pre) and Wave 2 (post) of the DMV survey effort surrounding the Holiday 2011/2012 Safe Driving Initiative. A one-page questionnaire was distributed in DMV offices and was designed to assess respondents' knowledge and awareness of the paid media that was purchased by HSO and aired surrounding the Thanksgiving, Christmas and New Year's holiday period. The participation of the DMV offices was essential to our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield and Winsted. The first wave of DMV surveys was conducted before any media and/or enforcement efforts began (November 22 – 30, 2011) and the second wave was collected directly after the campaign ended (January 3 – 6, 2012).

Detailed analysis of the two survey waves is provided in the following pages. A snapshot of the results is provided below whereas detailed analysis of the two survey waves is provided in the following pages. Results indicate increases in awareness of the safe driving message, and slogan recognition between Wave 1 and Wave 2. The number of respondents that reported having recently "*read, seen, or heard anything*" about safe driving increased significantly from 56.1 percent in the baseline survey to 65.8 percent during Wave 2. When asked where the safe driving message was heard, *poster/billboard* showed a significant increase from baseline to Wave 2. Recognition of the "***Don't Let This Holiday Be Your Last***" "campaign slogan increased (not significantly) from baseline to Wave 2, from 17.2 percent to 20.2 percent, respectively.

The tables that follow summarize respondent characteristics as well as survey question results across the two waves. All statistical significance testing was done with chi-square analysis at the $p<0.01$ level.

Basic Information and Demographics

Approximately 100 surveys were collected in each office in each of the waves (Table 1). There were a total of 2,210 total survey respondents, 1,013 pre-campaign and 1,197 post-campaign.

Table 1. Number of Completed Surveys by DMV Office Location, by Wave

Office Location	Wave 1	Wave 2
Bridgeport	128	117
Danbury	112	137
Hamden	125	125
New Britain	107	109
Norwalk	116	151
Norwich	103	153
Waterbury	121	150
Wethersfield	105	119
Winsted	96	136

Table 2 summarizes the demographic characteristics of the survey respondents. During both Wave 1 and Wave 2, just about half (49.9% and 53.9%, respectively) of survey respondents were male. During both waves, the two most common reported age categories for respondents were 35-49 year olds (32.5% in Wave 1 and 32.4% in Wave 2) and 21-34 year olds (26.5% in Wave 1 and 26.2% in Wave 2). The majority of respondents were White in both waves (70.3% in Wave 1 and 71.5% in Wave 2). Approximately 16 percent of respondents were Hispanic (17.2% in Wave 1, 15.5% in Wave 2).

Table 2. Demographic Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Sex		
Male	49.9%	53.9%
Female	50.1%	46.1%
Total (N)	***100% (N=994)***	***100% (N=1,179)***
Age		
Under 18	2.0%	1.2%
18-20	5.55	5.7%
21-34	26.5%	26.2%
35-49	32.5%	32.4%
50-59	20.5%	18.9%
60+	13.1%	15.6%
Total (N)	***100% (N=976)***	***100% (N=1,159)***
Race		
White	70.3%	71.5%
Black	11.3%	12.7%
Asian	2.9%	2.9%
Native American	1.0%	1.1%
Other	13.7%	11.0%
Total (N)	***100% (N=976)***	***100% (N=1,159)***
Hispanic		
Yes	17.2%	15.5%
No	82.8%	84.5%
Total (N)	***100% (N=975)***	***100% (N=1,144)***

*****Significant at $p<0.01$

Belt & Alcohol Use

Tables 3 to 6 summarize and compare the findings for Wave 1 and Wave 2 by question. Questions were grouped together with others based on subject similarity.

There was a slight (non-significant) decrease in reported seat belt use between Wave 1 to Wave 2. Percentage of Respondents that indicated "*Always*" wearing their seat belts decreased from 85.4 percent in Wave 1 to 85.1 percent in Wave 2 (see Table 3). More than 80 percent of Respondents indicated that in the past 30 days they had not once driven within two hours after drinking. There was however, a significant decrease from from Wave 1 (88.6%) to Wave 2 (83.3%).

Table 3. Belt Use and Alcohol Use, Questions 7 & 11

Question	Wave 1	Wave 2
Q7. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	85.4%	85.1%
Nearly Always	8.6%	7.6%
Sometimes	4.5%	4.2%
Seldom	0.5%	1.7%
Never	1.0%	1.4%
Total (N)	***100% (N=1,011)***	***100% (N=1,191)***
Q11. In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?		
None	88.6%	8202%*
1 or 2 times	7.4%	11.8%
3 or more times	4.0%	4.8%
Total (N)	***100% (N=948)***	***100% (N=1,140)***

*Significant at $p<0.01$

Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses did not indicate significant increases in perception of enforcement severity from Wave 1 to Wave 2 (Table 4). When asked to evaluate the chance of receiving a ticket for not using a seat belt, 25.4 percent of Respondents in Wave 1 indicated it was "*Always*"", compared to 23.2 percent in Wave 2. More than a quarter (29.3 percent) of Wave 1 respondents judged that state and local police enforced seat belt laws "*Very Strictly*" compared to 29.5 percent in Wave 2. There was a non-significant decrease in percentage of respondents who indicated that the chance of getting arrested if driving after drinking was "*Always*", from 29.2 percent in Wave 1 to 27.8 percent in Wave 2. There was a non-significant increase in percentage of respondents who believed that State and Local police enforce overall traffic laws *"Very Strictly*", from 26.2 percent in Wave 1 to 28.0 percent in Wave 2.

Table 4. Survey Questions 8, 10, 12, 13, 14

Question	Wave 1	Wave 2
Q8. What do you think the chances are of getting a ticket if you don't use your seatbelt?		
Always	25.4%	23.2%
Nearly Always	16.4%	15.9%
Sometimes	37.9%	37.7%
Seldom	15.3%	17.6%
Never	4.9%	5.5%
Total (N)	***100% (N=999)***	***100% (N=1,179)***
Q10. Do you think state and local police enforce the seat belt laws:		
Very Strictly	29.3%	29.5%
Somewhat Strictly	42.9%	40.8%
Not Very Strictly	21.3%	23.2%
Rarely	4.5%	4.8%
Not at All	1.9%	1.6%
Total (N)	***100% (N=993)***	***100% (N=1,171)***
Q12. What do you think the chances are of getting arrested if you drive after drinking?		
Always	29.2%	27.8%
Nearly Always	22.5%	23.1%
Sometimes	33.5%	34.5%
Seldom	6.6%	6.4%
Never	8.2%	8.2%
Total (N)	***100% (N=990)***	***100% (N=1,167)***
Q13. Do you think state and local police enforce the drinking and driving laws:		
Very Strictly	50.7%	50.0%
Somewhat Strictly	37.4%	38.6%
Not Very Strictly	8.7%	9.3%
Rarely	1.7%	1.7%
Not at All	1.4%	0.4%
Total (N)	***100% (N=988)***	***100% (N=1,172)***
Q14. Do you think state and local police enforce the overall traffic laws:		
Very strictly	26.2%	28.0%
Somewhat Strictly	53.2%	52.2%
Not Very Strictly	16.2%	16.1%
Rarely	3.2%	2.6%
Not at All	1.1%	1.1%
Total (N)	***100% (N=987)***	***100% (N=1,168)***

DMV survey responses indicated that respondents had some personal experience with enforcement (Table 5). Respondents were asked if they had ever received a ticket for not wearing a seat belt. There was non-significant change between waves; 13.7 percent respondents indicated they had received a ticket in Wave 1 compared to 14.6 percent in Wave 2. Approximately 17 percent of respondents had gone through an alcohol checkpoint in the past 30 days, 16.6 percent in Wave 1 and 17.5 percent in Wave 2 (not significant). There was a small increase in percentage of respondents that indicated having gone through a seat belt checkpoint in the past 30 days, from 21.7 percent in Wave 1 to 22.9 percent in Wave 2.

Table 5. Survey Questions 9, 17, 18

Question	Wave 1	Wave 2
Q9. Have you ever received a ticket for not wearing your seat belt?		
Yes	13.7%	14.6%
No	86.3%	85.4%
Total (N)	***100% (N=1,005)***	***100% (N=1,188)***
Q17. In the past 30 days, have you gone through a checkpoint where police were looking for alcohol-impaired drivers?		
Yes	16.6%	17.5%
No	83.4%	82.5%
Total (N)	***100% (N=974)***	***100% (N=1,161)***
Q18. In the past 30 days, have you gone through a checkpoint where police were looking for unbelted drivers?		
Yes	21.7%	22.9%
No	78.3%	77.1%
Total (N)	***100% (N=974)***	***100% (N=1,157)***

*****Significant at $p<0.01$

Awareness of Safe Driving Message and Slogan Recognition

DMV survey responses indicated a significant increase in public awareness of safe driving messages from Wave 1 to Wave 2. There was a significant increase in percentage of respondents indicating having *"read, seen or heard anything about safe driving in Connecticut"* from Wave 1 to Wave 2, from 56.1 percent to 65.8 percent, respectively (p<.0001). Those answering yes to this survey question where then asked about the source of the message. Results are summarized in Table 6. Respondents were also asked if they knew the name of any safe driving enforcement program in Connecticut. None of the slogans showed a significant increase in recognition from Wave 1 to Wave 2. The campaign slogan "***Don't Let This Holiday Be Your Last"*** was recognized by 17.2 percent of respondents in Wave 1 compared to 20.2 percent of respondents in Wave 2. Recognition of the "***Drunk Driving. Over the Limit, Under Arrest***" slogan increased slightly from 37.0 percent in Wave 1 to 38.8 percent in Wave 2.

Table 6. Survey Questions 15 and 16

Question	Wave 1	Wave 2
Q15. Have you recently read, seen, or heard anything about safe driving in Connecticut?		
Yes	56.1%	65.8%*
No	43.9%	34.2%
Total (N)	***100% (N=991)***	***100% (N=1,165)***
Q15a. Where did you see or hear about anything about safe driving in Connecticut?		
Newspaper	29.3%	25.0%
Radio	30.0%	32.1%
TV	54.3%	53.8%
Poster/Billboard	35.6%	43.7%*
Bus	8.1%	7.3%
Checkpoint	13.5%	11.6%
Movie	5.8%	4.8%
Other	14.4%	9.6%*
Q16. Do you know the name of any safe driving enforcement program(s) in CT?		
Don't Let this Holiday Be Your Last	17.2%	20.2%
Drunk Driving. Over the Limit, Under Arrest	37.0%	38.8%
Click It or Ticket	69.5%	71.8%
You Drink & Drive. You Lose	32.3%	29.7%
A Happy Holiday is a Safe Holiday	12.0%	11.8%
Friends Don't Let Friends Drive Drunk	55.7%	56.7%
Obey the Signs or Pay the Fine	10.6%	9.5%
Buckle Up. Because We're Buckling Down. It's Not Only Smart, It's the Law	29.7%	28.9%

*Significant at p<0.01

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:

DUI-Related provisions:

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 public 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 MOBILE 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

Public Act 11-213 - AN ACT MAKING REVISIONS TO MOTOR VEHICLE STATUTES.

This act:

Increases fines for using a cell phone or texting while driving. The fine for a first offense increases from $100.00 to $125.00; for a second offense from $150.00 to $250.00 and fro subsequent offenses from $200.00 to $400.00.
EFFECTIVE DATE: Upon Passage.

Public Act 11-48 – AN ACT IMPLEMENTING THE PROVISIONS OF THE BUDGET CONCERNING GENERAL GOVERNMENT
This Act:
Reduce the period of suspension for motorists convicted for a first or second time for DUI to 45 days and requires the offender to install a functioning interlock device on each vehicle the own or operate as a condition of restoring their licensed.
EFFECTIVE DATE: January 1, 2012.

Public Act 11 – 213 (H.B. 6581)
AN ACT MAKING REVISIONS TO MOTOR VEHICLE STATUTES.
Section 48 – Discount Premiums for Motorcycle Operators. Current law requires insurers to offer discount premiums to any motorcycle operators who prove they successfully completed a CTDOT motorcycle course. This section requires insurers to also offer the premium to

motorcycle operators who offer proof of successfully completing a motorcycle course offered by anyone else DMV approves.
EFFECTIVE DATE: January 1, 2012

Sections 51-53 – Cell Phone Law Changes. The act increases certain fines for using a cell phone or texting while driving and applies them to other distracted driving violations. It specifies that texting while driving a commercial motor vehicle is a violation and adds it to those offenses whose violation can lead to disqualification from operating a commercial motor vehicle. But it allows texting from these vehicles in an emergency.
EFFECTIVE DATE: Upon passage, except a conforming change is effective July 1, 2011

Section 56 – Written Motorcycle Test. PA 10-153 eliminated a requirement that an applicant for a motorcycle endorsement demonstrate to DMV's satisfaction that he or she can operate a motorcycle, has sufficient knowledge of the motorcycle's mechanism to operate it safely, and has satisfactory knowledge of the laws concerning motorcycles, other motor vehicles, and the rules of the road. It eliminated the commissioner's authority to waive the on-road skills portion of license examination for an applicant who presents evidence of passing a motorcycle training course.

This section requires applicants who have successfully completed the motorcycle training course but not obtained a motorcycle training permit to pass a test, other than the driving skills test, demonstrating that they meet the above requirements.
EFFECTIVE DATE: Upon passage

Public Act 11 – 256 (H.B. 6540)
AN ACT CONCERNING HIGHWAY SAFETY, STATE FACILITY TRAFFIC AUTHORITIES, MUNICIPAL BUILDING DEMOLITION, STATE TRAFFIC COMMISSION CERTIFICATES, AT GRADE CROSSINGS, THE NAMING OF ROADS AND BRIDGES IN HONOR OR IN MEMORY OF PERSONS AND ORGANIZATIONS, AND A TRAIN STATION IN NIANTIC.

Section 1 clarifies the Governor's commitment to highway safety programs in accordance with federal law, Section 402 of Title 23, United States Code (USC). Recently, the National Highway Traffic Safety Administration (NHTSA) advised the Department that further enabling legislation is needed for compliance with the Highway Safety Act of 1966, as amended (23 USC § 402). The Highway Safety Act of 1978 amended Section 402(b) (1) (a) of Title 23, USC and NHTSA did not find the authorities set forth in CGS 4-28 to be sufficient.
EFFECTIVE DATE: October 1, 2011.

Public Act 12-19 (H.B. 5094)
AN ACT CONCERNING THE "MOVE OVER" LAW.

PA 12-19 applies the "move over" law to two-lane highways. Current law applies to highways with three or more lanes. The "move over" law requires a motorist approaching one or more

stationary emergency vehicles located on the travel lane, breakdown lane, or shoulder of a highway to (1) immediately slow to a reasonable speed below the posted speed limit and (2) move over one lane if traveling in the lane adjacent to the location of the emergency vehicle, unless this would be unreasonable or unsafe. For these requirements to apply, the emergency vehicle must have flashing lights activated.

For purposes of the “move over” law, an “emergency vehicle” includes a maintenance vehicle or wrecker or a vehicle operated by:
1. a member of an emergency medical service organization responding to an emergency call;
2. a fire department or an officer of the department responding to a fire or other emergency; or
3. a police officer.

A violation of these requirements is an infraction, unless the violation results in the injury or death of the emergency vehicle operator, in which case the fines are a maximum of $ 2,500 and $ 10,000, respectively.
EFFECTIVE DATE: October 1, 2012

Public Act 12 - 74 (S.B. 364)
AN ACT CONCERNING TRAFFIC STOP INFORMATION.

PA 12-74 suspends municipal police departments' and the Department of Emergency Services and Public Protection's (which includes the State Police) duty to record and report traffic stop information on July 1, 2012. It requires them to resume recording the information starting on July 1, 2013, and annually reporting summary data starting on October 1, 2013, if new standardized methods are developed. It requires:

1. OPM, within available appropriations, to develop and implement these methods by July 1, 2013, in consultation with the (a) Racial Profiling Prohibition Project Advisory Board (created by this act) and (b) Criminal Justice Information System (CJIS) Governing Board;

2. police officers to record traffic stop information using this new method and any forms developed and implemented as part of it and give a copy of a notice to each motor vehicle operator stopped, starting July 1, 2013, if the standardized method and forms have been developed; and

3. police departments to retain the traffic stop information using the new forms beginning on July 1, 2013, and annually report the data to OPM beginning October 1, 2013, if the standardized method has been developed.

By July 1, 2013, the act requires OPM, in consultation with the advisory board, to develop and implement guidelines to train officers to complete the traffic stop forms and evaluate the information collected for counseling and officer training.

The act also requires departments to give copies of complaints regarding traffic stops and information on their review and disposition to OPM, retains the requirement of providing this information to the chief state's attorney, and eliminates the requirement to provide it to the African-American Affairs Commission (AAAC). It shifts from AAAC to OPM the responsibility to review the traffic stop data and complaints and issue annual reports with recommendations to the governor, General Assembly, and any other appropriate entity. OPM, within available appropriations, must begin issuing these annual reports by January 1, 2014.
EFFECTIVE DATE: July 1, 2012

Public Act 12 - 178 (H.B. 5553)
AN ACT CONCERNING SUBSTANCE ABUSE PROGRAMS.

PA 12-178 makes a number of changes to the DUI laws and substance abuse programs that prevents the transfer of National Highway System, and Interstate Maintenance funds into the 402 Highway Safety Program and/or the Hazard Elimination Program. Last year, the legislature made changes to the DUI laws that, in turn, made Connecticut “non-compliant” with the requirements of the Section 164 program, 23 U.S.C. § 164, and its implementing regulations, 23 CFR Part 1275.

After a second DUI conviction, the law requires an offender to operate a motor vehicle with an ignition interlock for three years after his or her license suspension period ends. The act additionally limits driving during the first year with the interlock after license restoration to driving to or from work or school, an alcohol or drug abuse treatment program, or ignition interlock service center. The commissioner must note this restriction on the driver's electronic records, as she does for current ignition interlock requirements.

For a third or subsequent DUI conviction, the law requires an offender's license to be permanently revoked, but he or she can request a reversal or reduction. The act reduces the period the offender must wait before requesting a restoration hearing from six to two years. If his or her license is restored, the act requires use of an ignition interlock device as long as he or she drives a vehicle, instead of only for 10 years after license restoration.
But the act allows the person to request a hearing on removing the ignition interlock after 15 years of use and allows the commissioner to authorize removal if she finds good cause after the hearing.

By law, the DMV commissioner can extend periods of required ignition interlock device use beyond those required in the statute under regulations she adopts (CGS § 14-227a(i)(10)).

For use of an ignition interlock device after a first or second DUI conviction, the act requires the offender to verify to the commissioner, in a way the commissioner requires, that the device is installed. Prior law specified that the commissioner did not have to verify installation.

The act makes related changes to apply provisions on ignition interlock use, such as the penalty for tampering with the device, to the act's new ignition interlock requirements.

ASSESSMENT AND COURT-ORDERED TREATMENT

For second and subsequent DUI convictions, the act requires an offender to submit to an alcohol or drug abuse assessment through CSSD and undergo a treatment program if ordered to do so by the court. Existing law allows the court to order a DUI offender to participate in an alcohol education and treatment program.

EFFECTIVE DATE: July 1, 2012; except for the provisions on lifetime ignition interlock use after license reinstatement for third or subsequent DUI offenders, which is effective January 1, 2013.

Public Act 12 - 81
AN ACT CONCERNING REVISIONS TO THE MOTOR VEHICLE LAWS
Section 19

Section 19 authorizes the commissioner or her designee to impose an administrative suspension of the operator's license of someone whose urine results have been obtained by warrant from a hospital record, and reflect an elevated BAC. Prior to this, an administrative suspension was able to be imposed only when the DMV was provided with results from a blood test obtained by warrant. This amendment makes section 14-227b consistent with section 14-227a. The procedure for sending these reports and supporting materials to DMV will be the same as that used for sending blood results obtained by warrant.

EFFECTIVE DATE: July 1, 2012

Public Act 12 - 81
AN ACT CONCERNING REVISIONS TO THE MOTOR VEHICLE LAWS
Section 28

Section 28 amends section 14-111b by adding a driving privilege suspension of 90 days for persons operating without a license for the person's second or subsequent offense. A person with a privilege suspension may not operate a motor vehicle and may not receive a license during the suspension period.

2012 June Special Session

Public Act 12 – 1, June Special Session (H.B. 6001)
AN ACT IMPLEMENTING PROVISIONS OF THE STATE BUDGET FOR THE FISCAL YEAR BEGINNING JULY 1, 2012.

PA 12 -1 is one of two bills passed during the legislature's June Special Session to implement various provisions of the budget adjustment bill that passed during the regular session.

Section 144—TRAFFIC STOP DATA
This section clarifies that while the Racial Profiling Prohibition Project Advisory Board completes its study, local and state police agencies must continue to collect and report traffic stop information.
EFFECTIVE DATE: July 1, 2012

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 (as amended by Pub. L. 112-141)

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

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

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

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 and high-visibility 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,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).**

(23 USC 402 (b)(1)(F));

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(j)).

<u>Other Federal Requirements</u>

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 (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov 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 OMB guidance.

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).

Governor's Representative for Highway Safety

Connecticut

State or Commonwealth

2013

For Fiscal Year

8-20-2012

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**

Highway Safety Cost Summary

HIGHWAY SAFETY PROGRAM COST SUMMARY

HS Form 217

State of Connecticut **Federal Fiscal Year : 2013** **8/20/2012**

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	$20,000.00	$85,000.00	$15,000.00	$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)	$320,000.00	$900,000.00	$20,000.00	$300,000.00	$320,000.00	$50,000.00
K6 (2010)	$270,000.00	$50,000.00	$170,000.00	$100,000.00	$270,000.00	$0.00
K8 (410)	$3,500,000.00	$4,500,000.00	$2,200,000.00	$1,300,000.00	$3,500,000.00	$2,000,000.00
K9 (408)	$1,150,000.00	$300,000.00	$650,000.00	$500,000.00	$1,150,000.00	$260,000.00
K10 (1906)	$1,200,000.00	$240,000.00	$1,200,000.00	$0.00	$1,200,000.00	$100,000.00
MC	$300,000.00	$60,000.00	$50,000.00	$250,000.00	$300,000.00	$120,000.00
OA	$110,000.00	$25,000.00	$0.00	$110,000.00	$110,000.00	$44,000.00
OP	$700,000.00	$140,000.00	$25,000.00	$675,000.00	$700,000.00	$280,000.00
PA	$210,000.00	$210,000.00	$0.00	$210,000.00	$210,000.00	$0.00
PT	$620,000.00	$220,000.00	$40,000.00	$580,000.00	$620,000.00	$340,000.00
RS	$10,000.00	$10,000.00	$0.00	$10,000.00	$10,000.00	$4,000.00
TR	$150,000.00	$30,000.00	$25,000.00	$125,000.00	$150,000.00	$60,000.00
154 AL	$5,700,000.00	$1,500,000.00	$3,150,000.00	$2,550,000.00	$5,700,000.00	$2,500,000.00
154 HE	$12,700,000.00	$3,000,000.00	$9,500,000.00	$3,200,000.00	$12,700,000.00	$5,000,000.00
154 PM	$750,000.00	$100,000.00	$100,000.00	$650,000.00	$750,000.00	$300,000.00
TOTAL NHTSA (402)	$2,350,000.00	$745,000.00	$250,000.00	$2,100,000.00	$2,350,000.00	$948,000.00
TOTAL NHTSA (OTHER)	$25,590,000.00	$10,590,000.00	$16,990,000.00	$8,600,000.00	$25,590,000.00	$10,210,000.00
TOTAL NHTSA & FHWA	$27,940,000.00	$11,335,000.00	$17,240,000.00	$10,700,000.00	$27,940,000.00	$11,158,000.00

State Official Authorized Signature: Thomas J Maziarz

Name: Thomas J. Maziarz

Title: Governor's Highway Safety Representative

Date: 8-20-2012

U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 1
Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

Volpe Center
Kendall Square
55 Broadway, RTV-8E
Cambridge, MA 02142-1093
Tel. 617-494-3427
Fax 617-494-3646

October 1, 2012

The Honorable Dannel P. Malloy
Governor of Connecticut
State Capitol
Hartford, Connecticut 06106

Dear Governor Malloy:

We are pleased to inform you that we have reviewed and accepted Connecticut's fiscal year (FY) 2013 Highway Safety Plan for Federally funded highway safety activities under the streamlined Moving Ahead for Progress in the 21st Century Act (MAP-21). Reimbursement of the Federal share is subject to the availability of Federal funds and the execution of the Cost Summary HS Form 217. Specific comments relative to the approval action have been provided to your representative for highway safety Tom Maziarz, Connecticut Department of Transportation, Chief, Bureau of Policy and Planning and Governor's Highway Safety Representative, for his consideration.

In FY2012 Connecticut has had success by qualifying for Federal highway safety incentive grants to support programs for booster seats, occupant protection, motorcycle safety, impaired driving, and traffic records. To sustain gains and to advance the national mission of saving lives and preventing injury from motor vehicle crashes, a continued emphasis must be placed on reducing impaired driving, speed-related crashes and increasing seat belt use as well as a focused approach on those specific problem areas that have been identified by the Bureau of Policy and Planning.

Your leadership on highway safety issues has been essential to the sustained progress needed to save lives on Connecticut roadways. We look forward to working with the Connecticut Department of Transportation and the network of public and private sector partners in making your highways as safe as possible in FY 2013.

Sincerely,

Michael N. Geraci
Regional Administrator

cc: Tom Maziarz, CT Department of Transportation
Maggi Gunnels, NHTSA, ROPD, NTI-200
Amy Jackson-Grove, FHWA CT Division Administrator
Jeffrey Cimahosky, FMCSA CT Division Administrator
Joseph Cristalli, Jr., Program Coordinator/HSO
Robbin Cabelus, Transportation Planning Director/BPP

U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 1
Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

Volpe Center
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Cambridge, MA 02142-1093
Tel. 617-494-3427
Fax 617-494-3646

October 1, 2012

Tom Maziarz, Chief
Bureau of Policy and Planning
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, Connecticut 06131-7546

Dear Mr. Maziarz:

We have received, conducted a review and accepted your FY 2013 Highway Safety Plan (HSP). As you know, the streamlined Moving Ahead for Progress in the 21st Century Act (MAP-21) changed the process for review and approval of the HSP that requires the Secretary, through the Regional Offices to "determine that (I) the plan and the performance targets contained in the plan are evidence-based and supported by data; and (II) the plan, once implemented, will allow the State to meet the State's performance measures." In order for the Regional Office to make the required determination whether the plan's implementation would meet the performance measures, it is necessary for sufficient information regarding where and how activities are conducted to be included to determine the likelihood of success to meet the identified performance measures. As a result, as outlined below, we may need additional program information to allow us to make an informed decision regarding possible outcomes based on the new legislation.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 405 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry forward funds) will be available for immediate use by the State on October 1. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

We commend you for your initiative, support and participation in the Racial Profiling Prohibition Project. We look forward to the results of this expenditure of the Sec 1906 funds. We again commend you for the strong efforts in impaired driving enforcement throughout the year including two National Crackdown Mobilizations and expanded DUI enforcement. We encourage you to maintain your high visibility DUI enforcement efforts throughout the year and to continue to support all elements of your DUI system.

Speeding-related fatalities remain a challenge, identified as a contributing factor in 32% of fatal crashes in 2010. We note the plan to support a speed enforcement grants program targeted to over represented communities based on crash, injury and fatality data and encourage a complete implementation of the High Visibility Enforcement model to achieve the best results.

In FY2012 Connecticut has had success by qualifying for Federal highway safety incentive grants to support programs for booster seats, occupant protection, motorcycle safety, impaired driving, and traffic records. To sustain gains and to advance the national mission of saving lives and preventing injury from motor vehicle crashes, a continued emphasis must be placed on reducing impaired driving, speed-related crashes and increasing seat belt use as well as a focused approach on those specific problem areas that have been identified by the Bureau of Policy and Planning.

For additional information or discussion of any of these issues, contact your assigned NHTSA Regional Program Manager, Gabriel J. Cano at 617-494-3427.

Sincerely yours,

Michael N. Geraci
Regional Administrator

Attachment

cc: Joseph Cristalli, Jr., Program Coordinator/HSO
Robbin Cabelus, Transportation Planning Director/BPP
Maggi Gunnels, NHTSA, ROPD, NTI-200
Amy Jackson-Grove, Connecticut Division Administrator, FHWA
Jeffrey Cimahosky, Connecticut Division Administrator, FMCSA

Attachment

Connecticut FY 2013 Highway Safety Plan
NHTSA Region 1 Conditions, Comments, and Recommendations

Equipment Purchase

Approval for any capital equipment acquisition, as defined in 23 CFR 1200.21, not approved herein is conditioned upon submission of a letter to the NHTSA Region 1 Regional Administrator, providing the description of the equipment and identifying its use in Connecticut's highway safety program. The HSP identified the following projects as those that may include acquisition of equipment that will require approval as well as clarification in some cases of equipment to be purchased:

- AL-Task 6 DUI Enforcement Equipment (Section 154 AL $800,000)
- PTS-Task 3 Regional Traffic Unit (RTU) Equipment (Section 402 $50,000)
- PTS-Task 7 Racial Profiling (Section 1096 $1,200,000)
- MS-Task 4 Expanding Motorcycle safety Efforts (Section 2010 $200,000)

As a reminder, pursuant to the July 2007, NHTSA Grant Funding Policies, Part I.D., "For all activities and equipment to be funded, which have components both related and unrelated to a highway safety grant, the Federal Government share shall be based proportionately on the projected utilization for the Federal (NHTSA) grant purposes."

Standard Operating Procedure Documentation and or Plan are requested for:

- AL-Task 6 DUI Enforcement Equipment (Section 154 AL $800,000)
- PTS-Task 3 Regional Traffic Unit equipment (Section402 $50,000)
- Other Areas & Factors-Task 2 Bicycle and Pedestrian Safety (Section 402 $50,000)

Paid Media

Please work with the Region to develop, assess and evaluate highway safety communications plan for the fiscal year to assure compliance with NHTSA Grant Funding Policy Part II E and 402 Advertising Space Guidance within 45 days from the date of this letter:

- AL-Task 5 Impaired Driving Public Information and Education (Section 154 AL $600,000)
- AL-Task 7 DUI Media Campaign (Section 154 PM $750,000)
- OP-Task 2 Occupant Protection Public Information and Education (Section 402 $200,000)
- PTS-Task 4 Comprehensive Speed Enforcement (Section 402 $200,000)
- Other Areas & Factors-Task 1 Young Driver Skill Development (section 402 $60,000 and Section 410 $40,000)

Recommendations and Comments to Improve the Plan:

"Old Fund" Balances

Any funds awarded in FY 2009 or earlier that remain unexpended by the end of FY 2013 are subject to recovery by the Department. At the first opportunity, we will meet with you to discuss this issue and consider options for spending any funds in this category.

Implementation of countermeasures and utilization of resources that have been proven to be effective including, but not limited to Judicial Outreach Liaison (JOL), continued expansion of Advance Roadside Impaired Driving Enforcement (ARIDE) and deployment of Data Driven Approaches to Crime and Traffic Safety (DDACTS) in areas of Connecticut with demonstrated needs.