Connecticut Department of Transportation

2012 Highway Safety Plan

STATE OF CONNECTICUT

Highway Safety Plan

Prepared by

Connecticut Department of Transportation
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August 2011

Table of Contents

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 HSO is located in the Connecticut Department of Transportation in the Bureau of Policy and Research in the Planning section. **The primary objectives of the Highway Safety Office (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 2009 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 2012 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 "Driver 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 Drug Recognition Expert Training (DRE), Data Driven Approaches Crime and Traffic Safety (DDACTS), and Safe Communities training for law enforcement and other safety partners.

CORE PERFORMANCE MEASURES AND GOALS

Performance Measures		2005	2006	2007	2008	2009
Traffic Fatalities	**Total**	**278**	**311**	**296**	**302**	**223**
	Rural	50	49	47	55	36
	Urban	228	262	249	247	187
	Unknown	0	0	0	0	0
Fatalities per 100 Million Vehicles Miles Driven	**Total**	**0.88**	**0.98**	**0.92**	**0.95**	**0.71**
	Rural	1.26	1.26	1.18	1.38	0.11
	Urban	0.82	0.94	0.89	0.89	0.60
Passenger Vehicle Occupant Fatalities (All Seat Positions)	**Total**	**187**	**207**	**208**	**183**	**149**
	Restrained	75	93	97	77	58
	Unrestrained	87	72	84	77	69
	Unknown	25	42	27	29	22
Alcohol-Impaired Driving Fatalities		**98**	**113**	**111**	**95**	**99**
Speeding-Related Fatalities		**96**	**95**	**99**	**99**	**103**
Motorcyclist Fatalities	**Total**	**43**	**57**	**43**	**63**	**45**
	Helmeted	14	20	15	20	17
	Unhelmeted	27	36	28	42	27
	Unknown	2	1	0	1	1
Drivers Involved in Fatal Crashes	**Total**	**405**	**452**	**403**	**404**	**300**
	Aged under 15	1	0	0	0	1
	Aged 15-20	45	61	54	37	31
	Aged under 21	46	61	54	37	32
	Aged 21 and Over	357	383	345	362	267
	Unknown Age	2	8	4	5	1
Pedestrian Fatalities		**34**	**38**	**32**	**47**	**26**

Source: FARS Final Files 2005-2008; Annual Report File 2009

Overall Core Performance Goals

To reduce the three year (2007-2009) moving average of 274 in 2009 fatalities 5 percent to a three year (2011-2013) moving average of 260 in 2013.

To reduce the Fatality rate per 100 M VMT from the three year (2007-2009) moving average of .86 in 2009 by 5 percent to a three year (2011-2013) moving average of .82 in 2013.

To reduce the Serious (A) Injuries in motor vehicle crashes from the three year (2007-2009) moving average of 2,294 in 2009 by 10 percent to a three year (2011-2013) moving average of 2,065 in 2013.

Program Related Core Performance Goals

To decrease alcohol impaired driving fatalities (B.A.C. =.08+) from the three year (2007-2009) moving average of 120 in 2009 by 5% to a three year (2011-2013) moving average of 114 in 2013.

To reduce the number of unrestrained occupants in fatal crashes from the three year (2007-2009) moving average of 77 in 2009 by 10 percent to a three year (2011-2013) moving average of 69 in 2013.

To increase the safety belt usage rate (observations) from 88 percent in 2010 to 90 percent or above in 2013.

To reduce the number of speed related fatalities from the three year (2007-2009) moving average of 100 in 2009 by 5 percent to a three year (2011-2013) moving average of 95 in 2013.

To decrease the number of un-helmeted fatalities below the three year (2007-2009) moving average of 32 in 2009 by 5 percent to a three year (2011-2013) projected moving average of 30 in 2013.

To decrease the number of motorcycle fatalities below the three year (2007-2009) moving average of 50 in 2009 by 5 percent to a three year (2011-2013) projected moving average of 47 in 2013.

To decrease drivers age 20 or younger involved in fatal crashes from the three year (2007-2009) moving average of 32 in 2009 by 50% to a three year (2011-2013) moving average of 16 in 2013.

To reduce the number of pedestrians killed in traffic crashes from the three year (2007-2009) moving average of 35 in 2009 by 15% to a three year moving average of (2011-2013) of 30 in 2013.

Activity Measures

During the 2010 (October 1, 2009 – September 31, 2010) Fiscal year, the following enforcement statistics were recorded during grant funded over-time:

Number of impaired driving arrests made during grant-funded enforcement activities: **2015**

Number of seat belt citations issued during grant-funded enforcement activities: **14,538**

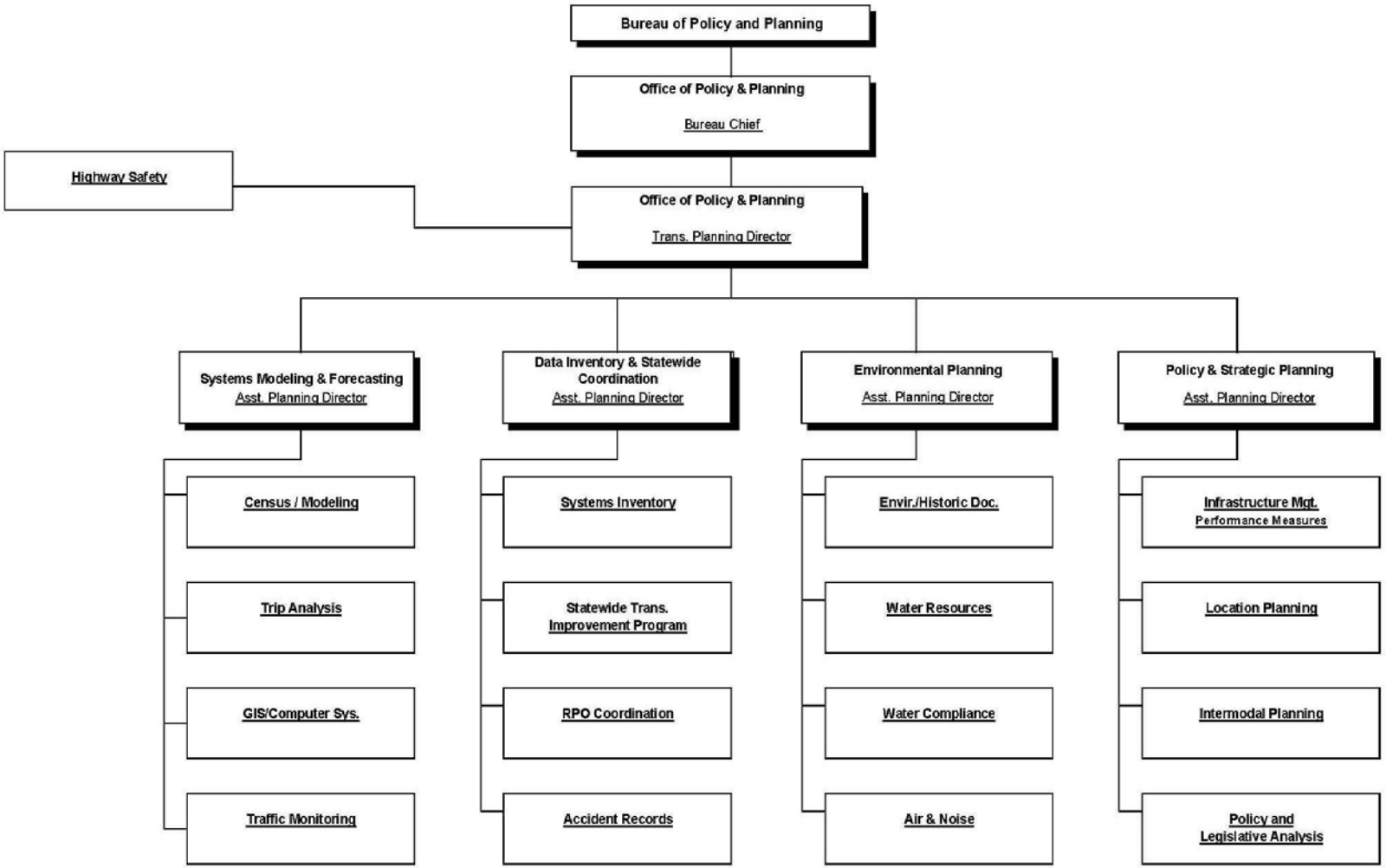
Number of speeding citations issued during grant-funded enforcement activities: **17,174**

Attitude Measure:

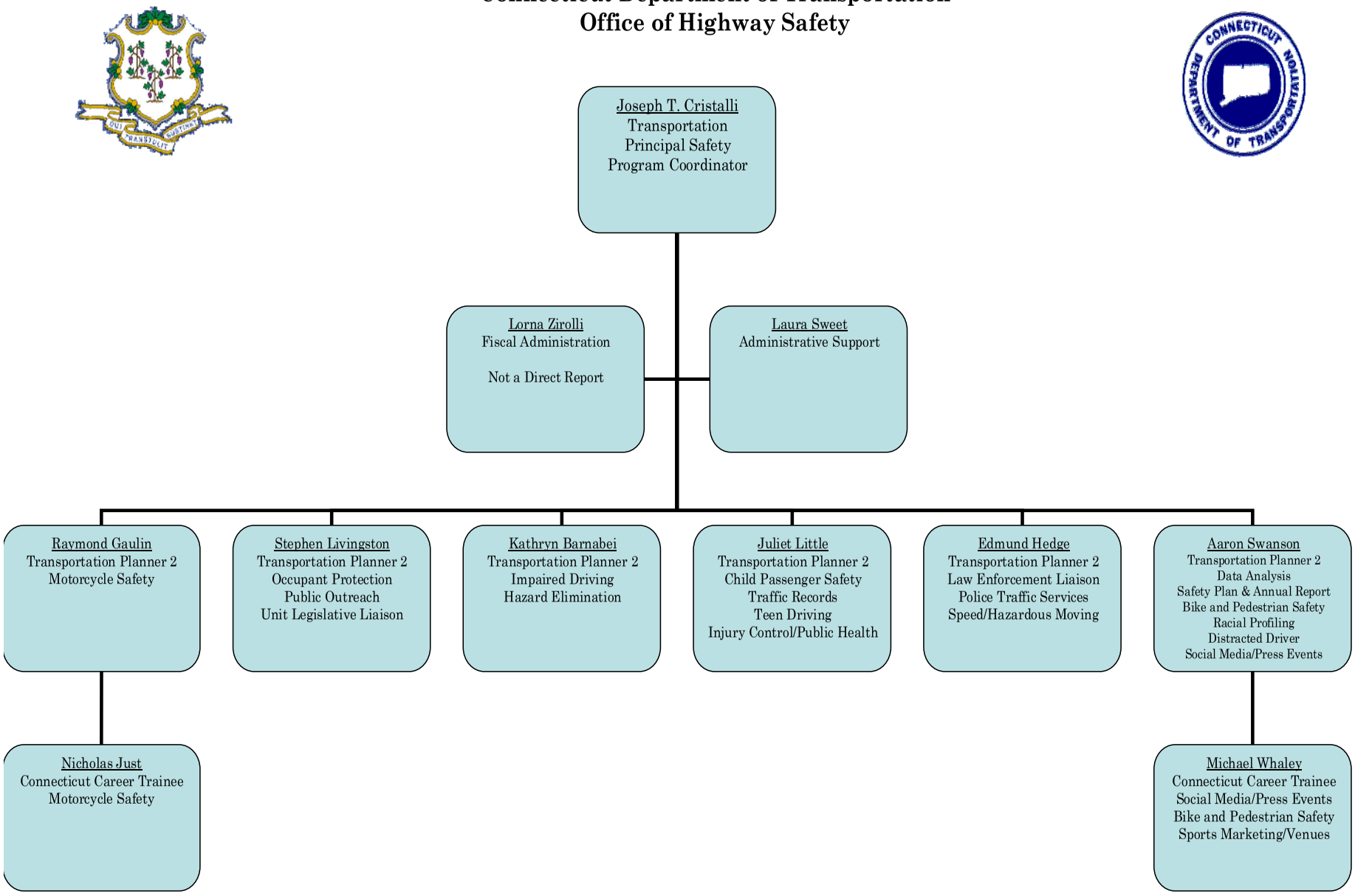
As part of nationally mandated GHSA-NHTSA attitude measures the Connecticut Highway Safety Office collects attitude surveys through a contract with Preusser Research Group (PRG). PRG collects self reported attitudes toward impaired driving, speeding, and belt-use. See Attitudes and Awareness section.

BUREAU OF POLICY & PLANNING

FUNCTIONAL ORGANIZATIONAL CHART



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 94 local law enforcement agencies, 53 Resident State Troopers, 12 State Police Troops, 3 State Police District Headquarters, 1 State Police Headquarters Traffic Unit, and 8 colleges and universities. In 2010, 19 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 4 proposed project concepts.

Motorcycle safety professionals including motorcycle safety instructors, dealers, and other rider groups met in February 2011 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 2009 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

January—March

Analyze previous year projects and seek partner input. Send latest crash data for analysis to HSO data contractor to begin problem identification process.

April—June

Review partner input, Receive data analysis from HSO data contractor. Complete problem ID, review performance measures and begin setting performance goals and objectives based on proposed/planned tasks and activities.

June-July

Finalize performance goals and objectives and plan countermeasures based on partner input and planned NHTSA mobilization schedules. Countermeasures include activities outlined in proposed tasks/ projects. Prioritize and plan projects based on anticipated project funding levels and carry-forward funds.

August

The planning process is completed by gaining approval from the Governor's Highway Safety Representative and NHTSA approval through the submission of the Highway Safety Plan.

September-December

Upon Highway Safety Plan acceptance from NHTSA; execute, monitor and analyze projects for review in Annual Evaluation Report.

Demographic Information

STATE OF CONNECTICUT
DEMOGRAPHICS 2010

- State Capitol:
  Hartford

- Largest City Population:
  Bridgeport, 130,748

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

- Land Area: 4,844.8 Square Miles

- Connecticut Police Chiefs Association (CPCA)
  HQ/Municipalities (105)
  State Troops (12);
  Local Town Agencies (97);
  Resident Trooper Towns (59)
- State Police Barracks By Towns
  Troop A - Southbury
  Troop B - North Canaan
  Troop C - Tolland
  Troop D - Danielson
  Troop E - Montville
  Troop F - Westbrook
  Troop G - Bridgeport
  Troop H - Hartford
  Troop I - Bethany
  Troop K - Colchester
  Troop L - Litchfield
  Troop W - Bradley Field

- Annual Miles of Travel Per-Driver CT
  10,775 Per Licensed Driver (2009yr)
- Daily Vehicle Miles Traveled: 31,294,370,000
- Miles of Roads (2009yr)
  (21,391) Public Roads
  (4,103) State Roads
  (963) National Highway System Roads
  (347) Interstate Roads.

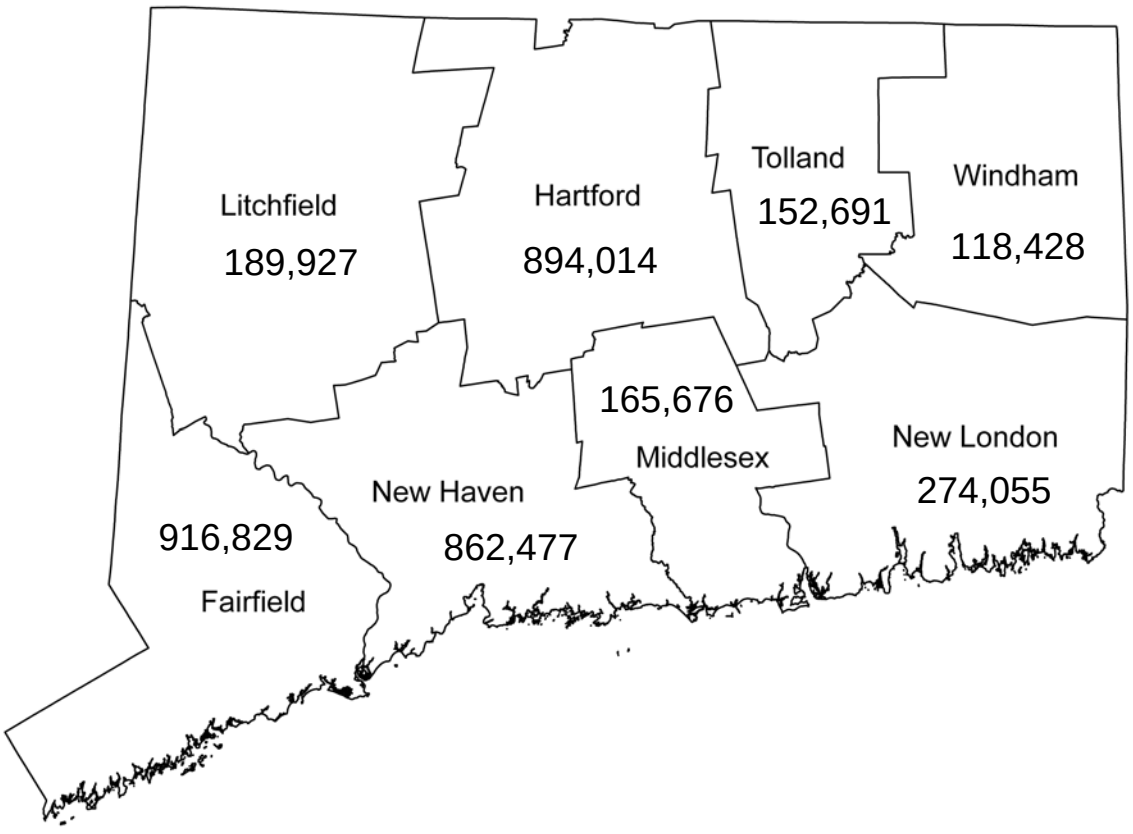
CONNECTICUT POPULATION 2010

(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 2011

(US Census Bureau Estimates)



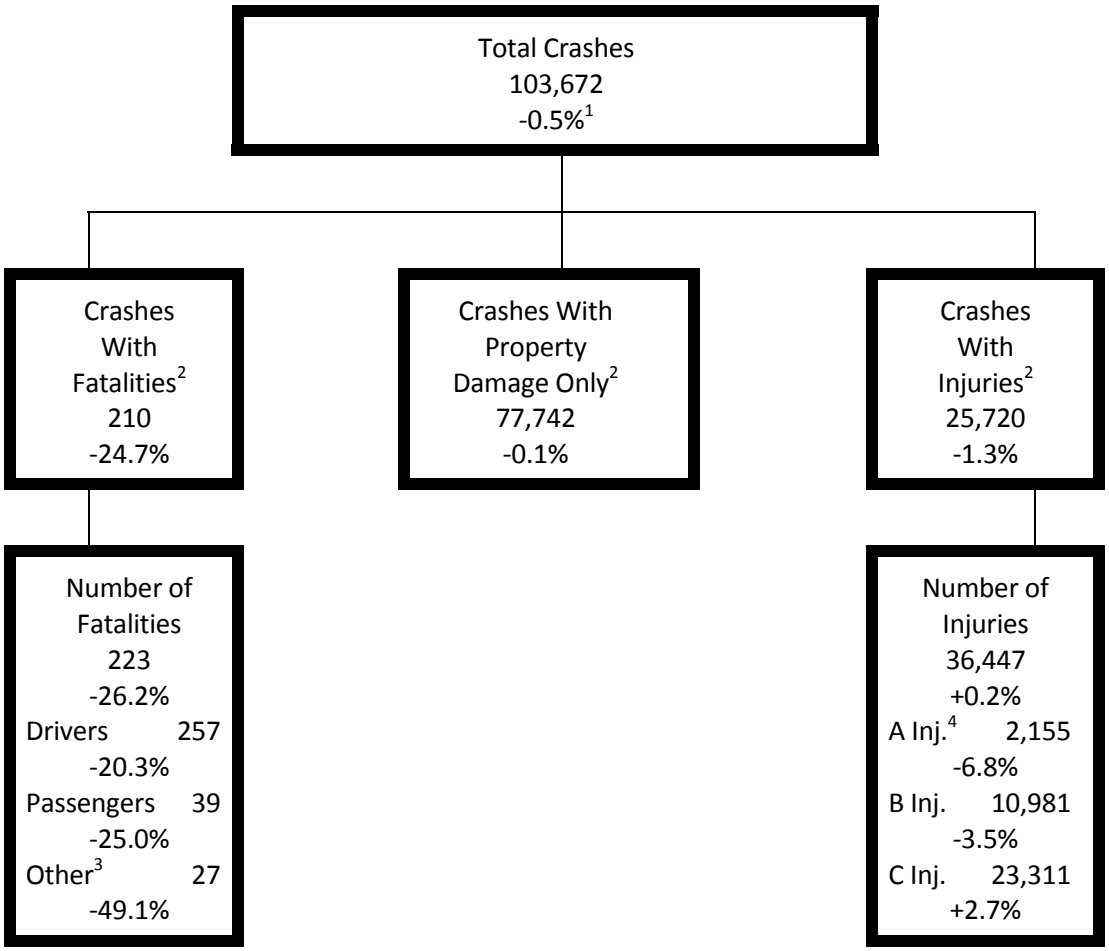
Highway Safety Data Analysis

Highway Safety Data Analysis

Figure 1 shows Connecticut's motor vehicle crash experience for the year 2009 and compares it with the prior year. Overall, the number of police reported crashes in the State decreased by less than 1 percent from the year 2008. Decreases were observed in property damage only crashes (-0.1 percent) and injury crashes (-1.3 percent). Fatal Crashes showed a large decrease (24.7 percent).

In 2009, there were 210 fatal crashes in which 223 persons were killed. The fatality total was 26.2 percent less than in the previous year. Serious "A" injuries decreased by 6.8 percent in 2009, while "B" level injuries decreased by 3.5 percent and "C" level injuries increased by 2.7 percent.

Figure 1. 2009 Connecticut Motor Vehicle Crash Profile



1. Percent change 2009 vs. 2008
2. Data on fatal crashes are from the NHTSA Fatality Analysis Reporting System (FARS)
   Data on injury and property damage only crashes are from the Connecticut Department of Transportation's Collision Analysis System
3. "Other" includes pedestrians, bicyclists and other non-motorists
4. Injury severity codes: "A" = severe injury, "B" = moderate injury, "C" = minor injury

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

	2005	2006	2007	2008	2009	Change 2005-09 %
Total Fatalities						
U.S. Total	**43,510**	**42,708**	**41,259**	**37,423**	**33,808**	**-22.3%**
Region Total	**1,214**	**1,223**	**1,177**	**1,097**	**983**	**-19.0%**
Connecticut	**278**	**311**	**296**	**302**	**223**	**-19.8%**
Driver Fatalities*						
U.S. Total	**23,237**	**22,831**	**21,717**	**19,279**	**17,640**	**-24.1%**
Region Total	**634**	**683**	**628**	**568**	**511**	**-19.4%**
Connecticut	**140**	**166**	**155**	**141**	**115**	**-17.9%**
Passenger Fatalities*						
U.S. Total	**9,747**	**9,187**	**8,715**	**7,512**	**6,834**	**-29.9%**
Region Total	**230**	**209**	**210**	**177**	**178**	**-22.6%**
Connecticut	**56**	**45**	**60**	**45**	**36**	**-35.7%**
Motorcyclist Fatalities						
U.S. Total	**4,576**	**4,837**	**5,174**	**5,312**	**4,462**	**-2.5%**
Region Total	**186**	**177**	**171**	**167**	**171**	**-8.1%**
Connecticut	**43**	**57**	**43**	**63**	**45**	**4.7%**
Pedestrian Fatalities						
U.S. Total	**4,892**	**4,795**	**4,699**	**4,414**	**4,092**	**-16.4%**
Region Total	**141**	**130**	**138**	**155**	**114**	**-19.1%**
Connecticut	**34**	**38**	**32**	**47**	**26**	**-23.5%**
Bicyclist Fatalities						
U.S. Total	**786**	**772**	**701**	**716**	**630**	**-19.8%**
Region Total	**15**	**18**	**21**	**23**	**8**	**-46.7%**
Connecticut	**3**	**5**	**5**	**6**	**1**	**-66.7%**

* excludes motorcyclists

Source: FARS Final Files 2005-2008; Annual Report File 2009

Over the 5-year period of 2005 to 2009, the number of fatalities in Connecticut has declined by 20 percent, compared to a decrease of 19 percent in NHTSA's New England Region, and a 22 percent decrease for the entire nation. The largest declines in Connecticut were in Passenger and Bicyclist Fatalities (36 percent and 67 percent respectively). The motorcyclist category was the only one not to show a decrease over the 5-year period (+ 5 percent).

2009 Crash Rates

Table 2 shows Connecticut's fatality and injury rates for 2009 based on population, licensed drivers and vehicle miles of travel, along with similar rates for the United States. The table indicates that the State's fatality rates are well below national levels. Connecticut's fatality rate was 6.3 fatalities per 100,000 population compared to 11.0 per 100,000 for the U.S. as a whole. Connecticut's fatality rate per 100 million miles of travel was 0.7 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. 2009 Fatality and Injury Rates

CT Data for 2009	Rate Base	Fatality Rate	Injury Rate
Population **3,518,288**	**Per 100,000 Population**	CT: 6.3 US: 11.0	CT: 1,036 US: 722
Licensed Drivers **2,916,143**	**Per 100,000 Licensed Drivers**	CT: 7.7 US: 16.1	CT: 1,250 US: 1,058
Vehicle Miles of Travel **31,420,000,000**	**Per 100 Million Miles of Travel**	CT: 0.7 US: 1.1	CT: 116 US: 74

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

Crash Trends

Table 3 contains data on the annual number of fatal crashes, the number of persons killed, injury crashes, and the number injured for the 22-year period from 1988 to 2009. Also shown are the number of licensed drivers and annual vehicle miles of travel for the State. The table shows that the 223 fatalities recorded in 2009 is the lowest figure in the 22-year period. Fatalities decreased from 302 in 2008, a 26 percent drop. Total injuries (36,447) in 2009 is the second lowest figure in the period reported. The number of severe injuries ("A" injuries) reported in 2009 is the lowest figure of 22 years reported.

In the 210 fatal crashes that occurred in 2009, 96 drivers were reported as speeding or operating too fast for conditions and 49 were reported as driving under the influence of alcohol or other drugs (see Table PT-2). Of the vehicles involved in fatal crashes, 141 were automobiles, 94 were light trucks (including 51 SUVs, 18 vans, and 25 pickup trucks), and 47 were motorcycles.

Of the 223 fatalities that occurred in 2009, 27 (12 percent) were non-occupants such as pedestrians and bicyclists, 151 (68 percent) were vehicle occupants, and 45 (20 percent) were motorcyclists.

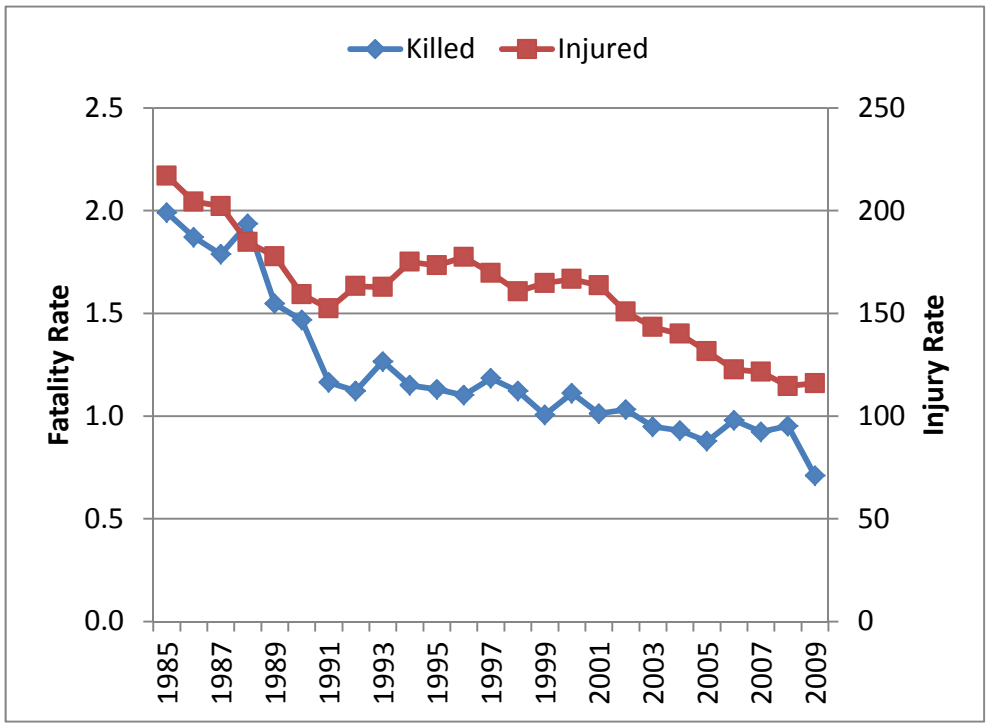
Table 3. Trend Data 1988-2009

Year	Fatal Crashes	Killed	Injury Crashes	Injured				Miles of Travel (100 Million)	Licensed Drivers (000)
				All	A Injury	B Injury	C Injury		
1988	447	485	32,957	46,285	6,454	13,711	28,120	260.6	2,370.0
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	210	223	25,720	36,447	2,155	10,981	23,311	314.2	2,916.1

Sources: Fatal crash and fatality figures are from the FARS Final Files 2005-2008, Annual Report File 2009; 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 1985 to 2009 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. 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 remained stable through 2009.

Figure 2. Killed & Injured per 100 Million Vehicle Miles Traveled: 1985-2009



Sources: Fatal crash and fatality figures are from the FARS Final Files 2005-2008, Annual Report File 2009; Injury Data from CT DOT.

Table 4 shows fatal, injury, and property damage-only crash rates per 100,000 population in Connecticut's 8 counties during the 2005 to 2009 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				
		2005	2006	2007	2008	2009
Fairfield	Fatal	5.6	6.3	5.4	5.1	4.5
	Injury	860.6	857.7	861.5	770.1	721.3
	Property Damage	1,441.6	1,382.7	2,807.7	2,475.2	2,335.1
Hartford	Fatal	5.4	8.5	6.4	7.0	5.0
	Injury	891.2	796.9	851.2	821.4	817.7
	Property Damage	6,343.5	1,123.2	2,335.2	2,244.8	2,335.3
Litchfield	Fatal	10.7	9.0	10.1	8.5	3.7
	Injury	592.5	653.7	629.0	528.4	430.8
	Property Damage	1,339.8	1,304.1	2,114.8	1,650.6	1,374.5
Middlesex	Fatal	12.4	9.8	8.5	8.5	8.4
	Injury	735.8	619.7	661.0	617.1	607.1
	Property Damage	1,197.6	904.1	1,225.9	1,420.0	1,360.9
New Haven	Fatal	8.0	7.2	8.3	10.3	6.2
	Injury	967.2	931.5	991.7	821.4	867.8
	Property Damage	1,473.2	1,425.2	2,812.4	2,421.9	2,529.3
New London	Fatal	8.3	14.6	12.5	7.6	8.6
	Injury	706.9	658.1	693.2	596.6	574.1
	Property Damage	1,769.8	1,540.0	2,466.0	2,184.7	2,115.6
Tolland	Fatal	13.0	5.4	10.8	10.1	4.7
	Injury	562.9	577.9	618.2	419.1	419.4
	Property Damage	1,266.2	1,150.6	1,641.9	1,272.2	1,180.4
Windham	Fatal	11.3	18.9	11.1	17.0	17.9
	Injury	592.5	591.3	576.6	409.9	339.5
	Property Damage	1,206.6	1,056	1,771.9	1,073.8	1,116.4
Statewide	Fatal	7.4	8.4	7.7	8.0	6.0
	Injury	840.7	839.7	814.3	735.1	731.0
	Property Damage	1,424.6	1,422.9	2,407.3	2,190.8	2,209.7

Sources: FARS Final Files 2005-2008, Annual Report File 2009; Connecticut Department of Transportation

Table 5. Connecticut Fatalities by County

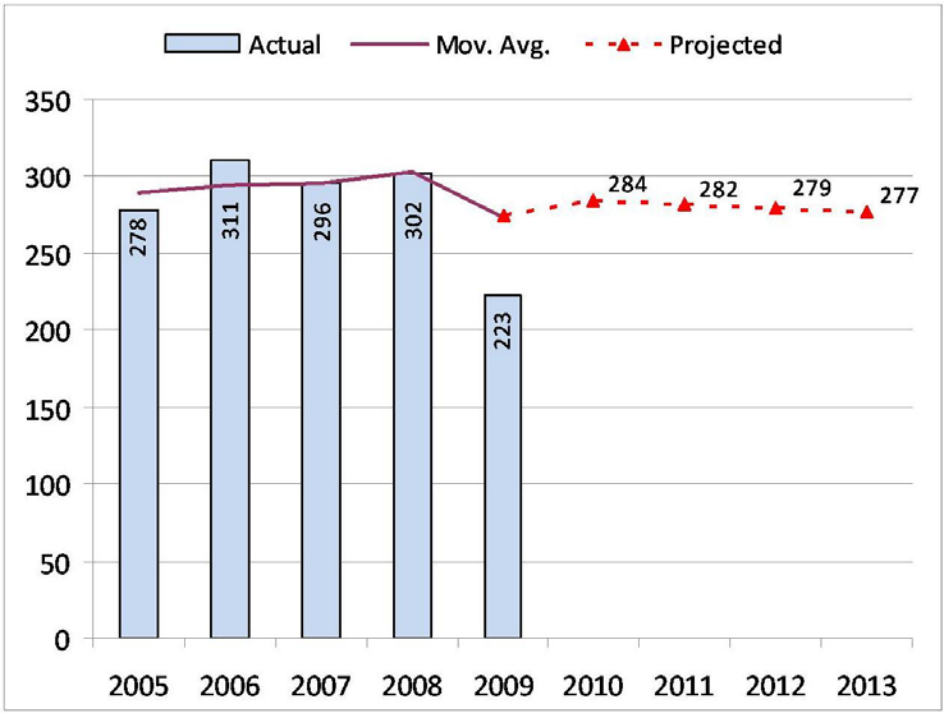
County	2005	2006	2007	2008	2009
Fairfield	56	58	53	49	42
Hartford	53	83	66	69	46
Litchfield	20	17	19	16	7
Middlesex	20	17	15	15	14
New Haven	69	65	75	94	58
New London	25	40	39	21	25
Tolland	22	8	16	15	7
Windham	13	23	13	23	24
Total	**278**	**311**	**296**	**302**	**223**

Source: FARS Final Files 2005-2008, Annual Report File 2009

Figure 3 shows Connecticut's fatalities for the years 2005 to 2009, the three-year moving averages, and projects this trend through 2013. If Connecticut's moving averages trend for 2005 to 2009 continues, the projection would be 282 fatalities in 2011, 279 in 2012, and 277 in 2013. If the fatality rate per 100 million vehicle miles of travel continues (Figure 4), it would project to 0.88 in 2011, 0.87 in 2012, and .0.86 in 2013.

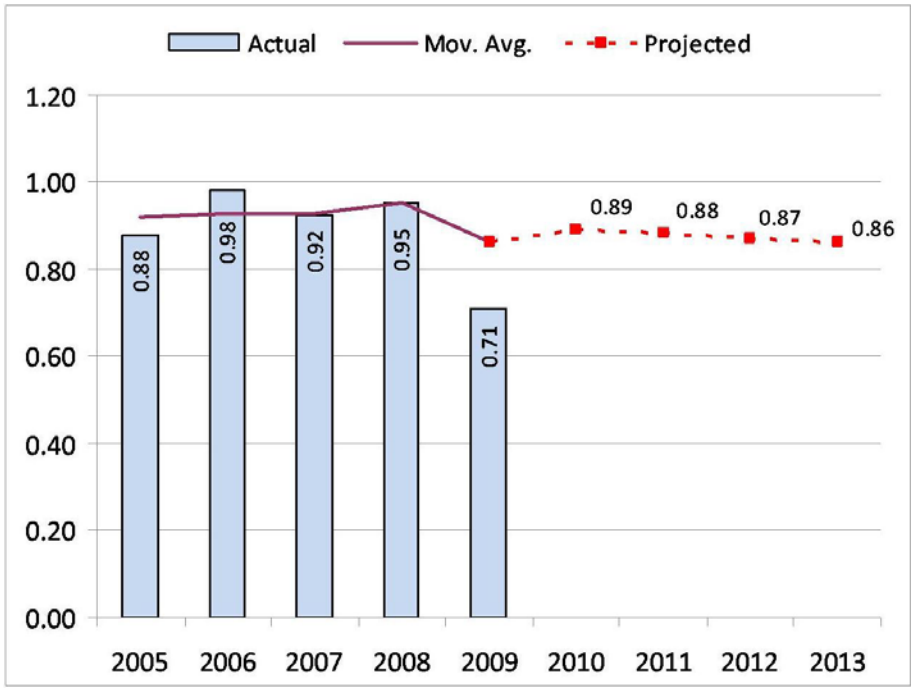
Figure 5 shows the trend in serious "A" injuries based on 2005 to 2009 data. If that trend continues, it would project to 2,128 "A" injuries in 2011, 2,048 in 2012, and 1,967 in 2013. Figure 6 shows the "A" injury rate per 100 million miles of travel would project to 6.65 in 2011, 6.39 in 2012, and 6.12 in 2013.

Figure 3. Fatality Trend



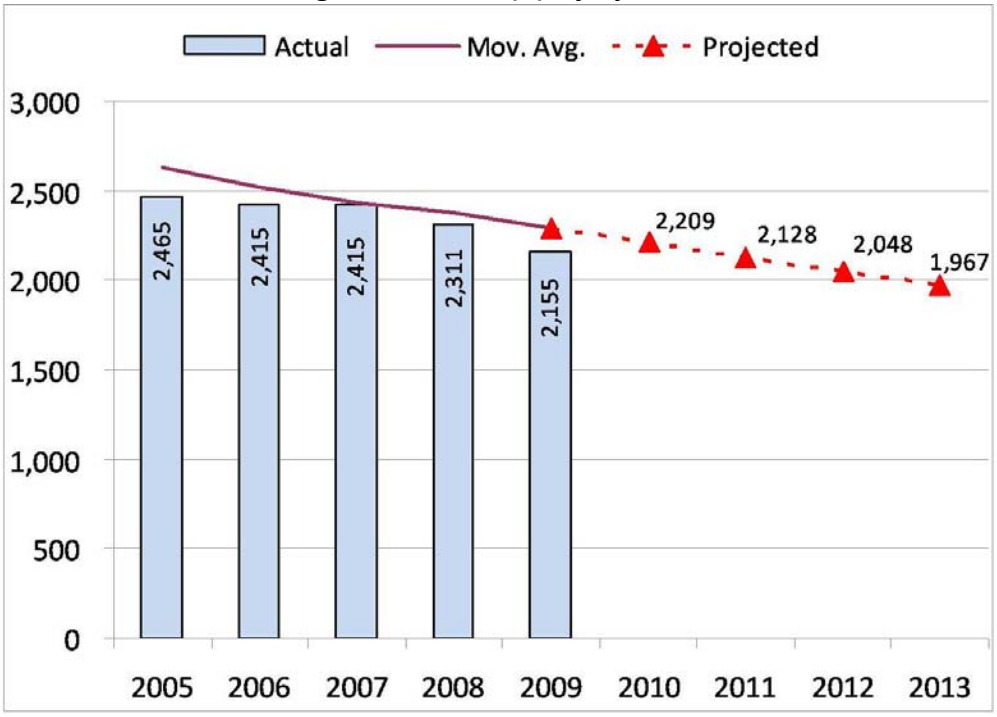
Source: FARS, Annual Report File 2009

Figure 4. Fatalities per 100M VMT Trend



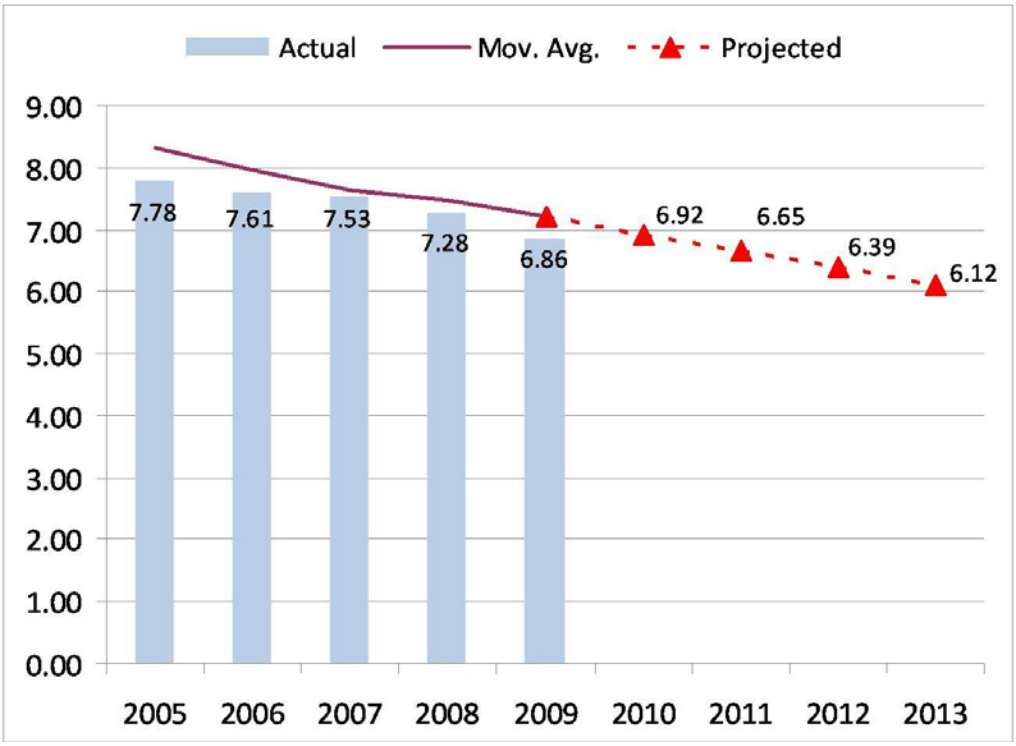
Source: FARS, Annual Report File 2009

Figure 5. Serious (A) Injury Trend



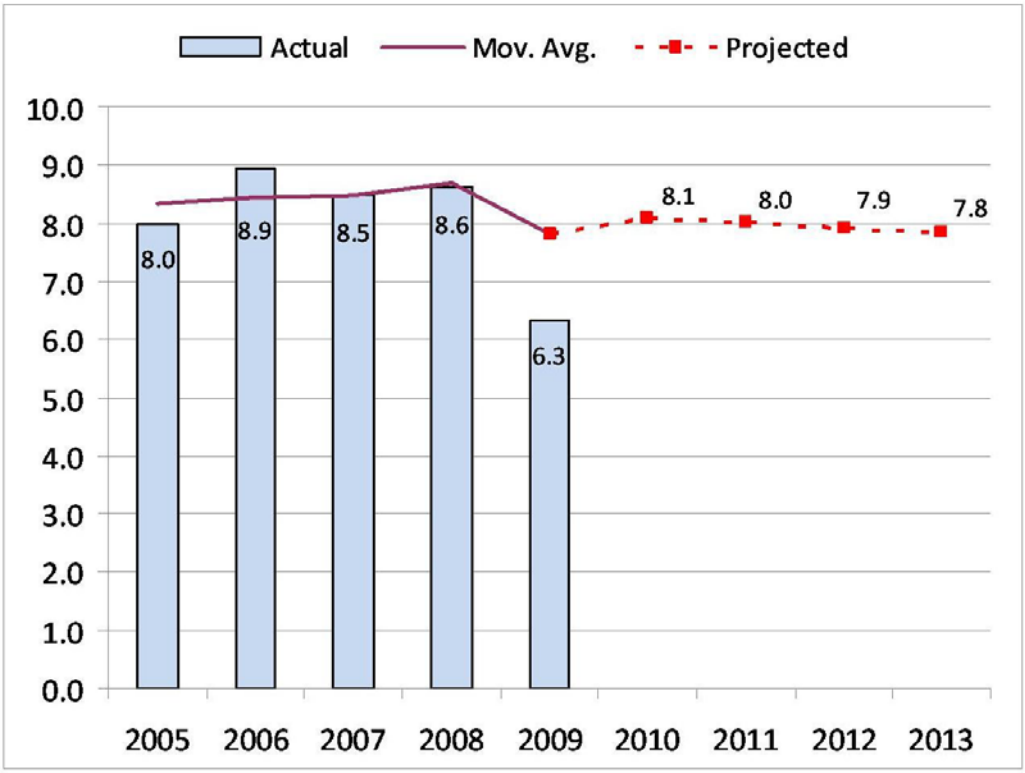
Connecticut Department of Transportation

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 2009

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 2005 to 2009; the percentage change in these crash levels from 2005 to 2009 and the 2007, 2008, and 2009 fatal/injury crash rates per 100,000 residents. Also shown are the 3 municipalities within each geographic county with the highest 2009 crash rates.

Table 6. Fatal/Injury Crashes: Geographical County/Municipality, 2005-2009

County	City/Town with Highest 2009 Rate	Fatal/Injury Crashes 2005-2009	Pct. Change 2005-2009	Fatal/Injury Crashes Per 100,000 Pop.		
				2007	2008	2009
Fairfield		36,564	-16%	855	776	731
	Westport	1,697	3%	1,445	1,266	1,301
	Bridgeport	7,931	-15%	1,166	1,143	1,013
	Darien	974	-11%	1,010	826	984
Hartford		36,614	-8%	849	839	836
	Hartford	8,017	2%	1,321	1,360	1,389
	Plainville	1,020	9%	1,137	1,073	1,316
	East Windsor	559	-10%	1,131	1,202	1,141
Litchfield		5,412	-28%	625	578	440
	Cornwall	68	0%	907	1,046	1,116
	Kent	99	35%	735	665	805
	Norfolk	61	-24%	422	964	783
Middlesex		5,284	-16%	651	646	639
	Cromwell	667	-8%	932	1,057	1,119
	Old Saybrook	435	-18%	781	887	810
	Haddam	277	-10%	894	755	782
New Haven		38,667	-10%	986	842	887
	Orange	1,184	137%	2,108	2,033	2,025
	New Haven	8,205	-28%	1,468	938	1,224
	Derby	750	-16%	1,098	1,154	1,211
New London		8,512	-23%	698	610	554
	Voluntown	172	727%	237	435	4,905
	Old Lyme	472	411%	554	810	3,727
	Franklin	120	-9%	1,580	1,090	1,090
Tolland		3,988	-13%	602	520	520
	Andover	169	550%	560	527	3,426
	Union	105	-42%	3,319	3,030	2,597
	Vernon	1,111	-18%	834	727	702
Windham		3,069	-40%	578	579	375
	Plainfield	565	-12%	725	828	739
	Putnam	270	-16%	578	755	567
	Ashford	114	22%	561	610	537

Source: Connecticut Department of Transportation

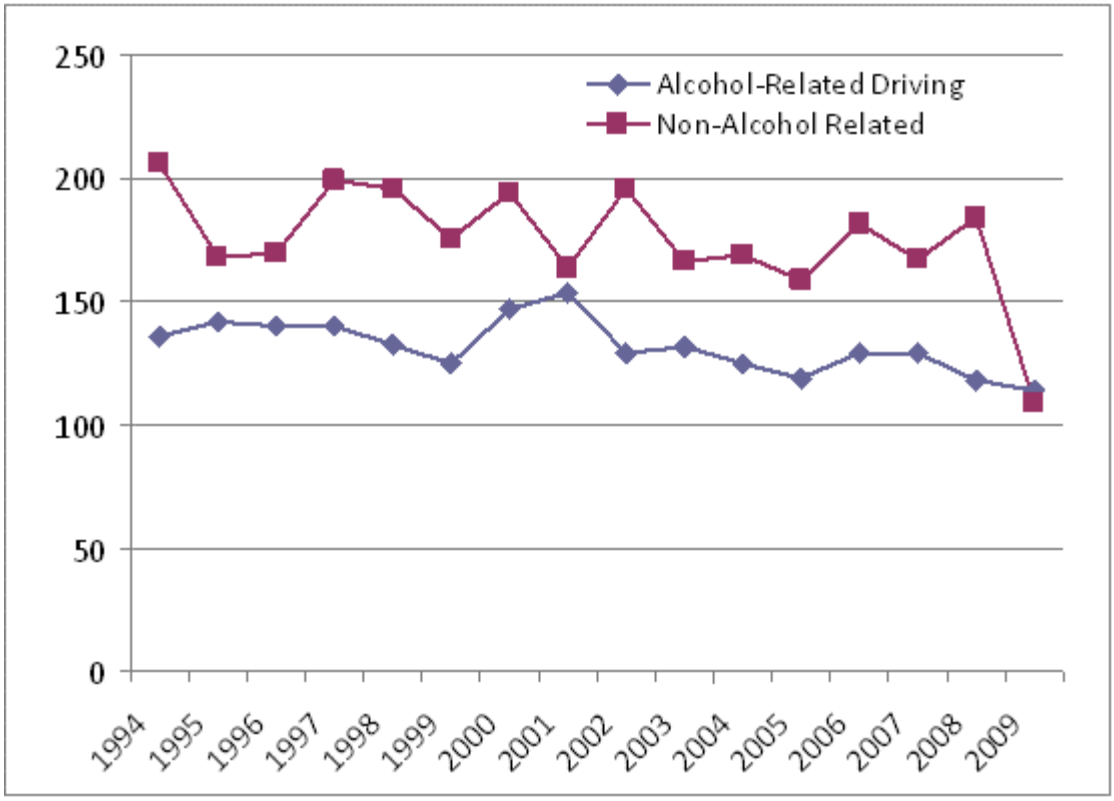
Impaired Driving

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 has the lowest number of alcohol-related driving fatalities (114). For the first time in 15 years, non-alcohol related driving fatalities (109) were lower than alcohol-related driving fatalities in 2009.

Figure 8. Fatalities by Alcohol Involvement, 1994-2009



Source: FARS Alcohol Imputed Data Final Files 1994-2008, Annual Report File 2009

In 2009, Connecticut recorded BAC test results for 77.7 percent of fatally injured drivers and 23.1 percent of surviving drivers involved in fatal crashes. State rates were above the national figure of 71.1 percent for fatally injured drivers but below the national figure of 27.2 percent for surviving drivers (when it was known if the test was given). This represents a decrease over the 86.3 percent recorded in 2008 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 2009 (51 percent) was higher than the national average of 38 percent and above the 41 percent in the other states of the New England Region. Forty-three percent (43%) of Connecticut's fatal crashes were estimated to have been alcohol-impaired driving crashes (BAC≥ 0.08), a higher rate than that seen nationwide (32%) and in the other New England states (34%).

Table AL-1. Alcohol-Related (BAC ≥ 0.01+) Driving Fatalities/ Alcohol-Impaired (BAC ≥ 0.08+) Driving Crashes, 2009

	Connecticut	U.S.	New England
Percentage of Alcohol-Related Driving Fatalities	51.1%	37.7%	40.8%
Percentage of Alcohol-Impaired Driving Crashes	42.9%	31.9%	34.4%

Source: FARS Imputed Alcohol Data Annual Report File 2009

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	2005	2006	2007	2008	2009
Number of Alcohol-Impaired Driving Fatal *Crashes*	90	108	100	86	90
Percent Alcohol-Impaired Driving Fatal *Crashes*	34%	37%	37%	31%	43%
Number of Alcohol-Impaired Driving *Fatalities*	98	113	111	95	99
Percent Alcohol-Impaired Driving *Fatalities*	35%	36%	38%	31%	44%

Source: FARS Imputed Alcohol Data Final Files 2005-2008 Annual Report File 2009

Between 2005 and 2006, there was an upward trend in the number of alcohol-impaired driving fatal crashes. In 2008, the number of alcohol-impaired driving fatal crashes decreased and increased back to the 2005 level in 2009. The number of alcohol-related driving fatalities increased from 2005 to 2006 , and then dropped slightly in 2007 and again in 2008, only to increase again in 2009. 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 2005 to 2008 period, but both increased again in 2009. In the end, numbers have remained comparable, with 90 alcohol-impaired driving fatal crashes in each of 2005 and 2009, and the number of fatalities increasing slightly from 98 in 2005 to 99 in 2009. Table AL-3 shows Connecticut BAC test results for the years 2005 to 2009.

Table AL-3. BACs of Fatally Injured Drivers

BAC	2005	2006	2007	2008	2009
0.00	82	114	95	98	60
0.01-0.07	8	5	12	10	9
0.08 –Up	36	71	64	62	52
No/Unknown Result	54	30	22	27	36

Source: FARS Final Files 2005-2008 Annual Report File 2009

Table AL-4 shows the number of alcohol-related driving fatalities both by county and statewide for the years 2005 to 2009, 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. New London, Middlesex, and Fairfield Counties had the highest percentage of alcohol-related driving fatalities for the year 2009. The statewide data at the bottom of the table indicates that for the 5-year period shown, the percentage of alcohol-related fatalities ranged from 39.7 to 51.1 percent.

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

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

County	2005	2006	2007	2008	2009
Fairfield Total	56	58	53	49	42
% Alcohol	48.2%	55.2%	45.3%	46.9%	54.8%
Alcohol Rate/100,000	3.03	3.59	2.69	2.57	2.55
Hartford Total	53	83	66	69	46
% Alcohol	35.8%	32.5%	43.9%	36.2%	47.8%
Alcohol Rate/100,000	2.18	3.09	3.31	2.85	2.50
Litchfield Total	20	17	19	16	7
% Alcohol	50.0%	58.8%	42.1%	43.8%	42.9%
Alcohol Rate/100,000	5.33	5.32	4.26	3.73	1.59
Middlesex Total	20	17	15	15	14
% Alcohol	35.0%	41.2%	53.3%	20.0%	57.1%
Alcohol Rate/100,000	4.32	4.29	4.88	1.82	4.83
New Haven Total	69	65	75	94	58
% Alcohol	40.6%	47.7%	45.3%	38.3%	51.7%
Alcohol Rate/100,000	3.33	3.68	4.03	4.25	3.54
New London Total	25	40	39	21	25
% Alcohol	56.0%	32.5%	38.5%	57.1%	60.0%
Alcohol Rate/100,000	5.28	4.85	5.69	4.54	5.62
Tolland Total	22	8	16	15	7
% Alcohol	31.8%	37.5%	43.8%	26.7%	42.9%
Alcohol Rate/100,000	4.78	2.04	4.74	2.70	1.99
Windham Total	13	23	13	23	24
% Alcohol	53.8%	34.8%	38.5%	43.5%	41.7%
Alcohol Rate/100,000	6.08	6.88	4.28	8.52	8.51
Statewide					
Total Fatalities	278	311	296	302	223
% Alcohol	42.8%	42.1%	43.9%	39.7%	51.1%
Alcohol Rate/100,000	3.42	3.76	3.73	3.43	3.24

Source: FARS Imputed Alcohol Data Final Files 2005-2008, Annual Report File 2009

The number of alcohol-related driving fatalities has dropped statewide from 119 in 2005 to 114 in 2009 (see "performance measures" table below). Overall fatalities have also dropped from 278 in 2005 to 223 in 2009. However, the percentage of fatalities that are alcohol-related has increased (42.8 percent in 2005, 51.1 percent in 2009). The trend line for the statewide alcohol-related driving fatality rate has shown a slight decline over the 5-year reporting period, dropping from 3.42 per 100,000 of population to 3.24 between 2005 and 2009.

Table AL-5 shows the age groups of drinking drivers (BAC ≥ .01) killed during the 5-year period of 2005 to 2009, 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 43 percent of the fatalities. The table shows that approximately 10 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)

	Drinking Drivers Killed (2005-2009)		Licensed Drivers (2009)		
Age	**Number[1]**	**Percent of Total**	**Number[2]**	**Percent of Total**	**Rate[3]**
<16	0	0.0%	0	0.0%	n/a
16-20	38	9.9%	136,623	4.7%	28.0
21-24	77	19.7%	161,294	5.5%	47.4
25-34	92	23.7%	433,265	14.9%	21.2
35-44	71	18.2%	537,273	18.4%	13.1
45-54	71	18.2%	601,903	20.6%	11.8
55-64	25	6.3%	455,537	15.6%	5.4
65-69	6	1.5%	158,281	5.4%	3.8
>69	10	2.5%	431,967	14.8%	2.2
Total	388	100.0%	2,916,143	100.0%	13.3

1. Source: FARS, Imputed alcohol data Final Files 2005-2008, Annual Report File 2009
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 92.3 percent were Connecticut residents. Approximately 64.5 percent of the fatalities took place on arterial type roadways, 19.3 percent were on local roadways, and 16.2 percent were on collector roadways. The second part of Table AL-6 shows that during the period of 2005-2009 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 62 percent of all alcohol-related driving fatalities.

The table shows that 43.8 percent of the fatalities occurred during the late night hours of midnight to 5:59 a.m., 28.5 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), 2005-2009

	2005 (N=64)	2006 (N=86)	2007 (N=82)	2008 (N=78)	2009 (N=78)	Total (N=388)
Age						
<21	12.5%	14.0%	9.9%	2.6%	10.3%	9.8%
21-34	42.2%	44.2%	46.9%	41.0%	42.3%	43.4%
35-49	31.3%	24.4%	30.9%	29.5%	30.8%	29.2%
50+	14.1%	17.4%	12.3%	26.9%	16.7%	17.6%
Sex						
Male	87.5%	83.7%	80.5%	83.5%	83.3%	83.5%
Female	12.5%	16.3%	19.5%	16.5%	16.7%	16.5%
Number of Vehicles						
Single Vehicle	76.6%	73.6%	70.7%	65.4%	70.1%	71.1%
Multiple Vehicle	23.4%	26.4%	29.3%	34.6%	29.9%	28.9%
License Valid	84.4%	89.7%	91.5%	82.3%	87.2%	87.2%
Previous DUI	7.7%	10.5%	2.4%	1.3%	9.1%	6.2%
Connecticut Resident	93.8%	91.9%	97.6%	88.5%	89.6%	92.3%
Road Type						
Arterial	50.8%	65.5%	68.3%	67.9%	67.5%	64.5%
Collector	18.5%	12.6%	13.4%	16.7%	20.8%	16.2%
Local	30.8%	21.8%	18.3%	15.4%	11.7%	19.3%

Source: FARS Alcohol Imputed Data Final Files 205-2009, Annual Report File 2009

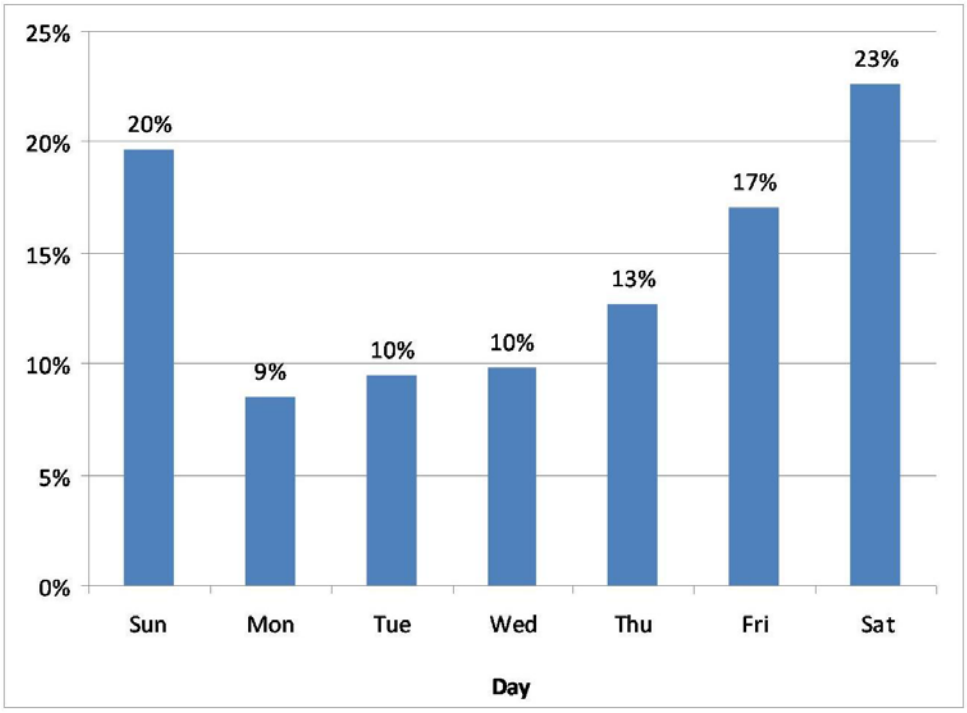
Table AL-6. Characteristics of Fatality Injured Drinking Drivers (BAC ≥ 0.01) 2005-2009 (Continued)

	2005 (N=64)	2006 (N=86)	2007 (N=82)	2008 (N=78)	2009 (N=78)	Total (N=388)
Day						
Sunday	28.1%	19.8%	19.5%	14.1%	24.4%	20.9%
Monday	6.3%	4.7%	6.1%	9.0%	6.4%	6.4%
Tuesday	4.7%	12.8%	11.0%	2.6%	10.3%	8.5%
Wednesday	10.9%	11.6%	8.5%	10.3%	5.1%	9.3%
Thursday	14.1%	9.3%	17.1%	12.8%	16.7%	13.9%
Friday	18.8%	15.1%	14.6%	17.9%	14.1%	16.0%
Saturday	17.2%	26.7%	23.2%	33.3%	23.1%	25.0%
Time						
Midnight-05:59	41.5%	50.0%	39.0%	38.0%	50.0%	43.8%
06:00-19:59	27.7%	23.3%	25.6%	32.9%	29.5%	27.7%
20:00-23:59	30.8%	26.7%	35.4%	29.1%	20.5%	28.5%
Month						
January	6.2%	2.3%	9.8%	11.5%	7.7%	7.4%
February	6.2%	11.4%	8.5%	7.7%	5.1%	7.9%
March	7.7%	6.8%	8.5%	10.3%	10.3%	8.7%
April	6.2%	15.9%	9.8%	5.1%	7.7%	9.2%
May	7.7%	4.5%	8.5%	3.8%	7.7%	6.4%
June	10.8%	9.1%	7.3%	5.1%	5.1%	7.4%
July	7.7%	13.6%	9.8%	16.7%	3.8%	10.5%
August	12.3%	5.7%	7.3%	11.5%	10.3%	9.2%
September	12.3%	11.4%	14.6%	10.3%	11.5%	12.0%
October	9.2%	11.4%	3.7%	11.5%	14.1%	10.0%
November	7.7%	5.7%	6.1%	2.6%	6.4%	5.6%
December	6.2%	2.3%	6.1%	3.8%	10.3%	5.6%

Source: FARS Alcohol Imputed Data Final Files 205-2009, Annual Report File 2009

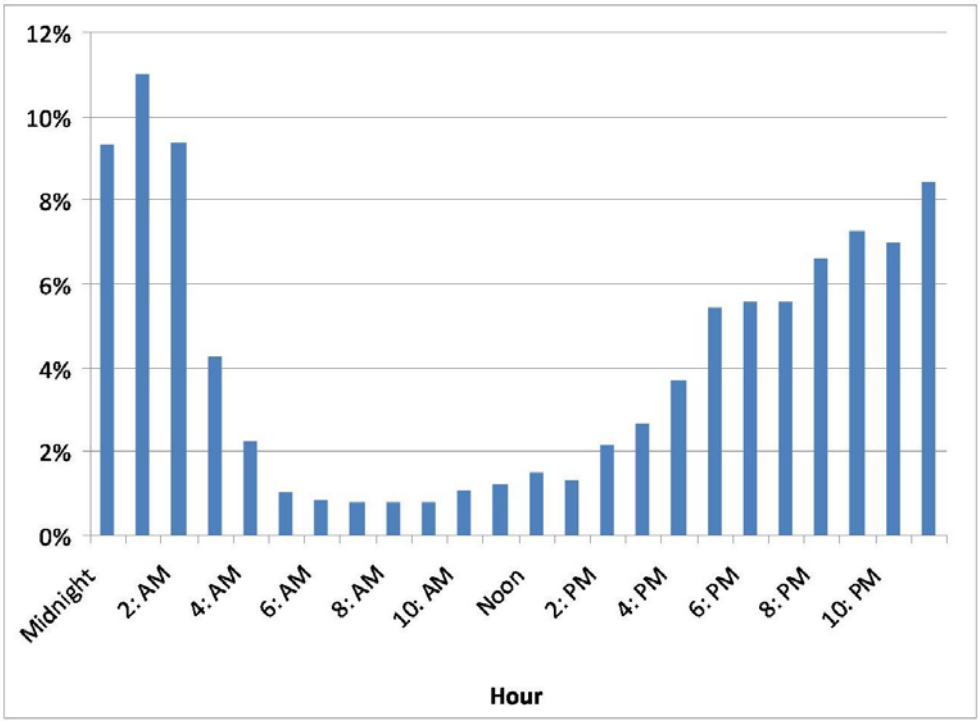
The distributions of alcohol-related crashes by time of day and day of week are shown in Figures 9 and 9a. Mondays to Thursday have fewer crashes and the frequency then builds through the weekend days. The frequency of crashes builds up in the afternoon and evening hours, peaking during the 11p.m. to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

Figure 9. Alcohol-Related Crashes by Day of Week 2009



Source: Connecticut Department of Transportation

Figure 9a. Alcohol-Related Crashes by Time of Day 2009



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 2005 to 2009 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, 2009 results indicate 7.0 percent of "A"-injury crashes and 6.2 percent of "B"-injury crashes involved alcohol compared to 2.4 percent of "C"-injury and 2.2 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	2005	2006	2007	2008	2009
A Injury	6.0%	5.5%	6.3%	7.2%	7.0%
B Injury	5.6%	5.1%	4.4%	4.8%	6.2%
C Injury	2.0%	2.1%	1.9%	2.0%	2.4%
No Injury	1.7%	1.8%	1.8%	1.8%	2.2%
Injury Crashes	3.2%	3.3%	3.2%	3.3%	3.9%
Total Crashes	2.2%	2.4%	2.1%	2.3%	2.7%

Source: Connecticut Department of Transportation

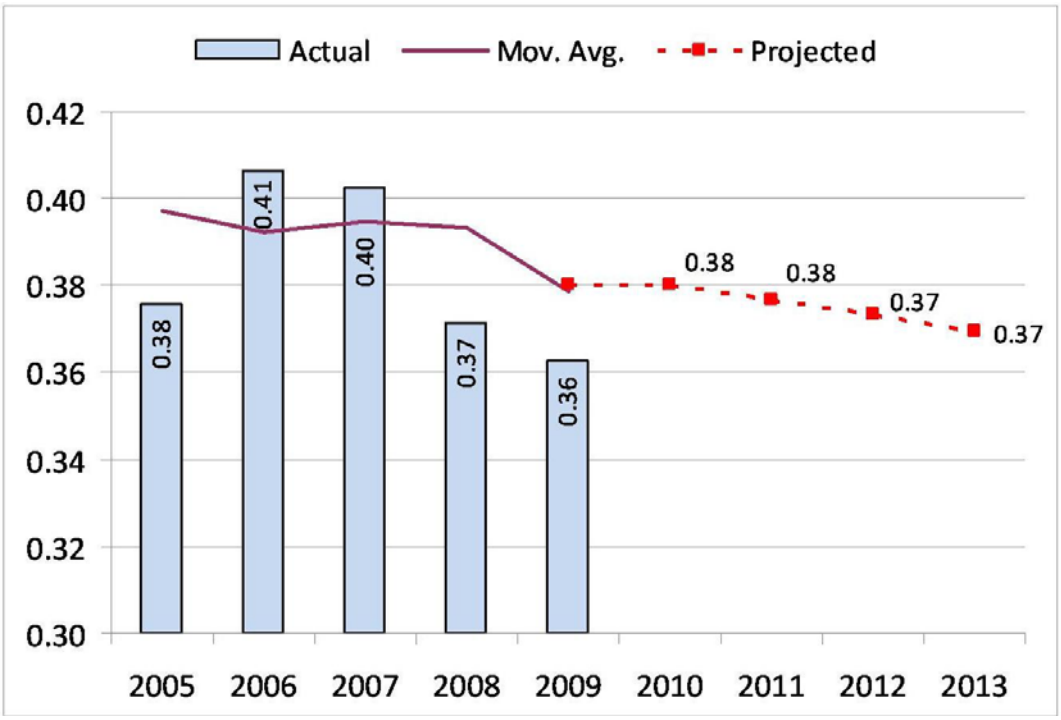
Table AL-8 summarizes DUI enforcement levels during the 2005 to 2009 period. DUI arrest totals in 2009 (12,272) were 17% higher than in 2005 (10,481). DUI arrests were up about 5 percent from 2007 (11,704), and were down 15 percent from 2008 (14,398). The average BAC has remained relatively constant over the years, but the percentage of chemical test refusals has been decreasing slightly and reached a new low in 2009, while arrests following motor vehicle crashes were stable from 2007 to 2009.The percentage of adjudications other than guilty has increased slightly from 61.1 percent in 2008 to 61.5 percent in 2009.

Table AL-8. DUI Enforcement Levels

	2005	2006	2007	2008	2009
DUI Arrests	10,481	11,997	11,704	14,398	12,272
Average BAC	0.162	0.162	0.168	0.162	0.164
DUI Arrest per 10,000 Licensed Drivers	38	43	41	42	42
Percent Test Refusal	20.5%	18.2%	17.8%	18.1%	17.4%
DUI Arrests from Crashes	26.0%	25.1%	24.2%	24.3%	24.4%
Percent Adjudications Other Than Guilty	63.2%	64.1%	61.6%	61.1%	61.5%

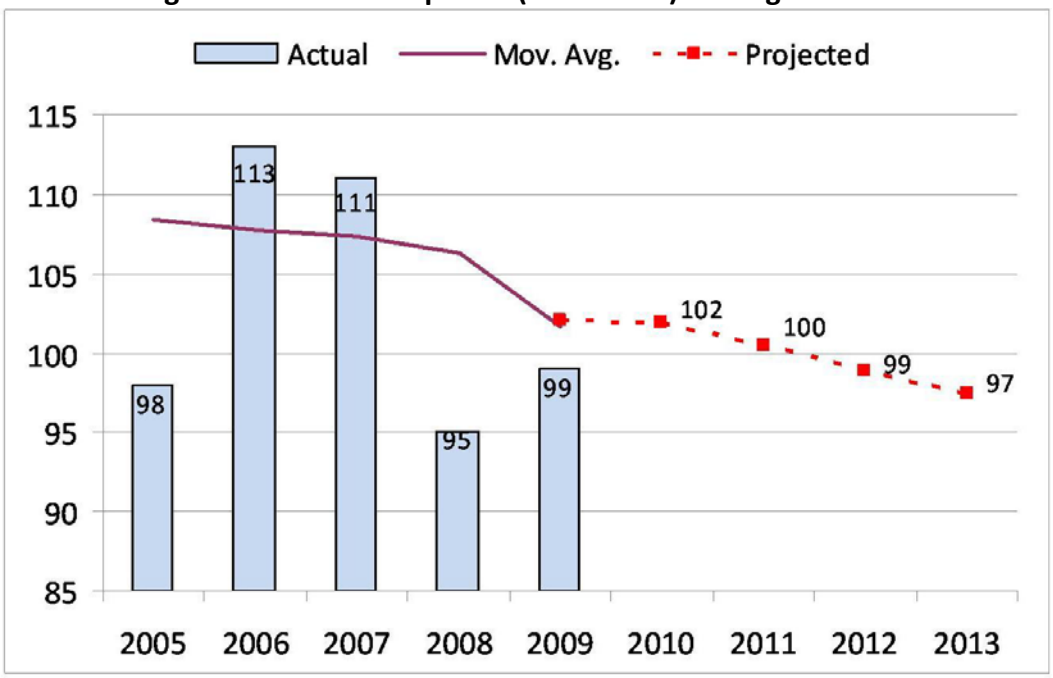
Source: Connecticut Department of Transportation Connecticut Criminal Justice Information System

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

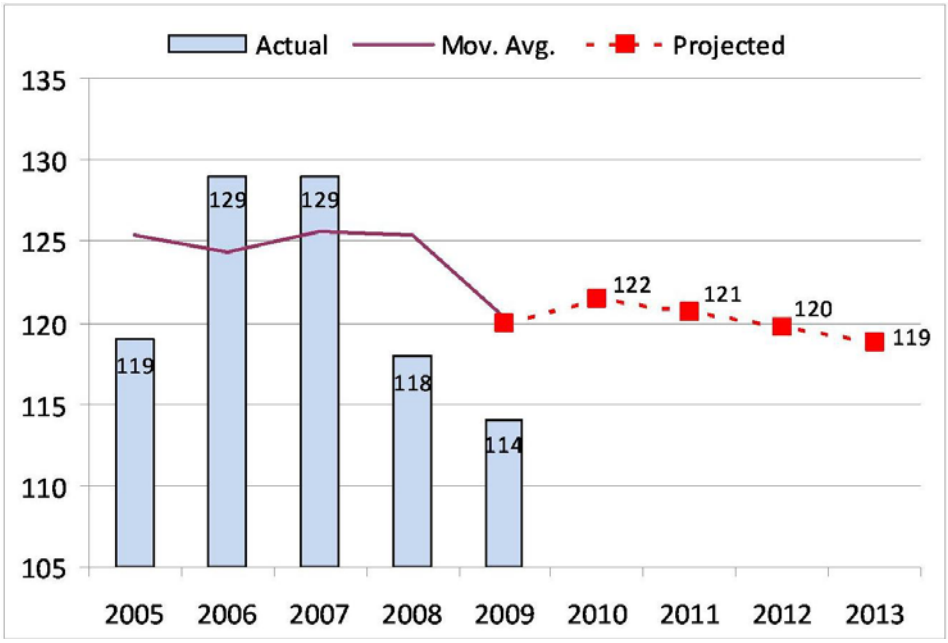
Performance Measures

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	2005	2006	2007	2008	2009
Alcohol-Impaired Driving Fatalities	98	113	111	95	99
Alcohol-Impaired Driving Fatal Crashes	90	108	100	86	90
Percent Alcohol-Impaired Driving Fatal Crashes	34.4%	36.9%	37.2%	30.8%	42.9%
Alcohol-Related Driving Fatalities	119	129	129	118	114
Percent Alcohol-Related Driving Fatalities	42.8%	41.5%	43.6%	39.1%	51.1%
Alcohol-Related Driving Fatalities per 100 Million VMT	0.38	0.41	0.40	0.37	0.36
Alcohol-Related Driving Injury Crashes	956	902	877	861	1,014
Percent Alcohol-Related Driving Injury Crashes	3.2%	3.3%	3.1%	3.3%	3.9%

Figure 12 shows the number of alcohol related driving fatalities for the 2005 to 2009 period, along with the moving averages, and projected fatalities. Figure 11 shows the equivalent for alcohol-related driving fatalities per 100 million vehicle miles of travel.

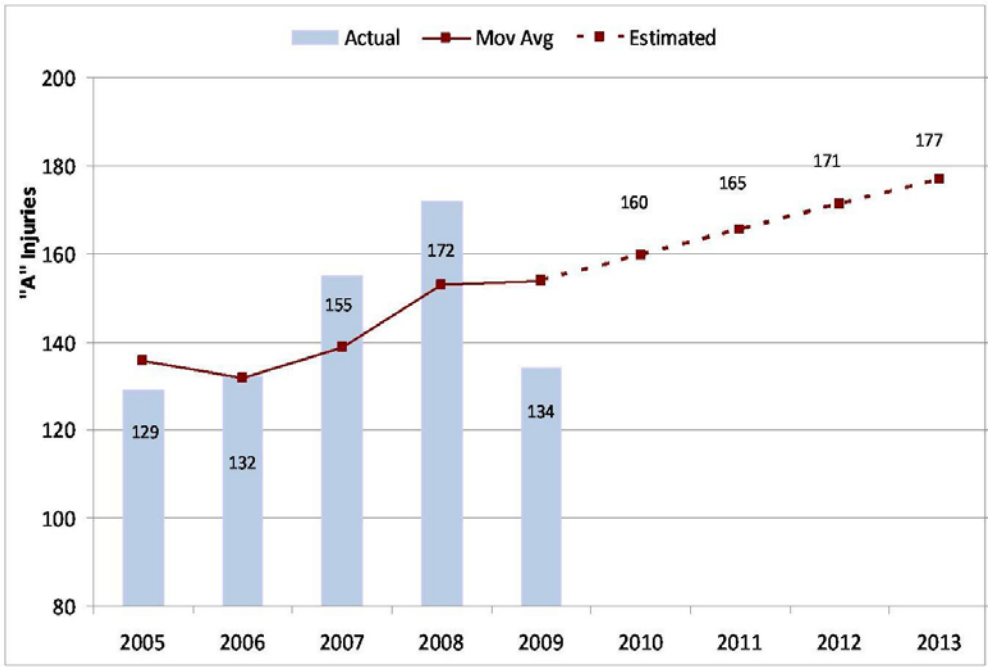
Figure 12. Alcohol-Related (BAC ≥ 0.01) Driving Fatalities



Source: FARS

If the fatality trend continues (Fig. 13), the projection would be 121 alcohol-related fatalities in 2011, 120 in 2012, and 119 in 2013. The VMT rate would project to 0.38 in 2011 and 0.37 in 2012 and 2013. Alcohol-impaired driving fatalities (Figure 12) project to 100 for 2011, 99 in 2012, and 97 in 2013.

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 (2007-2009) moving average of 120 in 2009 by 5% to a three year (2011-2013) moving average of 114 in 2013.

To decrease alcohol related driving serious injuries ("A") from the three year (2007-2009) moving average of 154 in 2009 by 5% to a three year (2011-2013) moving average of 146 in 2013.

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 2011.

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 coordination to establish a Drug Recognition Expert (DRE) training program.

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

Increase successful prosecution and conviction of D.U.I. 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.org.

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 2012 Fiscal year is the establishment of a State of Connecticut Drug Evaluation and Classification Program. The goal of the program is to train and certify law enforcement officers as Drug Recognition Experts 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)***
$300,000 (154AL)*

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

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

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

High-visibility enforcement objectives will be accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Police agencies will be offered DUI overtime enforcement grants. The Highway Safety Office will make an extra effort to add additional saturation patrols and checkpoints during the National Crackdown, Christmas and New Year holidays as well as summer holiday weekends. These grants will be available to police agencies 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 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 2011-2012. Enforcement will target high risk regions and communities where DUI activity is known to be significant, based on a multi-year analysis of passenger vehicle injury crashes by the Highway Safety Office Data Contractor.

Task 3 – Traffic Safety Resource Prosecutor (TSRP) $250,000 (154AL)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei

A Statewide Traffic Safety Resource Prosecutor (TSRP) position will be funded within the Office of the Chief State's Attorney. The TSRP will assist 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 $100,000 (154 AL)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei

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 $400,000 (154AL)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei

This task will fund 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.

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

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 in-car video cameras, breath-testing equipment, passive alcohol sensing flashlights, stimulus pens for horizontal gaze nystagmus (HGN) tests, checkpoint signage/portable lighting equipment and other eligible DUI-related enforcement equipment). Approval for capital equipment acquisition(s) (as defined in 23 CFR 1200.21) will be addressed when specific needs analysis is complete and program structure is determined.

Task 7 – DUI Media Campaign **$750,000 (154PM)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei

Funding will be used for paid advertising in support of NHTSA scheduled crackdown periods (i.e. Labor Day Crackdown, Thanksgiving/Christmas/New Year holiday period). 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 primetime television spots being produced and aired; 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 by the HSO data analysis contractor at local DMV sites.

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

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 **$150,000 (154 AL)***

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

Funding will be provided for judicial and law enforcement agencies 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, 50 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 **$11,200,000 (154HE)***

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

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 2009, 84.9 percent of children under age 4 were being restrained and 90.1 percent were in the rear seat of their vehicles. Young children are less likely to be restrained when their driver is not belted (88.8 percent versus 62.5 percent). Comparing 2009 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 and more than 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 2003-2009

	1997 (N=247)	2003 (N=214)	2004 (N=134)	2005 (N=65)	2006 (N=170)	2007 (N= 184)	2008 (N= 279)	2009 (N=259)
Child Restraint Use	70.4%	98.6%	93.3%	96.9%	89.9%	85.9%	85.0%	84.9%
Driver Belt Use	63.6%	88.3%	89.4%	89.2%	85.9%	85.3%	87.4%	89.1%
When Driver Belted	80.3%	99.5%	94.9%	98.3%	92.4%	89.5%	89.9%	88.8%
When Driver Not Belted	56.3%	92.0%	85.7%	85.7%	77.3%	61.9%	57.1%	62.5%
Children in: Front Seat	23.9%	4.2%	4.5%	1.5%	1.8%	2.7%	0.4%	9.9%
Children in: Rear Seat	76.1%	95.8%	95.5%	98.4%	98.0%	100.0%	99.6%	90.1%

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 2010. 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 2010, the highest level in the past ten years (along with 2008).

Table OP-2. Statewide Scientific Observations

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Total	78%	78%	78%	83%	82%	83%	86%	88%	86%	88%

Source: Connecticut Department of Transportation Statewide Scientific Observations

Table OP-3 shows driver and front seat passenger seat belt use rates in 2010 as a function of vehicle, location, and personal characteristics. Observed seat belt use was highest in SUVs and vans, 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 15 percentage points from 1999 to 2010 (73 to 88 percent). Comparing 2010 results with those from 1999 shows that seat belt use increased in every single category.

Table OP-3. Observed Driver and Front Seat Passenger Seat Belt Use-1999 & 2010

	Drivers		Passengers	
	1999	2010	1999	2010
Vehicle Type				
Passenger Car	71.5%	87.3%	70.3%	85.8%
Pick Up Truck	49.7%	76.2%	44.8%	68.5%
SUV	72.7%	89.3%	76.8%	91.5%
Van	65.9%	88.1%	68.8%	90.2%
Urban/Rural				
Urban	69.0%	86.9%	70.0%	87.8%
Rural	74.4%	91.0%	74.4%	91.4%
Gender				
Male	65.2%	84.8%	60.2%	80.7%
Female	77.6%	90.0%	75.8%	90.5%
Race				
Caucasian	70.4%	87.6%	71.1%	87.2%
Non-Caucasian	54.0%	81.6%	43.7%	82.2%

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 2005-2009, daytime belt use in fatal crashes has been 16 percentage points higher than nighttime belt use.

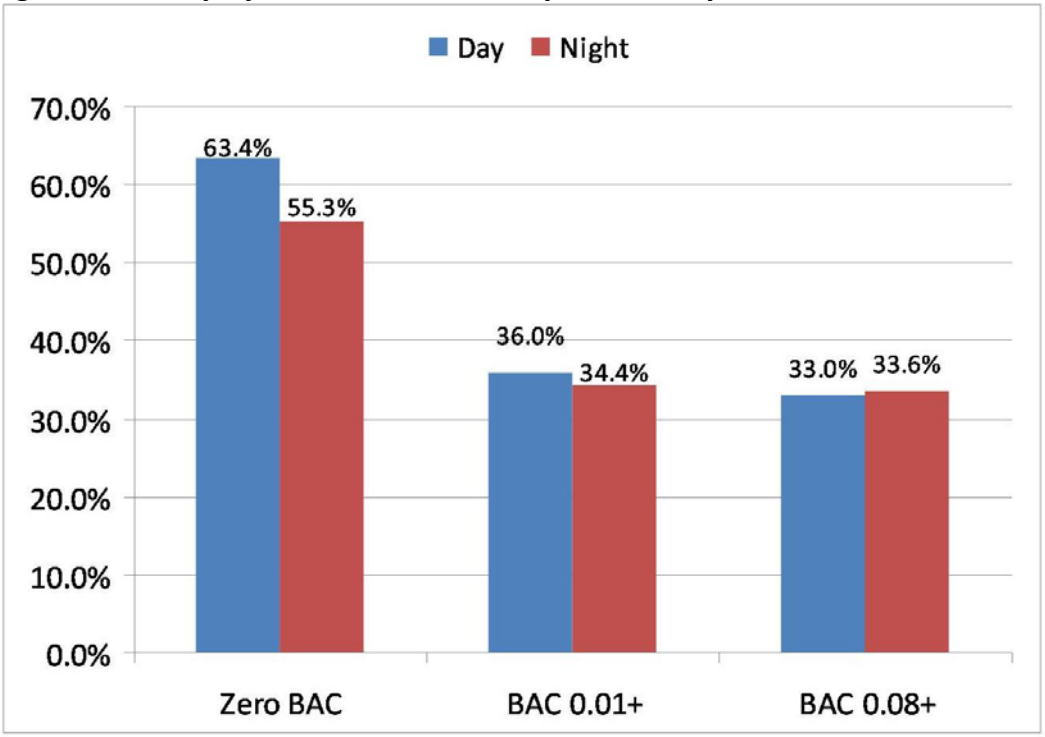
Table OP-4. Percent of Belt Use by Time of Day, Fatally Injured Passenger Vehicle Occupants, 2005-2009

Percent Belted	2005	2006	2007	2008	2009	2005-09
Day (5:00am - 8:59pm)	52.7%	62.0%	54.3%	63.6%	54.8%	57.7%
Night (9:00pm to 4:59am)	38.0%	49.3%	52.6%	25.5%	36.9%	41.5%

Source: FARS Final Files 2005-2008, Annual Report File 2009

Figure 14 shows that, 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 27 percentage points higher than drivers with BAC of 0.01 or above, and 30 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 (55% belted), those with positive BACs (34%), and impaired drivers (33%).

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



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 2009. The data indicate that seat belt use in serious crashes varies around the State, ranging from a low of 59.3 percent in Windham County to a high of 86.7 percent in Hartford County.

Table OP-5. Driver Belt Use by Injury and County, 2009

Driver Injury	Fairfield	Hartford	Litchfield	Middlesex	New Haven	New London	Tolland	Windham
Killed or A Injury	77.1%	86.7%	78.0%	77.6%	80.1%	78.1%	74.1%	59.3%

Sources: FARS, Connecticut Department of Transportation

Table OP-6. Belt Use in Passenger Vehicle Fatalities, 2007-2009

	2007		2008		2009	
	N	Percent	N	Percent	N	Percent
Belt	97	46.6%	77	42.1%	58	38.9%
No Belt	84	40.4%	77	42.1%	69	46.3%
Unknown	27	13.0%	29	15.8%	22	14.8%
Total	208	100.0%	183	100.0%	149	100.0%

Source: FARS Final Files 2007-2008, Annual Report File 2009

Activity Table

Enforcement Activity	2005	2006	2007	2008	2009
Safety Belt Citations Issued	60,362	64,232	68,959	66,093	68,986
Safety Belt Adjudications Not Guilty	15%	13%	13%	13%	13%

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

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. Figure 15 shows a downward trend in the number of unrestrained fatalities, reaching the lowest level (69 fatalities) in five years in 2009. Projections estimate 66 unrestrained fatalities in 2011, 62 in 2012, and 58 in 2013.

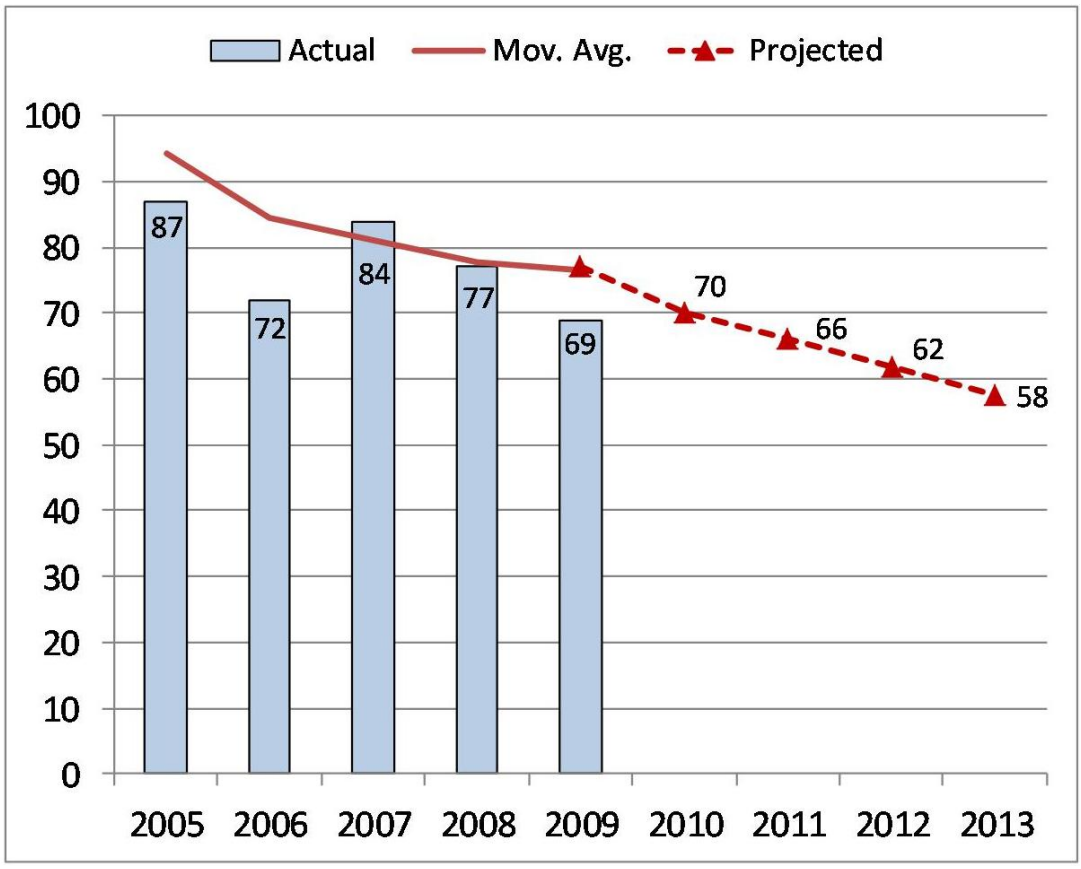
*Source: Preusser Research Group, Inc. *2003 Seat Belt Use in Connecticut*, July 2005.

Performance Measures

	2005	2006	2007	2008	2009
% Belt Use					
% Belted Motor Vehicle Occupants (Observed)	82%	83%	86%	88%	86%
% Belted Motor Vehicle Occupants Fatalities	39%	45%	47%	42.1%	38.9%
Belt Use in Fatal Crashes					
Belted	75	93	97	77	58
Unbelted	87	72	84	77	69
Unknown	25	42	27	29	22
Total	187	207	208	183	149

Source: FARS Final File 2005-2008, FARS Annual Report File 2009

Figure 15. Unrestrained Fatalities



Source: FARS Final Files 2007-2008, Annual Report File 2009

Performance Goals

To reduce the number of unrestrained occupants in fatal crashes from the three year (2007-2009) moving average of 77 in 2009 by 10 percent to a three year (2011-2013) moving average of 69 in 2013.

To increase the safety belt usage rate (observations) from 88 percent in 2010 to 90 percent or above in 2013.

Performance Objectives

OP

Increase the number of participating agencies in national safety belt mobilizations from the 89 that reported in FY 2011.

To decrease the percentage of safety belt citations adjudicated or not guilty from 13 percent to 10 percent or less by 2013.

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.

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 will 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, 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
$300,000 (405)*
$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)***
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. Training will also be provided to keep law enforcement personnel current on CPS laws. 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 2005 to 2009 period. Fatal and "A"-Injury crashes at railroad crossings have fluctuated from year-to-year with no apparent trends. Construction-related, or work-zone, crashes in 2009 were the second lowest in the 2005-2009 period, lower than the previous year (2008) and the previous 4-year average for Fatal/"A"-Injury and Other-type crashes. While not a significant percentage (0.7 percent) of the total number of crashes occurring in 2009, the number of bridge-related crashes in 2009 was the lowest of the five years reported.

Table PT-1. Crashes at Special Locations

Location	Total Crashes by Year				
	2005	2006	2007	2008	2009
Construction Activity or Device:					
Fatal & A Injury	14	18	28	22	13
Other	964	737	1,073	1,057	834
Percent of All Crashes	1.20%	1.10%	1.00%	1.00%	0.82%
Railroad Crossing:					
Fatal & A Injury	1	2	2	1	3
Other	33	30	60	64	59
Percent of All Crashes	0.04%	0.04%	0.06%	0.06%	0.06%
On a Bridge:					
Fatal & A Injury	19	6	21	15	14
Other	859	715	854	781	704
Percent of All Crashes	1.10%	1.00%	0.80%	0.80%	0.7&

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 2009, Table PT-1a shows 4 predominant contributing factors: following too closely (31.3 percent), failure to yield the right-of-way (16.3 percent), speeding (10.8 percent), and violating traffic controls (6.3 percent).

Table PT-1a. Contributing Factors in 2009 Injury Crashes

	Injury Crashes		PDO Crashes	
	Number	%	Number	%
Driver following too closely	8,061	31.3%	21,743	28.0%
Driver failed to grant right-of-way	4,186	16.3%	9,727	12.5%
Speed too fast for conditions*	2,770	10.8%	7,893	10.2%
Driver violated traffic controls	1,618	6.3%	2,675	3.4%
Under the Influence	722	2.8%	1,462	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 2005 to 2009 period, the most prevalent driver-related factors in fatal crashes (Table PT-2) were "speeding-related" and "alcohol & other drugs." In 2009, "speeding-related" was identified in 32.0 percent of fatal crashes, "alcohol & other drugs" in 16.3 percent and "failure to keep in proper lane" in 6.3 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 currently do not meet the needs of this area. Currently the factor, "Operating vehicle in a careless/inattentive manner" formerly listed as "Inattentive" is the only category capturing this data.**

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

Factors	2005 (N=405)	2006 (N=452)	2007 (N=403)	2008 (N=404)	2009 (N=300)
Driving too fast for conditions or in excess of posted speed limit/ Speed-related*	22.5%	19.2%	21.3%	22.3%	32.0%*
Under the influence of alcohol, drugs, or medication	12.3%	13.5%	15.4%	11.1%	16.3%
Failure to keep in proper lane	11.6%	10.2%	9.7%	11.6%	6.3%
Failure to yield right of way	4.9%	6.0%	7.2%	6.7%	3.3%
Operating vehicle in erratic, reckless, ...	4.4%	2.0%	4.7%	1.7%	3.3%
Failure to obey traffic signs, signals, or officer	2.5%	2.9%	2.2%	2.2%	2.7%
Swerving or avoiding due to wind, slippery surface, ...	4.2%	1.3%	1.5%	1.5%	2.0%
Operating vehicle in a careless/inattentive manner^	1.5%^	1.1%	0.2%	1.2%	1.7%
Drowsy, asleep, fatigued, ill, or blackout	4.0%	3.1%	3.2%	2.7%	1.3%
Overcorrecting/oversteering	0.5%	1.3%	1.7%	0.5%	1.0%
Driving wrong way on one--way traffic or wrong side of road	1.0%	0.7%	2.0%	0.2%	0.7%
Vision obscured/Driver's vision obscured by[&]	1.2%	0.7%	1.5%	0.7%	1.7%[&]
Making improper turn	0.5%	0.7%	0.2%	0.0%	0.0%
Other factors	17.5%	13.7%	19.1%	15.8%	15.3%
None reported	42.5%	49.8%	45.2%	49.0%	60.3%
Unknown	5.2%	0.7%	0.2%	0.0%	1.3%

*Speed-related (new variable for 2009)

^ Inattentive prior to 2006

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

Source: FARS Final Files 2005-2008, Annual Report File 2009

Table PT-3 indicates that more than half of speeding-related crashes in the period 2005 to 2009 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 48 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

	2005	2006	2007	2008	2009	2005-09
N Speeding-Related Crashes						
Zero BAC	35	39	37	44	39	193
BAC ≥ 0.01	52	49	48	44	57	249
BAC ≥ 0.08	43	44	45	35	47	213
% Speeding-Related Crashes						
Zero BAC	40.1%	44.3%	43.3%	50.0%	40.8%	43.6%
BAC ≥ 0.01	59.9%	55.7%	56.7%	50.0%	59.2%	56.4%
BAC ≥ 0.08	49.7%	50.0%	52.4%	39.8%	48.6%	48.1%

Source: FARS Final Files 2005-2008, Annual Report File 2009

Over the 5-year period of 2005 to 2009, the greatest proportion of fatalities (36.9 percent) occurred on roads with a posted speed limit of 30 mph or less, followed by roads with limits of 35 or 40 mph (26.1 percent) and 45 or 50 mph (17.0 percent). Details are included in Table PT-4.

Table PT-4. Fatalities by Posted Speed Limit

Posted Speed Limit	2005 (N=278)	2006 (N=311)	2007 (N=296)	2008 (N=302)	2009 (N=223)	Total (N=1,410)
30 mph or less	111	120	95	121	73	36.9%
35 or 40 mph	71	78	85	81	53	26.1%
45 or 50 mph	50	50	50	42	47	17.0%
55 mph	22	33	31	25	20	9.3%
60+ mph	22	24	31	32	30	9.9%
No statutory limit	0	1	1	0	0	0.1%
Unknown	2	5	3	1	0	0.8%

Source: FARS Final Files 2005-2008, Annual Report File 2009

Table PT-5 shows the number of speeding charges made during the 2005 to 2009 period. The 2009 figures represent approximately 241 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 2005 to 2009 period. This data indicated that in speeding charges, about 23 percent resulted in nollied or not guilty findings.

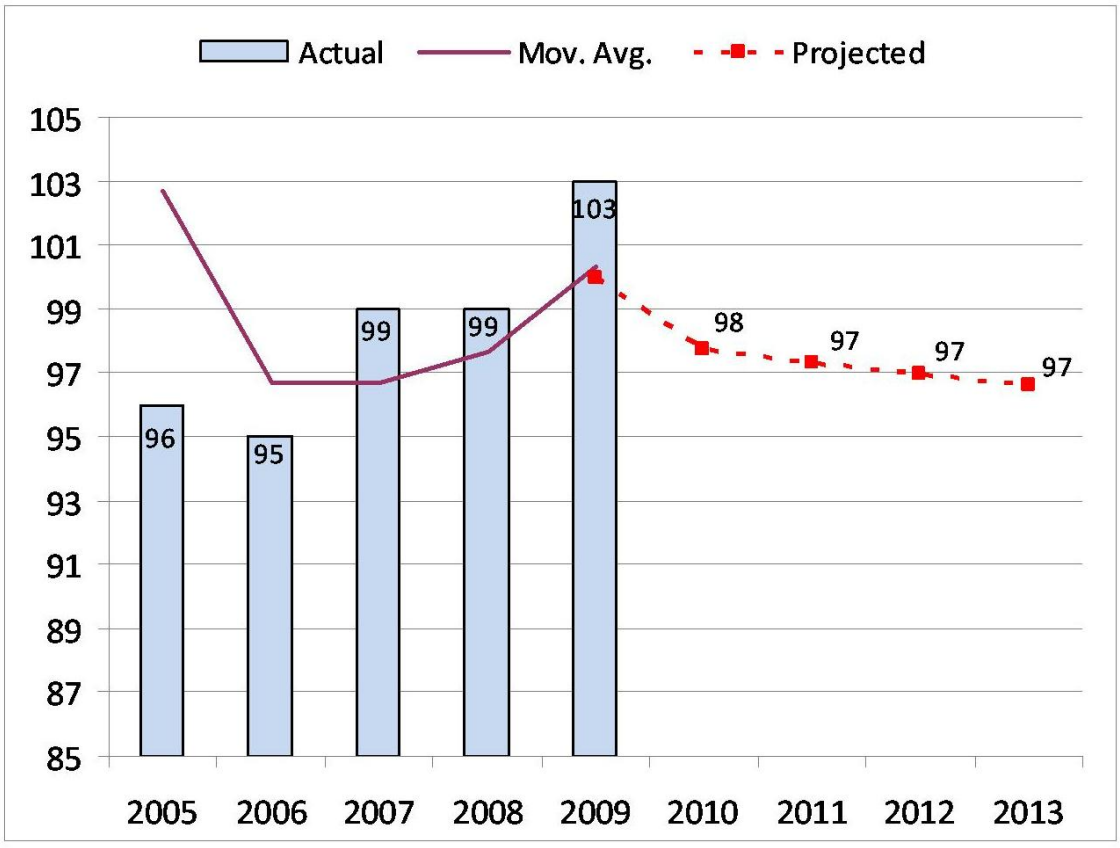
Table PT-5. Speeding Charges

Year	2005	2006	2007	2008	2009
Total Number	91,217	83,464	76,975	82,562	70,391
Per 10,000 drivers	333	298	270	286	241
Percent not guilty	22.5%	20.4%	22.2%	21.2%	23.1%

Source: Connecticut Judicial Department for disposed cases.

Figure 16 shows the number of speeding-related fatalities in Connecticut for the period 2005 to 2009, along with the three-year moving averages, and trend projecting into 2013. Projections show a decreasing trend and estimate 97 speeding-related fatalities for each of the years 2011, 2012, and 2013.

Figure 16. Speeding-Related Fatalities



Source: FARS

Nationally in 2009, speed was a contributing factor in 34.1 percent of fatal crashes, a lower figure than in Connecticut. In 2009, NHTSA's FARS data described speeding as a "contributing factor" in 45.2 percent of the State's fatal motor vehicle crashes.

Performance Measures

Performance Measures	2005	2006	2007	2008	2009
% CT Speed-Related Fatal Crashes	33.2%	29.7%	31.6%	30.0%	45.2%
% U.S. Speed-Related Fatal Crashes	30.6%	31.2%	31.4%	30.7%	34.1%
% CT Speed-Related Injury Crashes	11.7%	11.9%	17.5%	10.2%	19.2%
Speeding Related Fatalities	96	95	99	99	103

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 (2007-2009) moving average of 100 in 2009 by 5 percent to a three year (2011-2013) moving average of 95 in 2013.

Performance Objectives

Reduce the percentage of fatal crashes where speed was a contributing factor (FARS) below the 45 percent recorded in 2009.

Expand traffic enforcement through Regional Traffic Unit's (RTUs) by increasing the number of participating agencies from the 16 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, 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 **$100,000 (402)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge

The task will include coordination of activities and projects outlined in the police traffic services program area, statewide coordination of program activities, 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 **$300,000 (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, the following cities and towns are eligible for RTU equipment grants (i.e.: DUI mobile command vehicles for RTUs, in-car video cameras, breath-testing equipment, passive alcohol sensing flashlights, checkpoint signage/portable lighting equipment, and other eligible DUI-related enforcement equipment). 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, in-car video cameras, state approved breath testing equipment, passive alcohol sensing flashlights, portable breath testing devices, speed detection equipment (radar, laser), tire puncturing devices, message light bars for police vehicles, enforcement checkpoint equipment, and other equipment directly related to traffic enforcement.

Task 4 - Comprehensive Speed Enforcement **$170,000 (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

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

Motorcycle Safety (MS)

Motorcycle Safety (MS)

Problem Identification

In 2009, a total of 45 motorcycle operators and passengers were killed on Connecticut roadways, representing 20.2 percent of the State's total traffic fatalities. Based on 94,442 registered motorcycles, the fatality rate per 10,000 registered vehicles was 4.8, a substantial decrease from the 2008 rate of 6.7 per 10,000.

In the other New England states in 2009, 16.6 percent of fatalities were motorcyclists and the fatality rate per 10,000 motorcycles registered was 3.5. Nationally, motorcycle fatalities in 2009 accounted for 13.2 percent of motor vehicle crash victims with a fatality rate of 5.7 per 10,000 registered motorcycles. The fatality rate per 10,000 registered motorcyclists in Connecticut and nationwide decreased while the other New England states increased in 2009. The percentage of total fatalities represented by motorcycles increased in the New England region, while decreasing in Connecticut and in the U.S. as a whole between 2008 and 2009. Please refer to Table MS-1 below.

Table MS-1. Motorcyclists Killed/Fatality Rate: 2008 and 2009

Motorcyclists Killed	Connecticut		New England		U.S.	
	2008	2009	2008	2009	2008	2009
% of all fatalities	20.9%	20.2%	13.1%	16.6%	14.2%	13.2%
Fatality Rate per 10,000 Motorcyclists	6.7	4.8	3.0	3.5	6.9	5.7
Motorcycles Registered	94,441	94,442	348,978	356,500	7,706,465	7,883,446

Sources: FARS, FHWA, Connecticut DMV

Tables MS-2 & 3 show the numbers of motorcyclists killed and injured during the 2005 to 2009 period. In 2009, the number of motorcyclists killed (45) was down from 63 in 2008. The number of operator and passenger injuries in 2009 (1,067) was the lowest number for the 5-year period shown. The injury rate of 113 injuries per 10,000 registered motorcycles was the lowest in the 5-year period.

Table MS-2. Motorcyclists Killed

	2005	2006	2007	2008	2009
Operators Killed	40	54	38	56	42
Passengers Killed	3	3	5	7	3
Total Killed	43	57	43	63	45

Source: FARS Final Files 2005-2008, Annual Report File 2009

Table MS-3. Motorcyclists Injured

	2005	2006	2007	2008	2009
Operators Injured	998	995	1,215	1,176	984
Passengers Injured	83	84	107	111	83
Total Injured	1,081	1,079	1,322	1,287	1,067
Injuries per 10,000 Registrations	134	127	148	136	113
Total Number of Crashes*	1,266	1,226	1,621	1,592	1,377

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

With the exception of 2005 and 2009, which had much lower rates (68 and 79 percent), over 85 percent of fatally injured motorcycle operators in Connecticut were tested for alcohol in the period 2005 to 2009 (Table MS-4). As shown in Figure 18 (see performance measure section below), during these years 33 to 42 percent of those tested were found to have been drinking (any trace of alcohol). For 2009, 42 percent had been drinking and 39 percent (13 of 33) had BACs of 0.08 percent of more (79 percent were tested).

Table MS-4. BACs of Fatally Injured Motorcycle Operators

BAC	2005	2006	2007	2008	2009
0	18	31	24	31	19
0.01-0.07	3	2	4	1	1
0.08 - up	6	13	8	17	13
No/Unknown	13	8	2	7	9
Percent tested	67.5%	85.2%	94.7%	87.5%	78.6%

Source: FARS Final Files 2005-2008, Annual Report File 2009

Table MS-5 shows the distribution of the age and gender of motorcycle operators involved in fatal and injury crashes during the 2005 to 2009 period. The table indicates that the majority of riders are under the age of 45 (58 percent in 2009). 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 30 percent of the operators involved in fatal/injury crashes in 2009. Overall, riders 35 or older accounted for 55 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: 2005-2009

		2005 (N=1,081)	2006 (N= 1,079)	2007 (N=1,322)	2008 (N = 1,283)	2009 (N= 1,076)
Age	**Under 16**	0.3%	0.6%	0.5%	0.4%	0.5%
	16-20	7.9%	8.4%	8.3%	6.9%	8.3%
	21-24	11.0%	13.8%	12.9%	14.0%	14.9%
	25-34	21.3%	21.8%	22.3%	21.7%	20.9%
	35-44	25.3%	24.5%	23.7%	21.8%	22.2%
	45-54	21.4%	20.1%	19.9%	23.7%	19.3%
	55-64	11.4%	8.4%	9.8%	9.7%	10.9%
	65-69	0.8%	1.4%	1.6%	1.4%	1.8%
	69 - Up	0.8%	1.0%	1.1%	0.5%	1.1%
Gender	**Male**	95.4%	94.9%	95.3%	95.4%	95.0%
	Female	4.6%	5.1%	4.7%	4.6%	5.0%

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 2005 to 2009. Motorcycle crashes in Connecticut are rare during the colder months with 15 percent having taken place during the 6-month period from October through March. Crashes are more frequent on Saturdays and Sundays (40%). In 2009, 67 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, 2005-2009

	2005 (N=1,081)	2006 (N=1,079)	2007 (N=1,301)	2008 (N=1,283)	2009 (N=1,076)
Month					
January	0.4%	0.9%	1.8%	0.8%	0.2%
February	0.8%	0.4%	0.2%	0.4%	0.8%
March	2.1%	2.9%	1.8%	3.3%	3.2%
April	8.4%	10.8%	6.5%	10.2%	10.4%
May	11.2%	14.0%	14.8%	12.8%	13.5%
June	14.3%	10.9%	15.1%	15.5%	11.7%
July	16.4%	16.6%	15.5%	16.8%	16.1%
August	16.4%	14.8%	16.3%	15.1%	19.0%
September	16.7%	13.7%	16.4%	11.6%	13.9%
October	7.1%	8.4%	8.8%	9.3%	6.3%
November	5.2%	3.8%	2.5%	3.7%	3.7%
December	0.6%	2.7%	0.3%	0.5%	1.2%
Day of Week					
Sunday	21.7%	22.1%	19.8%	20.4%	21.7%
Monday	11.9%	11.7%	10.7%	11.6%	12.5%
Tuesday	10.4%	9.0%	10.8%	11.8%	11.0%
Wednesday	10.3%	12.3%	12.8%	12.2%	9.7%
Thursday	11.9%	13.7%	12.5%	12.8%	11.6%
Friday	12.8%	13.1%	12.2%	12.6%	14.9%
Saturday	21.1%	18.1%	21.9%	18.6%	18.7%
Time of Day					
Mid-03:59	5.6%	4.0%	4.5%	4.8%	3.5%
04:00-07:59	3.9%	4.1%	3.7%	12.6%	3.7%
08:00-11:59	11.8%	10.7%	12.5%	27.3%	11.0%
12:00-15:59	30.9%	28.6%	29.1%	34.5%	30.6%
16:00-19:59	32.3%	36.9%	32.7%	15.6%	36.3%
20:00-23:59	15.2%	15.2%	17.1%	5.1%	14.8%

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 2005 to 2009, and the number of these crashes in the calendar year 2009 per 100,000 population.

Table MS-7. Motorcycle Fatal/Injury Crashes by County, 2005-2009

County	Total 2005-2009	Pct. Change 2005-2009	2009 Crashes Per 100,000 Pop.
Fairfield	1,075	-1.5%	22.55
Hartford	1,475	11.1%	32.78
Litchfield	398	-28.4%	29.09
Middlesex	333	-11.1%	36.11
New Haven	1,446	-6.6%	32.40
New London	540	3.9%	41.30
Tolland	256	-12.2%	31.53
Windham	271	-5.8%	44.92

Source: Connecticut Department of Transportation; Population data estimate for 2009.

The most frequent contributing factors found in Connecticut fatal and injury motorcycle crashes during 2005 to 2009 are listed in Table MS-8. The first data column contains the contributing factors for single vehicle crashes (N=2,367). 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=1,493) or the other driver (N=2,193) was most likely at fault in the crash. When the motorcyclist was deemed most at fault and a specific cause was noted, “losing control” (29.5 percent), “driver following too closely” (12.5 percent), and “driving too fast for conditions” (12.5 percent) were most often the contributing factors. When the other driver was deemed most at fault, “failure to grant the right-of-way” was the predominant contributing factor (47.9 percent).

Table MS-8. Motorcycle Fatality/Injury Crashes-Contributing Factors, 2005-2009

Contributing Factors	% of Single Vehicle Crashes (N=2,367)	% of Multiple Vehicle Crashes; MC Oper. Fault (N=1,493)	% of Multiple Vehicle Crashes; Other Oper. Fault (N=2,193)
1. Driver Lost Control	56.4%	29.5%	3.0%
2. Driving Too Fast for Conditions	18.4%	12.5%	1.4%
3. Road Condition/Object In Road	8.4%	3.1%	1.0%
4. Driver Under the Influence	3.9%	3.8%	10.7%
5. Failed to Grant Right of Way	0.1%	4.6%	47.9%
6. Driver Following Too Closely	2.6%	19.6%	11.3%
7. Driver Violated Traffic Control	2.0%	6.1%	8.8%
8. Other	8.1%	20.8%	16.0%

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 2005 to 2009
- The majority of motorcycle fatal and injury crashes occurred between the hours of noon and 8 p.m.
- Saturdays and Sundays being the most common days for fatal and injury crashes
- Most fatal and injury crashes occurring in the summer months
- Almost all motorcycle operators involved in crashes were male
- In multiple vehicle crashes where the other driver was at fault, the major contributing factor in 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 (83% in single vehicle crashes and 76% in multiple vehicle crashes where the motorcyclist was at fault).

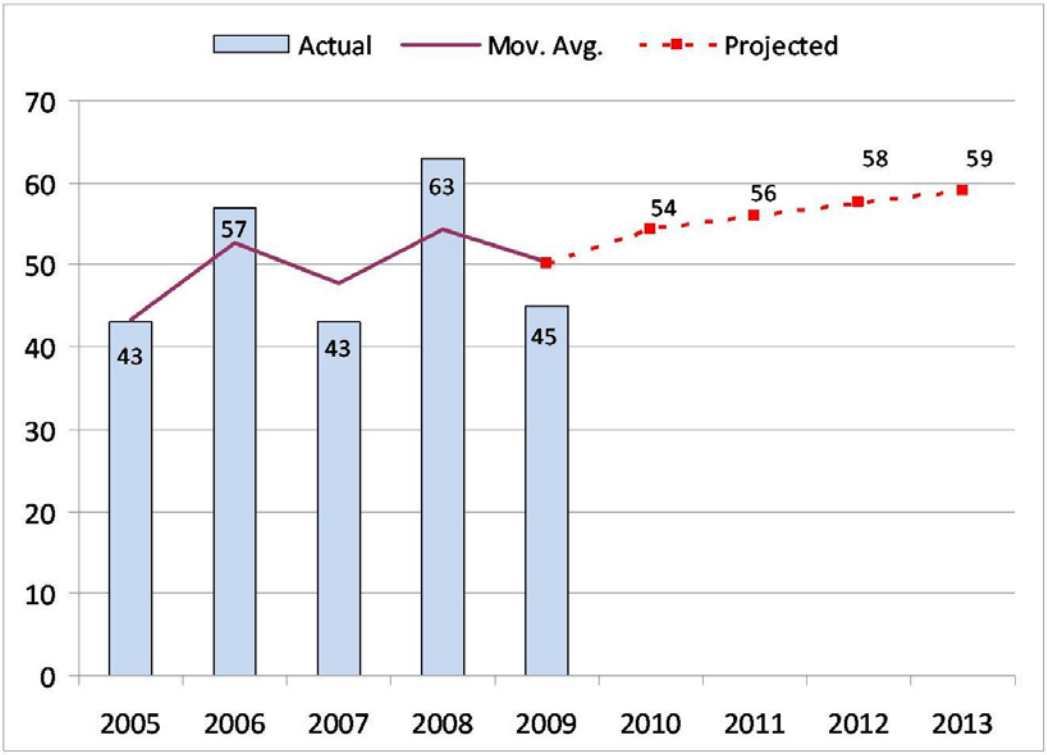
Performance Measures

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	2005	2006	2007	2008	2009
Motorcyclists Killed and Injured	1123	1135	1362	1348	980
Injuries per 10,000 Registered Motorcycles	134	127	148	143	113
Number of Un-Helmeted Motorcycle Fatalities	27	36	28	42	27
Number of Motorcycle Injuries Helmeted	440	454	575	582	441
Number of Operators Killed with BAC>0.00%	9	15	12	18	14
Number of Motorcyclist Trained	5,600	5,843	6,192	6,290	4965

Figure 17 shows the number of motorcyclist fatalities in Connecticut for the period 2005-2009, along with the three-year moving averages, and trend projecting into 2013. Despite the encouraging results shown for 2009, projections show an upward trend in motorcyclist fatalities and estimate 56 fatalities in 2011, 58 in 2012, and 59 in 2013.

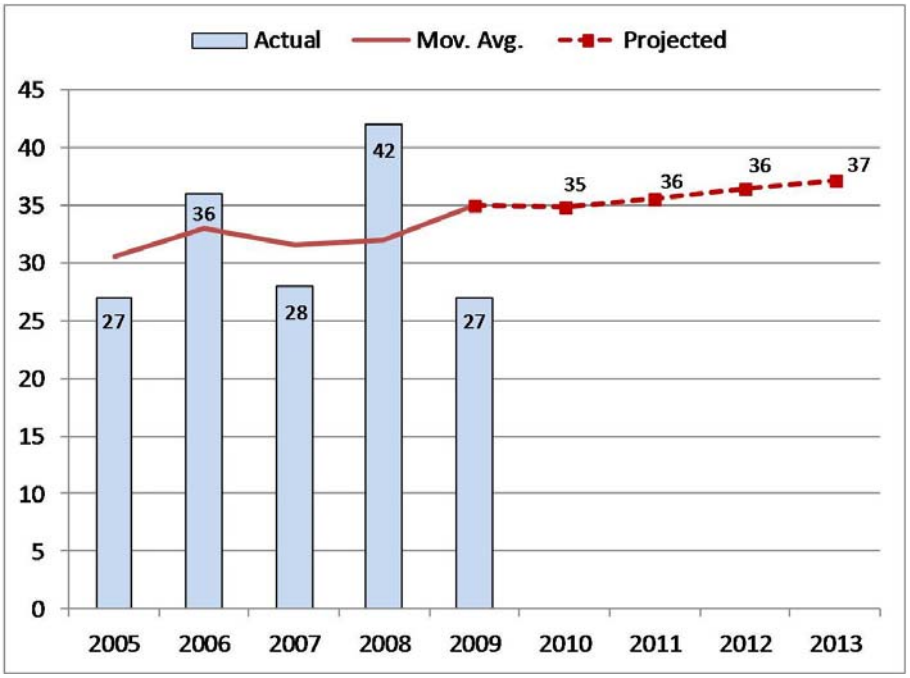
Figure 17. Motorcyclist Fatalities, 2005-2009



Source: FARS Final Files 2005-2008, Annual Report File 2009

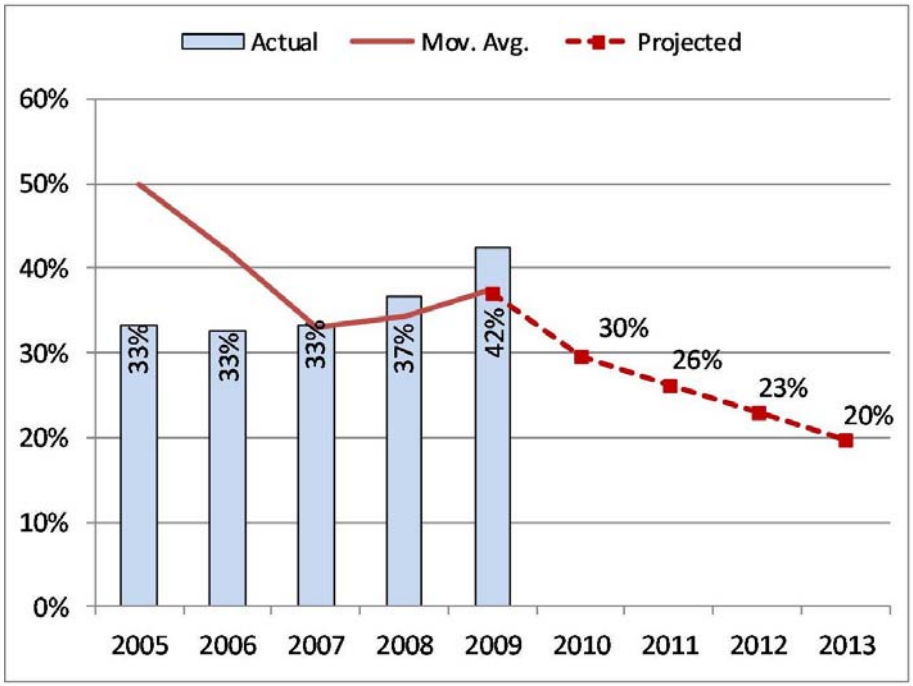
Similarly, despite the fact that 2009 had one of the lowest number (27) of unhelmeted motorcyclist fatalities in the period 2005-2009, projections based on the three-year moving averages show an upward trend and project 36 unhelmeted fatalities in 2011 and 2012, and 37 in 2013 (Figure 18).

Figure 18. Unhelmeted Motorcyclist Fatalities, 2005-2009



Source: FARS Final Files 2005-2008, Annual Report File 2009

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



Source: FARS Final Files 2005-2008, Annual Report File 2009

Performance Goals

To decrease the number of un-helmeted fatalities below the three year (2007-2009) moving average of 32 in 2009 by 5 percent to a three year (2011-2013) projected moving average of 30 in 2013.

To decrease the number of fatalities below the three year (2007-2009) moving average of 50 in 2009 by 5 percent to a three year (2011-2013) projected moving average of 47 in 2013.

To decrease the percentage of fatally injured motorcycle operators with BACs greater than 0.00 below the three year (2007-2009) moving average of 37 in 2009 percent by 5 percent to a three year (2011-2013) projected moving average of 35 percent in 2013.

Performance Objectives

To train 7,500 beginning, intermediate, experienced and advanced motorcycle operators during calendar year 2012 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: Raymond Gaulin/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: Raymond Gaulin/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 $10,000 (2010MC)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Raymond Gaulin/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) $90,000 (2010 MC)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Raymond Gaulin/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

This section is sourced from the 2011 Traffic Records Strategic Plan. The full document can be found at: http://www.ct.gov/dot/cwp/view.asp?a=2094&q=435916 . The Traffic Records Strategic Plan addresses deficiencies found in the last traffic records assessment.

Quality traffic records/safety data systems are critical to the planning, management and evaluation of Connecticut's traffic safety planning process. Analyses of data from a traffic records system are used to identify and strategically target limited resources to traffic safety problems and provide for safer and more efficient roadways in the state. A management approach to transportation safety requires a comprehensive traffic records system.

Connecticut's Traffic Records Strategic Plan is updated and approved each year by the state's Traffic Records Coordinating Committee (TRCC). The Plan identifies deficiencies in the state traffic records system, coupled with performance measures reflecting the priority records system improvement efforts pursued by the TRCC. For several years, the most efficient strategy for improving traffic records/safety data systems has been to change from the existing paper-laden, labor-intensive approach to electronic field data capture of motor vehicle crash, citation, EMS/patient care, commercial vehicle enforcement and other incident reporting.

Performance measures submitted this year for early Strategic Planning approval by the National Highway Traffic Safety Administration (NHTSA) include:

- Number and years of health care system databases linked to the crash database by the Department of Public Health (DPH) Crash Outcome Data Evaluation System (CODES) Project,
- Number of infractions tickets issued and paid on-line (e-Pay) to the Centralized Infractions Bureau (CIB), and
- Number of electronically collected EMS patient care reports being added to the database server at the Department of Public Health (DPH)/Office of Emergency Medical Services (OEMS)

Electronic EMS patient care reporting was the main focus for the first few years of Section 408 funding and now the TRCC has shifted its attention to electronic citations, together with "e-Pay", electronic crash reporting, including commercial motor vehicles, as well as other incident reporting including the data repositories and back-end systems to be able to receive, process and query these electronic files on a statewide basis. The TRCC recognizes the importance of data linkage and the improved capability this provides to be able to analyze data, such as crash outcome data evaluation (CODES), linking crash databases with health care system databases.

The TRCC continues to focus on the e-Crash initiative, including recommendations to adopt national guidelines for motor vehicle crash reporting coupled with a new mobile data capture approach – implementing "question-based" motor vehicle crash reporting. This new approach represents a major change in motor vehicle crash reporting for the state, which was last revised 18 years ago.

Performance Goals

Improve the timeliness, completeness, accuracy, uniformity, accessibility and linkage of the six core highway safety data systems by measuring program progress through the traffic records strategic plan.

Performance Objectives

Support the Connecticut Traffic Records Coordinating Committee to promote communication, cooperation and coordination among safety information system managers.

Continue with the statewide implementation of the automated crash reporting system and the electronic ticket module to aid in accurate, timely, and complete data sharing and analysis.

Planned Countermeasures

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

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

The task will include coordination of activities and projects outlined in the traffic records program area, statewide coordination of program activities, development and facilitation of public information and education projects. 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 and overtime, professional and outside services, travel, materials, supplies, assessments and other related operating expenses.

Task 2 — Traffic Records Strategic Plan Implementation $1,300,000 (408)*
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

This task will provide the necessary funding to assess and develop the Connecticut Traffic Records Program by implementing the following projects outlined in the section 408 6th year application:

1. Motor Vehicle Crash Data Repository
2. Electronic-Citation processing system/Electronic-payment
3. Crash Outcome Data Evaluation System
4. Electronic Motor Vehicle Crash Reporting

**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 2007 to 2009. The data show that the percentage of Connecticut licensed drivers age 19 and younger is less than the U.S. percentage (3.4 percent vs. 4.7 percent, respectively), and that the percentage of drivers age 70 and older is higher in Connecticut (14.8 percent) than the U.S. as a whole (10.4 percent).

Table OA-1. Licensed Drivers by Age Group, 2007-2009

Licensed Drivers by Age		2007		2008		2009	
		N	%	N	%	N	%
Connecticut	Under 16	0	0.0%	0	0.0%	0	0.0%
	16-17	33,827	1.2%	31,920	1.1%	29,548	1.0%
	18-19	71,580	2.5%	70,458	2.4%	68,424	2.3%
	19 and under	105,407	3.7%	102,378	3.6%	97,972	3.4%
	20	38,347	1.3%	39,193	1.4%	38,651	1.3%
	16-20	143,754	5.0%	141,571	4.9%	136,623	4.7%
	21-24	156,341	5.5%	158,434	5.5%	161,294	5.5%
	25-34	428,749	15.1%	431,526	15.0%	433,265	14.9%
	35-44	563,171	19.8%	549,026	19.0%	537,273	18.4%
	45-54	583,976	20.5%	593,780	20.6%	601,903	20.6%
	55-64	428,401	15.0%	440,115	15.3%	455,537	15.6%
	65-69	141,160	5.0%	150,990	5.2%	158,281	5.4%
	70 up	403,050	14.1%	417,882	14.5%	431,967	14.8%
Nationwide	Under 16	251,562	0.1%	334,168	0.2%	409,526	0.2%
	16-17	3,609,823	1.8%	3,500,552	1.7%	3,427,403	1.6%
	18-19	6,058,789	2.9%	6,119,215	2.9%	6,095,512	2.9%
	19 and under	9,920,174	4.8%	9,953,935	4.8%	9,932,441	4.7%
	20	3,306,178	1.6%	3,341,645	1.6%	3,390,109	1.6%
	16-20	13,226,352	6.4%	12,961,412	6.2%	12,913,024	6.2%
	21-24	13,883,418	6.7%	13,933,959	6.7%	14,053,321	6.7%
	25-34	35,768,517	17.4%	36,171,833	17.4%	36,326,817	17.3%
	35-44	39,556,975	19.2%	39,024,883	18.7%	38,158,133	18.2%
	45-54	41,088,979	20.0%	41,536,308	19.9%	41,665,892	19.9%
	55-64	31,172,277	15.2%	32,119,786	15.4%	33,156,841	15.8%
	65-69	10,077,181	4.9%	10,671,000	5.1%	11,087,712	5.3%
	70 up	20,968,146	10.2%	21,567,252	10.4%	21,847,120	10.4%

Source: Federal Highway Administration

Table OA-2 contains 2007, 2008, and 2009 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 each age group.

Table OA-2. Number of Drivers Involved in Fatal Crashes by Age Group Per 100,000 Licensed Drivers*, 2007-2009

	2007		2008		2009	
	CT	US	CT	US	CT	US
Under 16^	n/a	95.0	n/a	64.3	n/a	44.2
16-17	38.4	54.6	40.7	43.7	20.3	37.6
18-19	44.7	54.5	19.9	45.9	24.8	40.9
19 and under	42.7	55.6	27.3	45.8	24.5	39.9
20	23.5	49.0	23.0	42.2	20.7	37.3
16-20	37.6	52.1	25.4	44.4	22.7	39.1
21-24	28.1	45.3	29.0	38.3	22.9	32.7
25-34	17.0	30.1	16.9	27.1	17.3	23.7
35-44	11.5	25.1	13.7	22.6	8.6	20.3
45-54	12.5	22.0	14.1	20.1	7.6	18.4
55-64	9.1	19.4	9.1	17.8	7.9	15.9
65-69	9.2	16.8	4.6	15.0	4.4	14.8
70 up	9.4	20.2	8.9	18.5	4.6	17.3

***** 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 2007-2008, Annual Report File 2009

Table OA-3 shows the 2007, 2008 and 2009 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*, 2007-2009

	2007		2008		2009	
	CT	US	CT	US	CT	US
16-17	4,192	n/a	3,537	n/a	3,340	n/a
18-19	4,494	n/a	4,019	n/a	4,023	n/a
19 and under	5,229	n/a	4,520	n/a	4,366	n/a
16-20	4,252	3,582	3,829	3,213	3,714	2,850
21-24	3,649	2,494	3,292	2,369	3,255	2,272
25-34	2,335	1,802	2,147	1,681	2,163	1,531
35-44	1,755	1,383	1,624	1,302	1,569	1,247
45-54	1,485	1,192	1,369	1,136	1,355	1,105
55-64	1,168	974	1,083	958	1,065	867
65-74	888	822	813	722	830	725
75 up	645	742	578	706	511	709

***** 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 2007-2008, General Estimates Systems (NHTSA)

Table OA-4 shows that, in the period 2005-2009, 32 percent of fatal crashes involving drivers age 20 and under took place during the summer. July had the highest number of crashes (26), followed by June (24), and August (23). The majority (58 percent) of fatal crashes occurred at night, between 6:00pm and 2:59am (93 fatal crashes). New Haven (63) and Harford (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: 2005–2009

	N=230	Percent
MONTH		
January	20	8.7%
February	12	5.2%
March	15	6.5%
April	24	10.4%
May	14	6.1%
June	24	10.4%
July	26	11.3%
August	23	10.0%
September	14	6.1%
October	23	10.0%
November	19	8.3%
December	16	7.0%
TIME OF DAY		
Mid-3am	45	19.6%
3am-6am	17	7.4%
6am-9am	15	6.5%
9am-Noon	8	3.5%
Noon-3pm	32	13.9%
3pm-6pm	25	10.9%
6pm-9pm	46	20.0%
9pm-Mid	42	18.3%
COUNTY		
Fairfield	34	14.8%
Hartford	56	24.3%
Litchfield	10	4.3%
Middlesex	18	7.8%
New Haven	63	27.4%
New London	24	10.4%
Tolland	13	5.7%
Windham	12	5.2%

Source: FARS Final Files 2005-2008, Annual Report File 2009

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

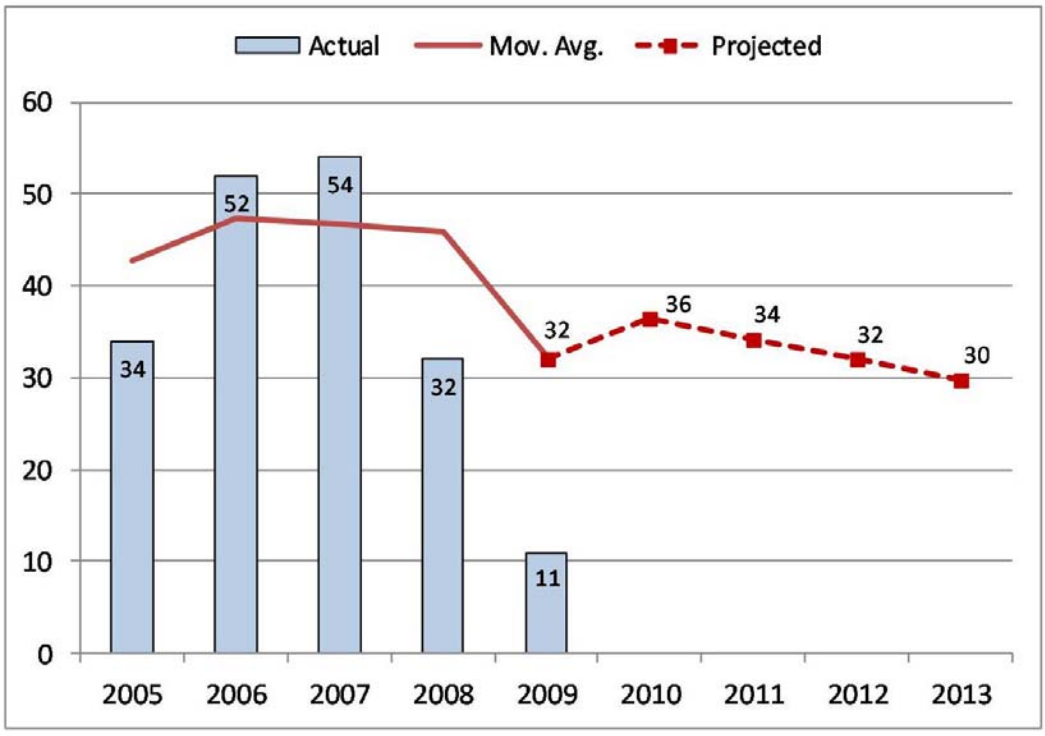
Table OA-5. Drivers Involved in Fatal Crashes by Age

	2005	2006	2007	2008	2009
Total	405	452	403	404	299
Under 16	1	0	0	1	1
16-17	13	13	13	13	6
18-19	19	34	32	14	17
19 and under	33	47	45	28	24
20	13	14	9	9	8
16-20	45	61	54	36	31
21-24	42	53	44	46	37
25-34	80	83	73	73	75
35-44	80	84	65	75	46
45-54	63	69	73	84	46
55-64	49	48	39	40	36
65-69	8	10	13	7	7
70 up	35	36	38	37	20
Unknown	2	8	4	5	0

Source: FARS Final Files 2005-2008, Annual Report File 2009

Figure 20 represents the decrease in the number of fatalities involving drivers under the age of 20. From 2005 to 2009 the number of fatalities involving teen drivers dropped from 34 to 11, a 68 percent reduction.

Figure 20. Fatalities Involving Drivers Under the Age of 20



Source: FARS Final Files 2005-2008, Annual Report File 2009

Performance Goals

To decrease drivers age 20 or younger involved in fatal crashes 50% from the three year (2007-2009) moving average of 32 in 2009 to a three year (2011-2013) moving average of 16 in 2013.

Performance Objectives:

To continue the decreasing trend in younger driver fatalities.

To expand programs and activities targeted at mature drivers statewide.

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 **$20,000 (402)***
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

Program administration will expand the Teens in the Driver Seat (peer to peer intervention) 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.

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Bicycles and Pedestrians

Problem Identification

In Connecticut in 2009, 1 bicyclist was killed and 550 were injured in motor vehicle crashes whereas 26 pedestrians were killed 1,079 were injured. Table OA-6 outlines the characteristics of pedestrian and bicyclist fatalities.

Pedestrian fatalities occurred more frequently during October through December then during other months of the year (Table OA-6). The majority (61.4 percent) of these occurred in the 3pm to midnight time period. The largest number of pedestrian fatalities occurred in New Haven (53), Hartford (46), and Fairfield (38) counties, accounting for about 77 percent of the victims.

Most bicyclist fatalities occurred in July and August (40 percent) and 60 percent occurred between 3pm and 9pm. New Haven, Fairfield, and Hartford counties accounted for 90% of all bicyclist fatalities in the period 2005-2009.

TABLE OA-6. Connecticut Pedestrian and Bicycle Fatalities Month, Time of Day, and County 5-Year Total: 2005-2009

	Pedestrian Fatalities		Bicyclist Fatalities	
	(N=177)	%	(N=20)	%
Month				
January	14	7.9%	0	0.0%
February	10	5.6%	0	0.0%
March	15	8.5%	1	5.0%
April	16	9.0%	3	15.0%
May	11	6.2%	4	20.0%
June	10	5.6%	0	0.0%
July	14	7.9%	3	15.0%
August	10	5.6%	5	25.0%
September	12	6.8%	1	5.0%
October	20	11.3%	1	5.0%
November	27	15.3%	0	0.0%
December	18	10.2%	2	10.0%
Time of Day				
Mid-3am	18	10.2%	3	15.0%
3am-6am	6	3.4%	0	0.0%
6am-9am	18	10.2%	0	0.0%
9am-Noon	9	5.1%	2	10.0%
Noon-3pm	17	9.7%	2	10.0%
3pm-6pm	24	13.6%	5	25.0%
6pm-9pm	48	27.3%	7	35.0%
9pm-Mid	36	20.5%	1	5.0%
County				
Fairfield	38	21.5%	6	30.0%
Hartford	46	26.0%	4	20.0%
Litchfield	6	3.4%	1	5.0%
Middlesex	4	2.3%	0	0.0%
New Haven	53	29.9%	8	40.0%
New London	20	11.3%	1	5.0%
Tolland	6	3.4%	0	0.0%
Windham	4	2.3%	0	0.0%

Source: FARS Final Files 2005-2008, Annual Report File 2009

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" (52), followed by "walking in roadway" (40). For bicyclists, "riding in roadway/against traffic" and "failure to obey traffic signs, signals, or officer" were each cited for 6 of the 20 bicycle fatalities occurring from 2005 to 2009.

Table OA-7. Connecticut Pedestrian and Bicyclist Fatalities Related Factors for Pedestrians and Bicyclists 5-year Total: 2005-2009

	Pedestrian	Bicyclists
Fatalities	**(N=177)**	**(N=20)**
Factors Reported	**N=191**	**N=25**
Improper crossing or roadway of intersection	52	2
Walking/Riding, playing, working etc. in roadway	40	6
Not visible	31	1
Darting/running into road	23	n/a
Failure to yield right of way	13	4
Failure to obey traffic signs, signals, or officer	12	6
Failure to keep in proper lane or running off road	n/a	2
All Other Factors	20	4

Source: FARS Final Files 2005-2008, Annual Report File 2009

BICYCLISTS

Bicyclist fatalities accounted for less than 1 percent of the total number of traffic fatalities in Connecticut in 2009. Annual bicyclist fatalities ranged between 1 and 6 during the 2005 to 2009 period. There were 550 non-fatally injured bicyclists involved in motor vehicle crashes in Connecticut in 2009, the lowest number in the most recent 5 years. The 2009 injury figure represents 1.5 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 2005 and 2009 and no specific pattern is apparent.

Table OA-8. Bicyclists Killed and Injured, 2005-2009

	2005	2006	2007	2008	2009
Killed	3	5	5	6	1
Injured	651	578	663	609	550

Source: Connecticut Department of Transportation, FARS

Table OA-9 shows that bicyclist injuries have decreased nationwide, in the New England region, and in Connecticut between 2005 and 2009. During the 5-year period of 2005 to 2009, the number of bicyclist fatalities in Connecticut each year ranged between 1 and 6.

TABLE OA-9. Connecticut Bicyclist Fatalities

	2005	2006	2007	2008	2009	Change 2005-09 %
U.S. Total	786	772	701	716	630	-19.8%
Region Total	15	18	21	23	8	-46.7%
Connecticut	3	5	5	6	1	-66.7%

Source: FARS Final Files 2005-2008, Annual Report File 2009

Bicyclist fatalities have generally represented less than 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

	2005	2006	2007	2008	2009
U.S.	1.8%	1.8%	1.7%	1.9%	1.9%
Region	1.2%	1.5%	1.8%	2.1%	0.8%
Connecticut	1.1%	1.6%	1.7%	2.0%	0.4%

Source: FARS Final Files 2005-2008, Annual Report File 2009

Bicycle Performance Measures

	2005	2006	2007	2008	2009
Bicyclists Killed and Injured per 100,000 Population	19	17	19	18	16
Percent Bicyclists Helmeted	26%	29%	33%	30%	26%

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 2005 to 2009. In 2009, there were 26 pedestrian fatalities, a 45 percent decrease from the 47 fatalities observed in 2008. The pedestrian fatality rate for Connecticut in 2009 was 0.7 per 100,000 population compared to 0.8 per 100,000 in the other New England states and 1.3 per 100,000 nationally (Table OA-12). Pedestrian fatalities in Connecticut accounted for 11.7 percent of all motor vehicle crash victims in 2009 as compared to 15.6 percent in 2008. Nationally, the figures were 12.1 percent in 2009 and 11.8 percent in 2008.

Table OA-11. Connecticut Pedestrian Fatalities

	2005	2006	2007	2008	2009	Change 2005-09 %
U.S.						
Fatalities	4,892	4,795	4,699	4,414	4,092	-16.4%
% of Total Fatalities	11.2%	11.2%	11.4%	11.8%	12.1%	
Fatality Rate per 100k pop	1.7	1.6	1.6	1.5	1.3	-19.4%
Region 1						
Fatalities	141	130	138	155	114	-19.1%
% of Total Fatalities	11.6%	10.6%	11.7%	14.1%	11.6%	
Fatality Rate per 100k pop	1.0	0.9	1.0	1.1	0.8	-20.1%
Connecticut						
Fatalities	34	38	32	47	26	-23.5%
% of Total Fatalities	12.2%	12.2%	10.8%	15.6%	11.7%	
Fatality Rate per 100k pop	1.0	1.1	0.9	1.3	0.7	-24.4%

Source: FARS Final Files 2005-2008, Annual Report File 2009

Table OA-12 shows the number of fatally and non-fatally injured pedestrians in the State over the 2005 to 2009 period. The State's non-fatal injury pedestrian rate was 31 per 100,000 population, down from 35 in 2008.

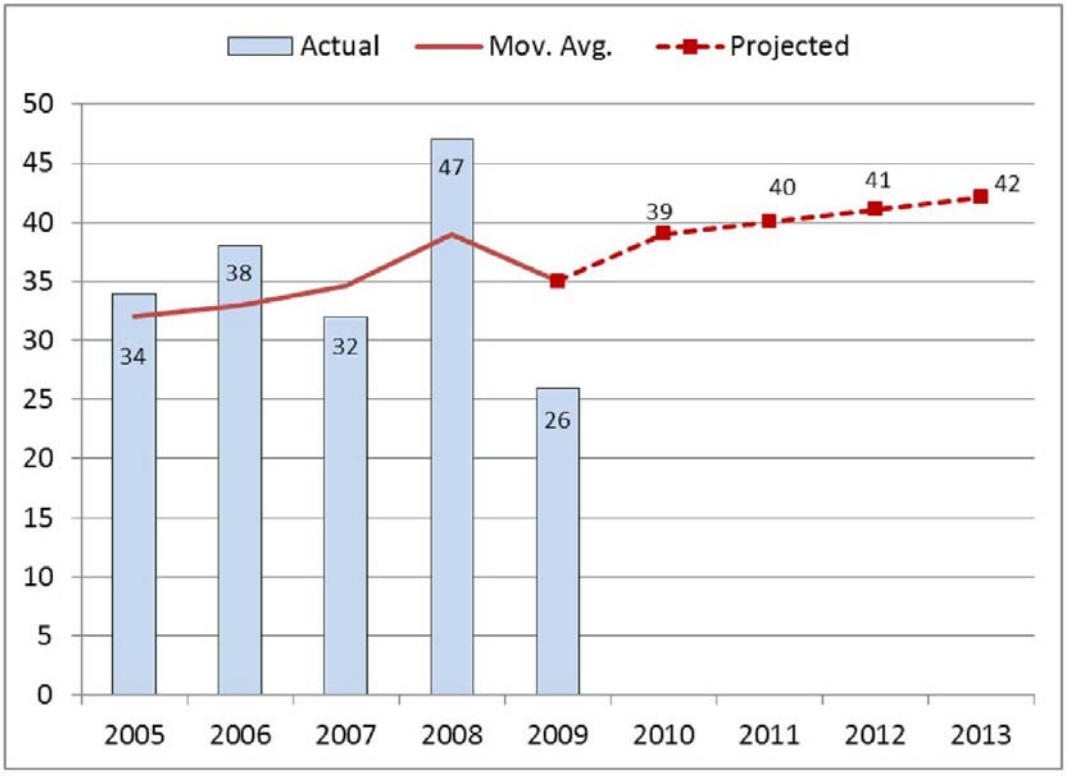
Table OA-12. Number of Pedestrians Killed and Injured

	2005	2006	2007	2008	2009
Killed	34	38	32	47	26
Total Injured	1,088	1,064	1,220	1,082	1,079
Serious (A) Injury	201	204	247	197	209
Moderate (B) Injury	447	473	551	491	494
Minor (C) Injury	440	387	422	394	376
Fatality Rate per 100,000 Pop.	1.0	1.1	0.9	1.3	0.7
Non-Fatal Injury Rate per 100,000 Pop.	31	30	35	35	31

Sources: Connecticut Department of Transportation; FARS Final Files 2005-2008, Annual Report File 2009

Figure 21 shows the number of pedestrian fatalities and 3-year moving averages for the period 2005-2009. Overall, it shows an upward trend and projects 40 pedestrian fatalities in 2011, 41 in 2012, and 42 in 2013.

Figure 21. Pedestrian Fatalities



Source: FARS

Performance Goals

To reduce the number of pedestrians killed in traffic crashes from the three year (2007-2009) moving average of 35 in 2009 by 15% to a three year of (2011-2013) moving average of 30 in 2013.

Performance Objectives:

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

Bicycle and Pedestrian 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 3 – 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.*

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 TSS and aired from November 22, 2009 – January 4, 2010. 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 directly before the media began (November 12-17, 2009) and the second wave was collected directly afterward (January 5-9, 2010).

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 reported belt use, awareness of the safe driving message, and slogan recognition between Wave 1 and Wave 2. The percentage of respondents indicating that they "*Always*" or "*Nearly Always*" wore their seat belt increased significantly from 89.7 percent in Wave 1 to 93.3 percent in Wave 2. The number of respondents that reported having recently "*read, seen, or heard anything*" about safe driving increased significantly from 57.0 percent in the baseline survey to 65.4 percent during Wave 2. When asked where the safe driving message was heard, a majority of respondents indicated television as the media source for the message. Recognition of the "***A Happy Holiday is a Safe Holiday***" "campaign slogan increased significantly from baseline to Wave 2, from 11.9 percent to 17.6 percent, respectively. There was also a significant increase in recognition of the slogan "***Drunk Driving. Over the Limit, Under Arrest***" from baseline (43.4%) to Wave 2 (51.3%) as well as the slogan "***You Drink & Drive. You Lose***", which was recognized by 35.3 percent of respondents in Wave 1, compared to 40.2 percent of respondents 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 150 – 200 surveys were collected in each office in each of the waves (Table 1). There were a total of 3,598 total survey respondents, 1,792 pre-campaign and 1,806 post-campaign.

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

Office Location	Wave 1	Wave 2
Bridgeport	202	200
Danbury	202	203
Hamden	202	202
New Britain	200	201
Norwalk	200	200
Norwich	205	203
Waterbury	180	200
Wethersfield	200	198
Winsted	201	199

Table 2 summarizes the demographic characteristics of the survey respondents. During both Wave 1 and Wave 2, just over half (52.4% and 53.5%, respectively) of survey respondents were male. During both waves, the two most common reported age categories for respondents were 35-49 year olds (31.2% in both Wave 1 and Wave 2) and 21-34 year olds (32.0% in Wave 1 and 28.6% in Wave 2). The majority of respondents were White in both waves (69.6% in Wave 1 and 69.2% in Wave 2). Approximately 16 percent of respondents were Hispanic (15.7% in Wave 1, 16.0% in Wave 2).

Table 2. Demographic Characteristics of Survey Respondents

Characteristic		Wave 1	Wave 2
Sex			
	Male	52.4%	53.5%
	Female	47.6%	46.5%
	Total (N)	***100% (N=1,778)***	***100% (N=1,789)***
Age			
	Under 18	2.7%	2.4%
	18-20	6.2%	7.8%
	21-34	32.0%	28.6%
	35-49	31.2%	31.2%
	50-59	16.9%	18.1%
	60+	10.9%	11.9%
	Total (N)	***100% (N=1,782)***	***100% (N=1,800)***
Race			
	White	69.6%	69.2%
	Black	12.4%	11.6%
	Asian	3.8%	4.3%
	Native American	0.6%	0.7%
	Other	12.9%	13.0%
	Multiple	0.8%	1.3%
	Total (N)	***100% (N=1,733)***	***100% (N=1,763)***
Hispanic			
	Yes	15.7%	16.0%
	No	84.3%	84.0%
	Total (N)	***100% (N=1,711)***	***100% (N=1,747)***

*****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 significant increase in reported seat belt use between Wave 1 to Wave 2. Percentage of Respondents that indicated "*Always*" or "*Nearly Always*" wearing their seat belts increased from 89.7 percent in Wave 1 to 93.3 percent in Wave 2 ($p<.0001$, 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. The increase from Wave 1 (81.7%) to Wave 2 (84.5%) was marginally significant ($p<.05$, see Table 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/Nearly Always	89.7%	93.3%*
Sometimes/Seldom/Never	10.3%	6.7%
Total (N)	***100% (N=1,782)***	***100% (N=1,800)***
Q11. In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?		
None	81.7%	84.5%
1 or more times	18.3%	15.5%
Total (N)	***100% (N=1,709)***	***100% (N=1,706)***

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

Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses indicated a non-significant increase 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, 21.1 percent of Respondents in Wave 1 indicated it was "*Always*", compared to 21.9 percent in Wave 2 (not significant). Close to a quarter (23.5 percent) of Wave 1 respondents judged that state and local police enforced seat belt laws "*Very Strictly*" compared to 25.5 percent in Wave 2. There was also a non-significant increase in percentage of respondents who indicated that the chance of getting arrested if driving after drinking was "*Always*" or "*Nearly Always*", from 47.9 percent in Wave 1 to 49.2 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	21.1%	21.9%
Nearly Always/Sometimes/Seldom/Never	78.9%	78.1%
Total (N)	***100% (N=1,770)***	***100% (N=1,781)***
Q10. Do you think state and local police enforce the seat belt laws:		
Very strictly	23.5%	25.5%
Somewhat/Not Very/Rarely/Not at All	76.5%	74.5%
Total (N)	***100% (N=1,756)***	***100% (N=1,776)***
Q12. What do you think the chances are of getting arrested if you drive after drinking?		
Always/Nearly Always	47.9%	49.2%
Sometimes/Seldom/Never	52.1%	50.8%
Total (N)	***100% (N=1,751)***	***100% (N=1,757)***
Q13. Do you think state and local police enforce the drinking and driving laws:		
Very strictly	45.6%	48.6%
Somewhat/Not Very/Rarely/Not at All	54.4%	51.4%
Total (N)	***100% (N=1,762)***	***100% (N=1,767)***
Q14. Do you think state and local police enforce the overall traffic laws:		
Very strictly	22.6%	24.7%
Somewhat/Not Very/Rarely/Not at All	77.4%	75.3%
Total (N)	***100% (N=1,763)***	***100% (N=1,763)***

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

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; 14.9 percent of Wave 1 Respondents indicated they had received a ticket in Wave 1 compared to 12.8 percent in Wave 2. Approximately 18 percent of Respondents had gone through an alcohol checkpoint in the past 30 days. There was a marginally significant increase from Wave 1 to Wave 2 (17.3% vs. 19.9% respectively, $p<.05$). There was a non-significant increase in percentage of Respondents that indicated having gone through a seat belt checkpoint in the past 30 days, from 21.8 percent in Wave 1 to 24.2 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	14.9%	12.8%
No	85.1%	87.2%
Total (N)	***100% (N=1,773)***	***100% (N=1,791)***
Q17. In the past 30 days, have you gone through a checkpoint where police were looking for alcohol-impaired drivers?		
Yes	17.3%	19.9%
No	82.7%	80.1%
Total (N)	***100% (N=1,744)***	***100% (N=1,735)***
Q18. In the past 30 days, have you gone through a checkpoint where police were looking for unbelted drivers?		
Yes	21.8%	24.2%
No	78.2%	75.8%
Total (N)	***100% (N=1,735)***	***100% (N=1,730)***

*****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 57.0 percent to 65.4 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. Three slogans showed a significant increase in recognition from Wave 1 to Wave 2: 1) recognition of "***Drunk Driving.***

Over the Limit, Under Arrest" increased from 43.4 percent in Wave 1 to 51.3 percent in Wave 2 (p<.0001), 2) recognition of "***You Drink & Drive. You Lose***" increased from 35.3 percent to 40.2 percent (p<.01), and 3) the campaign slogan "***A Happy Holiday is a Safe Holiday***" was recognized by 11.9 percent of respondents in Wave 1 compared to 17.6 percent of respondents in Wave 2 (p<.0001). The slogan "***Buckle Up. Because We're Buckling Down. It's not Only Smart, It's the Law***" showed a marginally significant increase from 25.6 percent in Wave 1 to 28.9 percent in Wave 2 (p<.05).

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	57.0%	65.4%*
No	43.0%	34.6%
Total (N)	***100% (N=1,792)***	***100% (N=1,805)***
Q15a. Where did you see or hear about anything about safe driving in Connecticut?		
Newspaper	31.0%	30.6%
Radio	32.0%	35.4%
TV	58.2%	59.9%
Poster/Billboard	28.9%	39.0%
Bus	5.8%	7.0%
Checkpoint	9.4%	11.2%
Movie	6.1%	5.8%
Other	12.7%	15.2%
Q16. Do you know the name of any safe driving enforcement program(s) in CT?		
Drunk Driving. Over the Limit, Under Arrest	43.4%	51.3%*
Click It or Ticket	74.7%	74.9%
You Drink & Drive. You Lose	35.3%	40.2%*
A Happy Holiday is a Safe Holiday	11.9%	17.6%*
Friends Don't Let Friends Drive Drunk	54.5%	57.0%
Obey the Signs or Pay the Fine	8.8%	9.0%
Buckle Up. Because We're Buckling Down. It's Not Only Smart, It's the Law	25.6%	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 pubic safety and must meet other requirements, such as successful completion of an alcohol education and treatment program. If granted relief, the person must, as a condition, operate only vehicles equipped with an approved ignition interlock device from the date the relief is granted until 10 years have passed from the revocation date.
EFFECTIVE DATE: October 1, 2009

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

Section 44. Amendment to "Move Over" Law. This section expands a provision of PA 09-121(H.B. 5894), which requires a motorist approaching one or more stationary emergency vehicles on a travel lane, breakdown lane, or shoulder of a highway to immediately slow down and, if in the adjacent lane and it is safe to do so, move over one lane. One type of emergency vehicle covered by the act is a vehicle operated by a sworn member of the State Police or an organized local police department. This section broadens this provision to include additional types of police officers including (1) any member of a law enforcement unit who performs police duties, for example, DMV inspectors designated to enforce motor

vehicle laws; (2) appointed constables who perform criminal law enforcement duties; and (3) certain special policemen appointed to enforce laws on state property, investigate public assistance fraud, and policemen for utility and transportation companies.
EFFECTIVE DATE: October 1, 2009

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

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

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

Sections 62 – 64. Drunk Driving Offenses and Administrative License Suspensions.
These sections:
1. Decrease, from .08% to .04% the presumptive level for determining if a driver of a commercial motor vehicle (a large truck, bus, or hazardous materials transporter) is operating with an elevated blood alcohol level for both the criminal offense and the administrative suspension;
2. Broadens the scope of the law that prohibits someone under age 21 from operating a motor vehicle on a highway with a BAC of .02% or more to apply anywhere, including on private property, rather than just on a highway;
3. Decreases the minimum time police must wait before administering the required second blood-alcohol test from 30 to 10 minutes and, for criminal DUI prosecutions, narrows the range of test results that requires an extrapolation or "relation back" of the test results to establish the driver's blood-alcohol level at the actual time of operation of the vehicle;

4. For administrative per se license suspension hearings, eliminates a parallel "relation back" provision entirely and requires only that the test be commenced within two hours of the time of operation;
5. Allows police to submit the required arrest documentation and test results to DMV for the administrative license suspension process electronically, gives them longer to do it, and gives the motor vehicle commissioner more time to render a decision following an administrative hearing;
6. Notwithstanding the statutory requirement for service of subpoenas at least 18 hours before appearance is required, requires any subpoena summoning a police officer as a witness in a per se hearing to be served on the officer at least 72 hours before the designated time of the hearing; and
7. Expands the circumstances under which blood test results from someone taken to a hospital can be used under the administrative per se process.
EFFECTIVE DATE: October 1, 2009

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

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

Public Act 10-109: **AN ACT CONCERNING THE USE OF HAND-HELD 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.

Certifications and Assurances

STATE CERTIFICATIONS AND ASSURANCES

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

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

• 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended

• 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments

• 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs

• NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs

• Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements

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

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

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

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));
The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

• National law enforcement mobilizations,
• Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
• An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
• Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.
(23 USC 402 (b)(1)(E));

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(l)).

Other Federal Requirements

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

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

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

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

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

Federal Funding Accountability and Transparency Act

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act

of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

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

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

1.The dangers of drug abuse in the workplace.

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

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

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

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

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

1. Abide by the terms of the statement.

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

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

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

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

2.Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

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

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making

of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

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

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.
This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

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

primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

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

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

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

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

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

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

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The

knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

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

6. The prospective lower tier participant further agrees by submitting this proposal that is it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

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

transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

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

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

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

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

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

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

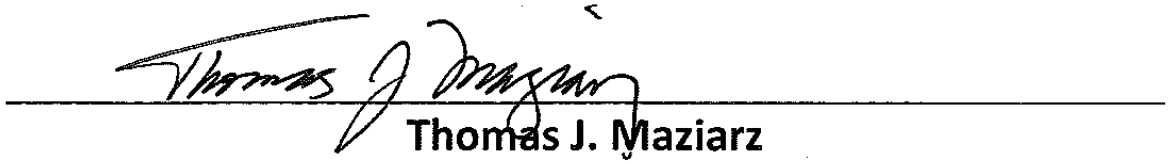
(2) Conduct workplace safety iniatives in a manner commensurate with the size of the business, such as –

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

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

ENVIRONMENTAL IMPACT

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



Thomas J. Maziarz
Governor's Highway Safety Representative
August 29, 2011

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 : 2012** **8/22/2011**

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	$0.00	$100,000.00	$100,000.00	$40,000.00
CR	$150,000.00	$30,000.00	$50,000.00	$100,000.00	$150,000.00	$30,000.00
K2 (405)	$300,000.00	$900,000.00	$0.00	$300,000.00	$300,000.00	$50,000.00
K6 (2010)	$100,000.00	$50,000.00	$0.00	$100,000.00	$100,000.00	$0.00
K8 (410)	$3,000,000.00	$1,500,000.00	$1,700,000.00	$1,300,000.00	$3,000,000.00	$2,000,000.00
K9 (408)	$1,400,000.00	$300,000.00	$900,000.00	$500,000.00	$1,400,000.00	$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	$50,000.00	$80,000.00	$220,000.00	$300,000.00	$100,000.00
OP	$650,000.00	$100,000.00	$0.00	$650,000.00	$650,000.00	$250,000.00
PA	$210,000.00	$210,000.00	$30,000.00	$180,000.00	$210,000.00	$0.00
PT	$740,000.00	$220,000.00	$50,000.00	$690,000.00	$740,000.00	$450,000.00
RS	$10,000.00	$25,000.00	$0.00	$10,000.00	$10,000.00	$5,000.00
TR	$150,000.00	$20,000.00	$0.00	$150,000.00	$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	$11,200,000.00	$3,000,000.00	$8,000,000.00	$3,200,000.00	$11,200,000.00	$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)	$2,310,000.00	$675,000.00	$210,000.00	$2,100,000.00	$2,310,000.00	$935,000.00
TOTAL NHTSA (OTHER)	$23,650,000.00	$7,590,000.00	$15,050,000.00	$8,600,000.00	$23,650,000.00	$10,210,000.00
TOTAL NHTSA & FHWA	$25,960,000.00	$8,265,000.00	$15,260,000.00	$10,700,000.00	$25,960,000.00	$11,145,000.00

State Official Authorized Signature: Thomas J Maziarz

Name: Thomas J. Maziarz

Title: Governor's Highway Safety Representative

Date: 8-30-2011