STATE OF CONNECTICUT

Department of Transportation
Highway Safety Plan
Federal Fiscal Year 2007

STATE OF CONNECTICUT

Highway Safety Plan

Prepared by

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August 2006

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Certifications and Assurances

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

Certifications and Assurances

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

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

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

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

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

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

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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

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

1) The dangers of drug abuse in the workplace.

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

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

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

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

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

1) Abide by the terms of the statement.

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

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

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

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

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

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement,

the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

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

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

4. The prospective primary participant shall provide immediate written notice to the

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition

and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

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

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

ENVIRONMENTAL IMPACT

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

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H. James Boice
Governor's Highway Safety Representative
August 16, 2006

Executive Summary

Executive Summary

This planning document provides historic, trend, and current Fatality Analysis Reporting System (FARS) and State-provided data detailing highway safety in Connecticut. The identified problem areas dictate the State's highway safety goals, objectives, and planned countermeasures. The basis for this examination is Connecticut's motor vehicle crash experience for the calendar year 2004 in comparison to the prior year.

Overall, the number of police reported crashes in the State increased by 1.1 percent from the year 2003. The increase was due almost entirely to more reported property damage only crashes (+1.9 percent). Fatal crashes increased by 4 (+1.5 percent) while injury crashes decreased by .3 percent.

Information from the National Highway Traffic Safety Administration (NHTSA) demonstrated a slight (1 percent) decrease in the number of persons killed in motor vehicle traffic crashes during 2004 (291) from 2003 (298), but a 10.6 percent decrease from 2002 (325).

Serious A injuries decreased by 1.8 percent in 2004, while B and C level injuries declined by 3.6 percent and 1.6 percent, respectively. During the 1990s and into the 2000s, the fatality rate declined over the 5-year period of 2000 to 2004, the number of fatalities in Connecticut has declined by almost 15 percent. As a result, the fatality rate dipped to an historic low of .92 per 100 million miles in 2004.

Impaired Driving (AL)

Alcohol-related fatal crashes are defined as any fatal crash in which a driver or non-occupant had an estimated BAC of .01 or above. In Connecticut, the number of these crashes fluctuated from 100 in 2000 to 136 in 2004. Fatal injuries in these crashes decreased over this 5-year period, however, from 146 in 2000 to 107 in 2004.

The percentage of alcohol-related fatalities in Connecticut during 2004 (44 percent of all motor vehicle crash fatalities) was higher than the national percentage of 39 percent, and above the 41 percent in the states of the New England Region. Of the Connecticut fatal crashes, 38 percent were estimated to have been "high" BAC crashes (BAC≥ 0.08). The national estimate for those crashes in which a driver or non-occupant had a BAC in excess of the per se limit of .08 was 34 percent, and was 35 percent in the other New England states.

From 2000 to 2004, Connecticut tested 49 to 62 percent of all fatal crash drivers for alcohol. In 2004, 62 percent of the fatally injured drivers in Connecticut were tested for alcohol compared to 70 percent nationally.

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

Police Traffic Services (PTS)

In the five year period from 2000 to 2004, the most prevalent driver-related factor in fatal crashes was "failure to keep in proper lane or running off road." "Speeding/racing" was the second most commonly cited factor, reported for approximately 20 to 35 percent of all drivers involved in fatal crashes each year. Among drivers involved in fatal crashes in Connecticut, the proportion traveling in excess of 75 mph was greater for drivers ages 16 to 20 and 21 to 34 than for any other age group. Conversely, drivers ages 65+ were the most likely to be traveling at 30 mph or slower at the time of the crash. In the large majority of cases (70.2 to 75.5 percent) travel speed was unknown.

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

Occupant Protection (OP)

Observed safety belt use in Connecticut increased from 73 percent in 1999 to 82 percent in 2005. The proportion of fatally injured passenger vehicle occupants who were not restrained was below the national average in each year from 1999 to 2004. The use rates for those who survived crashes ranged from a low of 49.7 percent for those 21 to 24 years of age to 88.9 percent of those under the age of 5.

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

Roadway Safety (RS)

Safety in highway construction or work zones is important to both motorists passing through and personnel working at these sites. Work-zone related fatal and serious crashes continued to decline. During the 2000 to 2004 period, the number of serious crashes fluctuated from a high of 33 in 2000 to 18 in 2004.

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

Motorcycle Safety (MS)

During the 5-year period from 2000 to 2004 motorcyclist fatalities decreased 26 percent, compared to a 23 percent decrease in the New England Region and a 47 percent increase nationwide. In 2004, a total of 54 motorcycle operators and passengers were killed on Connecticut roadways, representing 19.6 percent of the State's total traffic fatalities. In the New England states during 2004, 10 percent of fatalities were motorcyclists. Nationally, motorcycle fatalities accounted for 9.1 percent of motor vehicle crash victims.

Seventy-one percent of the motorcyclists killed were not wearing helmets, compared to approximately 50 percent of the fatalities in the New England Region and nationwide. Speed was more likely to be a factor among motorcycle operator fatalities in Connecticut (52 percent).

Additionally, 39 percent of the motorcycle operators killed had a BAC at or equal to .01 percent, compared to a regional rate of 36 percent and a national rate of 29 percent.

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

Traffic Records (TR)

The Traffic Records program has been making progress over the past several years. A self-assessment was completed in 2004 to provide an updated blueprint of program status, for use and reference by all highway safety stakeholders.

Data improvements continue to be made in the areas related to motor vehicles, base mapping, toxicology, electronic data capture, citation tracking, fatality analysis, and emergency medical services.

General Goal: To develop a delivery system that provides users with timely, complete, and accurate traffic records data.

Hazard Elimination Program (HE)

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

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

Other Areas & Factors

Licensing data shows that the percentage of Connecticut licensed drivers age 19 and younger is less than the U.S. percentage, but that the percentage of drivers age 70 and older is higher in Connecticut than the U.S. as a whole. The greatest number of fatal crashes involving young drivers occurred in July (30) followed by December (28), and 40 percent (89) occurred from 9 p.m. to 3 a.m. The Connecticut Department of Motor Vehicle's Commercial Vehicle Safety Division continues to be dedicated toward delivering a comprehensive commercial motor vehicle safety program to all that travel Connecticut roadways. Each year, a representative from the Transportation Safety Section meets with officials from that Division to assure coordination and cooperation with respect to programming efforts.

There were 199 fatal crashes involving pedestrians in Connecticut over the 5-year period of 2000 to 2004 and 196 pedestrians were killed in these crashes. Pedestrian fatalities decreased from 49 in 2000 to 27 in 2004, a decrease of 45 percent, compared to an 11 percent increase in the New England Region and a 3 percent decrease nationwide. Over the 5- year period, pedestrians accounted for 15 percent (8) of the total fatalities in Connecticut. In 2004, 8 percent of the fatalities were pedestrians, which is lower than the regional (11 percent) and the national (11 percent) numbers. Fatal crashes involving pedestrians were most likely to

occur from February to June (44 percent), on Saturday and Sunday (33 percent), and between 4 p.m. and midnight (48 percent). Pedestrian fatalities were most numerous among persons 55 years of age and older and 70 percent of the fatalities were men. The two most frequently reported factors related to pedestrian fatalities were “improper crossing of roadway or intersection” and “running or darting into the road.” Nineteen percent of the pedestrian fatalities occurred at intersections.

There were 15 fatal crashes involving bicycles in Connecticut from 2000 to 2004 and 15 bicyclist were killed in theses crashes.

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

Related Highway Safety Legislation

Related Highway Safety Legislation

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

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

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

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

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

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

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

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

Public Act No. 94-52 (1) makes the driver of a private passenger motor vehicle responsible for assuring that rear seat passengers between ages 4 and 16 wear seat belts; (2) limits mandatory child restraint usage for children under age 4 to those who weigh less than 40 pounds; (3) requires children between ages 1 and 4 and weighing under 40 pounds to be in a

child restraint; and (4) extends child restraint requirements to trucks and truck or van type recreational vehicles. This law went into effect on October 1, 1994.

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

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

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

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

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

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

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

Public Act No. 06-173 This act broadens the circumstances in which a surviving driver of a car accident involving serious physical injury or death must give a blood or breath sample. The act requires the driver to give a sample if the police (1) charge him with a motor vehicle violation regarding the accident and (2) have a reasonable articulable suspicion that he was

driving while under the influence of liquor or drugs. The law, unchanged by the act, also allows the police to require a test from a surviving driver if the officer has probable cause to believe that the driver was driving under the influence.

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

Process Description

Process Description

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

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

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

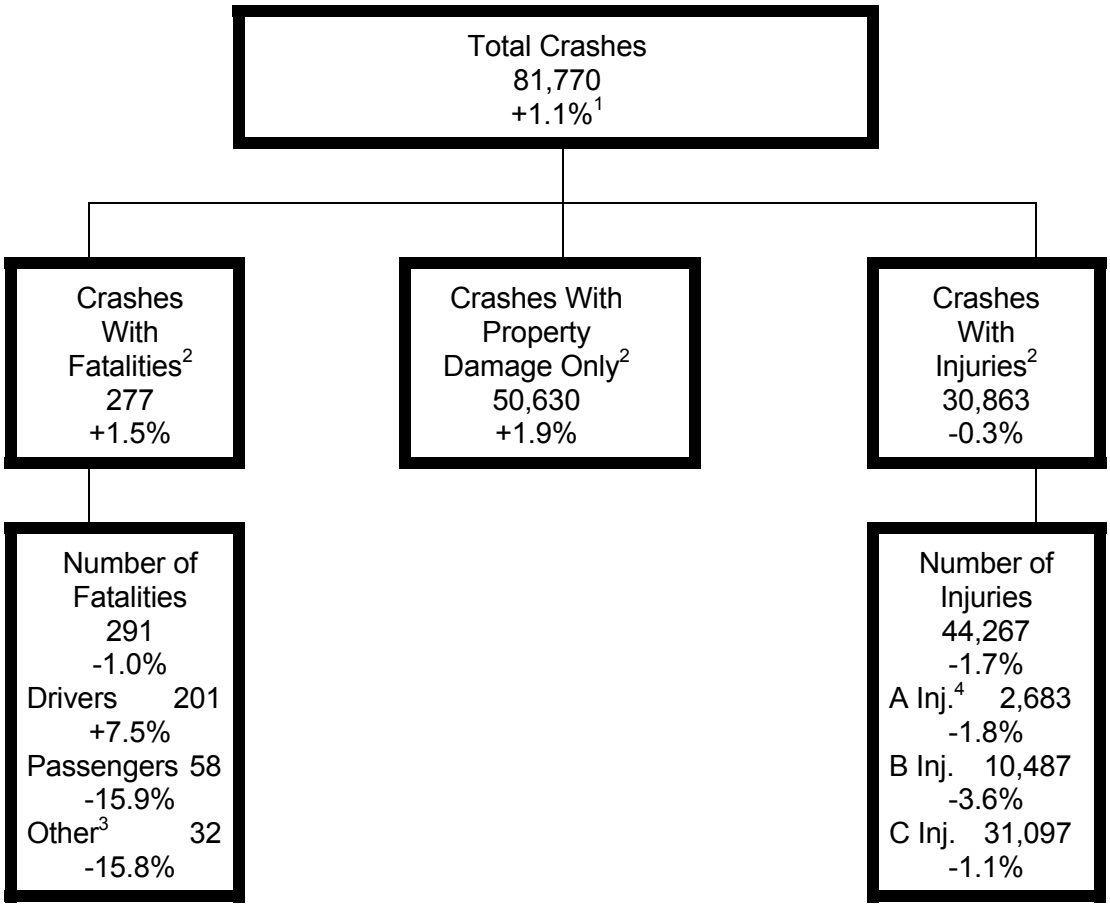
Highway Safety Data Analysis

Highway Safety Data Analysis

Figure 1 shows Connecticut's motor vehicle crash experience for the year 2004 and compares it with the prior year. Overall, the number of police reported crashes in the State increased by 1.1 percent from the year 2003. The increase was due almost entirely to more reported property damage only crashes (+1.9 percent). Fatal crashes increased by 4 (+1.5 percent) while injury crashes decreased by .3 percent.

In 2004, there were 277 fatal crashes in which 291 persons were killed. The fatality total was 1 percent less than in the previous year. Serious (A) injuries decreased by 1.8 percent in 2004, while B and C level injuries declined by 3.6 percent and 1.1 percent, respectively.

Figure 1. 2004 Connecticut Motor Vehicle Crash Profile



1. Percent change 2004 vs. 2003.
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

	2000	2001	2002	2003	2004	Change 2000-04 %
Total Fatalities						
U.S. Total	41,945	42,196	43,005	42,884	42,636	1.6%
Region Total	1,225	1,302	1,289	1,267	1,313	7.2%
Connecticut	**341**	**318**	**322**	**298**	**291**	**-14.7%**
Driver Fatalities						
U.S. Total	25,567	25,869	26,659	26,779	26,756	4.7%
Region Total	778	834	844	806	869	11.7%
Connecticut	**223**	**213**	**194**	**189**	**201**	**-9.9%**
Passenger Fatalities						
U.S. Total	10,695	10,469	10,604	10,458	10,304	-3.7%
Region Total	256	289	290	263	274	-7.0%
Connecticut	**67**	**67**	**77**	**70**	**58**	**-13.4%**
Pedestrian Fatalities						
U.S. Total	4,763	4,901	4,851	4,774	4,641	-2.6%
Region Total	165	148	142	173	148	-10.3%
Connecticut	**48**	**33**	**50**	**35**	**27**	**-43.8%**
Bicyclist Fatalities						
U.S. Total	689	729	663	626	719	4.4%
Region Total	23	18	12	18	19	-17.4%
Connecticut	**3**	**3**	**4**	**2**	**5**	**66.7%**

Source: FARS Final Files 2000-2003; Annual Report File 2004.

Over the 5-year period of 2000 to 2004, the number of fatalities in Connecticut has declined by almost 15 percent, compared to increases of 7.2 percent in NHTSA's New England Region and 1.6 percent for the entire nation.

2004 Crash Rates

Table 2 shows Connecticut's fatality and injury rates for 2004 based on population, licensed drivers and 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 .9 fatalities per 100 million miles of travel compared with the national figure of 1.4 fatalities per 100 million miles of travel. On the other hand, the non-fatal injury crash rates in Connecticut are higher than those for the nation as a whole.

Table 2. Connecticut and U.S. 2004 Fatality and Injury Rates

CT Data for 2004	Rate Base	Fatality Rate	Injury Rate
Population 3,503,604	Per 100,000 Population	CT: 8.3 US: 14.5	CT: 1,263 US: 949
Licensed Drivers 2,694,574	Per 100,000 Licensed Drivers	CT: 10.8 US: 21.4	CT: 1,643 US: 1,402
Vehicle Miles of Travel 31,608,000,000	Per 100 Million Miles of Travel	CT: 0.9 US: 1.4	CT: 140 US: 94

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 20-year period from 1985 to 2004. Also shown are the number of licensed drivers and annual vehicle miles of travel for the State. The table shows that the 291 fatalities recorded in 2004 is the lowest figure over the 20-year period. Total injures (44,267) in 2004 is the lowest figure since 1993. Moreover, the number of severe injuries (A injuries) reported in 2004 is the lowest figure over the 19 years for which data is available.

In the 277 fatal crashes that occurred in 2004, the major factors involved were alcohol (122) and speeding or operating too fast for conditions (94). Major categories were automobiles (involved in 162 crashes), SUVs/vans (67 crashes), light trucks (43 crashes), motorcycles (56 crashes), and pedestrians (27 crashes).

Figure 2 shows a profile of Connecticut's motor vehicle fatalities for the years 2004 and 2003. Of the 291 fatalities that occurred in 2004, 202 (69 percent) were vehicle occupants, 57 (20 percent) were motorcyclists, and 32 (11 percent) were non-occupants such as pedestrians and bicyclists.

Among the vehicle occupants, 133 (66 percent) were riding in automobiles, 27 (13 percent) were in SUVs, and 42 (21 percent) were occupants of all other types of vehicles. Among the SUV occupants killed, 16 (59 percent) were in vehicles that rolled over.

Table 3. Trend Data 1985-2004

YR	Fatal Crashes	Killed	Injury Crashes	Injured	A Injury	B Injury	C Injury	Miles of Travel (100 Million)	Licensed Drivers (000)
85	415	441	35,689	48,055	N/A	N/A	N/A	221.5	2,314.6
86	423	450	35,109	49,156	7,617	13,676	27,863	240.5	2,334.8
87	415	447	35,771	50,549	7,357	13,577	29,615	250.0	2,346.7
88	447	485	32,957	46,285	6,454	13,711	28,120	260.6	2,370.0
89	378	405	32,668	46,535	6,965	11,400	28,170	261.8	2,373.8
90	359	386	29,546	41,907	6,406	10,037	25,464	263.1	2,214.1
91	281	310	27,893	40,564	6,221	9,978	24,365	266.3	2,212.7
92	267	297	29,414	43,184	6,490	9,435	27,259	264.6	2,357.6
93	324	342	29,619	43,965	6,276	9,439	28,250	270.1	2,180.3
94	286	312	32,116	47,514	6,263	9,663	31,588	271.4	2,318.5
95	287	317	32,594	48,595	5,602	12,522	30,471	280.4	2,349.1
96	296	310	33,849	49,916	4,898	12,277	32,741	281.4	2,343.8
97	314	338	32,623	48,432	4,671	11,832	31,929	285.5	2,270.2
98	306	329	31,470	47,115	4,187	11,481	31,447	293.2	2,349.3
99	270	301	32,909	49,304	3,927	12,229	33,148	299.3	2,373.7
00	318	342	34,449	51,260	3,976	12,245	35,039	307.6	2,652.6
01	285	312	34,133	50,449	3,598	12,052	34,799	308.4	2,650.4
02	298	322	31,634	47,049	2,997	11,226	32,826	312.1	2,672.8
03	273	294	30,952	45,046	2,731	10,881	31,434	314.3	2,659.9
04	277	291	30,863	44,267	2,683	10,487	31,097	316.1	2,694.6

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

Figure 2. Connecticut Fatality Profile

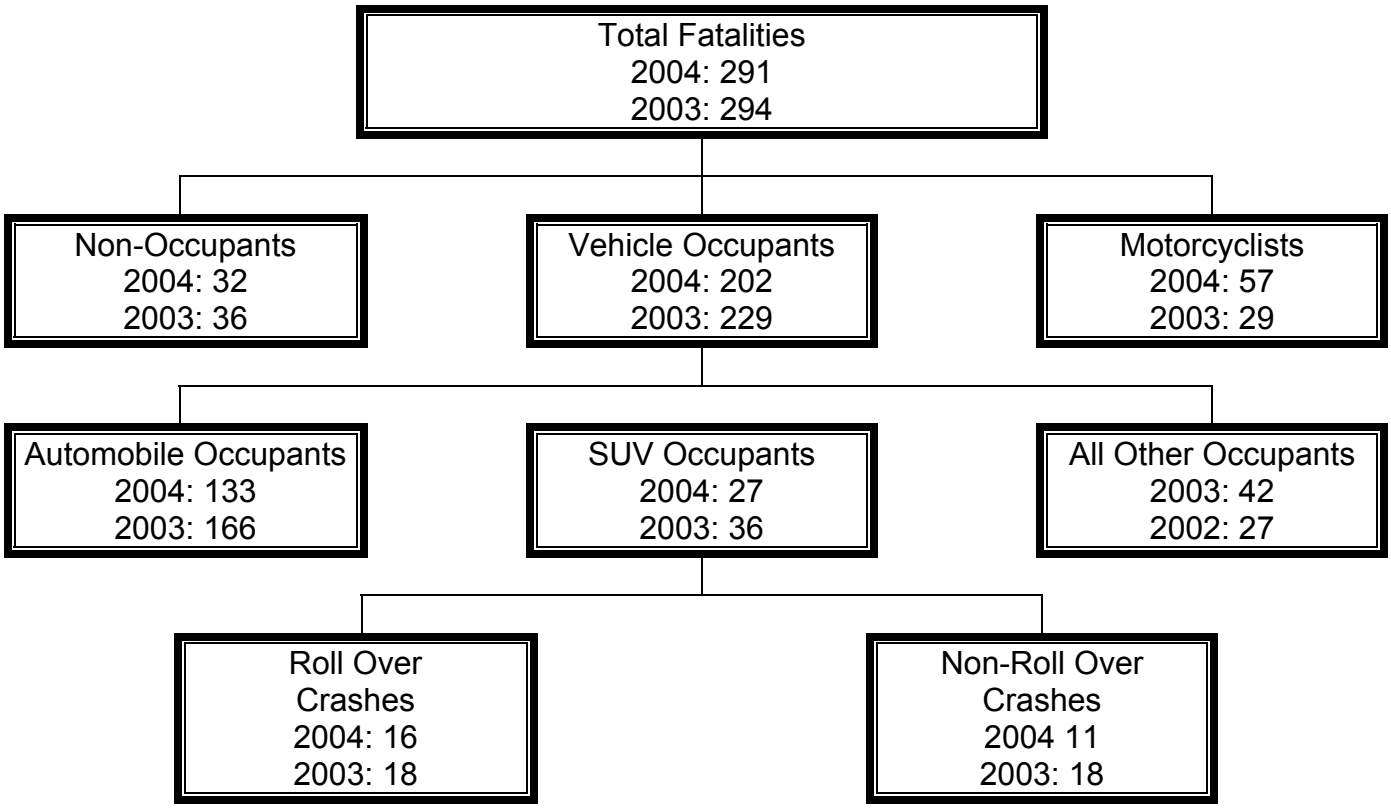


Figure 3 shows the trends in Connecticut's fatality and injury rates per 100 million vehicle miles over the 1985-2004 period. These rates generally declined sharply in parallel throughout the 1980s. During the 1990s and into the 2000s, the fatality rate declined gradually and reached a historic low of .92 per 100 million miles in 2004. The injury rate declined in 2002, 2003, and 2004 after several years of little change.

Figure 3. Killed & Injured per 100 Million Vehicle Miles Traveled: 1985-2004

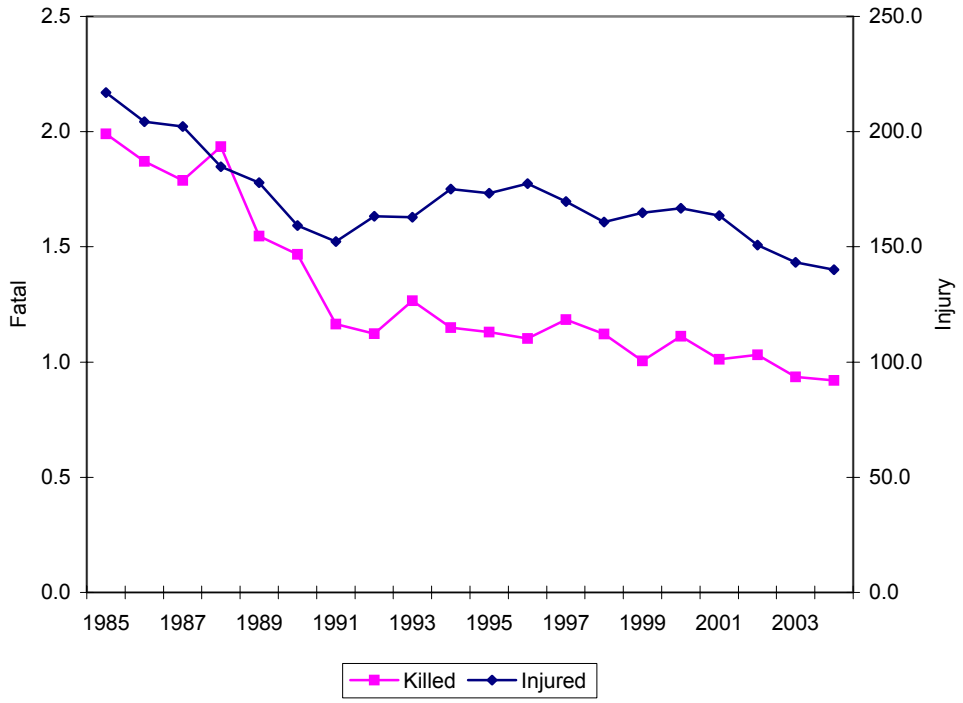


Table 4-A shows fatal, injury, and property damage-only crash rates per 100,000 population in Connecticut's 8 counties during the 2000 to 2004 period, while Table 4-B presents total number of fatalities – by county. Not surprisingly, the greatest number of fatalities occurred in the most populous counties of Fairfield, Hartford, and New Haven (Table 4B). On the other hand, these counties generally have had fatal, injury, and property damage population based crash rates that are below the statewide figures.

Table 4-A. Crash Rates by County 2000-2004

County	Crash Type	Rates per 100,000 Population by Year				
		2000	2001	2002	2003	2004
Fairfield	Fatal	7.59	7.45	7.49	5.99	5.42
	Injury	950	906	1,002	870	826
	Prop. Damage	1,300	1,256	1,544	1,337	1,261
Hartford	Fatal	8.63	8.24	9.12	7.08	7.20
	Injury	1,135	1,191	700	909	908
	Prop. Damage	1,276	1,343	972	1,191	1,283
Litchfield	Fatal	18.70	9.76	9.66	10.84	12.68
	Injury	1,051	1,106	980	1,016	1,039
	Prop. Damage	1,799	1,999	1,202	2,045	2,094
Middlesex	Fatal	9.67	90527	8.78	12.69	12.94
	Injury	896	852	980	793	824
	Prop. Damage	1,764	1,738	1,365	1,604	1,750
New Haven	Fatal	7.28	7.00	9.21	6.40	6.39
	Injury	744	708	1,219	707	677
	Prop. Damage	1,040	1,035	1,484	1,139	1,097
New London	Fatal	15.05	8.49	13.35	15.05	15.76
	Injury	1,604	1,561	826	1,498	1,455
	Prop. Damage	2,698	2,753	1,726	2,958	2,903
Tolland	Fatal	13.93	12.96	11.91	12.96	60141
	Injury	1,085	977	661	959	934
	Prop. Damage	1,593	1,592	1,259	1,621	1,582
Windham	Fatal	10.08	15.43	13.50	11.80	15.74
	Injury	1,161	1,097	764	1,108	1,027
	Prop. Damage	1,711	1,645	1,225	1,752	1,638

Table 4-A. Crash Rates by County 2000-2004
(Continued)

County	Crash Type	Rates per 100,000 Population by Year				
		2000	2001	2002	2003	2004
Statewide	Fatal	9.37	8.32	8.62	8.09	7.99
	Injury	1,012	996	915	904	881
	Prop. Damage	1,410	1,426	1,351	1,450	1,445

Fatality data are from the final FARS files for 2000-2003 and the annual report file for 2004

Table 4-B. Connecticut Fatalities by County

County	2000	2001	2002	2003	2004
Fairfield	72	71	67	55	53
Hartford	83	79	81	72	55
Litchfield	20	20	198	14	28
Middlesex	12	16	14	10	18
New Haven	66	67	77	78	53
New London	44	26	35	37	48
Tolland	24	18	17	15	16
Windham	20	21	15	17	20
Total	**341**	**318**	**325**	**298**	**291**

Figure 4 shows the linear trend in Connecticut's fatalities based on the years 2000 to 2004, and projects this trend through 2007. If Connecticut's fatality trend for 2000 to 2004 continues, the projection would be 267 fatalities in 2006 and 255 in 2007. If the fatality rate per 100 million vehicle miles of travel continues (Figure 5), it would project to .83 in 2006 and .78 in 2007.

Figure 6 shows the trend in serious (A) injuries base on 2000 to 2004 data. If that trend continues, it would project 1,816 A injuries in 2006 and 1,471 in 2007. The A injury rate per 100 million miles of travel would project to 5.5 in 2006 and 4.3 in 2007.

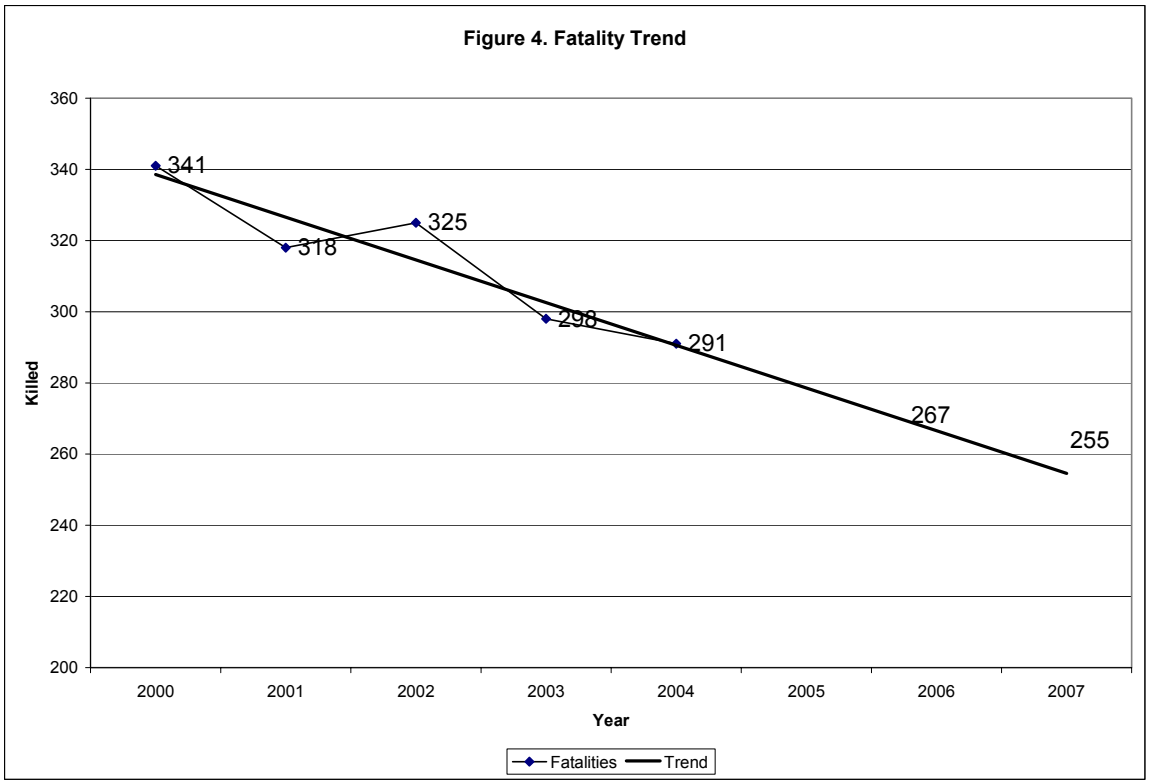


Figure 4. Fatality Trend
360
340
320
300
280
260
240
220
200
Killed
341
318
325
298
291
267
255
2000
2001
2002
2003
2004
2005
2006
2007
Year
Fatalities
Trend

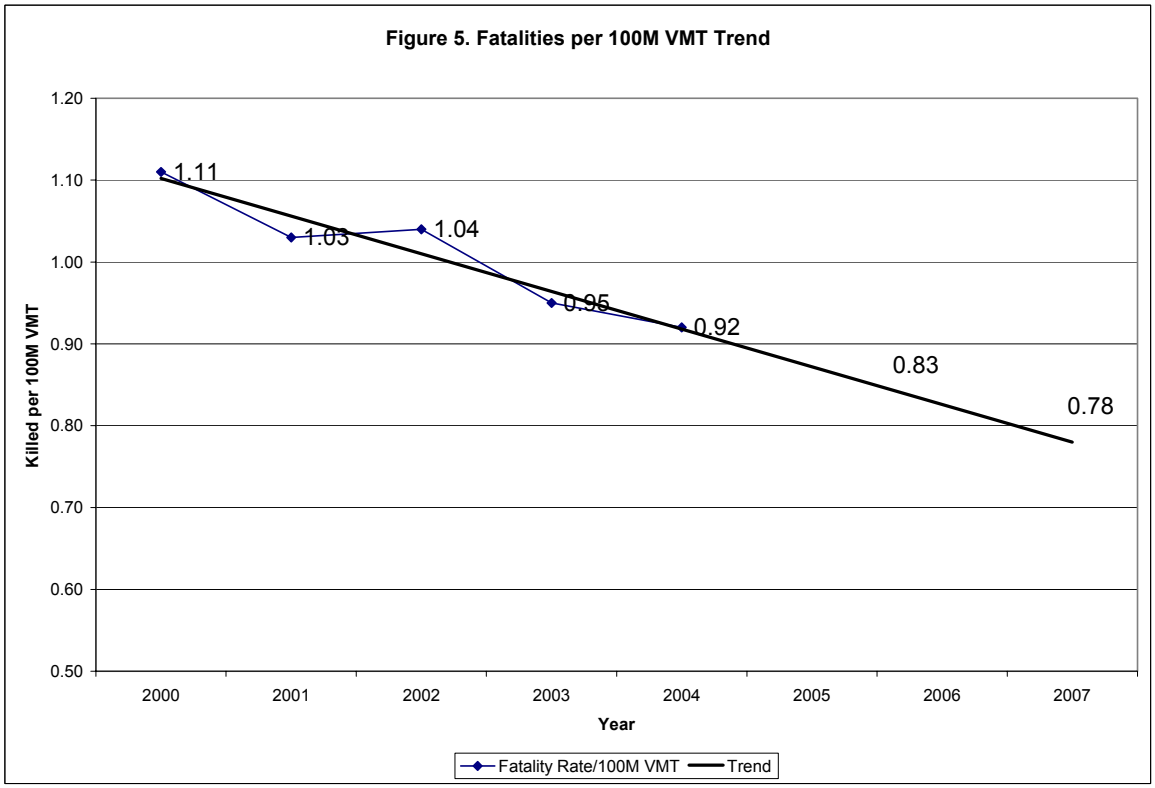


Figure 5. Fatalities per 100M VMT Trend
1.20
1.10
1.00
0.90
0.80
0.70
0.60
0.50
Killed per 100M VMT
1.11
1.03
1.04
0.95
0.92
0.83
0.78
2000
2001
2002
2003
2004
2005
2006
2007
Year
Fatality Rate/100M VMT
Trend

Figure 6. Serious (A) Injury Trend

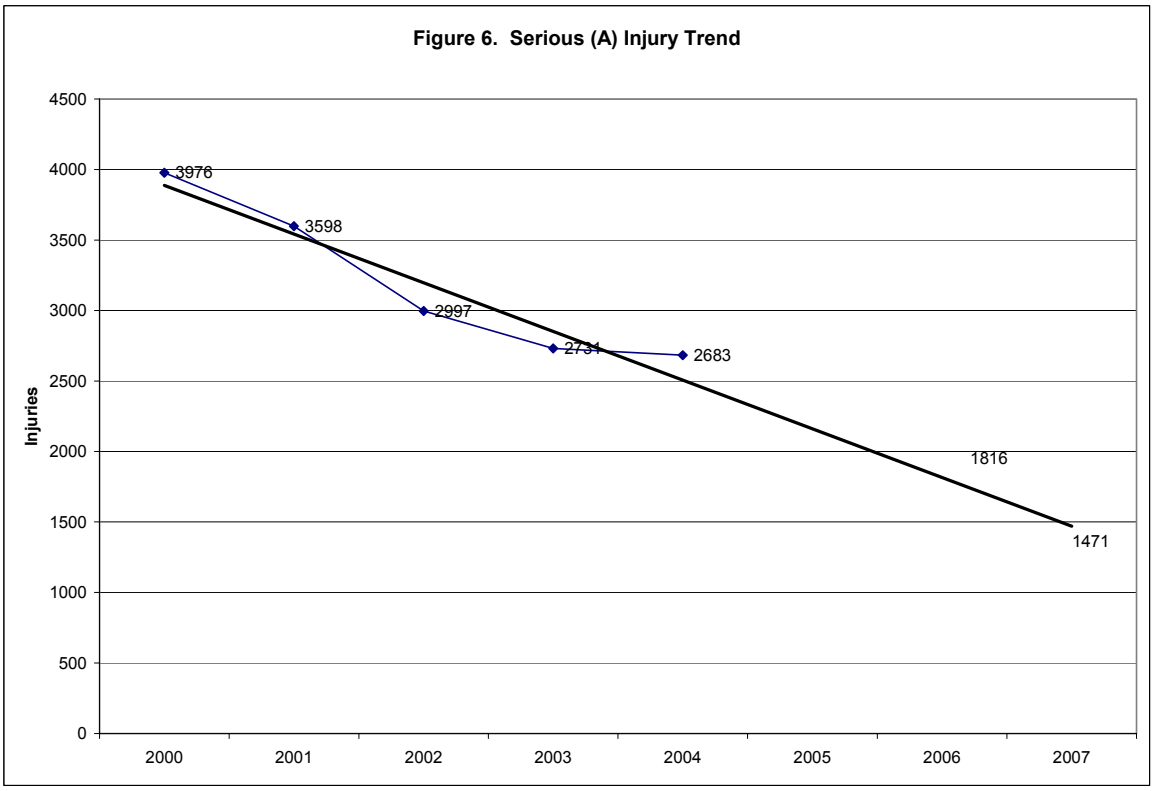
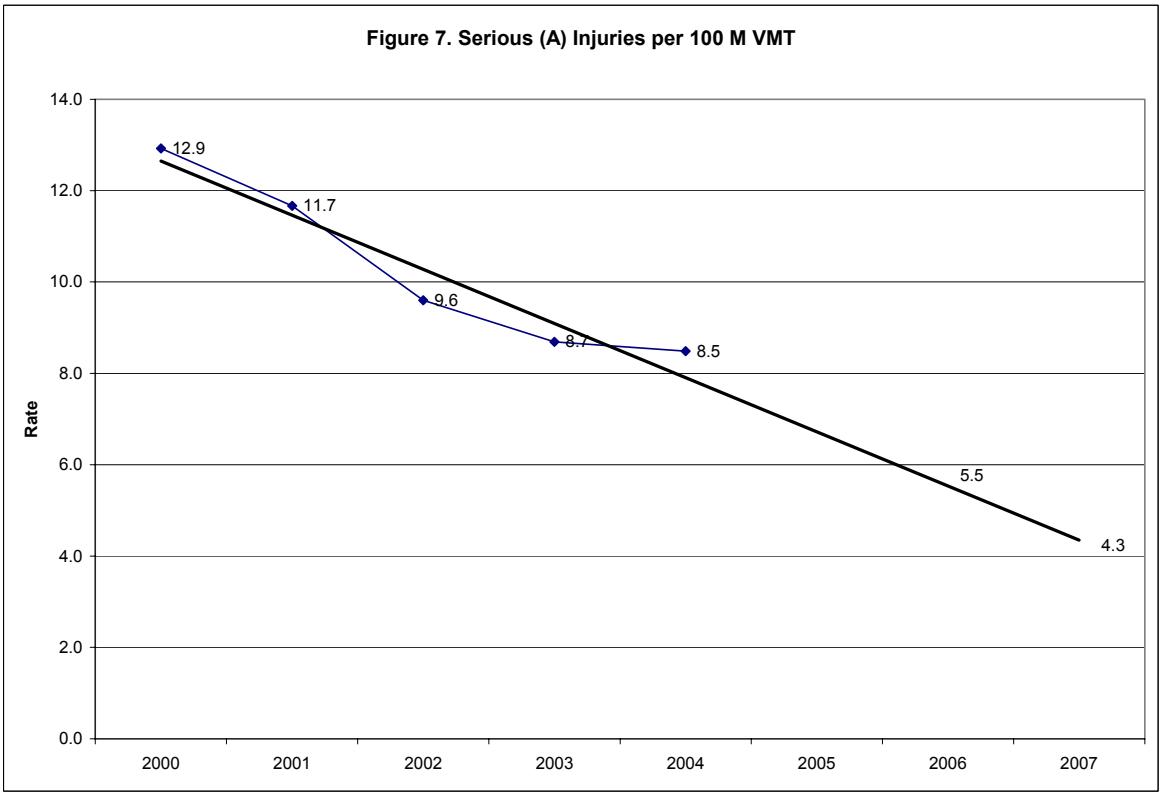


Figure 7. Serious (A) Injuries per 100 M VMT



Statewide Performance Measures

Performance Measure	Year				
	2000	2001	2002	2003	2004
Fatal Crashes	318	285	298	273	277
Fatalities	342	312	322	294	291
Fatalities/100 million vehicle miles	1.1	1.0	1.0	0.9	0.9
Injury Crashes	34,449	34,133	31,634	30,952	30,863
Injuries	51,260	50,449	47,049	45,046	44,267
Injuries per 100,000 population	1,505	1,469	1,360	1,292	1,263

Impaired Driving (AL)

Impaired Driving (AL)

Problem Identification

In 2004, Connecticut recorded BAC test results for 59 percent of fatally injured drivers and 20 percent of surviving drivers involved in fatal crashes, with both rates having fallen below the national figures of 64 percent and 25 percent respectively. In 2004 in Connecticut, 46 percent of fatally injured pedestrians and bicyclists over the age of 15 had known BACs compared to 60 percent nationally.

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

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

	Year				
	2000	2001	2002	2003	*2004
# Alcohol-Related Fatal Crashes	136	124	123	124	100
% Alcohol-Related Fatal Crashes	42.8%	42.8%	41.3%	44.8%	36.1%
# Alcohol-Related Fatalities	146	144	135	131	107
% Alcohol-Related Fatalities	42.7%	45.3%	41.9%	45.3%	36.8%

Source: Connecticut Department of Transportation
*Note: 2004 numbers are based on an unusually small data sample.

The long-term trends in Connecticut's alcohol-related fatalities and non-alcohol-related fatalities are shown in Figure 8. In the period between the late 1980s and early 1990s both alcohol-related and non alcohol-related fatalities dropped dramatically. Based on NHTSA's estimates of alcohol-related fatalities, Figure 8 shows that a downward trend existed through about 1992. That year, for the first time, less than 50 percent of the State's fatalities were alcohol-related. Following that, the number of alcohol-related fatalities was essentially constant at the level of about 150 annually. However, the 131 alcohol-related fatalities in 2003 was the lowest total over the past 20 years. Starting in 2001, alcohol-related fatalities have again been declining, with the 127 estimated by NHTSA for 2004 being the lowest figure in the past 20 years.

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

Table AL-2.
Crashes Involving At-Fault Drivers Who Had Been Drinking
(Blood Alcohol >0.00 <.10%)

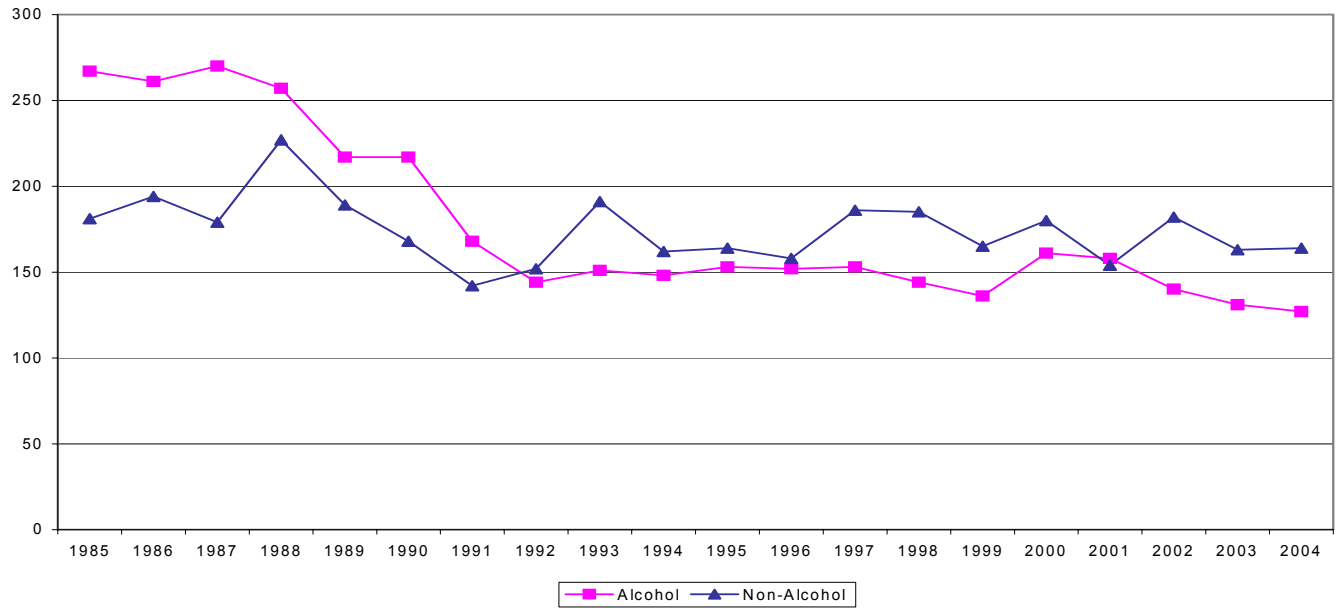
YEAR	FATAL CRASHES	FATALITIES	TOTAL CRASHES
1990	26	27	617
1991	24	29	526
1992	22	32	534
1993	24	25	571
1994	21	23	488
1995	15	19	265
1996	25	26	240
1997	30	31	288
1998	19	21	393
1999	22	24	415
2000	22	25	512
2001	27	33	599
2002	19	19	398
2003	16	16	366
2004	14	15	376

Table AL-3.
Crashes Involving At-Fault Drivers Who Were Intoxicated
(Blood Alcohol ≥.10%)

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

Source: Connecticut Department of Transportation

Figure 8. Connecticut Fatalities 1985-2004



Department data for 2004 indicates that 49 percent of the drinking drivers who were at-fault in the crash were between the ages of 20 and 39. For non-drinking drivers, 37 percent of those at-fault were in this age range. Males made up 80 percent of the drinking drivers who were at-fault, compared to 61 percent males among those who were at fault but had not been drinking.

Table AL-4 shows that the percentage of alcohol-related fatalities in Connecticut during 2004 (44 percent) was higher than the national percentage of 39 percent and above the 41 percent in the states of the New England Region. Of the Connecticut fatal crashes, 38 percent were estimated to have been "high" BAC crashes (BAC≥ 0.08). The national estimate for "high" BAC crashes was 34 percent, and was 35 percent in the other New England states.

Table AL-4. Alcohol-Related/High BAC Crashes-2003

	Connecticut	U.S.	New England
Percentage of Alcohol-related Fatalities	44%	39%	41%
Percentage of High BAC (0.08%+) Crashes	38%	34%	35%

Source: Fatal Analysis Reporting System (NHTSA)

As previously noted, when BAC test results are either not available or unknown, the NHTSA employs a statistical model to estimate alcohol involvement. The recently adopted multiple imputation data have been used in this Plan. See Table AL-5 for the estimated results. Using this method can produce slight differences in totals due to rounding.

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

State of Connecticut	2000	2001	2002	2003	2004
Number of Alcohol-Related Fatal Crashes	148	141	133	128	122
Percent Alcohol-Related Fatal Crashes	47%	49%	44%	46%	44%
Number of Alcohol-Related Fatalities	161	161	144	137	127
Percent Alcohol-Related Fatalities	47%	51%	41%	46%	44%

Source: Fatal Analysis Reporting System (NHTSA) Final Files for 2000-2003, Annual Report File for 2004

In 2004, 62 percent of the fatally injured drivers in Connecticut were tested for alcohol compared to 70 percent nationally. Table AL-6 shows Connecticut BAC test results for the years 2000 to 2004.

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

BAC	2000	2001	2002	2003	2004
.00	102	90	92	87	53
.01-.07	9	10	12	11	6
.08 –Up	78	73	63	62	60
No/Unknown Result	34	40	27	27	82

Source: Fatal Analysis Reporting System (NHTSA)

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

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

Percent Alcohol in Known Cases	2000	2001	2002	2003	2004
Fairfield County	41.2%	42.9%	33.3%	30.8%	66.7%
Hartford County	40.0%	48.8%	39.5%	32.4%	64.7%
Litchfield County	63.6%	66.7%	50.0%	22.2%	66.7%
Middlesex County	50.0%	0.0%	66.7%	50.0%	57.1%
New Haven County	39.0%	55.9%	45.5%	56.8%	33.3%
New London County	58.3%	61.1%	52.4%	63.6%	47.4%
Tolland County	58.3%	50.0%	16.7%	70.0%	75.0%
Windham County	46.2%	28.6%	90.1%	33.3%	50.0%
Percent Statewide	45.7%	44.3%	45.6%	45.6%	55.5%
Percent Other New England	41.7%	42.4%	36.4%	41.8%	38.2%
Percent Other U.S.	41.9%	41.2%	41.8%	40.4%	40.0%

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

Table AL-8 shows the number of fatalities both by county and statewide for the years 2000 to 2004, the percentage of these that were known or estimated to have been alcohol-related, and the rate of alcohol-related fatalities per 100,000 population. The statewide data at the bottom of the table indicates that for the 5-year period shown, the percentage of alcohol-related fatalities ranged from 43.5 to 50.6 percent.

Table AL-8. Alcohol-Related Fatalities by County

County	2000	2001	2002	2003	2004
Fairfield Total	72	69	67	54	53
Pct. Alcohol	48.6%	52.2%	32.8%	37.0%	47.2%
Alcohol Rate/100,000	3.97	4.07	2.46	2.22	2.77
Hartford Total	83	77	79	70	55
Pct. Alcohol	42.2%	46.8%	40.5%	37.1%	49.1%
Alcohol Rate/100,000	4.08	4.18	3.69	2.98	3.08
Litchfield Total	20	20	18	13	28
Pct. Alcohol	45.0%	60.0%	50.5%	30.8%	53.6%
Alcohol Rate/100,000	4.94	6.51	4.83	2.13	7.93
Middlesex Total	12	16	14	10	18
Pct. Alcohol	41.7%	18.8%	42.9%	50.0%	27.8%
Alcohol Rate/100,000	3.22	1.90	3.76	3.10	3.08
New Haven Total	67	66	77	78	53
Pct. Alcohol	43.3%	59.1%	45.5%	51.3%	34.0%
Alcohol Rate/100,000	3.52	4.71	4.19	4.75	2.13
New London Total	44	26	35	37	48
Pct. Alcohol	54.5%	57.7%	48.6%	59.5%	43.8%
Alcohol Rate/100,000	9.26	5.79	6.49	8.33	7.88
Tolland Total	24	18	17	15	16
Pct. Alcohol	45.8%	50.0%	41.2%	60.0%	50.0%
Alcohol Rate/100,000	8.07	6.48	4.90	6.21	5.45
Windham Total	20	20	15	17	20
Pct. Alcohol	45.0%	30.0%	86.7%	35.3%	40.0%
Alcohol Rate/100,000	8.25	5.45	11.70	5.33	7.00
Statewide					
Total Fatalities	342	312	322	294	291
Pct. Alcohol	46.2%	50.6%	43.5%	44.6%	43.6%
Alcohol Rate/100,000	4.64	4.61	4.05	3.76	3.62

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

Table AL-9 shows the age groups of drinking drivers killed during the 5-year period (2000 to 2004) along with the numbers of licensed drivers in these same age groups. The table also shows the rate of drinking drivers killed (fatalities per 100,000 licensed drivers). The table indicates that persons under the age of 35 made up the majority of the fatalities (54 percent). The table also shows that approximately 11 percent of the fatally injured drinking drivers were under the legal drinking age. The table also shows that drinking driver fatality rates are much higher for the under 35 ages than among older drivers.

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

	Drinking Drivers Killed (2000-2004)		Licensed Drivers (2004)		
Age	Number[1]	Percent of Total	Number[2]	Percent of Total	Rate[3]
<21	50	11.2%	138,035	5.1%	36.2
21-34	190	42.4%	575,389	21.4%	33.0
35-49	138	30.8%	866,012	32.1%	15.9
50+	70	15.6%	1,115,138	41.4%	6.3
Total	448	100%	2,694,574	100%	16.6

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

Table AL-10 shows additional characteristics of these drivers and their crashes. The table shows that the fatally injured drinking drivers were predominately males and were most often killed in single vehicle crashes. Overall, 84.6 percent of the victims had valid licenses, 7.8 percent had a previous DUI conviction, and 91.1 were Connecticut residents. Approximately 65.9 percent of the fatalities took place on arterial type roadways, 15.6 percent were on local roads, and 18.5 percent were on collector roadways.

The second part of Table AL-10 shows that drinking driver fatalities were most likely to have occurred on Saturdays and Sundays (these are likely in the overnight periods of Friday into Saturday and Saturday into Sunday). The table shows that 38.8 percent of the fatalities occurred during the late night hours of midnight to 5:59 a.m., 29.7 percent took place between 8:00 p.m. and midnight, and 31.5 percent occurred during the daytime hours from 6:00 a.m. to 7:59 p.m. The summer and fall months are when most of the fatalities occurred.

Table AL-10. Characteristics of Fatality Injured Drinking Drivers 2000-2004

	2000 (N=96)	2001 (N=93)	2002 (N=82)	2003 (N=83)	2004 (N=94)	Total (N=448)
Age <21	9.4%	13.0%	9.8%	10.8%	11.8%	11.2%
21-34	39.6%	45.7%	41.5%	47.0%	39.8%	42.4%
35-49	36.5%	30.4%	28.0%	26.5%	31.2%	30.8%
50+	14.6%	10.9%	20.7%	15.7%	17.2%	15.6%
Sex Male	85.4%	81.7%	85.4%	83.8%	82.8%	83.5%
Female	14.6%	18.3%	14.6%	16.3%	17.2%	16.5%
Number of Vehicles						
Single Vehicle	70.8%	69.9%	67.5%	72.5%	76.3%	71.0%
Multi Vehicle	29.2%	30.1%	32.5%	27.5%	23.7%	29.0%
License Valid	82.3%	83.9%	82.9%	87.5%	88.2%	84.6%
Previous DWI	8.3%	12.9%	11.0%	5.0%	4.3%	7.8%
Connecticut Resident	87.5%	90.3%	93.9%	95.0%	92.5%	91.1%
Road Type						
Arterial	64.9%	79.6%	62.7%	57.5%	63.8%	65.9%
Collector	15.5%	14.0%	18.1%	21.3%	24.5%	18.5%
Local	19.6%	6.5%	19.3%	21.3%	11.7%	15.6%

Source: Fatal Analysis Reporting System (NHTSA)

Table AL-10. Characteristics of Fatality Injured Drinking Drivers 2000-2004 (Continued)

	2000 (N=96)	2001 (N=93)	2002 (N=82)	2003 (N=83)	2004 (N=94)	Total (N=448)
Day						
Sunday	15.5%	21.5%	22.9%	23.8%	20.8%	20.8%
Monday	9.3%	9.7%	8.4%	8.8%	15.6%	10.3%
Tuesday	8.2%	9.7%	6.0%	7.5%	10.4%	8.5%
Wednesday	5.2%	11.8%	6.0%	10.0%	12.5%	9.6%
Thursday	13.4%	9.7%	12.0%	11.3%	10.4%	11.2%
Friday	15.5%	9.7%	21.7%	20.0%	8.3%	14.7%
Saturday	33.0%	28.0%	22.9%	18.8%	21.9%	25.0%
Time						
Mid-0559	32.3%	45.2%	36.6%	45.0%	36.2%	38.8%
0600-1959	31,3%	37.6%	26.8%	25.0%	35.1%	31.5%
2000-2359	36.5%	17.2%	36.6%	30.0%	28.7%	29.7%
Month						
January	5.2%	7.4%	8.5%	7.5%	7.4%	7.2%
February	4.1%	4.3%	13.4%	1.3%	6.3%	5.6%
March	6.2%	5.2%	8.5%	8.8%	7.4%	7.2%
April	6.2%	9.6%	3.7%	10.0%	3.2%	6.5%
May	10.3%	9.6%	7.3%	8.8%	13.7%	9.9%
June	11.3%	7.4%	6.1%	13.8%	7.4%	9.4%
July	9.3%	8.5%	12.2%	11.3%	11.6%	10.5%
August	14.4%	12.8%	9.8%	10.0%	8.4%	11.0%
September	7.2%	10.6%	9.8%	7.5%	12.6%	9.6%
October	7.2%	8.5%	9.8%	7.5%	5.3%	7.6%
November	7.2%	4.3%	6.1%	8.8%	10.5%	7.4%
December	11.3%	11.7%	4.9%	5.0%	6.3%	8.1%

Source: Fatal Analysis Reporting System (NHTSA),

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

Table AL-11. Characteristics of Alcohol Involved Crashes: 2004

	2004	
	Number=1,851	Percentage=100%[1]
Day of Week		
Sunday	330	17.8%
Monday	197	10.6%
Tuesday	148	8.0%
Wednesday	203	11.0%
Thursday	247	13.3%
Friday	291	15.7%
Saturday	435	23.5%
Time[1]		
Mid-0559	622	33.7%
0600-1959	645	35.0%
2000-2359	577	31.3%
Month		
January	162	8.8%
February	137	7.4%
March	166	9.0%
April	131	7.1%
May	161	8.7%
June	119	6.4%
July	142	7.7%
August	164	8.9%
September	134	7.2%
October	173	9.3%
November	159	8.6%
December	203	11.0%

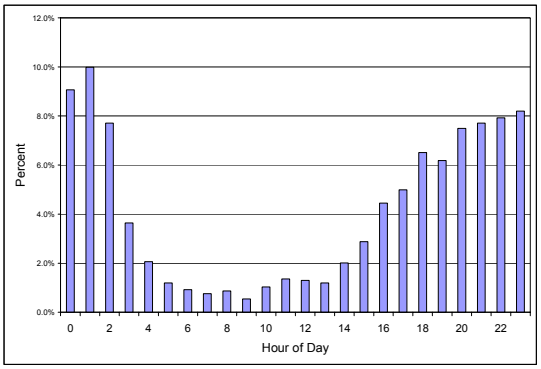
Source: Connecticut Department of Transportation

[1] Time of day was unknown in 7 crashes

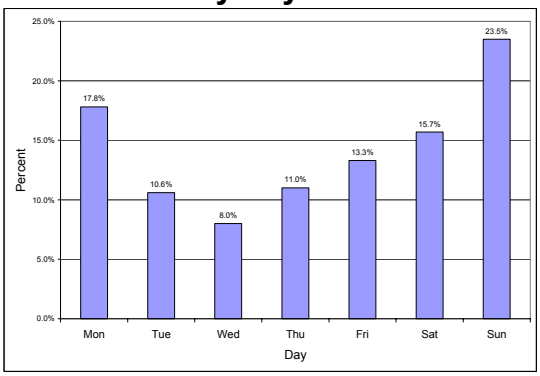
The distributions of alcohol-related crashes by time of day and day of week are shown in Figure 9. The frequency by time of crashes builds up in the afternoon and evening hours, peaking during the 1 a.m. hour. Mondays to Wednesdays have fewer of the crashes and the frequency then builds through the weekend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

Figure 9. Alcohol-Related Crashes

By Hour of Day



By Day of Week



Source: Connecticut Department of Transportation

NHTSA defines a non-fatal crash as being alcohol-related if police indicate on the police crash report that there was evidence that alcohol was present. Table AL-12 shows the percentage of Connecticut non-fatal crashes in the years 2000 to 2004 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, 2004 results indicate that 6.3 percent of A-injury crashes and 4.9 percent of B-injury crashes involved alcohol compared to 2.0 percent of C-injury and 1.6 percent of property damage only crashes.

Table AL-12 Percent of Crashes Police Reported Alcohol Involved

Maximum Severity Level	2000	2001	2002	2003	2004
A Injury	5.5%	5.4%	5.4%	5.5%	6.3%
B Injury	5.7%	4.9%	5.2%	5.0%	4.9%
C Injury	2.0%	2.1%	1.9%	2.1%	2.0%
No Injury	1.6%	1.6%	1.5%	1.6%	1.6%
Injury Crashes	3.3%	3.1%	3.1%	3.1%	3.0%
Total Crashes	2.3%	2.2%	2.2%	2.2%	2.1%

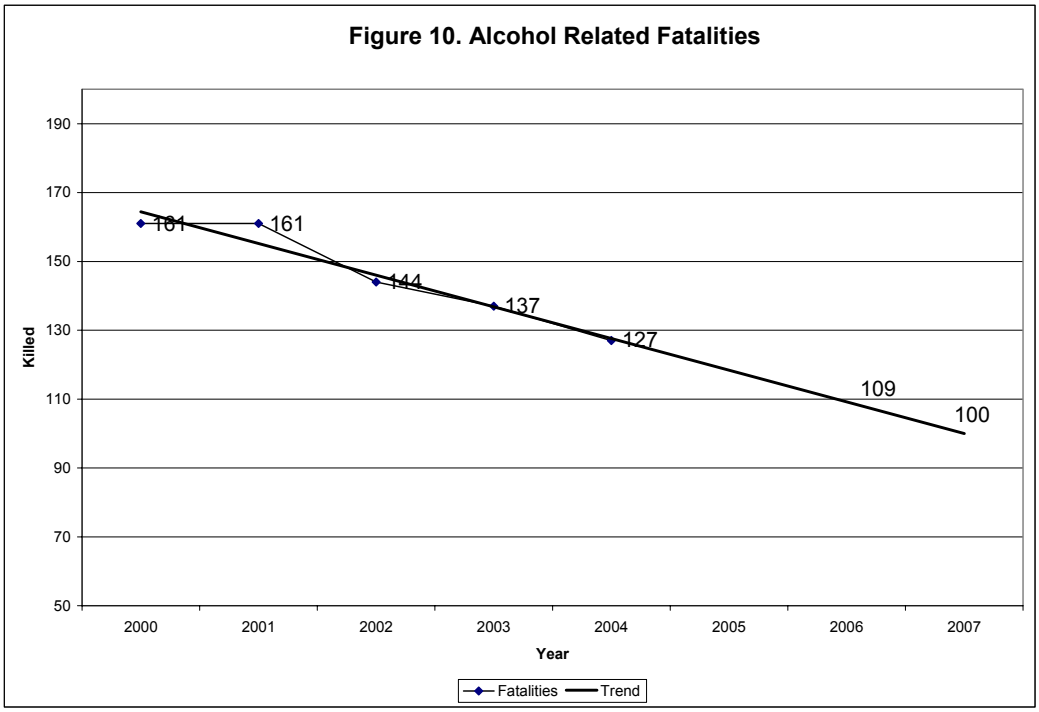
Source: Connecticut Department of Transportation

Table AL-13 summarizes DUI enforcement levels during the 2000 to 2004 period. DUI arrest totals in 2004 were 15 percent higher than in 2000. The average BAC and the percentage of arrests following motor vehicle crashes have remained essentially unchanged over the years while chemical test refusals have been increasing slightly.

Table AL.13 DUI Enforcement Levels

	2000	2001	2002	2003	2004
DUI Arrests	9,849	10,729	12,365	11,825	11,347
Average BAC	0.168	0.169	0.165	0.163	0.162
DUI Arrest per 10,000 Licensed Drivers	44	40	46	44	42
Percent Test Refusal	18.2%	18.7%	19.8%	21.8%	21.2%
DUI Arrests from Crashes	23.7%	23.9%	23.3%	24.1%	24.3%
Percent Adjudications Other Than Guilty	57%	54%	59%	58%	62.2%

Source: Connecticut Department of Transportation



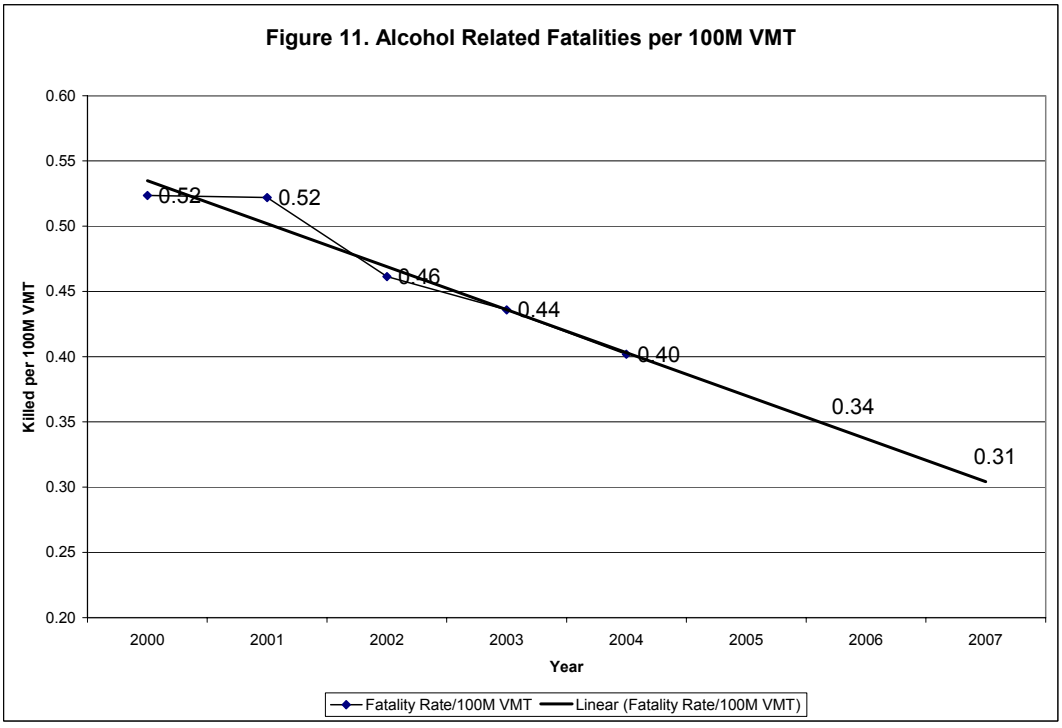


Figure 10 shows the 5-year trend (2000 to 2004) in Connecticut's alcohol-related fatalities and Figure 11 shows the trend for alcohol-related fatalities per 100 million vehicle miles of travel. If the fatality trend continues, the projection would be 109 alcohol-related fatalities in 2006 and 100 in 2007. The VMT rate would project to 0.34 in 2006 and 0.31 in 2007.

Performance Measures

The following is a list of tracking information utilized to chart the State's progress for (1) the number of alcohol-related crashes and fatalities and (2) the percent of alcohol-related crashes and fatalities as a percentage of total crashes.

TRACKING DATA

Performance Measure	2000	2001	2002	2003	2004
Alcohol-Related Fatal Crashes (Department)	136	124	123	124	100
Alcohol-Related Fatal Crashes (Department)	42.8%	42.8%	41.3%	44.8%	36.1%
Alcohol-Related Fatalities (Department)	146	144	135	135	107
Alcohol-Related Fatalities (Department)	42.7%	45.3%	41.9%	45.3%	36.8%
Alcohol-Related Fatal Crashes (NHTSA-FARS)	148	141	133	128	122
Alcohol-Related Fatal Crashes (NHTSA-FARS)	46.7%	48.6%	44.2%	46.2%	44.0%
Alcohol-Related Fatalities (NHTSA-FARS)	161	161	144	137	127
Alcohol-Related Fatalities (NHTSA-FARS)	47.2%	50.6%	44.3%	46.0%	43.6%
Alcohol-Related Fatalities per 100 million VMT	0.52	0.52	0.46	0.44	0.40
Alcohol-Related Injury Crashes	1,114	1,058	971	963	934
Alcohol-Related Injury Crashes	3.3%	3.1%	3.1%	3.1%	3.0%
DUI Arrests (Department)	9,849	10,729	12,365	11,825	11,347
DUI Arrests per 10,000 Licensed Drivers	44	40	46	44	42

Performance Goals

To reduce the number of alcohol-related fatal crashes by 5 percent (from the 5-year average of 121) to 115 by the end of calendar year 2006, with a further 2 percent reduction by the close of calendar year 2007.

To reduce the average BAC at the time of arrest to .160 percent by the end of calendar year 2007.

To reduce the percentage of alcohol-related fatalities in the 21 to 39 year old age group, which is over-represented in drinking drivers killed in comparison to the number of licensed drivers for those ages.

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

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

Program Objectives

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

To increase statewide DUI enforcement (number of arrests/police visibility).

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

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

To provide statewide coordination of Standard Field Sobriety Testing (SFST) training, and related training to police officers.

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

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

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

Planned Countermeasures

The most significant deterrent to driving under the influence (DUI) of alcohol and/or drugs is the fear of being caught. Enforcement objectives will be accomplished through coordinated sobriety checkpoints and/or roving patrols implemented in conjunction with a comprehensive DUI multi-media campaign. One component of the media campaign will include Drink-Drive-Lose.com, an interactive web site that utilizes a variety of tools to educate visitors to the site on the risks and consequences of impaired driving. The site will also engage visitors in scenarios that illustrate the dangers of drinking and driving. Police departments will be offered DUI overtime enforcement grants, and will be encouraged to train their traffic personnel in the latest methods of DUI enforcement.

Enforcement will be aimed at high DUI activity periods (Friday into Saturday, and Saturday into Sunday during evening and late evening hours). Additional grants will be available to police for holiday/high-travel periods. Public education will be aimed at specific target groups: 21 to 39 year olds who are over-represented in alcohol-related crashes in relation to the number of licensed drivers in that age group; under 21 year old drivers who are also over-represented, (although not as severely); and males in their twenties and thirties that make up the largest segment of fatally injured drinking drivers. Education efforts will be undertaken through a variety of venues (i.e. health and safety fairs, MADD's Youth Power Camp, and other outreach events).

Standard Field Sobriety Testing (SFST) training for police officers will be offered for the purpose of increasing the pool of SFTS trainers and to ensure that field officers 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.

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

IMPAIRED DRIVING

Task 1 – Impaired Driving Administration **$200,000***
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston

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

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

High-visibility enforcement objectives will be accomplished through coordinated sobriety checkpoint activity and roving patrols combined with a comprehensive DUI education/media campaign. Police agencies will be offered DUI overtime enforcement grants and will be encouraged to train their traffic unit personnel in the latest methods of DUI enforcement. Additional grants will be available to police agencies for the holiday/high travel periods. Enforcement will be targeted at high DUI activity periods, (Friday into Saturday and Saturday into Sunday during evening and late evening hours). Public information and education will be directed at specific target groups: 21 to 34 year olds who are over-represented in alcohol-related crashes in relation to the number of licensed drivers in that age group; under-21 year old drivers who are also over-represented but not as severely, and males in their twenties and thirties which make up the largest segment of fatally injured drinking drivers. Through this task, it is anticipated that approximately 250 DUI checkpoints and over 2,000 roving/saturation patrols will be conducted statewide throughout 2007.

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

Predicated on available funding, under this task the TSS will partner with State police and local law enforcement agencies to initiate an ambitious statewide effort to upgrade the State's existing breath testing equipment. This task will provide for an upgrade, from the older "Intoxilyzer 5000 EN" to the most current breath testing hardware and communication software. This equipment is used to collect breath samples of individuals who have been placed in custodial arrest for DUI, for the

purpose of establishing the level of blood alcohol concentration (BAC). Results of such tests may be presented as post-custodial evidence in court proceedings. Data from this equipment, containing only information regarding whether there was a crash, the individual's age and BAC, the time of day and the day of the week, and contains no individual identifiable information is provided to the Department of Transportation. The Department provides this information to the State's law enforcement agencies.

Task 4 – Statewide DUI Prosecutor/Coordinator $150,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston

A statewide Prosecutor/Coordinator position will be funded within the Office of the Chief State's Attorney. The Prosecutor/Coordinator will assist the TSS in successfully prosecuting DUI and other drug/impaired related cases through training/education programs for professionals from all related fields. The groups include but are not limited to, prosecutors, law enforcement personnel, judges, and hearing officers.

Task 5 – SFST Instructor Training $50,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston

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

Task 6 – Impaired Driving Public Information and Education $50,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston

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

Task 7 – DUI Enforcement Equipment **$250,000 (154AL)***
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston

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

Task 8 – DUI Media Campaign **$600,000***
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston

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

Task 9 – Improvement to DUI Data Reporting **$10,000***
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston

Under this task, funding will be provided to eliminate any impediments to the collecting and reporting of data on fatally injured and surviving drivers involved in fatal crashes. Data collection rates for both of these groups have fallen below the national figures. Countermeasures will be developed to address any significant obstacles to the data collection and reporting process.

**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 (PT)

Police Traffic Services (PT)

Problem Identification

Among all types of crashes in Connecticut during 2004 (fatal, injury, and property damage only), there were four predominant contributing factors: following too closely (33.1 percent), failure to yield right-of-way (15.1 percent), speeding (11.4 percent), and violating traffic controls (4.4 percent). In fatal crashes, there are a greater variety of driver errors that contribute to crash causality, with operating under the influence of alcohol and speeding being predominate (29.4 percent and 17.6 percent respectively).

Table PT-1. Contributing Factors in 2004 Crashes

	All Crashes	%	Injury Crashes	%	Fatal Crashes	%
Driver following too closely	27,032	33.1%	9,597	31.0%	3	1.1%
Driver failed to grant right-of-way	12,345	15.1%	5,711	18.4%	21	7.5%
Speed too fast for conditions	9,327	11.4%	3,537	11.4%	49	17.6%
Driver violated traffic controls	3,612	4.4%	2,125	6.9%	9	3.2%
Under the Influence	1,413	1.7%	678	2.2%	82	29.4%

Source: Connecticut Department of Transportation

During the 2000 to 2004 period, the most prevalent driver-related factor in fatal crashes (Table PT-2) was “failure to keep in proper lane or running off road,” reported for 67 percent of all drivers (in 2004). “Speeding/racing” was the second most commonly cited factor, reported for approximately 23 to 35 percent of all drivers involved in fatal crashes each year. The data in Table PT-2 may involve up to four factors per driver.

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

Factors	2000 (N=466)	2001 (N=431)	2002 (N=411)	2003 (N=393)	2004 (N=407)
Failure to keep in proper lane or running off road	39.9%	43.4%	50.4%	59.3%	67.1%
Speeding, racing	24.7%	30.9%	34.5%	25.7%	23.3%
Alcohol and Other Drugs	n/a	n/a	n/a	13.7%	9.3%
Failure to yield right of way	7.5%	6.0%	6.8%	4.1%	3.9%
Inattentive (talking, eating, etc)	1.5%	2.3%	2.4%	2.3%	1.2%
Failure to obey traffic signs, signals, or officer	3.2%	3.2%	3.2%	2.3%	2.7
Operating vehicle in erratic, reckless manner	3.2%	6.3%	2.7%	3.3%	2.0%
Swerving or avoiding due to weather/ road conditions	2.1%	2.6%	3.4%	4.6%	1.7%
Drowsy, asleep, fatigued, ill, blackout	4.9%	3.7%	2.9%	4.3%	2.9%
Driving wrong way on one-way traffic or wrong side of road	1.9%	0.7%	1.5%	0.8%	0.2%
Overcorrecting/ oversteering	1.5%	2.8%	3.9%	3.1%	1.5%
Vision obscured	3.0%	2.6%	3.6%	0.8%	2.7%
Making improper turn	0.2%	0.2%	0.7%	1.0%	0.7%
Other factors	23.2%	25.8%	24.3%	22.4%	19.7%

Over the 5-year period, 2000 to 2004 the greatest proportion of fatalities (34 percent) occurred on roads with a posted speed limit of 30 mph or less, followed by roads with limits of 35 or 40 mph (24 percent) and 45 or 50 mph (18 percent). Details are included in Table PT-3.

Table PT-3. Fatalities by Posted Speed Limit

Posted Speed Limit	2000 (N=341)	2001 (N=318)	2002 (N=325)	2003 (N=298)	2004 (N=291)	Total (N=1,573)
30 mph or less	122	106	122	91	99	34.3%
35 or 40 mph	93	62	85	59	77	23.9%
45 or 50 mph	52	71	50	47	55	17.5%
55 mph	46	43	39	45	27	12.7%
60+ mph	23	34	21	42	27	9.3%
No statutory limit	2	1	3	5	1	0.8%
Unknown	3	1	2	5	5	0.8%

Table PT-4 shows the number of speeding charges made during the 2000 to 2004 time period. The 2004 figures represent approximately **TBD** speeding charges per 10,000 drivers. This Table also shows the percentages of speeding charges that had adjudication outcomes involving other than guilty findings (were nollied, diverted, dismissed, or found not guilty) during the 2000 to 2004 period. These data indicated that in speeding charges, about 1 in every 5 resulted in nollied or not guilty findings.

Table PT-4. Speeding Charges

Year	2000	2001	2002	2003	2004
Total Number	114,563	120,425	123,090	102,180	108,479
Per 10,000 drivers	432	454	461	384	403
Percent Other Than guilty	19.3%	17.9%	18.6%	21.5%	18.5%

Source: Connecticut Judicial Department for disposed cases.

In 2004, NHTSA's FARS data described speeding as a "contributing factor" in 36.6 percent of the State's fatal motor vehicle crashes.* Nationally, in 2003, speed was a contributing factor in 30.5 percent of fatal crashes, indicating that Connecticut's experience was higher than that of the nation as a whole.

Performance Measures

Performance Measure	Year				
	2000	2001	2002	2003	2004
% CT Speed-Related Fatal Crashes	34.6%	43.9%	46.3%	36.6%	33.9%
% U.S. Speed-Related Fatal Crashes	28.5%	29.0%	31.2%	30.5%	30.0%
% CT Speed-Related Injury Crashes	11.8%	11.0%	11.1%	12.3%	11.4%

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

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

Performance Goals

To reduce the percentage of speed related fatal crashes from the 5-year average of 36 percent to 30 percent by the end of calendar year 2007, and 28 percent by the end of calendar year 2008.

To reduce the percentage of speed related crashes by 5 percent by the end of year 2007 and by 5 percent each year in 2008 and 2009.

To reduce the high level of crashes due to Connecticut's four predominant contributing factors (as referenced in Table PT-1) from 64 percent to 55 percent by the end of 2008, with an emphasis on speeding.

Performance Objectives

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

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

To increase enforcement of violations that result in the majority of the State's crashes: following too close, failure to grant right-of-way, speeding, and violation of traffic controls.

To assist police agencies with traffic enforcement resources (i.e.: equipment, training, pilot programs).

To encourage and assist police agencies with traffic safety public awareness efforts.

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

Planned Countermeasures

Program objectives will be met by increasing the number of regional traffic enforcement units. Police agencies will be offered traffic enforcement equipment incentives conditional upon formation of the units. Regional units have been successful in projecting a broad police presence to the public by their high visibility and mobility. A range of enforcement equipment includes: DUI mobile command vehicles, dedicated traffic enforcement vehicles, mobile data terminals, speed monitoring awareness radar trailers, in-car video cameras, Intoxilyzer 5000 breath testing equipment, passive alcohol sensing flashlights, portable breath testing devices, speed detection equipment (radar, laser, and vascar), tire puncturing devices, message light bars for police vehicles, enforcement checkpoint equipment, and other equipment directly related to traffic enforcement. All enforcement agencies will be asked to focus on the four

predominant factors that presently account for the majority of the State's crashes: following too close, failure to yield, speeding, and violation of traffic controls. When available, grant funds will be offered to support traffic enforcement equipment/training needs. To assist the enforcement efforts, a related media program may coincide. The Connecticut State Police will continue to conduct comprehensive traffic enforcement on the interstates and rural roadways. On the interstates, speed limits that have been increased on certain segments of Connecticut interstate roadways, will be aggressively enforced. DUI, seat belts, aggressive, and distracted driving are also a priority. Resources will be directed toward police traffic enforcement training (i.e.: Traffic Occupant Protections Strategies, Standard Field Sobriety Testing, Public Information Office, and Operation Kids).

Task 1 – Police Traffic Services Program Administration $120,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

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

Task 2 – Traffic Enforcement Grants $450,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

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

Task 3 – Regional Traffic Unit (RTU) Equipment $ 15,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

Funds will be made available exclusively to establish RTUs in the State for the purchase of equipment to support their comprehensive traffic enforcement operations. As members of established RTUs, the following cities and towns are eligible for RTU equipment grants:

Orange, Bethany, Woodbridge, Wethersfield, Rocky Hill, Cromwell, Berlin, Newington, Waterford, Groton City, Groton Town, New London, Ledyard, Stonington, Montville, Norwich, Torrington, Winchester, Thomaston, Naugatuck, Watertown, Wolcott, Middlebury, Lisbon, Preston, Jewett City, Sprague, Voluntown, Manchester, East Hartford, Coventry, Glastonbury, Windsor, Vernon, Windsor Locks, South Windsor, East Windsor, Avon, Bloomfield, Canton, Granby, Simsbury, Norwalk, Wilton, Weston, Westport, Kent, Warren, Washington, Hamden, North Haven, East Haven, Branford, North Branford, Bridgeport, Trumbull, Fairfield, Stratford, Shelton, Derby, and Ansonia. As a condition of the grants, all cities and towns receiving equipment agree to share it with the agencies within their respective RTUs when conducting regional enforcement.

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

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

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

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

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

Problem Identification

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

Table OP-1, below, details the trends in injury severity due to motor vehicle crashes. In 1990, there were 42,293 people killed or injured in crashes in Connecticut. In 2004, total injuries were about 5 percent above this level while the number of licensed drivers increased by 22 percent and miles of travel rose by 20 percent. There has also been a dramatic shift in the distributions of injury severity. In 2004, there were 2,974 fatal and serious (A) injuries reported, 56 percent fewer than the 6,792 reported in 1990. The rate of fatal and A injuries per 10,000 licensed drivers dropped from 30.6 in 1990 to 11.0 in 2004. The rate per 100 million miles of travel dropped from 25.8 in 1990 to 9.46 in 2004. Conversely, in 2004 there were 22 percent more minor (C) injuries reported than in 1990 (31,097 versus 25,464).

Table OP-1. Injury Severity Trends: (1990-2004) – Connecticut

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

Source: Connecticut Department of Transportation

Table OP-2, shows the percentage of safety belt use by drivers of passenger-type vehicles by injury severity over the 5-year period 2000 to 2004. The absolute numbers should be interpreted with caution as the "minor" or "no injury" data are based largely on after-the-fact self reports to the investigating police. The figures generally show increasing safety belt use over time within each injury category.

Tables OP-2. Percent Belt Use by Injury Severity of Drivers of Passenger Vehicles: 2000-2004

Injury Severity	2000	2001	2002	2003	2004
Killed	37.8%	45.3%	38.8%	48.3%	45.7%
A-Injury	76.9%	78.1%	80.2%	81.7%	81.3%
B-Injury	81.6%	83.1%	85.4%	87.5%	89.5%
C-Injury	94.6%	94.9%	95.8%	96.6%	96.7%
No Injury	97.9%	98.1%	98.5%	98.9%	99.1%

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

Problem Identification: Child Restraints

Table OP-3 shows observed restraint use for children aged 0 to 3 years from the State's bellwether observations. The table indicates that in 2004, 93 percent of all children under age 4 were being restrained and over 95 percent were in the rear seat of their vehicles. The table also shows that the drivers of young children are more likely to be belted themselves (89 percent) than are drivers in general (83 percent). Young children are less likely to be restrained when their driver is not belted (98 percent versus 86 percent). Comparing 2005 results with those from the first year of these observations (1997) shows the progress that has been made. Child restraint use has increased by 26 percentage points and virtually all young children are now riding in the rear seat of their vehicles.

Table OP-3. Child Restraint Use (Age 0 to 3 Years) 1997and 2000-2005

	1997 (N=247)	2000 (N=146)	2001 (N=185)	2002 (N=196)	2003 (N=214)	2004 (N=134)	2005 (N=65)
Child Restraint Use	70.4%	92.5%	94.1%	94.9%	98.6%	93.3%	96.9%
Driver Belt Use	63.6%	87.0%	84.3%	88.3%	88.3%	89.4%	89.2%
When Driver Belted	80.3%	97.6%	98.1%	96.5%	99.5%	94.9%	98.3%
When Driver Not Belted	56.3%	57.9%	75.0%	81.0%	92.0%	85.7%	85.7&
Children in: Front Seat	23.9%	1.4%	3.8%	1.0%	4.2%	4.5%	1.5%
Rear Seat	76.1%	98.6%	96.2%	99.0%	95.8%	95.5%	98.5%

The latest scientific survey was conducted in June 2005. It provides an accurate and reliable statewide estimate of safety belt use in Connecticut that is comparable to the 1995 baseline estimate accredited by NHTSA in September of 1998 and the statewide survey conducted in 1998. The results are detailed in Table OP-4.

Table OP-4. Statewide Scientific Observations

Year	1998	1999	2000	2001	2002	2003	2004	2005
Total	70%	73%	76%	78%	78%	78%	83%	82%

Table OP-5 shows driver and front seat passenger safety belt use rates in 2005 as a function of vehicle, location, and personal characteristics. Observed safety belt use was highest in passenger cars and SUVs, and lowest in pick-up trucks. Belt use was similar in rural and urban areas, higher among females than males and higher for whites than non-whites. Statewide belt use increased by 12 percentage points from 1998 to 2004 (70 to 82 percent). Comparing 2005 results with those from 1998 in Table OP-5 shows that safety belt use increased in all categories.

Table OP-5. Observed Driver and Front Seat Passenger Belt Use-1998 & 2005

	Drivers		Passengers	
	1998	2005	1998	2005
Vehicle Type				
Passenger Car	69.4%	83.2%	66.5%	81.9%
Pick Up Truck	45.9%	65.3%	41.0%	58.8%
SUV	70.1%	83.9%	70.0%	85.1%
Van	60.9%	78.1%	64.4%	79.0%
Urban/Rural				
Urban	68.4%	81.1%	63.5%	78.2%
Rural	74.1%	82.9%	76.2%	84.7%
Gender				
Male	61.5%	76.4%	52.3%	68.9%
Female	75.7%	87.7%	71.5%	87.2%
Race				
White	67.6%	81.6%	66.6%	81.0%
Non-White	53.4%	73.8%	43.6%	70.6%

Source: Connecticut Department of Transportation Statewide Scientific Observations

Table OP-6, shows driver belt use among those killed or seriously injured (A injury) on a county-by-county basis in 2004. The data indicates that safety belt use in serious crashes varies around the State. For example, the safety belt use ranged from a low of 34.6 percent in Windham County to a high of 84.2 percent in Hartford County.

Table OP-6. Driver Belt Use by Injury and County, 2003

Driver Injury	Fairfield	Hartford	Litchfield	Middlesex	New Haven	New London	Tolland	Windham
Killed or A Injury	79.9%	84.2%	47.1%	54.4%	87.2%	81.4%	64.3%	34.6%

Source: Connecticut Department of Transportation

Performance Measures

Performance Measure	YEAR				
	2000	2001	2002	2003	2004
Percent Motor Vehicle Occupants Restrained [Observations]:	76%	78%	78%	78%	83%
Percent Motor Vehicle Occupant Fatalities Restrained:	36%	36%	35%	38%	46%
Safety Belt Citations Issued*	53,686	52,986	63,453	69,533	71,146
Safety Belt Adjudications Other Than Guilty	22%	15%	14%	12%	12%

*Source: Connecticut DMV, Commercial Vehicle Safety Division

The first comparable safety belt use survey in Connecticut was done in 1995 and recorded a 59 percent belt use rate. Statewide safety belt use has increased since 1995 and has reached 83 percent in 2004 *, a 24 percentage point increase since the first comparable statewide survey.

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

Performance Goals

To reduce the percentage of serious (fatal + “A”) injuries resulting from motor vehicle crashes from 8.4 percent in 2000 to 6.9 percent in 2006 (surpassed previous goal of 7.2 percent in 2006); to 4.9 percent in 2008.

To reduce the percentage of injuries to children from 2.8 percent in 2001 to 1 percent in 2008.

Performance Objectives

To increase the safety belt usage rate (observations) to 86 percent in 2008.

To increase correct child safety seat usage.

Planned Countermeasures

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

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

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

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

The objective is to establish a statewide expanded partnership of organizations dedicated to increasing safety belt usage rates to reach and then maintain a usage rate greater than 85 percent. This will involve further expanding existing partnerships by looking for new opportunities to work together.

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

Occupant Protection Program Administration will include the coordination of activities and projects outlined in the Occupant Protection Program area, coordination of program activities (statewide), development and facilitation of public information and education projects, and providing updates on

project activity to the Transportation Principal Safety Program Coordinator and the NHTSA New England Regional Office. Additionally, program administration will include monitoring project activity, preparing and maintaining project documentation, and evaluating task accomplishments. Funding will be provided for personnel services, employee-related expenses, overtime, professional and outside services, travel, training, materials, supplies, and other related operating expenses.

Task 2 – Occupant Protection Public Information and Education $500,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

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

Task 3 – Occupant Protection Enforcement $80,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

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

Child Restraint

Task 1 – Child Restraint Administration $100,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

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

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

This task provides support for approximately eight Child Passenger Safety Technician training classes. Training will also be provided to keep law enforcement personnel current on CPS laws.

This task will provide funding for travel, coordinating, and implementing multicultural programs for urban areas.

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

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

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

Roadway Safety (RS)

Roadway Safety (RS)

Problem Identification

Table RS-1 shows the number of fatal plus A-injury and "other" (minor) crashes that occurred at work zones, rail crossings, and on bridges during the 2000 to 2004 period. Fatal and A-injury crashes at these special locations have been fluctuating year-to-year with no significant trends being apparent.

Table RS-1. Crashes at Special Locations: 2000-2004

Location	Total Crashes by Year				
	2000	2001	2002	2003	2004
Construction Activity or Device:					
Fatal & A Injury	33	27	20	15	18
Other	1290	1103	1,102	1,180	1,313
Percent of All Crashes	1.6%	1.4%	1.4%	1.5%	1.6%
Railroad Crossing:					
Fatal & A Injury	1	2	5	0	2
Other	37	28	39	36	37
Percent of All Crashes	0.05%	0.04%	0.06%	0.04%	0.05%
On a Bridge:					
Fatal & A Injury	17	11	16	15	9
Other	741	660	683	737	759
Percent of All Crashes	0.9%	0.9%	0.9%	0.9%	0.9%

Table RS-2 shows the number of fatal and A-injury crashes that occurred by county during 2003 and 2004 by type of roadway on which the crashes occurred. The data shows that statewide crashes classified as "Fatal" and "A-Injury" decreased on interstate highways, U.S. and State routes, and were essentially unchanged on local roadways in 2004 compared to 2003.

New Haven County recorded large increases in fatal and A-injury crashes on most road types in 2004 from 2003. Serious crashes by road type in other counties generally showed a mixed pattern.

Table RS-2. Serious (Fatal+A) Injury Crashes by County and Road Type: 2003/2004

County	Road Type							
	Interstate		U.S. Route		State Route		Local Road	
	2003	2004	2003	2004	2003	2004	2003	2004
Fairfield	20	19	86	72	180	146	243	244
Hartford	23	23	62	75	222	262	320	282
Litchfield	6	0	12	38	80	26	37	28
Middlesex	6	6	10	5	44	55	27	26
New Haven	27	23	48	92	199	292	171	357
New London	17	20	70	16	180	91	130	50
Tolland	9	3	13	13	37	27	33	14
Windham	2	1	9	4	54	35	42	13
Statewide	110	95	310	215	996	934	1,003	1,014

Performance Measures

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

Performance Goals

To reduce the number of construction/work zone related crashes by 15 percent from 1,348 in 1995 to 1,146 by the year 2007. In 2004, construction/work zone crashes totaled 1,314.

Performance Objectives

To finalize statewide work zone safety grant program (work zone safety related signs, barricades, cones, and, vests, etc.) in an effort to increase work zone safety at construction/work zone sites in all municipalities by the close of Fiscal Year 2007.

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

Planned Countermeasures

The completion of the Local Work Zone Safety Program is anticipated by the close of Fiscal Year 2007. By the end of Fiscal Year 2006, 165 municipalities will have participated in this statewide program. Promotion of work zone safety will continue with a variety of messages to the public via print and electronic media. Emphasis is on enforcement at work zone/construction sites. A Work Zone Safety Committee currently exists. Other Department units and representatives from other agencies, including the Connecticut State Police, are coordinating this public information and education activity.

ROADWAY SAFETY

Task 1 – Roadway Safety Administration **$5,000***

Administrative Oversight: Department of Transportation, Transportation Safety Section.
Staff Person: Stephen Livingston

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

Task 2 – Local Work Zone Safety **$25,000***

Administrative Oversight: Department of Transportation, Transportation Safety Section.
Staff Person: Stephen Livingston

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

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

Motorcycle Safety (MS)

Motorcycle Safety (MS)

Problem Identification

In 2004, a total of 54 motorcycle operators and passengers were killed on Connecticut roadways, representing 19.6 percent of the State's total traffic fatalities. Based on 77,225 registered motorcycles, the fatality rate per 10,000 registered vehicles was seven.

In the other New England states in 2004, 10 percent of fatalities were motorcyclists and the fatality rate per 10,000 motorcycles registered was 4.2. Nationally, motorcycle fatalities in 2004 accounted for 9.1 percent of motor vehicle crash victims with a fatality rate of 6.7 per 10,000 registered motorcycles. Please refer to Table MS-1 below.

Table MS-1. Motorcyclists Killed/Fatality Rate: 2003 and 2004

	Connecticut		New England		U.S	
Year	2003	2004	2003	2004	2003	2004
Motorcyclists Killed (FARS) % of all fatalities	8.8%	19.6%	7.9%	10.0%	8.3%	9.1%
Fatality Rate per 10,000 Motorcyclists	4.0	7.0	2.8	4.2	6.6	6.7
Motorcycles Registered	69,528	77,225	275,891	296,728	5,370,035	5,780,870

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

Tables MS-2 & 3 show the numbers of motorcyclists killed and injured during the 2000 to 2004 period. In 2004, the number of motorcyclists killed (54) was the highest for the 5-year period shown. The number of operator and passenger injuries in 2004 (1,001) was also the highest number for the 5-year period. The injury rate (injuries per 10,000 registered motorcycles) continued to decline in 2004.

Table MS-2. Motorcyclists Killed

	2000	2001	2002	2003	2004
Operators Killed	49	44	44	26	48
Passengers Killed	1	2	0	0	6
Total Killed	50	46	44	26	54

Source: Connecticut Department of Transportation.

Table MS-3. Motorcyclists Injured

	2000	2001	2002	2003	2004
Operators Injured	828	942	885	838	922
Passengers Injured	88	110	98	93	79
Total Injured	916	1052	983	931	1,001
Injuries per 10,000 Registrations	155	167	149	134	130
Total Number of Crashes (includes property damage only)	1,031	1,154	1,112	1,069	1,158

Source: Connecticut Department of Transportation and Department of Motor Vehicles.

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

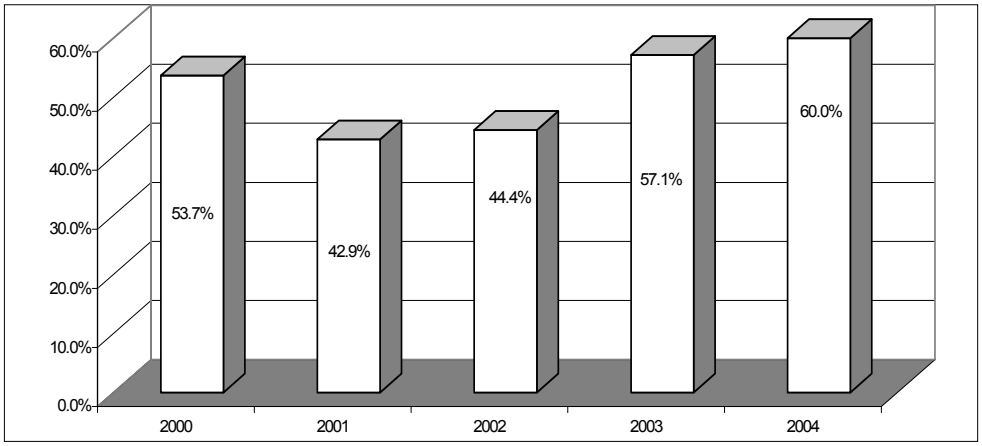


Table MS-4. BACs of Fatally Injured Motorcycle Operators

BAC	2000	2001	2002	2003	2004
.00	19	20	20	9	12
.01-.07	3	5	8	4	3
.08-Up	19	10	8	8	15
No/Unknown Result	8	9	7	4	21

During the 2000 to 2004 period, over 80 percent of fatally injured motorcycle operators in Connecticut were tested for alcohol. As shown in Figure12, during these years 42.9 percent to 60 percent of those tested were found to have been drinking (any trace of alcohol), with 35 percent (of those tested) having a blood alcohol concentration (BAC) of 0.08 percent or higher. For 2004, there are many more cases where the BAC was not available. Among those tested, 60 percent had been drinking and 50 percent had BACs of 0.08 percent or more.

Table MS-5 shows the distribution of the age and gender of motorcycle operators involved in fatal and injury crashes during the 2000 to 2004 period. The table indicates that the majority of riders are under the age of 40. However, in the 2003 to 2004 crashes, 39.9 percent were age 40 or more compared to 32.5 percent in the 2000 period, with this tendency toward an older ridership following national trends. This Table also shows that males are predominate among the riders involved in fatal and injury crashes.

Table MS-5. Motorcycle Operators Involved by Age and Sex
Fatal/Injury Crashes: 2000-2004

		2000 (N=932	2001 (N=1,033)	2002 (N=971)	2003 (N=914	2004 (N=1,009)
Age	Under 20	6.8%	6.7%	5.5%	4.5%	5.0%
	20-24	18.9%	15.9%	15.9%	17.0%	17.2%
	25-29	14.5%	15.3%	13.0%	13.5%	14.7%
	30-34	14.4%	13.8%	15.0%	13.7%	12.2%
	35-39	12.9%	11.5%	12.6%	11.5%	10.9%
	40-49	20.7%	22.6%	24.1%	24.0%	22.8%
	50-59	9.4%	10.3%	11.7%	12.5%	13.2%
	60-Up	2.4%	4.0%	2.2%	3.4%	3.9%
Gender	Male	96.0%	96.3%	97.1%	95.7%	94.8%
	Female	4.0%	3.7%	2.9%	4.3%	5.2%

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 2000 to 2004

Motorcycle crashes in Connecticut are rare during the colder months with less than 10 percent having taken place during the November through March period. Crashes are more frequent on Saturdays and Sundays. In 2004, 64 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: 2000-2004

		2000 (N=932)	2001 (N=1,033)	2002 (N=971)	2003 (N=914	2004 (N=1,009)
Month	January	1.0%	0.1%	0.9%	0.2%	0.2%
	February	0.1%	0.6%	1.2%	0.2%	1.3%
	March	4.5%	1.8%	3.4%	2.8%	2.2%
	April	6.5%	10.1%	7.6%	6.5%	9.0%
	May	13.5%	14.2%	10.9%	10.9%	16.9%
	June	15.3%	17.0%	18.8%	14.6%	15.0%
	July	14.3%	16.7%	18.4%	21.2%	14.0%
	August	16.3%	12.2%	16.3%	16.1%	15.7%
	September	13.8%	11.0%	12.6%	13.9%	13.9%
	October	10.9%	8.1%	6.7%	6.3%	8.8%
	November	3.0%	5.9%	3.0%	6.1%	2.6%
	December	0.6%	2.2%	0.2%	1.1%	0.4%
Day of Week	Sunday	21.6%	19.2%	20.2%	21.9%	23.2%
	Monday	7.7%	9.6%	10.0%	10.0%	7.9%
	Tuesday	8.7%	11.4%	11.8%	12.9%	10.7%
	Wednesday	11.1%	12.4%	11.4%	10.7%	9.8%
	Thursday	10.8%	12.5%	11.5%	11.4%	11.1%
	Friday	16.3%	15.4%	15.0%	13.6%	16.4%
	Saturday	23.8%	19.6%	20.1%	19.6%	20.9%
Time of Day	Mid-0359	6.8%	6.1%	4.5%	6.5%	4.8%
	0400-0759	3.1%	2.8%	3.2%	3.4%	2.9%
	0800-1159	11.9%	11.6%	9.9%	11.2%	11.3%
	1200-1559	28.8%	27.6%	26.0%	27.8%	30.4%
	1600-1959	37.2%	31.3%	36.4%	33.5%	33.6%
	2000-2359	12.2%	20.7%	20.0%	17.6%	17.1%

Source: Connecticut Department of Transportation

Table MS-7 shows the total of fatal and injury motorcycle crashes in each Connecticut county, the percentage change in these crashes comparing 2000 to 2004, and the number of these crashes in the calendar year 2004 per 100,000 population.

Table MS-7. Motorcycle Fatal/Injury Crashes 2000-2004 by Location

County	Total 2000-2004	Pct. Change 2000-2004	2004 Crashes Per 100,000 Pop.
Fairfield	1,043	+3.5%	22.7
Hartford	981	-1.5%	23.0
Litchfield	323	31.7%	41.7
Middlesex	256	-11.9%	32.0
New Haven	1,292	+13.5%	30.7
New London	386	+72.9%	38.3
Tolland	248	-16.4%	31.4
Windham	204	+21.9%	34.1

Source: Connecticut Department of Transportation; Population data estimate for 2004.

The most frequent contributing factors found in Connecticut fatal and injury motorcycle crashes during 2000 to 2004 are listed in Table MS-8. The first data column contains the contributing factors for single vehicle crashes (N=1,848). 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=1,609) or the other driver (N=1,791) was most likely at fault in the crash. When the motorcyclist was deemed most at fault and a specific cause was noted such as following too close, failing to grant the right of way, and losing control 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.

Table MS-8. Motorcycle Fatality/Injury Crashes-Contributing Factors 2000-2004

	% of Single Vehicle Crashes (N=1,848)	% of Multiple Vehicle Crashes; MC Oper. Fault (N=1,609)	% of Multiple Vehicle Crashes; Other Oper. Fault (N=1,791)
1. Driver Lost Control	53.3%	13.4%	1.8%
2. Driving Too Fast for Conditions	21.5%	10.0%	1.5%
3. Road Condition/Object In Road	2.5%	3.4%	0.1%
4. Driver Under the Influence	8.7%	5.0%	1.2%
5. Failed to Grant Right of Way	0.1%	22.7%	60.0%
6. Driver Following Too Closely	1.9%	23.1%	10.6%
7. Driver Violated Traffic Control	0.3%	7.7%	6.8%
8. Other	15.9%	25.1%	19.4%

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

In summary, Department motorcycle crash data shows:

- A substantial increase in motorcyclist fatalities in 2004 compared to earlier years
- The majority of motorcycle fatal and injury crashes occurred between the hours of noon and 8 p.m.
- Saturdays and Sundays being the most common days for fatal and injury crashes
- Most fatal and injury crashes occurring in the summer months
- Almost all motorcycle operators involved in crashes were male
- In multiple vehicle crashes, the other driver was at fault in 53 percent of the cases. The major contributing factor in these crashes was failure to grant the right-of-way.

Performance Measures

Performance Measure	Year				
	2000	2001	2002	2003	2004
Motorcyclists Killed and Injured	966	1098	1027	957	976
Injuries per 10,000 Registered Motorcycles	155	167	149	142	155
Percent Motorcycle Fatalities Helmeted	37.8% (17 of 45)	26.1% (12 of 46)	35.0% (14 of 40)	28.0% (7 of 25)	37.7% (20 of 53)
Percent Motorcycle Injuries Helmeted	27.6% (319 of 1155)	44.0% (427 of 971)	43.9% (391 of 890)	44.5% (377 of 847)	48.0% (438 of 912)
Percent Operators Killed with BAC>0.00	53.7% (22 of 41)	42.9% (15 of 35)	44.4% (16 of 36)	57.1% (12 of 21)	60.0% (18 of 30)
Number of Motorcyclists Trained	2,918	3,271	4,150	4,304	4,932

Performance Goals

To decrease the injury rate per 10,000 registrations by 20 percent from 171 in 1999 to 137 in the year 2008.

To decrease the percentage of fatally injured motorcycle operators with BACs greater than 0.00 from 65.5 percent in 1997 to 40 percent in 2008.

Performance Objectives

To train 6,000 beginning, intermediate, and experienced motorcycle operators during calendar year 2007.

Planned Countermeasures

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

Results of the 2002 focus group studies will continue to be incorporated into a public information and education impaired riding campaign. This campaign, "Open the Throttle Not the Bottle," will utilize recently developed materials, and may include developing new materials (if necessary). The distribution process will incorporate a network of informational resources including a web site, rider education courses, various motorcycle dealerships, and local motorcycle rider organizations.

Task 1 — Motorcycle Safety Program Administration $318,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Raymond Gaulin

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

Task 2 — Connecticut Rider Education Program Administration $112,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Raymond Gaulin

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

Task 3 — Community Outreach To Motorcycle Riders $ 36,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Raymond Gaulin

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

Task 4 — Expanding Motorcycle Safety Efforts (Section 2010) $300,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Raymond Gaulin

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

**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)

The Highway Safety performance based program planning processes are dependent upon timely, accurate, and complete traffic records data. Significant action has taken place to improve traffic records systems in Connecticut, although much remains to be accomplished. To provide an up-to-date program analysis, a "mini" Traffic Records Assessment was completed in March 2004. This report served to provide a program status summary and to outline updated recommendations.

Data improvements have been/are being made in the areas related to motor vehicles, base mapping, toxicology, electronic data capture, citation tracking, fatality analysis, and emergency medical services.

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

Performance Goals

Implement the Commercial Vehicle Analysis Reporting System (CVARS) by the end of 2007.

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

Performance Objectives

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

Implement an electronic Emergency Medical Services (EMS) Run Reporting System in 2007 to2008.

Implement a traffic records/crash data warehouse as proposed in the Strategic Plan by 2009.

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

Planned Countermeasures

Goals and objectives listed above will be accomplished through a variety of avenues, including:

Seek improvements in the quality of crash data through the adoption of electronic data capture, complete data element capture from the PR-1 (at present 1/3rd data captured), PDO crashes on local roads (at present, lose approximately 29,000 a year), driver/vehicle file electronic population of

the crash as well as citation form, and enhance training and follow-up with reporting agencies to accompany new system.

Conduct an extensive comparison of the PR-1 crash report with the MMUCC Crash Reporting Guideline.

Promote recommendations from the recently completed Traffic Citation Adjudication System Study, including technology support.

Promote the electronic field data capture of crash and citation incident reporting, which would include a review of different options, e.g. CAPTAIN, TraCS, TSIMS, Beta Systems, Polaris, etc.

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

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

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

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

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

Task 2 — Traffic Records Administration $35,000 (408)
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Juliet Little

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

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Hazard Elimination

Hazard Elimination

Problem Identification

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

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

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

Pavement Markings: The Department has 4,122 miles of roadways and ramps resulting in approximately 16,000 miles of pavement markings. Pavement markings have different useful lives determined by the type of material used for the marking, the location of the marking in relation to vehicle paths and the volume of traffic that passes over the marking. Pavement markings are essential to provide guidance and information for the road user. Well marked roadways are necessary to separate travel lanes in the same direction as well as opposing traffic. Snow plowing and road sanding greatly accelerate the deterioration of certain types of pavement marking material. The Department utilizes maintenance personnel to regularly evaluate and determine the roadways where upgrading of pavement markings are required. Additionally, each of the Department’s four maintenance Districts maintains a log of roadways

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

Performance Goals

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

Planned Countermeasures

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

Performance Measures

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

Task 1 - Hazard Elimination Program **$6,000,000***
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: George Bieniaszek

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

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Other Areas & Factors

Other Areas & Factors

Driver Groups

Tables OA-1 and OA-2 outline the age distribution of licensed drivers in Connecticut and the nation as a whole during calendar years 2002 to 2004. The data shows that the percentage of Connecticut licensed drivers age 19 and younger is less than the U.S. percentage, and that the percentage of drivers age 70 and older is higher in Connecticut than the U.S. as a whole.

Table OA-1. Licensed Drivers by Age Group: 2002-2004 (19 and Under; 20-49)

	Age Group					
	19 and Under			20-49		
	2002	2003	2004	2002	2003	2004
CT---N % Total	100,309 3.8%	101,411 3.8%	102,238 3.8%	1,484,435 55.6%	1,480,489 55.7%	1,477,198 54.8%
US---N % Total	9,298,258 4.8%	9,263,217 4.7%	9,333,086 4.7%	114,019,240 58.7%	114,012,238 58.1%	114,471,686 57.6%

Source: Federal Highway Administration

Table OA-2. Licensed Drivers by Age Group: 2002-2004 (50-69; 70+)

	Age Group					
	50-69			70+		
	2002	2003	2004	2002	2003	2004
CT---N % Total	719,175 26.9%	731,893 27.5%	756,314 28.1%	368,226 13.8%	346,125 13.0%	358,824 13.3%
US---N % Total	51,101,451 26.3%	53,063,320 27.1%	55,117,647 27.7%	19,876,684 10.2%	19,826,892 10.1%	19,966,494 10.0%

Source: Federal Highway Administration

Table OA-3 contains 2002, 2003, and 2004 fatal crash rates per 100,000 licensed drivers by driver age group for Connecticut operators and the U.S. as a whole. Table OA-4 shows the 2002, 2003, and 2004 non-fatal injury crash rates per 100,000 licensed drivers by driver age group. The tables indicate that teenage drivers consistently have a much higher involvement in crashes than do older drivers. The tables also show that the involvement rate of Connecticut drivers in fatal crashes is lower than that for the U.S. in each age group, but is generally higher in injury crashes.

Table OA-3. Number of Drivers Involved in Fatal Crashes by Age Group Per 100,000 Licensed Drivers*: 2002-2004

Driver Age Group	Drivers in Fatal Crashes					
	2002		2003		2004	
	CT	US	CT	US	CT	US
19 and Under	55.8	70.2	33.5	66.7	48.9	66.2
20-49	16.5	30.7	17.4	30.8	16.3	30.6
50-69	9.5	20.4	9.9	20.7	10.3	20.4
70-Up	10.0	23.6	8.4	24.2	8.6	22.7

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

Table OA-4. Number of Drivers Involved in Injury Crashes by Age Group Per 100,000 Licensed Drivers: 2000-2002

Driver Age Group	Drivers in Injury Crashes					
	2002		2003		2004	
	CT	US	CT	US	CT	US
19 and Under	6,357	4,975	5,995	5,140	5,853	N/A
20-49	2,497	1,957	2,424	1,965	2,393	N/A
50-69	1,360	1,183	1,334	1,172	1,335	N/A
70-Up	899	970	912	931	855	N/A

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

Table OA-5
Fatal Crashes Involving Teenaged Drivers
Month, Time of Day, and County
5-year Total: 2000 – 2004

	Fatal Crashes Involving Young Drivers N=221	%
MONTH		
January	16	7.2%
February	11	5.0%
March	12	5.4%
April	11	5.0%
May	17	7.7%
June	17	7.7%
July	30	13.6%
August	20	9.0%
September	20	9.0%
October	26	11.8%
November	13	5.9%
December	28	12.7%
TIME OF DAY		
Mid-3am	47	21.3%
3am-6am	15	6.8%
6am-9am	22	10.0%
9am-Noon	6	2.7%
Noon-3pm	18	8.1%
3pm-6pm	34	15.4%
6pm-9pm	37	16.7%
9pm-Mid	42	19.0%
COUNTY		
Fairfield	41	18.6%
Hartford	57	25.8%
Litchfield	20	9.0%
Middlesex	9	4.1%
New Haven	42	19.0%
New London	25	11.3%
Tolland	15	6.8%
Windham	12	5.4%

The greatest number of fatal crashes involving young drivers occurred in July (30) followed by December (28), and 40 percent (89) occurred from 9pm-3am. The greatest number (57) occurred in Hartford County, second in the state in population, followed by New Haven County (42), and Fairfield County (41).

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

Program administration will plan, coordinate, and implement a program for young drivers aged 16-21 that teaches real-life emergency avoidance and response techniques and overall driver safety. This youth program will be taught by driving professionals through a unique combination of behind-the-wheel and classroom experiences. This program will address the unacceptably high number of youth-related automobile collisions and fatalities that occur each year.

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

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

Table OA-6. Crashes Involving School Buses, Tractor-Trailers, and Emergency Vehicles: 2000-2004

	2000	2001	2002	2003	2004
School Bus					
Total # Fatal Crashes	1	0	0	1	0
% of All Fatal Crashes	0.3%	0.0	0.0%	0.0%	0.0%
Total # of All Crashes	451	505	379	438	373
% of All Crashes	0.5%	0.6%	0.5%	0.5%	0.5%
Tractor Trailers					
Total # Fatal Crashes	16	15	12	11	8
% of All Fatal Crashes	5.0%	5.3%	4.0%	4.0%	2.9%
Total # of All Crashes	2,834	2,605	2,512	2,774	2,706
% of All Crashes	3.4%	3.1%	3.2%	3.4%	3.3%
Emergency Vehicles					
Total # Fatal Crashes	1	3	0	4	2
% of All Fatal Crashes	0.3%	1.1%	0.0%	1.5%	0.7%
Total # of All Crashes	432	384	433	439	397
% of All Crashes	0.5%	0.5%	0.6%	0.5%	0.5%

Source: Connecticut Department of Transportation

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

Bicycles and Pedestrians

In Connecticut, five bicyclists were killed in motor vehicle crashes in the year 2004. This accounted for 17 percent of the total number of traffic fatalities that occurred during that year. Annual bicyclist fatalities ranged between 2 and 5 during the 2000 to 2004 period. Also in 2004, there were 623 non-fatally injured bicyclists involved in motor vehicle crashes in Connecticut, the lowest number in the most recent five years. The 2004 injury figure represents 1.4 percent of all motor vehicle related injuries.

Table OA-7. Bicyclists Killed and Injured, 2000-2004

	Year				
	2000	2001	2002	2003	2004
Number Killed	3	3	4	2	5
Number Injured	812	804	674	668	623

Source: Connecticut Department of Transportation

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

Bicycle Performance Measures

	Year				
Performance Measure	2000	2001	2002	2003	2004
Bicyclists Killed and Injured per 100,000 Population	24	23	20	19	18
Percent Bicyclists Helmeted	24%	26%	29%	27%	25%

TABLE OA-8
Connecticut
Bicyclist Fatalities

Bicyclist Fatalities	2000	2001	2002	2003	2004	Change 2000-04 %
U.S. Total	693	732	662	626	719	+4.4%
NER Total	23	18	12	18	19	-17.4%
Connecticut	3	3	4	2	5	+66.7%

During the five years, 2000 to 2004, the number of bicyclist fatalities in Connecticut each year ranged between 2 and 5.

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

	2000	2001	2002	2003	2004
Nationwide	1.7%	1.7%	1.5%	1.5%	1.7%
NHTSA Region 1	1.9%	1.4%	0.9%	1.4	1.4%
Connecticut	0.9%	0.9%	1.2%	0.7%	1.7%

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

In the area of pedestrians, 27 pedestrians were killed and 1,063 were injured in motor vehicle crashes in Connecticut during 2004.

TABLE OA-10
Connecticut Pedestrian and Bicycle Fatalities
Month, Time of Day, and County
5-Year Total: 2000-2004

	Pedestrian Fatal Crashes		Bicycle Fatal Crashes	
MONTH	**(N=192)**	**%**	**(N=17)**	%
January	16	8.3%	0	0.0%
February	8	4.2%	0	0.0%
March	15	7.8%	0	0.0%
April	9	4.7%	0	0.0%
May	13	6.8%	4	23.5%
June	18	9.4%	2	11.8%
July	8	4.2%	1	5.9%
August	14	7.3%	3	17.6%
September	22	11.5%	3	17.6%
October	24	12.5%	1	5.9%
November	22	11.5%	1	5.9%
December	23	12.0%	2	11.8%
TIME OF DAY	**(N=192)**	**%**	**(N=17)**	%
Mid-3am	19	9.9%	1	5.9%
3am-6am	10	5.2%	0	0.0%
6am-9am	18	9.4%	1	5.9%
9am-Noon	17	8.9%	1	5.9%
Noon-3pm	14	7.3%	2	11.8%
3pm-6pm	34	17.7%	8	47.1%
6pm-9pm	35	18.2%	3	17.6%
9pm-Mid	44	22.9%	1	5.9%
COUNTY	**(N=192)**	**%**	**(N=17)**	%
Fairfield	41	21.2%	5	29.4%
Hartford	61	31.6%	3	17.6%
Litchfield	6	3.1%	2	11.8%
Middlesex	8	4.1%	3	17.6%
New Haven	49	25.4%	3	17.6%
New London	17	8.8%	0	0.0%
Tolland	7	3.6%	0	0.0%
Windham	4	2.1%	1	5.9%

Pedestrian fatalities occurred more frequently during September through December then during other months of the year. Over 59 percent of these occurred in the 3pm to midnight time period. The largest number of pedestrian fatalities occurred in Hartford (61), New Haven (49), and Fairfield (41) countries, accounting for almost 79 percent of the victims.

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

Table OA-11
Connecticut Pedestrian and Bicyclist Fatalities
Related Factors for Pedestrians and Bicyclists
5-year Total: 2000-2004

	Pedestrian	Bicyclists
Fatalities	**N=192**	**N=17**
Factors Reported	**N=272**	**N=26**
Darting, running into road	39	0
Improper crossing	87	3
Walking, running against traffic (Ped. only)	40	N/A
Riding in roadway/against traffic	N/A	6
Not visible	48	0
Failure to obey traffic controls		7
All other factors	58	10

The majority of pedestrians and bicyclists killed in crashes had one or more factors reported. By far the most common factor for pedestrians was “improper crossing” (87). “Failure to obey traffic controls” was cited for 7 of the 17 bicycle fatalities.

Table OA-12
Connecticut Pedestrian Fatalities

	2000	2001	2002	2003	2004	Change 2000-04 %
Pedestrian Fatalities						
U.S. Total	4,763	4,901	4,851	4,774	4,641	-2.6%
Region I Total	165	148	142	173	148	-10.3%
Connecticut	48	33	50	35	27	-45.4%

The number of pedestrian fatalities in Connecticut fluctuated over the 5-year period of 2000 to 2004. In 2004, the number of pedestrian fatalities declined substantially (from 50 in 2002 to 27 in 2004). Table OA-13 shows the number of fatally and non-fatally injured pedestrians in the State over the 2000 to 2004 period. It can be seen that non-fatal pedestrian injuries were also lower in 2004 than in the earlier years.

Table OA-13. Number of Pedestrians Killed and Injured: 2000-2004

Injury Severity	2000	2001	2002	2003	2004
Killed	49	35	50	35	27
Total Injured	1,295	1,377	1,172	1,173	1,063
Serious (A) Injury	284	297	233	222	213
Moderate (B) Injury	532	576	495	490	440
Minor (C) Injury	479	504	444	502	410

Source: Connecticut Department of Transportation

The pedestrian fatality rate for Connecticut in 2004 was 0.8 per 100,000 population compared to 1.0 per 100,000 in the other New England states and 1.6 per 100,000 nationally. Pedestrian fatalities in Connecticut accounted for 11.7 percent of all motor vehicle crash victims in 2003 as compared to 15.5 percent in 2002. Nationally, the figures were 11.1 percent in 2003 and 11.2 percent in 2002. The State's non-fatal injury pedestrian rate was 34 per 100,000 population compared with a rate of 24 nationally. Please refer to Table OA-14 below.

Table OA14. Percent of Pedestrians Killed: Fatal/Non-Fatal Rates/100,000 Population: 2003/2004

	Connecticut		New England		U.S.	
Year	2003	2004	2003	2004	2003	2004
Pedestrians Killed: Percentage of all Fatalities	11.7%	9.2%	13.6%	11.3%	11.1%	10.9%
Fatality Rate per 100,000 population	1.0	0.8	1.3	1.0	1.6	1.6
Non-Fatal Injury Rate Per 100,000 population	34	30	N/A	N/A	24	23

Source: Fatality Analysis Reporting System; General Estimates System (NHTSA)

Performance Measures

Performance Measure	2000	2001	2002	2003	2004
Pedestrians Killed per 100,000 Population	1.5	1.0	1.4	1.0	0.8
Pedestrians Injured per 100,000 Population	41	40	34	34	30

Bicycle and Pedestrian Countermeasures

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

Task 1 – Bicycle and Pedestrian Safety-Administration $50,000*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Stephen Livingston

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

**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.*

Vehicle Types: Pickup Trucks & Sport Utility Vehicles

In 2004, there were 237,242,616 motor vehicles registered in the U.S. Of these, 136,430,651 (57.5 percent) were automobiles; 39,377,027 (16.6) were pickup trucks; and 31,218,197 (13.2 percent) were sport utility vehicles (SUVs).

In Connecticut in 2004, there were 3,041,592 motor vehicles registered. Of these, 2,047,031 (67.3 percent) were automobiles; 314,664 (10.3 percent) were pickup trucks; and 410,376 (13.5 percent) were SUVs. (Source: FHWA). In Connecticut, automobiles make up a larger percentage of registered motor vehicles than nationally. Pickup trucks make up a smaller percentage of registered vehicles than nationally and sport utility vehicles make up approximately the same percentage (13.5 percent vs. 13.2 percent).

In the U.S. during the year 2004, 58,414 motor vehicles were involved in the 38,253 fatal crashes that occurred. Automobiles made up 43.6 percent of these vehicles; pickup trucks made up 18.4 percent; and SUVs made up 12.5 percent. The involvement rate for automobiles was 1.9 per 10,000 registered; 3.4 per 10,000 registered for pickup trucks; and 2.3 per 10,000 registered for SUVs.

In 2004 in Connecticut, 415 vehicles were involved in the 277 fatal crashes that took place. Automobiles made up 47 percent of these vehicles; pickup trucks made up 11.6 percent of these vehicles; and SUVs made up 11.6 percent. The involvement rates were 1.0 per 10,000 registered automobiles; 1.5 per 10,000 registered pickup trucks; and 1.2 per 10,000 registered SUVs (Source: FARS). Connecticut has a lower fatal crash rate than the country as a whole. This is reflected in lower fatal crash involvement for the various vehicle types.

Single Unit Truck (2 axles, 4 tires)

The following table shows the involvement of this vehicle type in crashes during the 2000 to 2004 period:

Single Unit Trucks Involved in:	2000	2001	2002	2003	2004
Fatal Crashes	45	38	35	36	38
Injury Crashes	4,560	4,547	3,948	3,983	3,917
Property Damage Crashes	7,319	7,598	6,835	7,548	7,397

Source: Connecticut Department of Transportation

Table OA-15 shows geographical area (county) and municipal crash data. For each of the State's geographic counties, the table shows the total number of fatal and injury crashes during 2000 to 2004; the percentage change in these crash levels from 2000 to 2004 and the 2002, 2003 and 2004 fatal/injury crash rates per 100,000 residents. Also shown are the 3 municipalities within each geographic county with the highest 2004 crash rates.

Table OA-15
Fatal/Injury Crashes: Geographical County/Municipality 2000-2004

County	City/Town with Highest 2004 Rate	Fatal/Injury Crashes 2000-2004	Pct. Change 2000-2004	Fatal/Injury Crashes Per 100,000 Pop.		
				2002	2003	2004
Fairfield		44,057	-9%	1,002	957	926
	Darien	1,351	-8%	*	1,290	1,362
	Bridgeport	9,925	-17%	1,405	1,319	1,285
	Danbury	4,212	+3%	*	*	1,152
Hartford		38,527	-16%	700	826	902
	Hartford	8,133	-29%	1,119	1,007	1,315
	Plainville	1,151	-3%	1,316	1,223	1,298
	Farmington	1,277	-1	*	*	1,206
Litchfield		5,810	+9	645	603	652
	Cornwall	51	+78%	*	*	1,116
	Barkhamsted	144	+119%	*	1,002	1,002
	Washington	154	+21%	*	*	973
Middlesex		6,092	-6%	973	632	719
	Middlefield	270	-3%	1,309	999	1,356
	Cromwell	698	-11%	1,080	956	1,095
	Middletown	1,878	-18%	*	*	869
New Haven		50,173	-10%	1,219	1,153	1,087
	Orange	1,682	+4%	2,788	2,176	2,547
	New Haven	14,227	-22%	2,232	1,957	1,767
	Middlebury	463	+13%	*	1,798	1,473

Table OA-15. Fatal/Injury Crashes: Geographical County/Municipality 2000-2004 (Continued)

County	City/Town with Highest 2004 Rate	Fatal/Injury Crashes 2000-2004	Pct. Change 2000-2004	Fatal/Injury Crashes Per 100,000 Pop.		
				2002	2003	2004
New London		10,257	-6%	826	777	757
	Franklin	150	+14%	1,635	1,417	1,798
	North Stonington	295	+24%	1,242	1,222	1,342
	Preston	295	+2	*	1,451	1,280
Tolland		4,654	-15%	661	663	597
	Union	125	+33%	3,608	4,762	4,040
	Vernon	1,271	-1%	823	987	923
	Coventry	395	+41%	*	*	861
Windham		3,912	-4%	764	686	683
	Chaplin	98	+142%	*	*	1,200
	Windham	1,022	+6%	*932	888	936
	Plainfield	612	+21%	*	828	910

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

Supplemental Information - H.S. Cost Summary

HIGHWAY SAFETY PROGRAM COST SUMMARY

HS Form 217

State of Connecticut

Federal Fiscal Year : 2007 **August 1, 2006**

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Carry Forward Funds	Current Year Funds	Current Balance	
AL	$400,000	$150,000	$60,000	$300,000	$360,000	$240,000
CR	$100,000	$25,000	$10,000	$50,000	$60,000	$50,000
J2	$1,125,000	$3,375,000	$1,100,000	$0	$1,100,000	$800,000
J8	$800,000	$200,000	$700,000	$0	$700,000	$600,000
J9	$25,000	$25,000	$10,000	$0	$10,000	$10,000
K2 (405)	$325,000	$325,000	$325,000	$0	$325,000	$250,000
K3 (2011)	$150,000	$50,000	$0	$150,000	$150,000	$0
K4 (406)	$3,100,000	$250,000	$3,100,000	$0	$3,100,000	$3,000,000
K6 (2010)	$500,000	$100,000	$500,000	$0	$500,000	$100,000
K8 (410)	$600,000	$150,000	$600,000	$0	$600,000	$630,000
K9 (408)	$600,000	$150,000	$600,000	$0	$600,000	$500,000
K10 (1906)	$150,000	$25,000	$150,000	$0	$150,000	$50,000
MC	$400,000	$200,000	$50,000	$300,000	$350,000	$100,000
OP	$500,000	$200,000	$50,000	$300,000	$350,000	$150,000
PA	$200,000	$200,000	$0	$200,000	$200,000	$0
PM	$100,000	$100,000	$0	$0	$0	$0
PT	$750,000	$150,000	$50,000	$500,000	$550,000	$400,000
RS	$50,000	$25,000	$30,000	$50,000	$80,000	$50,000
TR	$500,000	$650,000	$0	$300,000	$300,000	$300,000
154 AL	$6,000,000	$1,000,000	$3,175,000	$2,500,000	$5,675,000	$4,750,000
154 HE	$6,000,000	$100,000	$3,175,000	$2,500,000	$5,675,000	$0
154 PM	$500,000	$500,000	$0	$0	$0	$0
157 PT	$25,000	$25,000	$10,000	$0	$10,000	$10,000
164 AL	$100,000	$25,000	$10,000	$0	$10,000	$10,000
TOTAL NHTSA (402)	**$3,000,000**	**$1,700,000**	**$250,000**	**$2,000,000**	**$2,250,000**	**$1,290,000**
TOTAL NHTSA (OTHER)	**$20,000,000**	**$6,300,000**	**$13,455,000**	**$5,150,000**	**$18,605,000**	**$10,710,000**
TOTAL	**$23,000,000**	**$8,000,000**	**$13,705,000**	**$7,150,000**	**$20,855,000**	**$12,000,000**

H. James Boice, Governor's Highway Safety Representative

State Official Authorized Signature _____ **Date** _____