

# Connecticut



## Strategic Highway Safety Plan

September 2010



## State of Connecticut

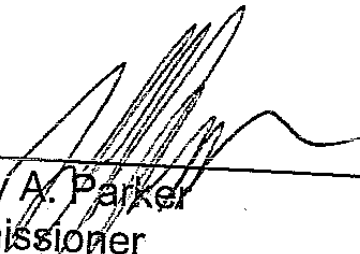
WHEREAS, the Connecticut Strategic Highway Safety Planning Committee has numerous stakeholders from various agencies throughout the Local, State and Federal Governments; and

WHEREAS, the Connecticut Strategic Highway Safety Plan is a far-reaching document incorporating numerous unique emphasis areas; and

WHEREAS, the Connecticut Strategic Highway Safety Plan's emphasis areas are championed by specific Divisions within their respective State agencies; and

WHEREAS, the Connecticut Strategic Highway Safety Plan is a living document that will evolve as time moves on; now

THEREFORE, as the Governor's Highway Safety Representative, in recognition of the Connecticut Strategic Highway Safety Plan's mission, vision and goals, I acknowledge and support this Plan.

  
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Jeffrey A. Parker  
Commissioner  
Connecticut Department of Transportation

Date: 11/9/2010

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## **New Federal Transportation Act:**

The new Federal Transportation Act - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires timely, accurate, complete data systems so that highway safety programs can be data driven. Grants to eligible states are being provided to support the development and implementation of effective programs to:

1. Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of safety data that is needed to identify priorities for national, State, and local highway and traffic safety programs;
2. Evaluate the effectiveness of efforts to make such improvements;
3. Link the State data systems including traffic records, with other data systems within the State, such as systems that contain medical, roadway, and economic data; and
4. Improve the compatibility and interoperability of the data systems of the State with national data systems and data systems of other states, and enhance the ability of the U.S.DOT to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances.

# Connecticut's Strategic Highway Safety Plan

## **MISSION:**

Provide a safe, efficient and cost effective transportation system that meets the mobility needs and safety of its users.

## **VISION:**

All users of the transportation system arrive safely at their destinations.

## **GOAL:**

To see a continual decline of combined serious crashes and fatalities.

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## **Purpose of a Strategic Highway Safety Plan (SHSP)**

The purpose of an SHSP is to clearly identify the State's critical safety needs and direct allocated resources to achieve significant reductions in fatalities and serious injuries on highways and all other public roads. The SHSP is prepared in cooperation and collaboration with the Highway Safety Improvement Program (HSIP), and provides the mechanism for all highway safety programs in the State to work together in a coordinated effort to maximize its resources and positions the State and all its safety partners to address the State's traffic safety challenges.

An SHSP provides the comprehensive framework which coordinates statewide safety initiatives and provides specific goals and objectives to reduce highway fatalities and serious injuries on all public roads. This statewide document is developed in a collaborative effort by the Connecticut Department of Transportation (Department) and includes input from other public agencies and private stakeholders. The SHSP is a data-driven, four- or five-year comprehensive safety plan which integrates the 4Es – engineering, education, enforcement, and emergency medical services (EMS). In order to manage this complex system and to achieve the level of integration necessary to meet the highest levels of safety, two key components are needed. The first is an organizational structure that will allow for the integration of the agencies involved in transportation safety. The second is a formal management process that will direct the activities of these agencies in a manner that will efficiently achieve the mission and vision.

All parts as described within the SHSP are necessary, but there is flexibility to customize the structure and process according to external and internal factors. It is anticipated that the SHSP will periodically be updated and otherwise revised.

## Introduction

This planning document provides historic, trend, and current Fatality Analysis Reporting System (FARS) data in addition to State-provided data detailing highway safety in Connecticut. The identified problem areas dictate the State's highway safety goals, objectives, and planned countermeasures. The basis for this examination is Connecticut's motor vehicle crash experience for the calendar year 2008 in comparison to the prior year.

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

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

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

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

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

## Connecticut's Emphasis Areas

This SHSP provides historic, trend and current data detailing the comprehensive scope of highway safety in Connecticut; specifically, roadway element and driver behavior.

To achieve the objective of SHSP, available crash data has been analyzed, leading to the identification of data driven emphasis areas:

### Emphasis Areas:

- Traffic Records and Information Systems
- Roadway Departure
- Pedestrians and Bicycles
- Work Zones
- Driver Behavior (Impaired Driving, Occupant Protection)
- Motorcycle Safety
- Commercial Vehicles
- Incident Management

It is critically important to provide a safe and efficient roadway system. The primary benchmark for traffic safety is the reduction in the rate of fatalities and injuries that occur because of motor vehicle crashes across the State each year. The State of Connecticut strives to enhance its safety program to ensure roadway systems are as safe as possible through the 4Es – engineering, education, enforcement, and EMS.

To achieve the goal of this SHSP, data driven emphasis areas and strategies to reduce the number of fatal and serious injury crashes have been identified. Comprehensive, coordinated, and communicative safety initiatives of the 4Es will be developed and implemented for each emphasis area. To advance the saving of lives, priority will be given to funding safety initiatives/projects to support the safety goal.

In addition to the strategies listed in each of the emphasis areas, the strategies discussed in the appropriate NCHRP Report 500 Series Implementation Guides will be used. (<http://safety.transportation.org>)

## **Plan Implementation and Monitoring**

Implementation of the strategies identified in this SHSP will be guided and monitored by the Connecticut Strategic Highway Safety Planning (Committee). This steering committee will provide overall leadership, direction, and support for accomplishing the various safety initiatives and for monitoring progress towards meeting both the statewide goal and the goals in each of the emphasis areas. The Committee will also be responsible for reporting results to the member agencies.

The Committee will meet periodically to oversee the implementation of the SHSP. A chairperson, or chairpersons, will be selected to schedule meetings, prepare meeting agendas, run each of the meetings, and arrange for the preparation of meeting minutes. The Committee will be responsible for carrying out the mission, vision, goals and strategies of the SHSP, as well as for making future revisions and updates to the SHSP.

The Committee will assist in defining statewide safety priorities in each of the emphasis areas, identifying funding needs and sources, and providing overall guidance to assist in the implementation of the various safety strategies. A subcommittee or work group for each of the emphasis areas will be established to assist in the implementation of specific strategies.

## **Performance Measure**

The basic outcome performance measure will be the reduction in the number of fatalities and the number and severity of injuries that occurs in motor vehicle crashes throughout Connecticut each year.



# Traffic Records and Information Systems

## Background

A top priority for improving the State's Traffic Records System is electronic field data capture of motor vehicle crash, traffic citation, and EMS response reporting. Following recommendations made in a 2004 Traffic Records Assessment and a 2006 Traffic Records Strategic Plan, the Connecticut Traffic Records Coordinating Committee (TRCC) is stepping up efforts to take a more active role in seeking improvements in the State system. Its goal for a more comprehensive and effective traffic records system to accurately identify safety problems, develop countermeasure programs, and evaluate their effectiveness and measure progress includes moving from paper-laden, labor-intensive traffic records processes to electronic capture and processing including, but not limited to:

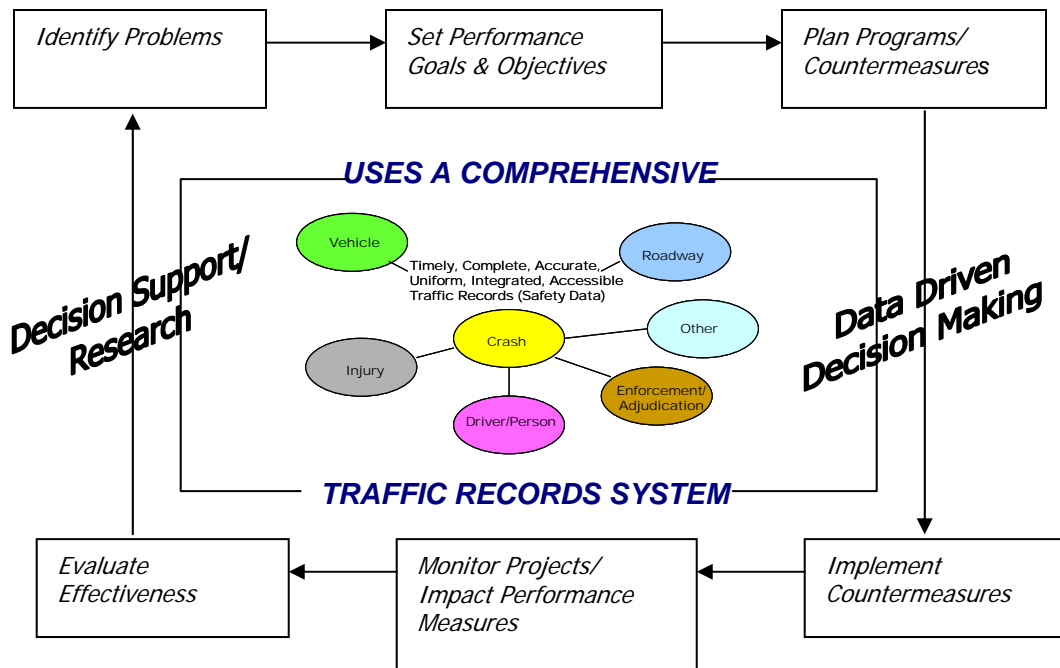
- Implementing electronic field data capture of motor vehicle crash, traffic citation, EMS, and other information.
- Improving the quality and completeness of crash and other data, such as the location of crashes, demographics of persons involved, contributing factors, selective enforcement, occupant restraint use, emergency medical response and injury outcome.
- Providing training for the importance of complete, accurate and timely data, as well as the mechanics of roadside data capture.
- Promoting standards and guidelines, such as the Model Minimum Uniform Crash Criteria (MMUCC) guideline for motor vehicle crash reporting.
- Installation of data warehouse/decision support capabilities to access and analyze data from the statewide system (software, training, guidelines, etc.).

Connecticut's TRCC is comprised of the following stakeholder agencies/organizations:

- Department of Motor Vehicles (DMV)
- Department of Public Safety
- Department of Public Health
- Department of Transportation (CTDOT)
- Office of Policy and Management
- Judicial Branch
- Connecticut Police Chief's Association
- New Britain Police Department
- East Hartford Police Department
- Council of Governments of the Central Naugatuck Valley
- Chief State's Attorney's Office
- Capitol Region Council of Governments
- South Western Regional Planning Organization
- University of Connecticut
- National Highway Traffic Safety Administration
- Federal Highway Administration (FHWA)
- Federal Motor Carrier Safety Administration
- Research and Consulting

A State's traffic records system should be operated in a fashion that supports the highway traffic safety planning process. The planning process should be driven by a traffic records system strategic plan that helps State and local data owners identify and support their overall traffic safety program needs.

### Management Approach to Highway Traffic Safety



### TRCC Mission/Vision:

Implement a delivery system for a comprehensive traffic records system to provide reliable data, critical to the development of policies, and programs that enhance the operation and safety of the Connecticut Highway Transportation (national, State, and local roads) System.

### Goal:

Develop a delivery system to provide timely, complete, accurate, uniform, integrated and accessible traffic records (safety data) to manage highway and traffic safety programs.

## **Strategies:**

- ❑ Promote standardized reporting of motor vehicle crash data in the State. Complete data element capture from the PR-1 crash report for all roadways, including non-injury, property damage only, crashes on local roads.
- ❑ Coordinate and promote GIS/GPS technologies, base map development and sharing of geospatial information for location referencing of motor vehicle crash, citation, EMS response and other highway traffic safety related events.
- ❑ Implement an electronic PR-1/XML crash reporting standard for agencies to use in submitting their crash data in a standard electronic format.
- ❑ Establish a traffic records/crash data warehouse to provide a complete system for data storage, access, and analysis of motor vehicle traffic crash and related traffic records data for all involved stakeholders.
- ❑ To join and participate in the Driver License Agreement (DLA).
- ❑ Promote a train-the-trainer crash report training workshop involving accident records, highway safety, research and law enforcement to reinforce the importance of capturing timely and accurate safety event data. Incorporate training for electronic roadside data capture of crash, citation and other incident reporting.
- ❑ Implement an electronic EMS run reporting system to collect data on every 911 call, focusing on National EMS Information System (NEMIS) data element requirements.

Other strategies from the 2006 Traffic Records Strategic Plan include implementing the Connecticut Impaired Driving Records Information System (CIDRIS), the Commercial Vehicle Analysis Reporting System (CVARS), the Crash Outcome Data Evaluation System (CODES), the State Injury Surveillance System (ISS), and FARS, as well as other initiatives such as Regulation of Driver Systems Re-Engineering (Re-ROD), Real-Time On-Line Vehicle Registration (RTOL), and desktop, as well as web-based data access/data analysis tools and training for all authorized users.

## **Performance Goals:**

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

Implement the CIDRIS by 2008 to 2010.

## **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 2012.

Have an electronic EMS Run Reporting System in 2010.

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

Provide direct access (with data query tools) and aggregated data output to authorized State agencies and users by 2012.

## **Planned Countermeasures:**

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

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

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

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

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

*Information for this section provided by: Connecticut Department of Transportation, Bureau of Policy and Planning*

# Roadway Departure

## Background:

In 1988, the American Association of State Highway and Transportation Officials (AASHTO) approved the SHSP, with a goal of reducing the annual number of highway deaths by at least 5,000 by the year 2004. Guidelines were developed to assist states in developing strategies in 22 key emphasis areas to reduce fatalities by 10 to 15 percent for specific crash types.

In 2001, the Connecticut fatality rate of 1.03 was well below the national average rate of 1.51 for traffic-related fatalities. However, Connecticut did exceed the national average in the category of Roadway-Related Departure Fatalities. Based on National Highway Safety Data at the time (CY 2001), the national average for Roadway-Related Departure Fatalities was 55 percent while in Connecticut, 62 percent of the State's highway fatalities occurred in roadway departure collisions. For this reason, CTDOT accepted the invitation of AASHTO and selected lane departure accidents as a targeted crash type. The aim was to reduce fatal and severe injury accidents in the emphasis area and to that end, Connecticut became a lead state in this initiative.

The Connecticut effort began with the assembly of a task force which included representatives from various CTDOT Units, the Governor's Highway Safety Office and FHWA. The Committee analyzed State and local road accident data in order to formulate countermeasures to reduce lane departure accidents in an efficient manner. The Task Force's efforts resulted in the development of a "Strategic Plan for Reducing Roadway Departure Fatalities and Severe Injuries in Connecticut" in April 2005. The plan contained the following strategies.

1. Upgrade guiderail systems and concrete barrier installations to NCHRP 350 standards by identifying locations that have outdated attenuation systems and where there are a number of fixed object accidents involving guide rail.
2. Enhance curve warning signing and delineation by installing curve and chevron signs with fluorescent sheeting on the sign and sign post.
3. Improve traffic records and information systems by developing an accident data collection program that can integrate with the roadway data files.
4. Continue with the existing program to evaluate locations where a statistically significant number of wet pavement accidents occur.
5. Continue to install rumble strips on limited-access roadways.

6. Recommend expanding the local road accident program to include systematic measures such as curve delineation on high accident roadway locations.
7. Continue the Merritt Parkway Safety Improvement Program.
8. Target enforcement initiatives, particularly at times when accident data analysis indicates significantly greater numbers of fatal and severe injury fixed-object accidents.

The groundwork started by the AASHTO Lead State Initiative led to the establishment of "Roadway Departure" as an emphasis area in the State's inaugural September 2006 SHSP. The first meeting of the Roadway Departure Emphasis Area Committee (RDEA Committee) occurred during the Connecticut SHSP Summit in October of 2006. During that meeting it was determined that a broader representation was needed to address the roadway departure issue on the State's highway system. As a result several new members were recruited to address the viewpoint of the older driver, municipalities, law enforcement, and transportation education. The expanded membership of the RDEA Committee now includes representation from the private safety industry, the American Association of Retired Persons, regional planning, municipal public works, municipal police, University of Connecticut Technology Transfer Center, CTDOT Maintenance, CTDOT Engineering, and FHWA. The group meets periodically through out the year to discuss strategies and the challenge of bringing the roadway departure accident reduction initiative to the local road system.

### **General Goals:**

To institute a systematic program of lane departure accident countermeasures appropriate for Connecticut with the objective of lowering its lane departure rate to a point at or below the national average and, thus, to contribute to a reduction in the nation's overall traffic related fatality rate.

Under the High Risk Rural Road Program (HRRR), CTDOT is pursuing a project for a systematic approach to reduce the number of fatal and severe injury accidents on those rural major collector state-maintained roadways that exceed the average severity rate for this roadway classification. Specifically, improved curve delineation will be pursued at those qualifying rural routes where the curve radius is at least 15 degrees. The horizontal curve delineation will consist of advance horizontal alignment signs and horizontal arrows or chevron alignment signs through the curve. The warning signs will have fluorescent yellow sheeting and post delineators.

## Status:

For the latest calendar available (2008), Connecticut continues to experience a much lower fatality rate (0.83) than the national average (1.3). However, more than half (53.8 percent) of the State's highway fatalities continue to occur as a result of roadway departure accidents with over 55 percent occurring on the local road system. In 2008, roadway departure crashes account for 53 percent of all national fatal accidents. To date, the majority of the efforts to reduce roadway departure collisions has involved State-maintained highways. The data (please refer to the attached table) suggests that efforts to expand roadway departure accident reduction initiatives to the local road system are necessary to significantly reduce this type of collision in Connecticut.

**State of Connecticut  
Reported Roadway Departure Fatal & Type A (Incapacitating) Injury Accidents**

Year	Single-vehicle Run-off-road		Head-on Collisions		Opp.Direction Sideswipes		Total Roadway Departure Acc.			Total Fatal & Type A Acc.			Percent of Total Accidents		
	Fatal	A.Ini.	Fatal	A.Ini.	Fatal	A.Ini.	Fatal	A.Ini.	Comb.	Fatal	A.Ini.	Comb.	Fatal %	A.Ini. %	Comb. %
2001 - All Roads	103	494	41	96	0	125	144	715	859	290	2742	3032	49.6	26.1	28.3
2001 - State Roads	67	194	36	49	0	60	103	303	406	214	1427	1641	48.1	21.2	24.7
2001 - Local Roads	36	300	5	47	0	65	41	412	453	76	1315	1391	54.0	31.3	32.6
2002 - All Roads	112	432	35	100	10	105	157	637	794	301	2266	2567	52.1	28.1	30.9
2002 - State Roads	65	191	32	59	4	48	101	298	399	203	1208	1411	49.7	24.7	28.3
2002 - Local Roads	47	241	3	41	6	57	56	339	395	98	1058	1156	57.1	32.0	34.2
2003 - All Roads	108	459	21	82	20	96	149	637	786	277	2142	2419	53.7	29.7	32.5
2003 - State Roads	59	200	19	54	18	53	96	307	403	195	1221	1416	49.2	25.1	28.5
2003 - Local Roads	49	259	2	28	2	43	53	330	383	82	921	1003	64.6	35.8	38.1
2004 - All Roads	119	424	27	95	15	84	161	603	764	280	2078	2358	57.5	29.0	32.4
2004 - State Roads	84	175	23	55	13	49	120	279	399	205	1139	1344	58.5	24.5	29.7
2004 - Local Roads	35	249	4	40	2	35	41	324	365	75	939	1014	54.6	34.5	36
2005 - All Roads	98	445	26	74	10	91	134	610	744	262	1943	2205	51.1	31.4	33.7
2005 - State Roads	54	183	18	44	7	54	79	281	360	170	1032	1202	46.5	27.2	29.9
2005 - Local Roads	44	262	8	30	3	37	55	329	384	92	911	1003	59.8	36.1	38.3
2006 - All Roads	107	439	32	50	7	117	146	606	752	293	1942	2235	49.8	31.2	33.6
2006 - State Roads	63	196	25	35	6	63	94	294	388	201	1080	1281	46.8	27.2	30.3
2006 - Local Roads	44	243	7	15	1	54	52	312	364	92	862	954	56.5	36.2	38.2
2007 - All Roads	105	494	36	72	5	100	146	666	812	269	2064	2333	54.3	32.3	34.8
2007 - State Roads	61	208	28	42	3	49	92	299	391	190	1088	1278	48.4	27.5	30.6
2007 - Local Roads	44	286	8	30	2	51	54	367	421	79	976	1055	68.4	37.6	39.9
2008 - All Roads	108	459	30	62	11	76	149	597	746	277	1857	2134	53.8	32.1	35
2008 - State Roads	67	218	25	35	9	43	101	296	397	191	1065	1256	52.9	27.8	31.6
2008 - Local Roads	41	241	5	27	2	33	48	301	349	86	792	878	55.8	38	39.7



## Suggested List of Study Surveillance Sites (SLOSSS) Program

In accordance with Section 148 of Title 23 of the United States Code, each State as part of their SHSP shall have in place a crash data system with the ability to perform safety problem identification and countermeasure analysis. In addition, each State is required to identify hazardous locations, sections and elements that constitute a danger to motorists, bicyclists, pedestrians and other highway users. In Connecticut, CTDOT's SLOSSS Program addresses these requirements.

Identification and surveillance of locations displaying higher than expected accident rates on the highway system are accomplished primarily through a computerized surveillance system utilizing traffic record files maintained by CTDOT's Bureau of Policy and Planning. Those files consist of: (1) a crash record file, (2) an average daily traffic file, and (3) an inventory of certain roadway characteristics. The inventory file identifies locations as being either rural or urban; as either a section of highway, section of expressway, intersection with another state highway, intersection with a town road (or signalized drive) or expressway interchange, and further by number of lanes and control of access. Some groups having few locations are merged with similar groups.

The basic search of the accident file to identify locations that may have an abnormal crash history can take many forms. Usually the entire system is surveyed based upon all crashes. From time to time, special purpose surveys may be conducted for a limited time period in an effort to assess the magnitude and extent of perceived or potential safety problems. Such special purpose surveys have included pedestrian, fixed-object, utility pole, injury, fatal and wet pavement crashes.

CTDOT annually runs a computer program utilizing the three files described above. The results are lists of locations that appear to have an unusually high crash rate. These lists are referred to as SLOSSS lists. In that computer program, average crash rates and number of crashes are computed for the various groups of locations described above. Based upon those average values, a threshold of abnormally high numbers and rates is developed for each location. Locations equaling or exceeding the threshold are reviewed. The thresholds are changed occasionally based upon prior experience with these lists.

Two types of lists of these locations, with apparently high crash rates, are generated. One list is by route and cumulative mileage. This list enhances visual interpretation of the proximity of a location to other locations on the same route. It also enables efficient assignment of field work and relatively easy verification of a location on the list. A second version of the list is in decreasing order of the ratio of the actual crash rate for a location to the "abnormal" rate for that location.

Before the lists are published, CTDOT's Division of Traffic Engineering supplies information to the Bureau of Policy and Planning regarding which locations on a newly generated list have been studied on previous lists and if a Recommended Project Memorandum (RPM) has resulted or Service Memorandum (SM) has been issued for

such notation. The final lists are then submitted to FHWA for approval and then it is submitted to the Division of Traffic Engineering.

The presence of a location on these lists means that the location apparently has an abnormally high crash rate and may warrant a safety improvement. Also, it is possible that the high rate experienced may be due to chance. Final verification of the presence of an unusual condition is accomplished through a thorough analysis of the location (including field investigation) to identify the presence of crash patterns and/or trends, to identify operational problems, and to identify the root causes of crash patterns.

The process described above is not intended to be the sole determinant in identifying locations having problematic characteristics. Many locations with crash rates not abnormally high will demonstrate crash type or severity patterns symptomatic of the problematic characteristic for a particular location. An example would be a pattern of run-off-the-road crashes at a curve. Some other locations may have design characteristics similar to a design characteristic (e.g., rigid sign posts, poor sight line) determined to be problematic. These may also be considered for safety improvement.

The Division of Traffic Engineering reviews crash experience and summaries for locations on the SLOSSS list as work load and construction funding permit. These locations are normally studied in priority order from the SLOSSS list. Locations which have been studied under previous SLOSSS lists may undergo a preliminary review if conditions have not significantly changed since the last review, or if other factors dictate that an in-depth review is not warranted.

Reports may be written for other locations further down the list which are studied by the Division of Traffic Engineering as a result of requests from citizens or Town and State officials.

Location Analysis and Report - Location studies are as extensive as necessary to effect an appropriate course of action. Additional relevant data, such as crash data, collision diagrams, volumes, approach speeds, previous correspondence, field observations, etc., are compiled as needed. Root causes of crash patterns and trends are identified. Alternative improvements are considered and evaluated in terms of cost, effect upon safety, environmental considerations, changes in traffic flow characteristics, local input and effect upon other modes of transportation. A report is prepared for each location studied. The scope of that report will vary but will contain sufficient details to adequately document the situation and course of action.

The location report may include pertinent data, apparent crash causes, suggested improvement and costs, traffic operations, economic analysis, maintenance considerations, relationship to social aspects and other modes of transportation. The location report may also include a Crash Profile Analysis which compares the crash record of the study location with that of other similar locations. Normally, three courses of action could result. One would be to recommend no action. The reasons would include the absence of a significant problem, remedial action taken or scheduled or no engineering solution feasible. Another action would be to request minor work to be accomplished through the issuance of a Service Memorandum. The third course would be to recommend a project in instances where the improvements are beyond the

resources of the Department's Office of Maintenance. A tabular format of the crashes for relevant crash profiles such as wet-dry and day-night breakdowns, as well as percentages expected and existing for each type of crash, enhances report content. A condition diagram may also be used to facilitate description of the study site's characteristics.

When significant work is being considered, the Local Traffic Authority of the community is made aware of the study and concurrence is sought. This contact fosters understanding, cooperation and recognition of CTDOT's efforts to identify and eliminate problematic conditions in the community.

While the cost of remedial work involving only traffic control devices may be estimated by the Division of Traffic Engineering, roadway work entails further coordination. In these cases, the appropriate offices in the Department are contacted for review, comments, cost estimates and determination of how the work can be accomplished and who should be the prime designer.

Economic Analysis - It may not be necessary to develop an economic analysis of each alternative improvement, but it is done for those alternatives that are considered acceptable and for which projects will be recommended. Economic evaluations employ benefit/cost procedures.

The Benefit/Cost ratio is recomputed as proposed improvements change in scope or estimated costs.

The Division of Traffic Engineering recommends projects for these safety improvements. Priorities may be determined by the economic analysis (B/C ratio), while also considering roadway design continuity and other qualitative benefits that would be derived.

A Recommended Project Memorandum (RPM) is prepared in accordance with Department procedures.

When preparing the RPM, the entire scope of work involved including right-of-way, utilities, surveys, estimating, involving other units, etc., is considered. Itemization of involvement and distribution to other offices in the Department that will be involved enables smooth progress during Project Initiation.

Current fringe benefits and additive percentages are reflected when estimating preliminary engineering costs.

Plans, Specifications and Estimate (PS&E) Approval, Stewardship Agreement - Upon issuance of a Project Initiation, design of the project shall commence. Traffic Signal designs will be done by the Division of Traffic Engineering. Projects involving widening or other geometric improvements will ordinarily be designed by the Division of State Design. PS&E approval and Stewardship Agreement procedures will be followed in accordance with current CTDOT policies.

Evaluation - Certain safety improvement projects are evaluated (before/after study). Preliminary data, usually without a report, may be evaluated after one or two years of

crash experience is available. The data utilized is forwarded by the Bureau of Policy and Planning and is comprised of crash experience for before and after periods, costs of the project, service life of the project, anticipated and actual benefit/cost ratio, and an indication as to the statistical significance of any change in accidents.

The two-year evaluation report is to determine the degree of success of the project in accomplishing its original intent.

The crash data forwarded is adjusted for both periods to a base year to facilitate meaningful comparisons for different time periods. In order to judge the merits of an improvement and determine if its effectiveness in reducing accidents is statistically significant, a chi-square test is utilized. A 90 percent confidence level is used.

The evaluation report is divided into three phases:

1. Situation - States the reason(s) why the project was initiated
2. Installation - Type of improvement implemented
3. Results - Interpretation of the crash experience, an analysis of the data and an evaluation of the improvement's success in reducing the total or specific types of accidents

In addition, evaluations may be prepared for improvement types as well. These programs may consist of projects that have the same safety classification code (ex., traffic signals) or they could be specific improvements on a length of roadway such as gore area improvements on an expressway.

These project and program evaluations are prepared as the two year "After" experience becomes available. These evaluations are then included in the Annual Safety Report to FHWA.

*Information for this section provided by: Connecticut Department of Transportation, Traffic Engineering*

# Pedestrians and Bicycles

## Background:

Improving pedestrian safety is an essential element of a Statewide Safety Program because pedestrians are at a disproportionate risk of fatality and serious injury as a percentage of all accident types. Pedestrian accidents comprise only one percent of the State total, but pedestrians account for 13.7 percent of all traffic fatalities and 5.9 percent of those who are seriously injured. Approximately 22 percent of pedestrian fatalities are children under 18 years old.

The number of bicycle fatalities, approximately five per year, is too small to provide a useful sample for statistical analysis. However, it makes sense to assume that the nature of fatal accidents and injury accidents involving cyclists is similar.

Overall, 63 percent of accidents took place at an intersection. In 50 percent of accidents, the cyclists failed to properly grant the right of way at an intersection or other location. In 12.5 percent of cases, the cyclist was driving on the wrong side of the road, traveling against traffic. In 16.5 percent of accidents, the cyclists failed to obey the traffic control devices such as stop signs or traffic signals.

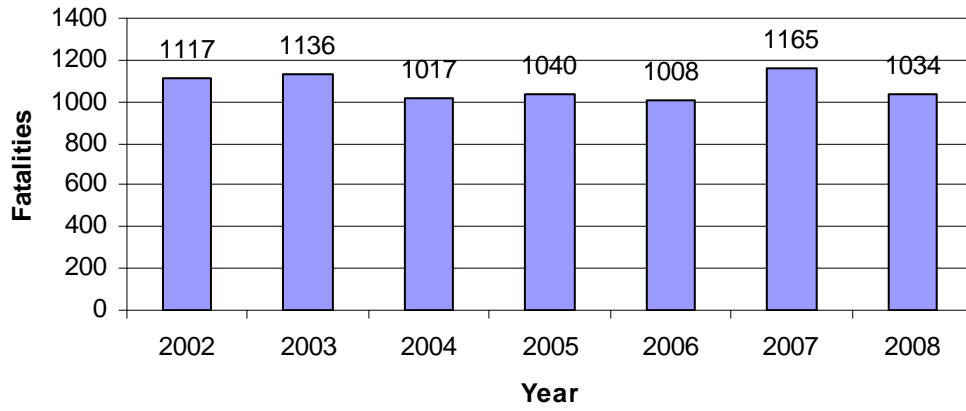
These statistics indicate a significant deficit in the skills and or operating behavior of cyclists, which plays an important part in causing a crash. For this reason, some type of skill development such as operator training is recommended as a strategic countermeasure for these crashes.

The following charts show the Connecticut CAST data in fatalities and injuries from pedestrian and bicycle accidents for the past several years:

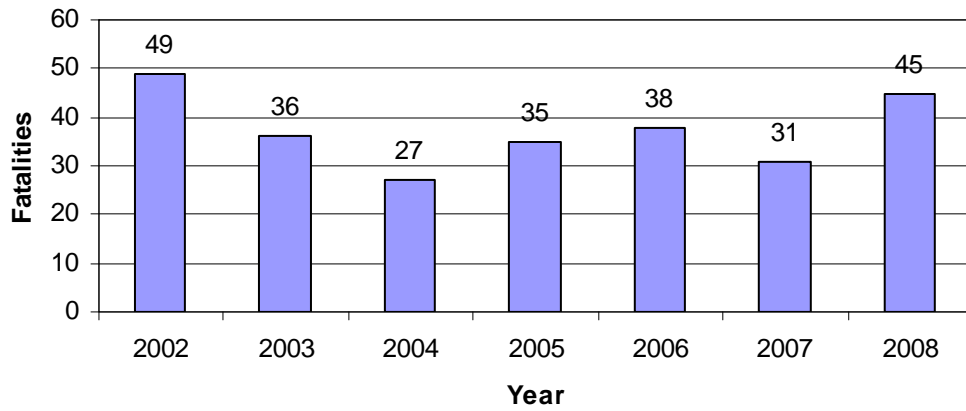
PEDESTRIAN	OCCURRENCES						
	2002	2003	2004	2005	2006	2007	2008
Year							
Pedestrian Fatal	49	36	27	35	38	31	45
Severe Injury	225	229	206	200	198	237	188
Serious Injury	479	469	421	431	451	537	474
Minor Injury	413	438	390	409	359	391	372
Total Injuries	1117	1136	1017	1040	1008	1165	1034

BICYCLE	OCCURRENCES						
	2002	2003	2004	2005	2006	2007	2008
Year							
Bicycle Fatal	5	2	5	3	5	5	6
Severe Injury	77	93	83	77	86	80	91
Serious Injury	373	332	296	325	287	355	314
Minor Injury	220	227	2232	237	204	220	190
Total Injuries	670	652	611	639	577	665	595

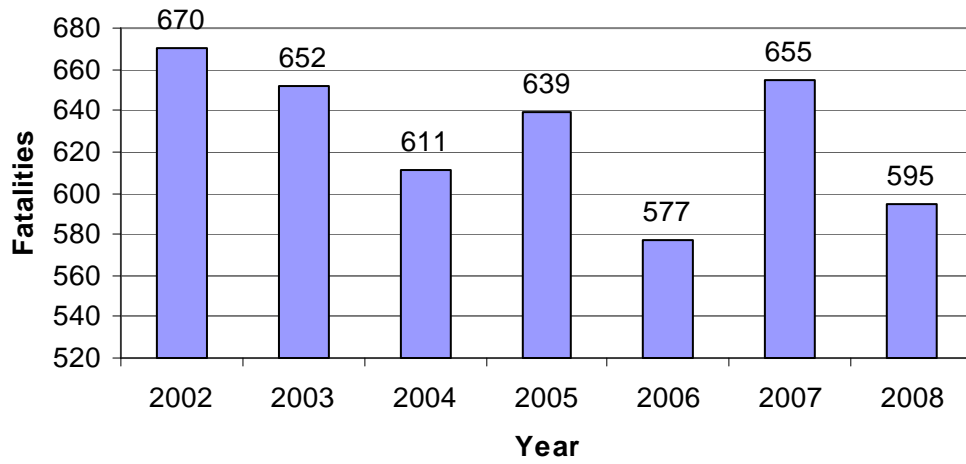
## Connecticut Pedestrian Injuries



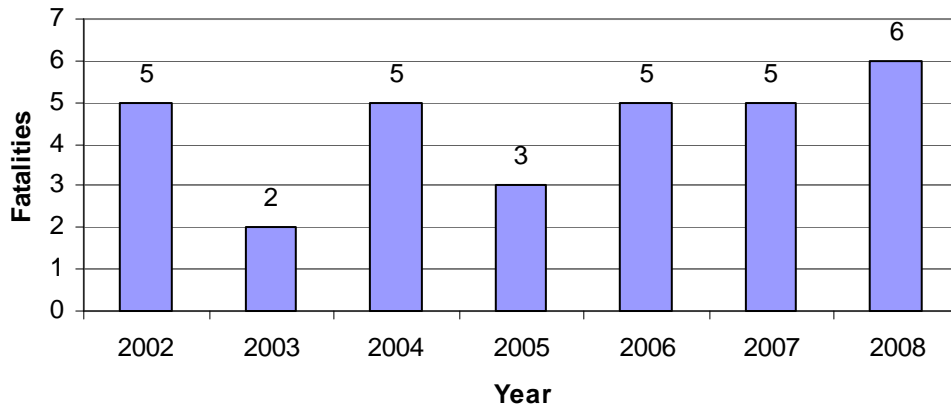
## Connecticut Pedestrian Fatalities



## Connecticut Bicyclist Injuries



## Connecticut Bicyclist Fatalities



## **Vision, Mission and Goals**

**Vision:** Connecticut will be recognized as the most bicycle and pedestrian friendly state in the country.

**Mission:** To provide a safe environment for bicyclists and pedestrians.

### **Goals Identified:**

1. Reduce bicycle fatalities to zero and pedestrian fatalities to less than 20 by the year 2014.
2. Reduce pedestrian and bicycle serious injuries by 50 percent.

### **Objectives Identified:**

1. Build an effective, safe, bicycle pedestrian network
2. Examine the causes of bicycle and pedestrian accidents in order to develop and implement effective counter measures
3. Improve motorist awareness of and respect for bicyclists and pedestrians
4. Place special emphasis on the safety needs of children
5. Link bicyclist and pedestrian safety with broader community objectives such as public health, quality of life, and environment
6. Identify additional dedicated funding and partnerships to advance bicycle and pedestrian safety

### **Strategies Identified to Address Problems and Objectives, organized by Objective**

1. Build an effective, safe, bicycle pedestrian network
  - a) Extend and improve the off-road bicycle network
  - b) Provide bike/ped facilities on all new road construction or reconstruction unless there are extenuating circumstances that prevent their provision.
  - c) Collaborate with Towns to implement traffic calming measures in high-volume pedestrian areas
  - d) Provide assistance to communities and Regional Planning Organizations (RPOs) for local pedestrian safety improvement projects, including sidewalk construction.
2. Examine the causes of bicycle and pedestrian accidents in order to develop and implement effective counter measures.
  - a) Improve data and data analysis and recording – Need specifics. Also, training for officers on accident reporting
  - b) Add DMV and Public Safety stakeholders
  - c) Perform regional studies of pedestrian and bicycle fatalities, trends, causes, locations, and factors in RPOs
  - d) Identify and study areas with a high incidence of injury and/or fatality and redesign incorporating state of the art pedestrian safety measures



3. Improve motorist awareness of, and respect for, bicyclist and pedestrians.
  - a) Continue statewide “Share the Road” and Pedestrian Awareness campaign, providing information to motorists, bicyclists, pedestrians and equestrians
  - b) Improve education for motor vehicle operators by providing content for revisions to the state driver’s manual and CDL manual and improvements in driver education instruction offered in the State
  - c) Provide grants to local police departments to provide for increased enforcement of existing traffic regulations, including speed limits and crosswalk laws, in areas with high pedestrian traffic
  - d) Provide training to police officers on the rights and duties of bicyclists and pedestrians
  
4. Place special emphasis on the safety needs of children.
  - a) Support the national and state initiatives of the Safe Routes to School program
  - b) Organize bike helmet giveaway programs, an annual bike safety day and bike rodeos for school children
  - c) Produce and distribute bike and pedestrian safety publications for children
  - d) Develop a bicycle and pedestrian safety curriculum for elementary school students
  
5. Link bicyclist and pedestrian safety with broader community objectives such as public health, quality of life, and environment.
  - a) Encourage Town Departments of Planning and Zoning to develop requirements to ensure that new residential developments provide non-motorized connections to each other and to stores and schools
  - b) Coordinate with Town Departments of Parks and Recreation to develop programs to promote the use of multi-use trails for improving fitness
  - c) Develop partnerships to promote non-motorized travel, and to advance bicyclist and pedestrian safety

**Desired Outcome:**

Reduce the number of fatalities and personal injuries in each category in Connecticut by at least 10 percent by 2014.

## Appendix: Previous Accomplishments

**2006: Revision of State Drivers Manual** – Through a collaboration between the CTDOT Bicycle and Pedestrian Advisory Committee and the DMV, the section of the drivers' manual dealing with sharing the road with bicycles, pedestrians and equestrians was rewritten to provide more complete and up-to-date guidelines to enhance the safety of motorists and all road users.

**2008: Legislation** – Public Act 08-101, passed by the Connecticut Legislature in 2008 requires motorists to maintain a minimum separation of at least three feet when overtaking and passing bicyclists. In addition, it calls on CTDOT to undertake a “Share the Road” Campaign to educate motorists to the needs of bicyclists and other road users.

**2009: Share the Road Campaign** – Utilizing a State Highway Safety Fund grant, CTDOT organized and conducted a state “Share the Road” campaign comprised of bus board advertising and radio ads to educate motorists and make the public more aware of the need to share the road safely with all road users including bicyclists, pedestrians and equestrians.

**2009: Legislation** – Public Act No. 09-154, (“Complete Streets” bill) passed by the Connecticut Legislature in 2009 requires that accommodations for all users, including cyclists and pedestrians, be a part of the planning and construction of all highways, and, furthermore, that after October 1, 2010, at least 1 percent of funds received by CTDOT and by municipalities must be spent on “facilities for all users,” including bikeways and sidewalks.

The bill also created a new 11-member Bicycle and Pedestrian Advisory Board whose duties include examining the need for bicycle and pedestrian transportation, promoting programs and facilities for bicycles and pedestrians in the state, and advising state agencies on bicycle and pedestrian policy. The Board resides within CTDOT for administrative purposes only.

*Information for this section provided by: Connecticut Department of Transportation, Bureau of Policy and Planning*

## Work Zone Safety

### Background:

Work zone safety mobility and congestion measures and public outreach initiatives for motorist awareness have been a part of Connecticut's transportation culture through a multi-faceted approach in the fields of engineering, education, enforcement, and coordination with public and private safety organizations. Efforts on the national and state level need to continue with more emphasis placed on construction of safer work zones, speed enforcement and development of performance measures to accurately relate benefits to actions taken.

One of the integral parts of the work zone safety effort in Connecticut has been the formation of the Work Zone Safety Awareness Working Group which has been running an annual public outreach campaign since 2000. The campaign promotes partnerships with federal, state, local, business and communities to support activities that raise public consciousness about the need for driving safely in work zones. The outreach has included press events, multi-media advertising, grass roots campaigns within the construction and utility industry, and also partnership unions representing state and industry workers.

Connecticut has also passed legislation to improve safety for workers, public safety officers and motor vehicle operators in the state's highway work zones. In 2008, a bill was signed by Connecticut's Governor, to create a Highway Work Zone Safety Advisory Council to protect highway workers in work zones, and to establish the offenses of "endangerment of a highway worker" and "aggravated endangerment of a highway worker". The Highway Work Zone Safety Advisory Council was established to recommend safety improvements in work zones through innovative technology, work zone design, training, education and enforcement.

In 2009, Public Act 09-187 (S.B. 1081) tasked the Highway Work Zone Safety Advisory Council to "*develop a program curriculum and shall make available and recommend such curriculum to the Division of State Police, the Police Officer Standards and Training Council and each municipal police department.*" The Council is reviewing a modified curriculum based on the Federal highway Administration (FHWA) Work Zone Safety Training Course entitled "Safe and Effective Use of Law Enforcement Personnel in Work Zones." The Council completed review in 2010 and is distributing recommended training program curriculum to various law enforcement agencies for integration into training program in 2010-2011.

Work zone crash reduction goals have been established by the department and are detailed in the Bureau of Planning, Transportation Safety Section's 2010 Highway Safety Plan (HSP). The plan provides historic, trend, and current Fatality Analysis Reporting System (FARS) and State-provided data detailing highway safety in Connecticut. One of the identified problem areas detailed in the plan is "Roadway Safety" that includes emphasis on construction (work-zone) related crashes. The FHWA developed the Work Zone Mobility and Safety Self Assessment (WZ SA) tool and the Department. The WZ SA tool consists of a set of 46 questions designed to assist those with work zone management responsibilities in assessing their programs,

policies, and procedures against many of the good work zone practices in use today. Beginning in 2003, FHWA Division Offices have worked in partnership with Connecticut to complete a WZ SA each year to assess Connecticut's work zone practices and program. The goal of the 2009 WZ SA was to evaluate the progress made since the last WZ SA in 2008 and to reassess program initiatives both at the local and national levels.

## **Performance Objective**

The overall objective of the Department is to further reduce congestion and crashes in and around work zones thru the use of effective work zone strategies that address the safety and mobility needs of road users, workers, and others. Alternative strategies to reduce the number of crashes in work zones are being pursued and are included in this report.

The performance objective in the HSP is to reduce the number of construction/work zone related crashes. The HSP published goal is to reduce crashes by 48 percent from 1,348 in 1995 to 700 by the year 2011. In 2008, state crash data records (see table) indicated 1077 crashes, a reduction of 271 crashes or 20 percent. It should be noted that the figures used in the statistics are based on reporting activity and the increases may be a result of more aggressive reporting of crashes in construction and maintenance work zones rather than an increase in crashes themselves.

## **Performance Goal**

The 2010 HSP has two primary performance goals detailed in the plan. One is to finalize the statewide work zone safety grant program (work zone safety related signs, barricades, cones, and, vests, etc.) in an effort to increase work zone safety at work zone sites in all municipalities by the close of Fiscal Year 2011. The second is 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.

Further review of the goal set in the HSP as well establishing a performance-based goal in this plan (SHSP) is required. The Department suggests that before setting a new goal the first step is to develop performance measures. Performance measures can be monitored and acted upon. Using crash data to develop performance measure is not being considered at this time since receipt of reliable and accurate crash data from field sources continues to be a challenge and may be influencing the results. One of the primary focus areas as noted in the HSP is the need for a comprehensive statewide data mart (bank). The HSP states that "Deficiencies...include an inability to link traffic records from one agency to another and a lack of a comprehensive system to analyze crash data from the crash scene, patient care systems, licensing, and adjudication of the violations. An integrated data collection system will allow for comprehensive problem identification for the purpose of improving highway safety in Connecticut. Efforts currently underway include the continued implementation of an automated crash report and continuation of upgrades to traffic data systems in order to provide the

needed crash data.” Developing a performance goal based on current crash data is not being considered at this time.

The Department is currently in the process of considering and investigating alternative methods for establishing baseline data and developing performance measures relative to congestion and delays in work zones. This would be a first step in the process of developing a performance goal in this area. Further review of the goal set in the HSP as well establishing a performance based goal in the SHSP is required. Updates on current strategies and addition of new strategies are included in the report.

## Statistics

The Connecticut Department of Transportation Accident Summary Table (CAST) as shown below indicates that reports for work zone (construction or maintenance) related crashes decreased from 1099 in year 2007 to 1077 in year 2008. However the crashes included 5 driver and passenger fatalities and 24 pedestrians injured while directing traffic, working in the road or performing emergency services; and

### Connecticut Department of Transportation Accident Summary Tables (CAST) Prepared December 1, 2009 and furnished from the Bureau of Policy and Planning,

P= PRELIMINARY

\* MAY INCLUDE SOME FATAL ACCIDENTS IN WHICH INJURIES WERE SUSTAINED

CONNECTICUT WORK ZONE SAFETY CRASH DATA										
YR	# Fatal Accidents	# Fatal	% Fatal per total	*Injury Acc.	# Injuries	# Type A injury accidents	% Type A per total	Property Damage	Total Accidents	% Combined Fatal + Type A
1995	5	5	0.36%	439	640	42	3.04%	941	1383	3.40%
1996	5	5	0.35%	415	617	27	1.91%	997	1415	2.26%
1997	1	1	0.08%	446	607	25	2.02%	788	1235	2.11%
1998	6	7	0.50%	376	565	28	2.35%	811	1191	2.85%
1999	4	5	0.31%	404	604	20	1.55%	882	1289	1.86%
2000	7	7	0.54%	366	545	25	1.92%	934	1305	2.45%
2001	4	4	0.36%	341	484	23	2.05%	780	1122	2.41%
2002	1	1	0.09%	322	437	19	1.71%	789	1111	1.80%
2003	2	2	0.17%	310	430	11	0.94%	864	1176	1.11%
2004	4	4	0.30%	329	471	14	1.07%	984	1314	1.37%
2005	4	4	0.42%	253	354	9	0.94%	702	955	1.36%
2006	2	2	0.27%	219	285	16	2.14%	526	747	2.41%
2007	2	2	0.18%	247	358	25	2.27%	851	1099	2.46%
2008	4	5	0.37%	223	294	16	1.49%	852	1077	1.86%
<b>Total</b>	51	54	0.31%	4690	6691	300	1.81%	11701	16419	2.12%

- Over 12% of crashes involved hitting a construction barricade, barrel or other traffic control device like a cone.
- 35% were rear-end type collisions with the top 3 contributing factors following too close (29%), improper lane change (12%), driver lost control (11.5%).
- Most accident occurred during daytime, clear day and dry pavement between the hours of 10 am and 1 pm.

Though the number of fatalities did not change, the number of injury crashes did increase by 13 percent with Type A (most serious) injury crashes increasing by 56 percent. "Following too close" continues to be the highest contributing factor accounting for over 30 percent of all reported crashes and as expected it resulted in 38 percent of accidents being a "rear-end" type of collision.

## **Report on Implementation of Work Zone Strategies**

**Work zone Team Leader:** Terri Thompson

**How many times has task group met?** Multi-tasked groups not specific to SHSP but specific to Work Zone Safety do meet on a regular basis throughout the year. These groups include: Work Zone Safety Awareness Working Group, Commissioners Highway Work Zone Safety Advisory Council, Work Zone Mobility and Safety Self Assessment Team, Office of Construction Safety Committee. Other task groups are formed and meet when needed to address specific needs related to work zone strategies.

### **Strategies:**

- Increase motorist training and education related to work zones with the focus on younger drivers through a variety of paths such as insurance companies, driver education schools, and the DMV, etc.

The Department has taken a proactive approach in educating drivers, workers, and the public in general about safe practices around work zones and the hazards associated with them. The department uses a marketing firm when funding available to develop work zone safety and public awareness campaigns comprised of, television and radio, and printed media such as pamphlets, posters, bumper stickers, and other promotional materials. Most recently, the department of Motor Vehicles has included additional information and guidance to drivers about work zone safety including a section the driver's manual.

- Establish a universal best practices guide for law enforcement, trade unions, associations for contractors, utility companies and insurance companies (risk management and safety oversight) in the implementation and proper use of work zone devices and traffic control patterns.

**Update:** Task group in place that consists of the Offices of Construction, Maintenance, and Traffic Engineering to review and develop additional Departmental policy and guidance on the effective use of traffic control personnel in work zones. This is a precursor to establishing a revised memorandum of understanding (MOU) with the Department of Public Safety (State Police) and also in consideration of

implementing an agreement with towns and municipalities on use of local law enforcement and other traffic control personnel.

Due to recent changes in the MUTCD, the Department is currently reviewing and updating standards and specifications to make sure in conformance. Best practices guide to be considered once this effort is completed. A pocket guide has been developed by the Connecticut Transportation Institute at the University of Connecticut which is provided to towns and municipalities.

The Highway Work Zone Safety Advisory Council tasked with review and recommendation of a law enforcement work zone safety training program curriculum. Proposed curriculum being considered for use is based on a course published by the Federal Highway Administration (FHWA) "Safe and Effective Use of Law Enforcement Personnel in Work Zones", National Highway Traffic Safety Administration (NHTSA), International Police Chiefs Association (IACP) and the National Sheriffs Association (NSA).

The course was adapted for Connecticut as a result of two pilot courses and also work by the University Of Connecticut Transportation Institute Technology Transfer Center (T2). T2 is now offering a course as part of a series of Connecticut Legal Traffic Authority program workshops. The State Police are looking to add additional instruction on work zone traffic control as part of their academy training.

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

- Form a cross-functional committee (Maintenance, Construction) to review the content for all areas and establish uniform curriculum if possible for an agency-wide field training program.

**Update:** Discussions ongoing with the Department's Human Resources Department, Division of Safety to take the lead on Department safety training.

- Update current agency guidelines, policies, regulations and statutes pertaining to work zone safety including those of public safety and motor vehicles to adopt the FHWA final rule on work zone safety and mobility.

**Update:** Connecticut continues the process of reviewing, updating and incorporating the many new standards, rules and regulations that have resulted from the final rule on Work Zone Safety and Mobility in 2004 and others as far back as 1995. Examples of changes that have occurred are:

- 1) Connecticut General Assembly passed Senate Bill No. 285 known as Public Act No. 08-114, *An Act Concerning Highway Work Zone Safety* which was signed by Governor Rell on May 27, 2008. The bill established the Highway Work Zone Safety Advisory Council which shall make ongoing recommendations to improve safety for workers, public safety officers and motor vehicle operators in a "highway work zone." The council is represented by the Commissioners of Transportation, Public Safety and Motor Vehicles; the president of the

- 2) The new bill also established two new offenses, "endangerment of a highway worker" and "aggravated endangerment of a highway worker." And they became effective October 1, 2008. Endangerment of a highway worker offense is considered if "...person is operating a motor vehicle within a highway work zone...and commits any of the following: (1) Exceeding the posted speed limit by fifteen miles per hour or more; (2) failure to obey traffic control devices erected for purposes of controlling the flow of motor vehicles through such zone for any reason other than: (A) An emergency, (B) the avoidance of an obstacle, or (C) the protection of the health and safety of another person; (3) driving through or around such zone in any lane not clearly designated for use by motor vehicles traveling through or around such zone; or (4) physically assaulting, attempting to assault, or threatening to assault a highway worker with a motor vehicle or other instrument.

Aggravated endangerment A person shall be deemed to commit upon conviction or a plea of guilty for any offense set forth in subsection (b) of this section while such person is operating a motor vehicle within a highway work zone, as defined in subsection (a) of this section, and which results in the serious physical injury, as defined in section 53a-3 of the general statutes, or death of a highway worker.

- 3) Review and revision to guidelines for use of law enforcement personnel in work zones and also establishing criteria for when and what type of traffic control person will be required including uniformed flaggers. The guidance will be developed as a Department policy and will define requirements for all contractors and effect all persons working within a state right of way or under the authority of the commissioner of Transportation. The guidance will cover when and how traffic control personnel will be used and the requirements for provide

- Enact legislation that would allocate funds from work zone enforcement activity to support the funding of safety outreach in particular the funding of enforcement activity and training.

**Update: Removed as strategy.**

- Implement the use of better protective clothing, tools and equipment to increase worker visibility at work zones.

**Update:** All DOT personnel required to wear vests are being provided a high visibility safety vest that meets ANSI/ISEA 107-2004, Class 3. Though Class 2 is allowed for use in certain situations, the Department has opted to provide a vest that is the most reflective and visible especially for night work. Fitting on personnel with new requirements is currently ongoing. Contractors working on state roads or being contracted by the Department will be required to comply with the current OSHA requirements for Hi-Visibility Safety apparel.



On September 4, 2008 the Department invited representatives from the Offices of Safety, Construction, Engineering and Maintenance Divisions as well as members from local and state fire and law enforcement agencies to participate in a webinar hosted by the National Work Zone Safety Information Clearinghouse to learn about new Federal Highway Administration (FHWA) regulations regarding the use of “high visibility garments.” The Department’s work zone safety webpage was updated to add a link to information about the new high visibility apparel requirements.

- Develop a relationship and contact list of all parties that are interested in being a partner or being affiliated in some way with the Work Zone Safety Awareness Campaign.

**Update:** Work with the Highway Work Zone Safety Council to employ strategies and broaden member participation.

### **New Strategies**

- Ensure consistency and uniformity in the maintenance and protection of traffic in work zones.

Conduct work zone safety reviews during day and nighttime operations to verify that the proper traffic control devices are being used and that the traffic patterns are consistent for the type of work being performed. The reviews will also include a review of any new technology implementation, current design and safety protocols, and enforcement strategies, check of the quality and condition of the traffic control devices, motorist recognition and movement through patterns. The information obtained through these reviews will assist the Department in analyzing effectiveness of current standards and practices and may result in changes to work zone safety standards, plans or methodology.

- Research and evaluation of speed reduction and advance warning measures to reduce the speeds and number of rear-end collisions in work zones thus reducing crash rate.

Assumption is that many rear end collisions are occurring due to motorists not paying attention, traveling too fast for conditions or as a result of traffic queues extending outside the limits of temporary traffic control patterns. Some of the strategies will include researching and evaluation of innovative technologies specifically addressing speeds and queue lengths and trial these technologies on various projects. Work will include the establishment of criteria to define the limits of work zones and related queues for the development of best practices for management of queue lengths. The Department’s highway operations section is also looking at equipment that will assist in tracking work zone information such as speed, volume, and delay (length of queues). Incident related delays are collected currently but no delay information due to work zones that are long term or short term. Assessment of these efforts will begin in 2010.

- Focus on motorist behavior measures to produce a change in how they perceive a work zone and the need to slow down and pay attention. More emphasis on better work zone consistency in signing, configuration, and use of portable devices to monitor and alert motorists of speeds and hazards and that there is a need to slow down. The use of customer surveys as a tool to improve performance is being considered. An on-line survey is being developed with specific questions that can be used to assess current programs and strategies. The survey will include questions related to understanding of traffic control patterns and devices, work zone safety laws and knowledge of work zone safety in general.

### **Countermeasures:**

Establish uniform curriculum, standards and practices for all work zone related training programs.

The department currently has a website for traveler information that includes a Google-based interactive map populated with notices of incidents, traffic cameras, road construction information, variable message board locations, as well as travel resources such as ferries, park & ride, airports, and train stations. An e-alert system is in place to notify subscribers of incidents, delays and construction news which is also available through Twitter. Certain high profile projects also have a separate web page to provide updates to project status and construction activities.

*Information for this section provided by: Connecticut Department of Transportation, Office of Construction*

## Driver Behavior

### Note:

Much of the data found in the driver behavior section of this document is sourced from Connecticut's HSP. This document is updated annually. For more detailed information in the area of driver behavior, please refer to the most current HSP.

### Driver Behavior Overview

#### Funding Source:

National Highway Traffic Safety Administration: NHTSA

#### Parent Organization:

Connecticut Department of Transportation

#### Annual Planning Documents:

Highway Safety Plan

Annual Report

#### Governing Regulations:

See Appendix D

#### Support Links:

CT Highway Safety Website: <http://www.ct.gov/dot/cwp/view.asp?a=2094&q=432886>

NHTSA: <http://www.nhtsa.gov>

CT Motorcycle Safety: <http://ride4ever.org>

## Impaired Driving

### General Goal:

To significantly reduce the number of alcohol-related crashes, injuries and fatalities.

### *Performance Measures*

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

## TRACKING DATA

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

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

### ***Performance Goals***

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

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

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

### ***Performance Objectives***

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

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

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

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

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

Develop and distribute educational information to the general public and specific target groups identified as high risk through community outreach and the [www.drink-drive-lose.com](http://www.drink-drive-lose.com) website.

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

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

## ***Planned Countermeasures***

The most significant deterrent to driving under the influence (DUI) of alcohol and/or drugs is the fear of being caught. Enforcement objectives will be accomplished through the Comprehensive DUI Enforcement Program, which will include sobriety checkpoints and/or roving patrols. There will be a comprehensive DUI multi-media campaign to enhance enforcement activities. The Drink-Drive-Lose.com interactive website, which utilizes a variety of tools to educate visitors on the risks and consequences of impaired driving, is currently being updated. This website, historically, has been a tool to support the media outreach component. An evaluation of the site is currently being conducted and updates will be formulated and implemented during 2010 and 2011.

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

Enforcement will be aimed at high DUI activity periods. The enforcement will be comprehensive in nature and will include all NHTSA impaired driving mobilization periods and the traditional Expanded DUI Enforcement initiatives.

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

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

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

## Occupant Protection

### General Goal:

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

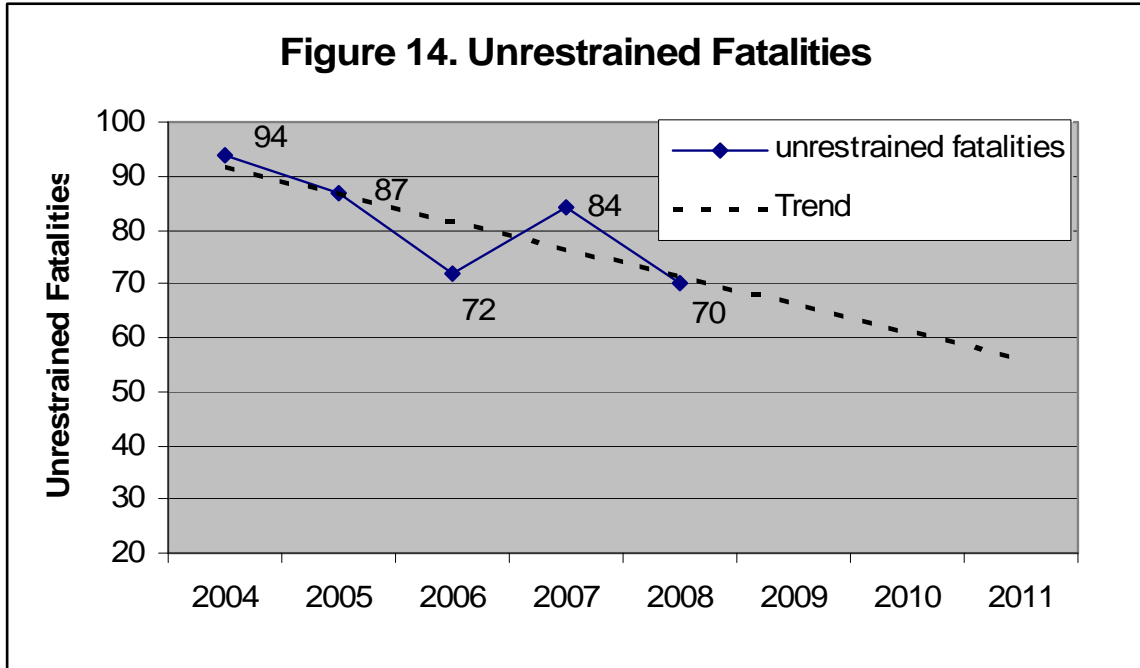
### Performance Measures

Performance Measure	YEAR				
	2004	2005	2006	2007	2008
Percent Motor Vehicle Occupants Restrained [Observations]:	83%	82%	83%	86%	88%
Percent Motor Vehicle Occupant Fatalities Restrained:	41%	39%	45%	47%	41.2
Safety Belt Citations Issued*	71,146	60,362	64,232	68,959	66,093
Safety Belt Adjudications Not Guilty	12%	15%	13%	13%	13%

Source: Connecticut DMV, Commercial Vehicle Safety Division; Fatality data from FARS; CT Judicial Statewide safety belt use has increased since 1995 and reached 86 percent in 2007,\* a 24 percent increase since the first comparable statewide survey.

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

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



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

***Performance Goals***

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

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

***Performance Objectives***

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

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

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



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

Increase education and enforcement on teen safety belt usage.

Collect safety belt use information from first responders.

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

### ***Planned Countermeasures***

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

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

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

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

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

# Motorcycle Safety

## *Performance Measures*

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

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

## *Performance Goals*

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

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

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

### ***Performance Objectives***

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

### ***Planned Countermeasures***

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

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

*Information for this section provided by: Connecticut Department of Transportation, Bureau of Policy and Planning*

# Commercial Vehicle Safety

## Background:

Commercial vehicle crashes, because of the size of the vehicles involved, typically equate into traffic delays, property damage and deaths. According to a Federal Motor Carrier Safety Administration (FMCSA) study performed in 1999 (*Cost of Large Truck- and Bus-Involved Crashes*), the average cost per crash involving a large truck was \$75,637. That average increases to \$217,005 when there was injury involved and increases to \$3.54 million when a fatality is involved. Using 1999 cost estimates, with 429,000 large truck related crashes in 2001, the total monetary expense for 2001 is minimally 32 and a half billion dollars. Commercial vehicles are defined as vehicles having a gross vehicle weight rating (GVWR) over 10,000 lbs.

In 2008, Connecticut reported a total of 859 large truck crashes, of which 25 were fatal crashes, 833 were non-fatal and 238 were injury crashes. Heavy truck/bus crashes differ from other vehicle crashes in a number of ways, many reflecting the size and use of these vehicles. When compared to the overall crash picture, heavy trucks/bus crashes involve the following:

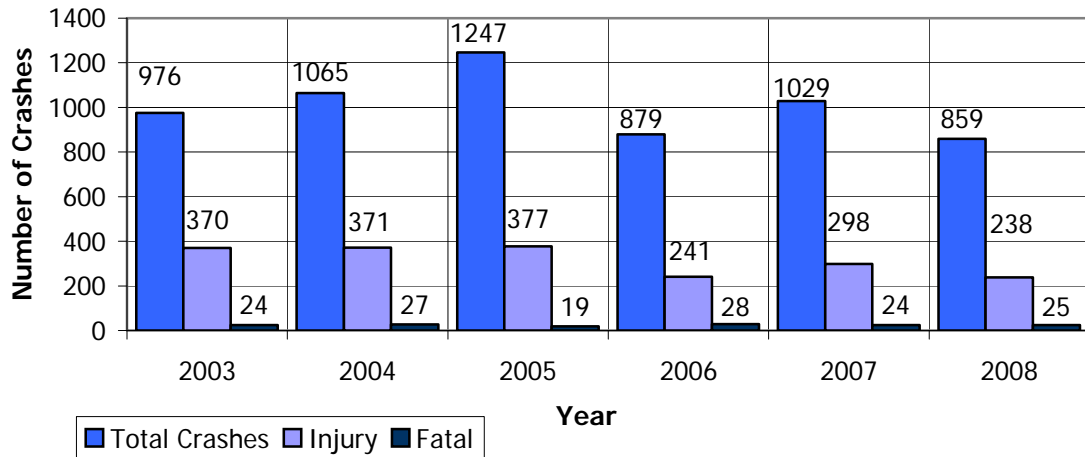
- More than half of the crashes involve combination vehicles.
- Of the fatal crashes, the vast majority of the passenger vehicle drivers were cited for moving violations related to the crash as compared to the commercial vehicle driver.
- Nearly 70 percent of the crashes occur between the hours of 6:00 a.m. and 5:59 p.m., but fewer crashes between 6:00 p.m. and 5:59 a.m.
- Nearly 90 percent of the crashes occur on a weekday.

In 2008, more than three-quarters of all large truck crashes (691), including fatal crashes (21), occurred in three of our eight counties; Fairfield, Hartford, and New Haven.

## General Goal:

To reduce the number and severity of crashes involving commercial motor vehicles and hazardous materials incidents.

### Connecticut Large Truck Crashes



Source: FARS and MCMIS Data

### Strategies:

- ❑ Step up targeted enforcement initiatives.
- ❑ Continued coordination between the Department of Motor Vehicles and State Police to heighten enforcement activities prior to or within high crash corridors.
- ❑ Provide technological infrastructure and solutions.
- ❑ Promote the increase of space/parking capacity for commercial vehicles in interstate rest areas.
- ❑ Continued participation with the national and state specific program elements:
  - Driver/Vehicle Inspections
  - Compliance Reviews
  - Traffic Enforcement
  - Public Education and Awareness
  - Data Collection and Reporting
- ❑ Continued implementation of other strategies identified in Connecticut's annual Commercial Vehicle Safety Plan, which is part of the Motor Carrier Safety Assistance Program (MCSAP).
- ❑ Coordinating with the Connecticut Department of Transportation regarding feasibility of using information boards and rest areas to post information on these high crash corridors.

**Outcome:**

With a 2008 commercial vehicle fatality rate of .08, which is nearly half of the national average of .15, and below the 2011 FMCSA goal of .16, Connecticut will strive to maintain it's lower than national average percentage and reduce its total number of commercial vehicle crashes by another 10 percent by 2011.

*Information for this section provided by: Connecticut Department of Motor Vehicles, Commercial Vehicle Safety Division*

# Traffic Incident Management

## Background:

Traffic Incident Management (TIM) is a dynamic process that evolves around people, policy, education and training. The effects of an efficient TIM system will improve safety for all first responders and the motoring public in many ways. For example, the Connecticut Highway Assistance Motorist Patrol (CHAMP) assists disabled vehicles by protecting motorists from nearby traffic and reducing the risk of secondary accidents.

By implementing effective TIM policies, procedures and practices by all first responders and the motoring public, a number of safety benefits will be realized.

## General Goal:

Continually improve traffic incident response and recovery time by all responding agencies, and support the goal with policies, programs, projects, and funding.

## Strategies:

- ❑ Adopt the Incident Command System (ICS) in conjunction with the National Incident Management System (NIMS) as the standard operating procedure for emergency response.
- ❑ Provide NIMS training to CTDOT Highway Operations Management and Maintenance staff.
- ❑ Provide funding to develop a Unified Response Manual training document and operating manual to all State and local first and secondary responders.
- ❑ Conduct after-incident review procedures, and public awareness programs to support effective on-scene incident management.
- ❑ Continue to raise awareness to the State of Connecticut Incident Management Policy and the Connecticut Quick Clearance Policies.
- ❑ Administer development of diversion plans for the I-84 Corridor Danbury to Southington providing electronic formats and on-line posting.
- ❑ Continue to fund CHAMP patrols Statewide.
- ❑ Raise public awareness to Connecticut “Move It” and “Move Over” laws.
- ❑ Facilitate the development of traffic incident management performance measures to reduce congestion and improve highway safety.
- ❑ Implement additional recommendations to enhance and support incident management as they become identified.

**Outcome:**

- ❑ Provide NIMS training to CTDOT Highway Operations and Maintenance staff.
- ❑ Distribute Unified Response Manual training document and operating manual to all State and local first and secondary responders.
- ❑ Distribute diversion plans for the I-84 Corridor Danbury to Southington, providing electronic formats and on-line posting.
- ❑ Continue to conduct performance measures for Average Highway Incident Duration Time (the time elapsed from notification until all blocked travel lanes are open) and
- ❑ Continue to conduct performance measures for Average Highway Incident Response Time (response by State Police from notification to arrival on scene.)
- ❑ Continue to conduct performance measures for the number of CHAMP patrols statewide.
- ❑ Continue to conduct after-incident review procedures, and public awareness programs to support effective on-scene incident management.
- ❑ Raise public awareness to Connecticut “Move It” and “Move Over” laws.

*Information for this section provided by: Connecticut Department of Transportation, Highway Operations*



## **APPENDIX A:**

### History of the Connecticut Strategic Highway Safety Plan

February 2004 – A kick-off meeting was held with staff from FHWA, Engineering, Policy and Planning, and Highway Safety. Co-chairs of the Steering Committee were appointed.

March 2004 – Conference call with FHWA and their consultant to discuss the Integrated Safety Management Process.

October 2004 – Two staff members from the CTDOT attended the Comprehensive Highway Safety Peer Exchange Conference in Kansas.

October 2004 – A meeting with the stakeholders was held to discuss the procedures for the development of a draft plan.

November 2004 – A meeting with the stakeholders was held to discuss the emphasis areas and assigned members specific emphasis areas to research and report on.

November 2004 – Stakeholders developed reports for each emphasis area and these reports were consolidated into a draft plan. The plan was sent to stakeholders for their review.

December 2004 – A meeting with the stakeholders was held to discuss and modify the draft plan.

March 2005 – A 2 ½ day summit on the Connecticut Comprehensive Safety Plan was held. Accomplishments of this summit were to discuss why these emphasis areas were chosen, develop strategies for each area, and develop a final draft of Connecticut's SHSP.

May 2005 – A meeting with the stakeholders was held to discuss the next step to develop and distribute a final plan.

August 2005 - Passage of SAFETEA-LU

November 2005 – SHSP Peer Exchange Phoenix, Arizona

June 2006 - Update existing Data and add additional Stakeholders

August 2006 – Send out draft plan for review

June 2010 – 2006 SHSP updated

*Information for this section provided by: Connecticut Department of Transportation, Bureau of Policy and Planning*

## **APPENDIX B: Invited Stakeholders:**

Members of Committee - Federal, State, local and private sector safety stakeholders with commitment to Highway Safety:

### **Governor's Highway Safety Representative - Deputy Commissioner**

Robbin L. Cabelus -- (860)594-2051 robbin.cabelus@ct.gov

### **Regional Planning Organizations**

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Sandra Fry -- (860) 522-2217 sfry@crcog.org

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Linda Krause -- (860) 388-3497 crerpa@snet.net

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Richard Lynn -- (860) 491-9884 lhceo1@snet.net

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Mark Nielsen -- (203) 366-5405 mnielsen@gbrpa.org

Lyle Wray -- (860) 522-2217 ext. 32 lwrap@crcog.org

### **State and Local Traffic Enforcement Officials**

#### **Connecticut State Police**

Col. Thomas Davoren -- (860) 685-8000 Thomas.Davoren@ct.gov

Sgt. Frank Sawicki -- (860) 685-8666 Frank.Sawicki@ct.gov

#### **Local Police**

Connecticut Police Chief's Assoc. Executive Director Pamela Hayes --  
(860) 586-7506 phayes@cpcanet.or

### **Person Resp. for Administering Section 130 In State - Rail Highway Grade Crossing Program**

Gilbert Smart -- (203)-789-7189 Gilbert.Smart@ct.gov

### **Operation Lifesaver**

James Peay -- (860) 594-2368 James.Peay@ct.gov

**Motor Vehicle Administration Agency and Representatives Conducting the  
Motor Carrier Safety Assistance Program**

**Connecticut Department of Motor Vehicles -- Motor Vehicle Administration  
Agency/Commercial Vehicle Enforcement**

Commissioner Robert Ward -- (203) 805-6015 robert.ward@ct.gov  
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Sergeant Donald Bridge, Jr. -- (860) 263-5446 donald.bridge@dmvct.org  
George White -- (203) 805-6259 george.white@dmvct.org

**Federal Motor Carrier Safety Administration**

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Deputy Commissioner Albert Martin -- (860) 594-3000  
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Pamela Sucato -- (860) 594-3013 Pamela.Sucato@ct.gov  
Terri Thompson -- Work Zone Safety -- (860) 594-2667  
Terri.Thompson@ct.gov

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Gary Wiemokly -- EMS -- (860) 509-7157 gary.wiemokly@ct.gov

**Education/Academia (DOE)**

Interim Commissioner George Coleman -- (860) 713-6500 george.coleman@ct.gov

**National Highway Transportation Safety Association**

Administrator Philip Weiser -- (617) 494-3427 Philip.Weiser@dot.gov  
Deputy Administrator James Ryan -- (617) 494-3427 [jryan@dot.gov](mailto:jryan@dot.gov)  
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Robert Ramirez -- (860) 659-6703 ext. 3004 robert.ramirez@fhwa.dot.gov  
Shaun Capps -- (860) 659-6703 christopher.capps@fhwa.dot.gov

**Office of Chief State's Attorney – Traffic Safety Resource Prosecutor**

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**Federal Transit Administration**

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Noah Berger -- (617) 494-2100 Noah.Berger@dot.gov

**Federal Railroad Administration**

Les Fiorenzo -- (617) 494-3484 les.fiorenzo.dot.gov

**Private Sector**

- Roy Riedel -- Highway Safety Corp. affiliated with the American Traffic Safety Services Association (ATSSA) -- (860) 633-9445 riedl@highwaysafety.net
- COSTA, Connecticut Operators of School Transportation Vehicles Association -- Bill Moore -- 135 Day Street Newington, CT 06111 -- (860) 953-2782 bill@costa.necoxmail.com
- Richard T. Lourie, Jr. -- (860) 645-6018 rlouriejr1@cox.net
- MADD -- Coordinator Janice Heggie Margolis -- (203)-234-6521 maddconn@sbcglobal.net
- Central CT Bike Alliance -- President David Ringquist -- (860) 424-3573 david.ringquist@ct.gov
- Debra Dauphinais ddauphinais@bicycleseast.com
- Motor Transport Association of Connecticut -- Michael J. Riley -- (860) 520-4455 ctruck@aol.com

- Connecticut Motorcycle Rider's Association - 217 Barn Hill Road, Monroe, CT 06468  
Ed Stuart, President -- (203) 268-3740 woody21748@hotmail.com  
Richard Paukner, Legislative Coordinator RWPCMRA@aol.com
- Connecticut Bus Association - 1775 South Main Street, Cheshire, CT 06119 --  
Carroll Hughes -- (860) 346-7978 cjhughes@hughesandcronin.com
- CCIA, Connecticut Construction Industries Association - 912 Silas Deane Highway, Wethersfield, CT 06109  
Joyce Wojtas -- (860) 529-6855 jwojtas@ctconstruction.org  
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## APPENDIX C: 2006 SHSP Accomplishments

### Roadway Departure

The groundwork started by the AASHTO Lead State Initiative led to the establishment of “Roadway Departure” as an emphasis area in the State’s inaugural September 2006 SHSP. The first meeting of the RDEA Committee occurred during the Connecticut SHSP Summit in October of 2006. During that meeting, it was determined that a broader representation was needed to address the roadway departure issue on the State’s highway system. As a result several new members were recruited to address the viewpoint of the older driver, municipalities, law enforcement, and transportation education. The expanded membership of the RDEA Committee now includes representation from the private safety industry, the American Association of Retired Persons, regional planning, municipal public works, municipal police, University of Connecticut Technology Transfer Center, CTDOT Maintenance, CTDOT Engineering, and FHWA. The group meets periodically throughout the year to discuss strategies and the challenge of bringing the roadway departure accident reduction initiative to the local road system.

### Pedestrians and Bicycles

**2006: Revision of State Drivers Manual** – Through a collaboration between the CTDOT Bicycle and Pedestrian Advisory Committee and the Department of Motor Vehicles, the section of the drivers’ manual dealing with sharing the road with bicycles, pedestrians and equestrians was rewritten to provide more complete and up-to-date guidelines to enhance the safety of motorists and all road users.

**2008: Legislation** – Public Act 08-101, passed by the Connecticut legislature in 2008 requires motorists to maintain a minimum separation of at least three feet when overtaking and passing bicyclists. In addition, it calls on CTDOT to undertake a “Share the Road” Campaign to educate motorists to the needs of bicyclists and other road users.

**2009: Share the Road Campaign** – Utilizing a State Highway Safety Fund grant, CTDOT organized and conducted a state “Share the Road” campaign comprised of bus board advertising and radio ads to educate motorists and make the public more aware of the need to share the road safely with all road users, including bicyclists, pedestrians and equestrians.

## **Driver Behavior**

### **Impaired Driving**

The Impaired Driving Program emphasized enforcement with the goal of reducing driving under the influence (DUI). Through cost-share programming, it was possible to substantially increase the number of officers throughout the State to engage in high-visibility DUI enforcement. Activities included a combination of extra DUI patrols and sobriety checkpoints. These activities conveyed to motorists a simple message: if they drive impaired, they will be caught.

Law enforcement agencies statewide conducted DUI enforcement efforts during the Thanksgiving, Christmas, New Years, Memorial Day, July 4<sup>th</sup> and Labor Day holidays. Expanded DUI enforcement grants were also awarded to municipalities for enforcement outside of the holiday mobilization periods. These grants allowed existing regional traffic enforcement units to combine resources in regional DUI operations. This strategy emphasized a regional police presence and created an effective deterrent to impaired driving by heightening the public's perception of being apprehended. The expanded grants continued throughout the fiscal year and allowed a great deal of flexibility in deployments based on the particular needs of a community. Some examples included targeting the shoreline during seasonal timeframes, municipalities with high-profile sporting events, and/or municipalities hosting ethnic festivals. The results of the DUI Thanksgiving/Christmas/New Years holiday enforcement are listed below:

#### **Holiday DUI Project Activity**

##### **Local Law Enforcement - (76 municipalities reporting)**

- 409 DUI arrests
- 3719 safety belt and other citations
- 5827 warnings
- 45 checkpoints
- 12,929 hours of enforcement

The Connecticut State Police conducted a 2009 "UConn Spring Weekend Project" to reduce DUI incidences during the University's Spring Weekend. This project resulted in 8 DUI arrests, 10 possessions of alcohol by a minor, 26 safety belt violations, and 328 other motor vehicle violations. The Town of Cheshire implemented a project to combat the issues with underage drinking. Enforcement efforts made 23 arrests for violation of underage possession and procurement of alcohol. The project also included funding for educational instruction for area high schools. The Cheshire Police Department provided speakers, prior to prom and graduation celebrations, to educate students on the hazards of underage drinking. The speakers were from a program titled, "The Hard Truth" about drinking and driving, which was presented by Mother's Against Drunk Driving and the Waterbury Hospital.

Connecticut continued implementation of the Connecticut Impaired Driving Records Information System (CIDRIS). This project provided support to the development and rollout of the CIDRIS Project. Under the oversight, guidance and direction of the Office of Policy and Management, CIDRIS will provide for electronic data capture of traffic citations, integration of judicial and DMV information, integration with offender-based data and a data warehouse support system.

Funding continued for a statewide DUI prosecutor/coordinator position within the Office of the Chief State's Attorney. The prosecutor/coordinator focused on increasing the ability of the Chief State's Attorney's Office to successfully prosecute DUI and drug-related traffic cases and to train law enforcement officers on the prosecutorial aspects of Standard Field Sobriety Tests (SFST) as they pertain to DUI cases. Training and education initiatives designed to provide a better understanding of Connecticut's DUI laws, were provided to law enforcement personnel and motor vehicle per-se hearing officers. Consequently, additional DUI-related cases could be successfully prosecuted. The DUI prosecutor/coordinator is also on the Advisory Panel for the CIDRIS Project and is a member of the Law Enforcement Council, coordinated by the CTDOT's Law Enforcement Liaison.

Youth initiatives included "zero tolerance" messages, as well as educational efforts such as the MADD Connecticut Youth Power Camp. Annual Power Camps helped young people learn the skills necessary to effect change in their communities. Youths learned ways to change attitudes that condone underage drinking and drug use by addressing public policy options, joining efforts with law enforcement, and broadcasting their message via the media. Alcohol incentive funds were used to support the 19<sup>th</sup> annual Youth Leadership Power Camp. There were over 150 participants comprised of students, adult leaders, staffers and management personnel representing 25 schools and community organizations.

The Department and the State Toxicology Laboratory have collaborated on evaluation of DUI data analysis and interpretation, with the results enhancing the testimony provided in support of DUI prosecutions in the State. Further, the collaboration has focused on expanding the scope of drugs that are routinely detected and reported by the Laboratory, again, supporting DUI prosecutions. This program specifically addresses the use of prescription drugs, over-the-counter medications, and drugs of abuse/controlled substances that impair an automobile operator's abilities.

In January 2010, the CTDOT purchased 121 Alcotest 9510 Intoxilizer units to support impaired driving enforcement. The units are being used to increase the efficiency of existing mobilizations and sustained impaired driving enforcement efforts by State and local police, which in turn will deter and remove impaired drivers from Connecticut roadways. The total cost for these Intoxilizers was \$769,000, which included training for all units. The units were purchased by the State Police and will be distributed to all eligible law enforcement agencies by the State Toxicology Laboratory in accordance with State procurement procedures.



Working with the media, including television, radio, and print, provided an integral component to the State's impaired driving initiatives. In addition, CTDOT conducted a public information campaign encouraging motorists to drive responsibly during the Thanksgiving through New Years holiday season. The campaign employed both television and radio commercials, in which Governor M. Jodi Rell was featured as spokesperson. Television reach for this campaign was estimated to be 99 percent with a frequency of 22 times for the over 21 age group. There were 2093 paid television commercials and 2525 bonus no-charge commercials, with 41,529,000 gross impressions in the over 21 age group. Media purchased included a combination of paid and bonus spots for TV, cable and radio. There were 2548 30-second radio commercials aired with an additional 3823 bonus no-charge commercials, and billboard and bus panel advertising. Gross impressions were 2,295,000. The commercials were concentrated during the a.m. and p.m. drive times and weekends. The campaign reach, combining all mediums, was 99 percent with the campaign frequency combining all mediums 18+ for the people over age 21.

The Labor Day Holiday period featured the national campaign "Drunk Driving: Over the Limit. Under Arrest." Connecticut awarded 102 law enforcement agencies federal funds to conduct DUI initiatives throughout the State including saturation patrols and DUI checkpoints. Variable message boards carried the slogan to reinforce the campaign. During this mobilization there was no paid media.

## **Occupant Protection**

Efforts undertaken were designed to increase awareness and adherence to Connecticut's occupant protection laws, with a priority given to enforcement and education. Partnerships have been built with representatives from law enforcement, media, health professionals, education and local civic organizations. Programming included enforcement activities such as checkpoints and participation in national mobilizations. Public information and education activities were administered through media announcements and support materials. Concentrated safety week efforts included "Buckle Up America Week" and "Child Passenger Safety Awareness Week." These initiatives are nationwide efforts to increase awareness of the need for proper use of safety belts and child safety seats. Law enforcement officials offered Convincer/Rollover public demonstration programs. These programs give individuals the opportunity to experience a low-speed impact and "convince" the rider that they need to wear a safety belt when riding in a vehicle. The Rollover simulator also demonstrates the need for safety belt use by providing a visual experience of what happens when a vehicle is involved in a rollover crash.

CTDOT conducted the traffic enforcement WAVE Program. Each WAVE directed a concentrated enforcement effort designed to enforce Connecticut's seat belt laws. There were two "Click it or Ticket" Enforcement WAVE/Mobilization efforts held on May 18 and November 16, 2009. The majority of the WAVE survey activity took place in May. The safety belt enforcement WAVE began with a pre-WAVE seat belt observation survey. The WAVE was conducted with 159 agencies participating. An 85.4 percent

post-WAVE safety belt usage rate was achieved. Enforcement activity included a total of 10,005 safety belt citations, 1,115 speeding citations, 120 child safety seat citations, 181 DUI arrests, and 1,316 citations for miscellaneous violations.

The spring 2009 statewide scientific survey revealed an 85 percent safety belt usage rate. The survey determined statewide safety belt usage for drivers and front seat passengers in passenger vehicles only, during daytime hours. After the spring WAVE period, the full statewide survey was conducted; this survey establishes the statewide rate for the year. The pre- and post-WAVE surveys provide feedback on the statewide rate throughout the year. All surveys serve to monitor performance and activity relating to safety restraint usage. Law enforcement activities, communication programs highlighting enforcement efforts, and enhanced public relations have all contributed to the statewide rate.

The use of media was an important component of the campaign. A statewide multi-media campaign was developed and implemented. Numerous safety belt checkpoints were established throughout Connecticut during this period and each was supported by local media news coverage. Departments conducting safety belt checkpoints that included local media news coverage could submit for reimbursement of the checkpoint's operational costs. Print media, radio and television spots served to complement enforcement efforts. Four different 30-second commercials aired statewide across nine broadcast television stations and 22 cable systems throughout the State for the full 3½ week campaign. Campaign results indicated a 95 percent reach of the target population.

CTDOT and its many partners supported efforts that complemented mobilization/enforcement campaigns and helped increase safety belt and child safety seat use. Thousands of pieces of educational materials on occupant protection were requested by the public. In addition, educational materials were distributed at numerous public outreach venues.

The New Britain Rock Cats baseball team partnered with CTDOT to promote the Click It or Ticket message as part of the statewide campaign. A Click It or Ticket billboard was displayed for the entire season. In addition, every time a Rock Cats player successfully stole a base, the Public Address Announcer encouraged all attendees to buckle up upon leaving the game, combined with a buckle up promotional message being placed on the video board. Latino Beisbol Fiesta, a bi-lingual game day program, promoted buckling up by use of the video board and stadium signage. Harley Davidson Night was attended, where information was given out regarding motorcycle safety courses.

The Connecticut Defenders baseball team partnered with CTDOT to promote the Click It or Ticket seat belt campaign and car seat safety. They have a Click It or Ticket box office window, as well as signage.

The Department partnered with the Hartford Wolfpack to promote the following Highway Safety traffic initiatives: Click It or Ticket, underage drinking, drinking and driving and

child passenger safety. Signage was bought with the Click It or Ticket slogan inside the area as well as for the outdoor marquee. The slogan was also on the dasher boards and in-ice logo. Staff attended several tabling opportunities and interacted with guests attending the event. Educational information was distributed regarding the importance of seat belt safety, and locations where parents and caregivers could go to have their car seats inspected.

The Outreach Coordinator attended 60 various community outreach events to promote seat belt safety, and staff interacted with approximately 100,000 people throughout the year. Other Outreach partners include; the Bridgeport Bluefish and Sound Tigers, Mohegan Sun, Waterford Speedbowl, and Live Nation Hartford and Wallingford locations.

## **Child Passenger Safety**

The support of safety seat inspection stations is a priority of the Child Passenger Safety Program. The Department provided seats for training, as well as for car seat checks.

In 2009, there were seven child passenger safety technician-training sessions at various locations statewide, with 155 participants. The training sessions resulted in 104 additional certified technicians. One update renewal class was held with seven attendees. One continuing education units (CEU) class was held with 33 attendees. Connecticut has 20 instructors and 74 fitting stations. These instructors and technicians disseminate the most current information relating to design, hardware, installation and curriculum.

The State Child Passenger Safety (CPS) Coordinator attended many community outreach activities organized by the Hartford Fire Department, Waterbury Police Department and Safe Kids, to inform caregivers of the importance of proper child restraint.

CTDOT disseminates a variety of public education materials specific to child passenger safety; materials were provided to a variety of agencies, health and safety fairs, and other public outreach venues. Thousands of brochures in English and Spanish were distributed in response to requests from the public. The brochures include NHTSA materials: "LATCH Phase I & II"; Connecticut's Booster Seat Law; a Connecticut-developed product "A 5-Step Test for Booster Seats," in both English and Spanish; Traveling Safely with Children: the Basics (English and Spanish) and Are You Using it Right.

The State CPS Coordinator worked with Safe Kids and the Department of Public Health on a booster seat give away and obtained booster seats for free distribution within the Hispanic and African-American community. After the seats were obtained, CTDOT collaborated with StayWell Health Center to conduct an educational program to distribute the seats.

## Motorcycles

During Fiscal Year 2009, CTDOT's Connecticut Rider Education Program (CONREP) continued efforts to increase student enrollment. The three levels of courses offered were held at 14 site locations throughout the state and included the Basic Rider Course (beginner), the Intermediate Rider Course, and the Experienced Rider Course. In 2009, CONREP began to implement plans to add an additional course targeting advanced and sport bike riders who are over represented in State crash data. To assure quality control, CONREP Instructors monitored the program under the supervision of three chief instructors. In order to accommodate additional courses, CONREP trained and certified 14 new instructors. Preliminary data for 2009 indicates that 4,980 students were enrolled in over 503 CONREP courses. Student tuition and motorcycle registration fees collected from Connecticut motorcyclists provided the majority of funding for the training program.

Providing public information and education materials that promote safety is an important component of the Motorcycle Safety Program. A 30-minute television show was produced featuring Connecticut's Lieutenant Governor emphasizing the importance of wearing proper riding gear, completing a motorcycle safety course and sharing the road. The program aired in the spring of 2009 on local cable television.

Motorcycle organizations and several Connecticut motorcycle dealerships helped in this effort by distributing the materials. The materials included information on training course availability, safe riding gear, chemical impairment, safe riding tips, and motorist awareness of motorcycles. One popular item was the State motorcycle-specific map that incorporates NHTSA motorcycle safety educational information. CONREP was also represented and promoted at several grassroots events.

A successful statewide campaign, "Open the Throttle. Not the Bottle," continued to address motorcycle rider impairment and the impact of alcohol, drugs, and fatigue on riding ability. Funded by a NHTSA grant, the campaign was developed to increase awareness of the dangers of riding while impaired, with a focus on fatal injuries, and to encourage safe motorcycle riding practices. The campaign website ([www.ride4ever.org](http://www.ride4ever.org)) was designed for all Connecticut motorcyclists, but targeted males ages 25 to 40, who account for the largest number of riders on Connecticut roadways. The website contains impaired riding messages and includes downloadable ride maps, digital postcards, and articles. The site indicates thousands of visits over the past five years, with, the bulk of them coming in the spring and summer. Partners in this program include the American Motorcyclists Association, and the Connecticut Motorcycle Riders Association. The campaign continued throughout the year, with public service announcements and campaign message events at motorcycle dealerships. Media efforts that focused on raising awareness of motorcycles on the road continued throughout the year.

CONREP received second year Section 2010 motorcycle safety funding from NHTSA. These funds were programmed to support the expansion of motorcycle rider training

courses during 2009. This will include the addition of new motorcycles and other training equipment necessary to allow the program to offer more safety classes for novice riders. Additional funding will also be reserved to support our efforts to reduce rider impairment fatalities.

## **Traffic Records**

Monthly TRCC meetings are continuing, and include a report of active projects.

Active projects include:

- Electronic police report form (PR1) reporting from Public Safety to CTDOT
- Integrate NEXGEN Mobile Data Users with State's electronic PR1 Pilot
- Integrate CAPTAIN Mobile Data Users with State's electronic PR1 Pilot and Citation Pilot
- Electronic Citation Processing System
- Emergency Medical Services Patient Care Report Data Collection System
- State Crash/Enforcement data warehouse

Ongoing meetings are held with the Office of Information Systems on the development of the new accident records system. Some of these meetings include Public Safety and its consultant staff.

Accident Records section staff has started coding local roadway property-damage-only accidents for 2007.

A new server was purchased and installed to house the electronic accident record system, new roadway network, GIS, and roadway inventory system. The related data will reside in an Oracle database, which will allow easier access for users.

The development of a new statewide roadway network has started. This roadway network will have increased accuracy, dual carriageways, and routing and address matching capabilities.

A pilot procedure has been developed to pinpoint accident locations by integrating PR1's GPS coordinates and the roadway network.

The 2007 Traffic Records Strategic Plan has been developed and distributed.

The NHTSA Technical Assessment Team conducted a Traffic Records Assessment of Connecticut's traffic records system, and published a report.

The Department of Public Safety has trained more than 800 troopers on roadside capture of the electronic PR1 data.

Connecticut's Traffic Records Coordinating Committee (TRCC) continues to meet to improve the State's Traffic Records System. Using combined funding from safety belt

performance and safety data improvement grants, TRCC endorsed the following projects:

- Electronic motor vehicle crash reporting from the State Police to CTDOT
- Electronic motor vehicle crash reporting from local law enforcement to CTDOT, using the CSP/NEXGEN reporting system
- Electronic motor vehicle crash reporting from local law enforcement to CTDOT using the Capitol Region Council of Governments (CRCOG)/CAPTAIN reporting system
- Electronic EMS-run reporting from local EMS providers to the Department of Public Health (DPH)
- Measuring Core Safety Data Systems against Data Quality Measures

The focus on electronic crash reporting projects on timeliness, completion, consistency and accuracy, and EMS-run reporting efforts on completeness, timeliness and consistency, position Connecticut's Traffic Records Program on track with second year requirements by NHTSA for SAFETEA-LU Section 408 funding.

In addition to implementing the above listed crash and EMS reporting projects, TRCC continues to monitor and promote other ongoing safety data improvement projects, including electronic crash reporting for commercial motor vehicles, electronic EMS reporting, and crash outcome data evaluation linkage and analysis, as well as continued planning for a crash/traffic records data warehouse and impaired driver records information system.

In 2008, TRCC began preparations to qualify for fourth-year funding for safety data improvement grants. This includes documentation of the existing system improvement efforts and updating its second year application comprised of the following sections:

- Deficiency Analysis and Major Strategies (Strategic Plan)
- Performance Benchmarks and Goals
- Safety Data Improvement Projects
- TRCC
- Appendices (Strategic Plan)

The goal is for a more comprehensive and effective traffic records system to accurately identify safety problems, develop countermeasure programs to evaluate their effectiveness and measure progress to help save lives.

TRCC, supported by CTDOT, has continued an active schedule with several working subgroups and participated in a regional planning workshop in February. Working subgroup efforts have focused on electronic citation data capture and processing and planning for a State crash/traffic records data clearinghouse. The TRCC roster was updated in May 2007 and includes six new stakeholders.

## **APPENDIX D:**

### **Related Highway Safety Legislation and Certifications**

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](http://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 injures 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 two-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 six 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 device 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 race 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 one year in prison, a fine of \$75 to \$600, or both, and (2) subsequent offenses are punishable by up to one year in prison, a fine of \$100 to \$1,000, or both. The law went into effect on October 1, 2006.

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

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

**Public Act No. 08-101** (*Effective October 1, 2008*) The Commissioner of Transportation shall, within available appropriations and in consultation with groups advocating on behalf of bicyclists, develop and implement a state-wide "Share the Road" public

awareness campaign to educate the public concerning the rights and responsibilities of both motorists and bicyclists as they jointly use the highways of this state.

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

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

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

**Public Act 09-187:**

## **AN ACT CONCERNING THE FUNCTIONS OF THE DEPARTMENT OF MOTOR VEHICLES.**

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

### **DUI-Related provisions:**

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

**Section 35. Third-Time DUI Offenders.** This section permits those who have had their drivers' licenses permanently revoked for a third conviction for driving under the influence of alcohol or drugs before October 1, 1999 to avail themselves of the same process for restoring the ability to drive after six years that currently is afforded to those whose revocations occurred on or after October 1, 1999. Under this process, once at least six years has passed since the revocation, the person may request a DMV hearing for reversal or reduction of the revocation. The person must provide satisfactory evidence that a reversal or reduction of the revocation will not endanger public safety and must meet other requirements, such as successful completion of an alcohol education and treatment program. If granted relief, the person must, as a condition, operate only vehicles equipped with an approved IID from the date the relief is granted until 10 years have passed from the revocation date.

**EFFECTIVE DATE: October 1, 2009**

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

EFFECTIVE DATE: October 1, 2009

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

EFFECTIVE DATE: October 1, 2009

**Section 47. Work-Zone Safety Police Training.** This section specifies that the State Police, the Post Officer Standards and Training Council, and each municipal police department “shall be encouraged” to provide in each basic or review police training program they conduct or administer training on highway work zone safety that covers, at least:

1. enforcement of criminal laws on highway worker endangerment;
2. techniques for handling unsafe driving incidents in a highway work zone;
3. risks associated with unsafe driving in a highway work zone;
4. safe traffic control practices such as the proper location of officers and wearing high-visibility safety apparel; and
5. general guidelines, standards, and applications in the Manual on Uniform Traffic Control Devices, including training on the proper use of traffic control devices and signs and a one hour annual refresher on the guidelines, standards, and applications.

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

EFFECTIVE DATE: October 1, 2009

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

**Sections 62 – 64. Drunk Driving Offenses and Administrative License Suspensions.**

These sections:

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

EFFECTIVE DATE: October 1, 2009

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

EFFECTIVE DATE: October 1, 2009

**Public Act No. 10-153** amended Section 1. Subsection (c) of section 14-40a of the CGS by requiring any applicant for a motorcycle endorsement to present evidence

satisfactory to the commissioner that such applicant has successfully completed a novice motorcycle training course conducted by the Department of Transportation with federal funds available for the purpose of such course, or by any firm or organization that conducts such a course that uses the curriculum of the Motorcycle Safety Foundation or other safety or educational organization that has developed a curriculum approved by the commissioner.

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

This act:

1. specifies that it is illegal for a driver to type, send, or read text messages on a hand-held cell phone or mobile electronic device while operating a moving motor vehicle;
2. replaces, in most cases, the maximum \$100 fine for using a hand-held cell phone or mobile electronic device while driving with fines of \$100 for the first violation, \$150 for a second violation, and \$200 for subsequent violations, and explicitly imposes these fines on people who text while driving;
3. requires the state to remit 25% of the amount it receives from each summons to the municipality that issues the summons; and
4. eliminates the requirement that judges suspend the fine for a first-time offender who acquires a hands-free accessory before the fine is imposed.

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

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

State Certifications 8/19/10

**STATE CERTIFICATIONS AND ASSURANCES**

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

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with

respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

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

### **Certifications and Assurances**

#### **Section 402 Requirements**

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

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

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

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

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

- National law enforcement mobilizations,

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

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

### **Other Federal Requirements**

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

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

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

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

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

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

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

## **Federal Funding Accountability and Transparency Act**

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

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country, and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
  - (i) the entity in the preceding fiscal year received—
  - (l) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as



amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

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

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

1. The dangers of drug abuse in the workplace.

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

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

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

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

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

1. Abide by the terms of the statement.

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

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

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

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

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

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

### **BUY AMERICA ACT**

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

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

### **POLITICAL ACTIVITY (HATCH ACT).**

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

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of

a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

### **RESTRICTION ON STATE LOBBYING**

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

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

#### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal

Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this

transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default. (2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

**Instructions for Lower Tier Certification**

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

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

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

4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and

voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment,

declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

### **POLICY TO BAN TEXT MESSAGING WHILE DRIVING**

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

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
  
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
  - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

*Information for this section provided by: Connecticut Department of Transportation, Bureau of Policy and Planning*