



State of Connecticut

Department of Transportation Highway Safety Plan



STATE OF CONNECTICUT

Highway Safety Plan

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Executive Summary

Executive Summary

This planning document provides historic, trend, and current Fatality Analysis Reporting System (FARS) and State-provided data detailing highway safety in Connecticut. The identified problem areas dictate the State's highway safety goals, objectives, and planned countermeasures. The basis for this examination is Connecticut's motor vehicle crash experience for the calendar year 2007 in comparison to the prior year.

Overall, the number of police reported crashes in the State increased by 57.6 percent from the year 2006. A decrease was observed in fatal crashes (- 14.0 percent), while increases were recorded in property damage only crashes (+91.3 percent), and injury crashes (+4.2 percent).

In 2007, there were 252 fatal crashes in which 277 persons were killed. The fatality total was 10.9 percent lower than in the previous year. Serious "A" injuries increased by 6.7 percent in 2007, while "B" level injuries increased by 16.1 percent, and "C" level injuries decreased by 3.1 percent.

Over the 5-year period of 2003 to 2007, the number of fatalities in Connecticut has declined by 7.0 percent, compared to a decrease of 9.9 percent in NHTSA's New England Region and a 4.3 percent decrease for the entire nation. The largest declines in Connecticut were in Passenger and Pedestrian Fatalities (18.6 percent and 11.4 percent decreases, respectively).

Over the 1986 to 2007 period, Connecticut's fatality and injury rates per 100 million vehicle miles declined sharply. During the 1990's and into the 2000's, the fatality rate declined gradually and reached a historic low of .86 per 100 million miles in 2007. The injury rate declined from 2002 to 2006 after several years of little change and showed a slight increase in 2007.

In 2007, Connecticut's fatality rate was 0.9 fatality per 100 million miles of travel compared with the national figure of 1.4 fatalities per 100 million miles of travel.

*******Data is sourced from FARS annual report data published February 12 2009*******

Overall Core Performance Goals

To reduce the three year average (2005-2007) of total fatalities from 289 to 270 in 2011

Reduce the Fatality rate per 100 M VMT from three year average (2005-2007) of 0.91 to 0.85 by 2011.

Reduce the Serious (A) Injuries per 100 M VMT from three year average (2005-2007) of 7.13 to 5.8 by 2011.

Program Core Performance Goals

Impaired Driving (AL)

Alcohol-related fatal crashes are defined as any fatal crash in which a driver or non-occupant had an estimated blood alcohol concentration (BAC) of .01 or above. In Connecticut, the number of these crashes fluctuated from 129 in 2003 to 132 in 2006 and 115 in 2007. Fatal injuries in these crashes also decreased over this 5-year period from 137 in 2003 to 138 in 2006 and 128 in 2007.

The percentage of alcohol-related fatalities in Connecticut during 2007 (46.2 percent of all motor vehicle crash fatalities) was higher than the national average of 41.5 percent, and above the 44.7 percent in the states of the New England Region. Of the Connecticut fatal crashes, 39 percent were estimated to have been “high” BAC crashes ($BAC \geq 0.08$). The national estimate for those crashes in which a driver or non-occupant had a BAC in excess of the per se limit of .08 was 35 percent, and was 38 percent in the other New England states.

In 2007, Connecticut recorded BAC test results for 90 percent of fatally injured drivers and 39.5 percent of surviving drivers involved in fatal crashes; with both rates being well above the national figures of 69 percent for fatally injured drivers and 25 percent for surviving drivers.

Core Performance Goal:

To decrease alcohol impaired driving fatalities 15 percent from the five year average (2003-2007) of 108 to 92 in 2011.

Police Traffic Services (PTS)

During the 2003 to 2007 period, the most prevalent driver-related factors in fatal crashes were “speeding/racing” and “alcohol & other drugs.” In 2007, “speeding-racing” was identified in 21.1 percent of fatal crashes, “alcohol/other drugs” in 14.6 percent, and “failure to keep in proper lane or running off road” in 9.1 percent of the fatal crashes.

Over the 5-year period of 2003 to 2007, the greatest proportion of fatalities (34.7 percent) occurred on roads with a posted speed limit of 30 mph or less, followed by roads with limits of 35 or 40 mph (25.2 percent) and 45 or 50 mph (17.2 percent).

Core Performance Goal:

To reduce the number of speed related fatalities from the 5-year average of 99.4 (2003-2007) by 10 percent to 90 by the end of calendar year 2011.

Occupant Protection (OP)

Safety belt use in Connecticut increased from 76 percent in 2000 to 86 percent in 2007. The proportion of fatally injured passenger vehicle occupants who were not restrained was below the national average in each year from 1999 to 2006. Among known seatbelt use by occupants killed in passenger vehicles, Connecticut percentages have been higher than the New England region, both of which were generally lower than those nationwide. Belt use by

occupants killed in nighttime crashes has been higher in Connecticut than in New England, and has fluctuated relative to the nationwide rate.

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

Core Behavioral Goal:

To increase the safety belt usage rate (observations) from the five year average (2004-2008) of 84.4 to 90 percent in 2011.

Core Performance Goal:

To reduce the number of unrestrained occupants in crashes from the five year average (2003-2007) of 87.4 to 80 in 2012.

Roadway Safety (RS)

Safety in highway construction or work zones is important to both motorists passing through and personnel working at these sites. This also includes incident management zones where emergency responders are present. Work-zone related fatal and serious crashes have fluctuated year to year. During the 2001 to 2006 period, the number of serious crashes fluctuated from 15 in 2003 to a high of 18 in 2007. During that same period, total crashes dropped from 1,180 in 2001 to 1073 in 2007.

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

Motorcycle Safety (MS)

In 2007, a total of 41 motorcycle operators and passengers were killed on Connecticut roadways, representing 14.8 percent of the State's total traffic fatalities. Based on 89,100 registered motorcycles, the fatality rate per 10,000 registered vehicles was 4.6, a substantial decrease from the 2006 rate of 6.7 per 10,000. Preliminary data indicates that this trend will not continue in 2008.

In the other New England states in 2007, 14.7 percent of fatalities were motorcyclists and the fatality rate per 10,000 motorcycles registered was 5.1. Nationally, motorcycle fatalities in 2007 accounted for 12.6 percent of motor vehicle crash victims with a fatality rate of 7.2 per 10,000 registered motorcycles. The fatality rate per 10,000 registered motorcyclists in Connecticut and the other New England states decreased from 2006 to 2007 while remaining stable in the U.S. as a whole.

Approximately 66 percent of the motorcyclists killed were not wearing helmets, compared to approximately 41 percent of fatalities nationwide. Motorcycle operator error was the single most contributing factor amongst single vehicle crashes. Riding too fast for conditions was more likely to be a factor among motorcycle operator fatalities in Connecticut.

In 2007, 35 percent of the fatally injured motorcycle operators had been drinking and 24 percent had BACs of 0.08 percent or higher. Nationally, 31 percent of all fatally injured motorcycle operators had BAC levels of .08 or higher. An additional 9 percent had lower alcohol levels (BAC .01 to .07).

Core Performance Goals:

Decrease the number of fatalities below the five year average (2003-2007) of 44 by 10 percent to 40 by 2012.

Decrease the number of un-helmeted fatalities below the five year average of 30 (2003-2007) to 25 by 2012.

Traffic Records (TR)

The absence of a comprehensive statewide data mart continues to be a major hurdle for Connecticut's Traffic Records Coordinating Committee (TRCC) to overcome. These deficiencies include an inability to link traffic records from one agency to another and a lack of a comprehensive system to analyze crash data from the crash scene, patient care systems, licensing, and adjudication of the violations. Currently efforts are underway to prepare the primary data files (crash, vehicle, location, injury, adjudication and registration) and ensure that they are fully operational to create an integrated data collection network. The integrated data collection system will allow for comprehensive problem identification for the purpose of improving highway safety in Connecticut.

Recent data improvements include implementation of an automated crash report, restructuring of pre-hospital care reporting procedures, review, analysis, and an on-going linkage of CODES data (Crash Outcome Data Evaluation system).

General Goal: To develop a delivery system to provide timely, complete, accurate, uniform, integrated, and accessible traffic records to manage highway and traffic safety programs.

Hazard Elimination (HE)

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

General Goal: To improve safety and highway operations of the State's roadways by reducing traffic congestion, and crashes due to diminished signage and pavement markings.

Other Areas & Factors Other Areas & Factors

Licensing data shows that the percentage of Connecticut licensed drivers age 19 and younger is less than the national percentage, but that the percentage of drivers age 70 and older is higher in Connecticut than the nation as a whole. The greatest number of fatal crashes

involving young drivers occurred in July (31) followed by October (30), and 35.5 percent (78) occurred from 9 p.m. to 3 a.m. The Connecticut Department of Motor Vehicle's Commercial Vehicle Safety Division continues to be dedicated toward delivering a comprehensive commercial motor vehicle safety program to all who travel Connecticut roadways. The Connecticut Department of Transportation (Department) continues to partner with officials from that Division to assure coordination and cooperation with respect to programming efforts.

There were 182 fatal crashes involving pedestrians in Connecticut over the 5-year period of 2002 to 2006, and 184 pedestrians were killed in these crashes. Pedestrian fatalities decreased from 50 in 2002 to 27 in 2004, and rose to 38 in 2006. During the 2002 to 2006 period, national fatalities dropped 1.4 percent, the New England Region dropped 9.9 percent and Connecticut dropped 28 percent. In 2006, 12 percent of the fatalities were pedestrians, which is lower than the 12.2 percent in 2005. Nationally, these figures were 11.2 percent in 2006 and in 2005. Fatal crashes involving pedestrians and bicyclists were most likely to occur from September through December (46.7 percent), between 3 p.m. and midnight (66.5 percent) and in Hartford, New Haven and Fairfield counties (80.3 percent). The most frequently reported factors related to pedestrian fatalities were "improper crossing of roadway or intersection," "not visible," and "walking/running against traffic" combined with "darting/running into the road."

The bicycle fatalities in Connecticut ranged from 2 to 5 percent from 2002 to 2006 and 19 bicyclists were killed in these crashes.

Core Performance Goals:

To reduce the number of pedestrians killed by 5 percent from the five year average of 33.2 (2003-2007) to 32 in 2011.

To decrease drivers age 20 or younger involved in fatal crashes 7 percent from the 2003-2007 base year average of 54 to 50 by 2011

Process Description

Process Description

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

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

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

Problem analysis is completed by Preusser Research Group under contract with the Department. This state-level analysis is completed using the most recent data available (currently 2007 data). Motor vehicle crash data, occupant restraints, helmet use, and other data on traffic safety issues are analyzed.

Requests for local problem identifications were sent to all highway safety stakeholders including 94 local police law enforcement agencies, 53 Resident State Troopers, 12 State Police Troops, 3 State Police District Headquarters, 1 State Police Headquarters Traffic Unit, and 8 colleges and universities. Over 56 organizations have submitted safety concepts for consideration.

In addition, Department staff met with several local municipalities to discuss DUI plans for their jurisdictions. Other meetings were held with the State Department of Public Safety and the Office of the Chief State's Attorney in order to establish a cooperative working partnership.

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

Motorcycle safety professionals including motorcycle safety instructors, dealers, and other rider groups met in February 2009 to discuss counter measures to reduce motorcycle crashes.

Performance goals for each program area are established by Department staff, utilizing available data sources. Performance measures incorporate elements of the Department's

Strategic Highway Safety Plan and Master Transportation Plan, as well as nationally recognized countermeasures.

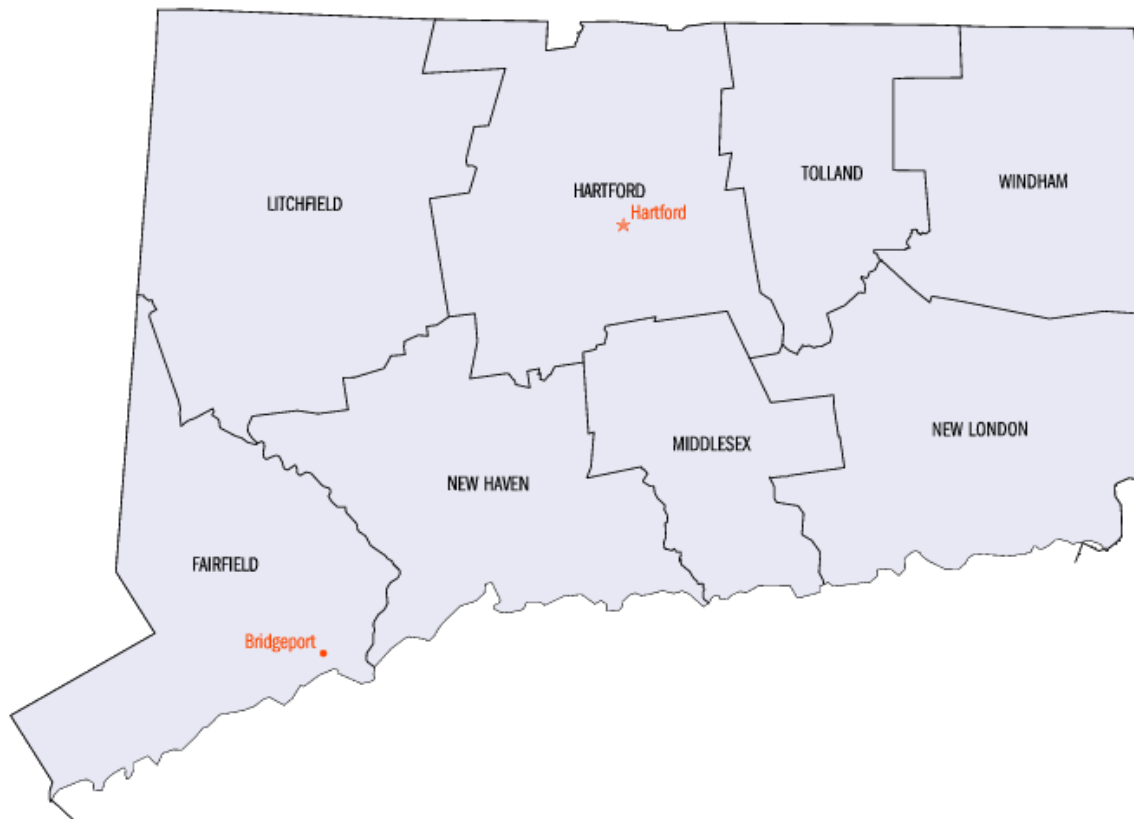
Programs and projects are designed to impact problems that are identified through the problem identification process described above. Program development and project selection begin with program specific planning meetings that involve professionals who work in various aspects of the specific program.

Specific sub-grantees are selected based on an ability to produce significant problem identification based on data driven problem analysis.

Projects are selected using criteria that include: response to identified problems, potential for impacting performance goals, innovation, clear objectives, adequate evaluation plans, and cost effective budgets.

******Data in this plan is sourced from FARS annual report data published February 12 2009******

Demographic Information



- Population Estimate of Connecticut in 2009: American Community Survey Census 3,501,252(81.6%) Caucasian; (11.18%) Hispanic or Latino Origin; (10.4%) African American; (3.3%) Alaska Native persons/Asian persons, (.2%) American Indian; and (5.2%) Other.
- State Capitol: Hartford
- Largest City Population: Bridgeport,130,748
- Counties: 8, Boroughs: 19, Towns: 169, Cities: 21
- Land Area: 4,844.8 Square Miles
- Connecticut Police Chiefs Association (CPCA) HQ/Municipalities (105)
State Troops (12); local Town Agencies (97); Resident Trooper Towns (59)
- State Police Barracks By Towns: Troop A: Southbury, Troop B: North Canaan, Troop C: Tolland, Troop D: Danielson, Troop E: Montville, Troop F: Westbrook, Troop G: Bridgeport, Troop H: Hartford, Troop I: Bethany, Troop K: Colchester, Troop L: Litchfield, Troop W: Bradley Field
- Annual Miles of Travel Per-Driver CT: 11,166 Per Driver, 2006yr
- Miles of Roads 2008yr; (21,364) Public Roads: (960) State Roads; (963) National Highway System Roads and (347) Interstate Roads.

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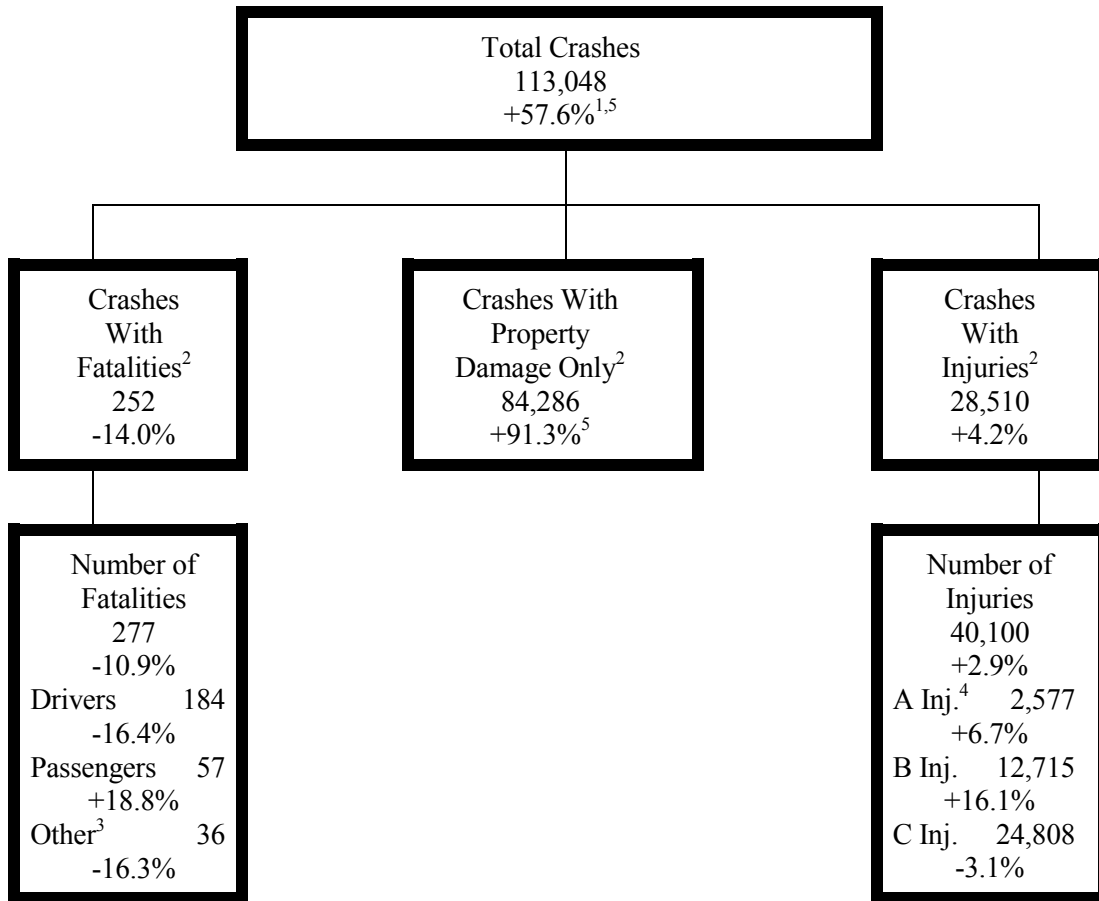
Highway Safety Data Analysis

Highway Safety Data Analysis

Figure 1 shows Connecticut’s motor vehicle crash experience for the year 2007 and compares it with the prior year. Overall, the number of police reported crashes in the State increased by 57.6 percent from the year 2006. Increases were observed in property damage only crashes (+91.3 percent) and injury crashes (+4.2 percent)⁵. Fatal Crashes decreased by 14 percent.

In 2007, there were 252 fatal crashes in which 277 persons were killed. The fatality total was 10.9 percent less than in the previous year. Serious “A” injuries increased by 6.7 percent in 2007, while “B” level injuries increased by 16.1 percent and “C” level injuries declined by 3.1 percent.

Figure 1. 2007 Connecticut Motor Vehicle Crash Profile



1. Percent change 2007 vs. 2006
2. Data on fatal crashes are from the NHTSA Fatality Analysis Reporting System (FARS)
Data on injury and property damage only crashes are from the Connecticut Department of Transportation’s Collision Analysis System
3. “Other” includes pedestrians, bicyclists and other non-motorists
4. Injury severity codes: “A” = severe injury, “B” = moderate injury, “C” = minor injury
5. Starting with the 2007 data CT’s crash data includes all “PDO” crashes; earlier years excluded such crashes not handled by the State Police

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

| | 2003 | 2004 | 2005 | 2006 | 2007 | Change 2003-07 % |
|------------------------------|------------|------------|------------|------------|------------|------------------|
| Total Fatalities | | | | | | |
| U.S. Total | 42,884 | 42,836 | 43,510 | 42,708 | 41,059 | -4.3% |
| Region Total | 1,267 | 1,316 | 1,214 | 1,223 | 1,141 | -9.9% |
| Connecticut | 298 | 294 | 278 | 311 | 277 | -7.0% |
| Driver Fatalities | | | | | | |
| U.S. Total | 26,779 | 26,871 | 27,491 | 27,348 | 26,480 | -1.1% |
| Region Total | 806 | 871 | 807 | 850 | 775 | -3.8% |
| Connecticut | 189 | 202 | 180 | 220 | 184 | -2.6% |
| Passenger Fatalities | | | | | | |
| U.S. Total | 10,458 | 10,355 | 10,069 | 9,507 | 8,977 | -14.2% |
| Region Total | 263 | 276 | 243 | 219 | 208 | -20.9% |
| Connecticut | 70 | 60 | 59 | 48 | 57 | -18.6% |
| Pedestrian Fatalities | | | | | | |
| U.S. Total | 4,774 | 4,675 | 4,892 | 4,795 | 4,654 | -2.5% |
| Region Total | 173 | 147 | 141 | 130 | 132 | -23.7% |
| Connecticut | 35 | 27 | 34 | 38 | 31 | -11.4% |
| Bicyclist Fatalities | | | | | | |
| U.S. Total | 626 | 722 | 784 | 769 | 696 | +11.2% |
| Region Total | 18 | 19 | 15 | 18 | 19 | +5.6% |
| Connecticut | 2 | 5 | 3 | 5 | 4 | +100.0% |

Source: FARS Final Files 2003-2006; Annual Report File 2007

Over the 5-year period of 2003 to 2007, the number of fatalities in Connecticut has declined by 7 percent, compared to a decrease of 10 percent in NHTSA's New England Region, and a 4 percent decrease for the entire nation. The largest declines in Connecticut were in Passenger and Pedestrian Fatalities (19 percent and 11 percent decreases, respectively).

2007 Crash Rates

Table 2 shows Connecticut's fatality and injury rates for 2007 based on population, licensed drivers and vehicle miles of travel, along with similar rates for the United States. The table indicates that the State's fatality rates are well below national levels. Connecticut's fatality rate was 0.9 fatalities per 100 million miles of travel, compared with the national figure of 1.4 fatalities per 100 million miles of travel. On the other hand, the non-fatal injury crash rates in Connecticut are higher than those for the nation as a whole.

Table 2. Connecticut and U.S. 2007 Fatality and Injury Rates

| CT Data for 2007 | Rate Base | Fatality Rate | Injury Rate |
|---|------------------------------------|---------------------|------------------------|
| Population 3,501,252 | Per 100,000 Population | CT: 7.9 US: 13.6 | CT: 1,145 US: 860 |
| Licensed Drivers 2,848,602 | Per 100,000 Licensed Drivers | CT: 9.7 US: 20.0 | CT: 1,408 US: 1,269 |
| Vehicle Miles of Travel 32,053,000,000 | Per 100 Million Miles of Travel | CT: 0.9 US: 1.4 | CT: 125 US: 85 |

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

Crash Trends

Table 3 contains data on the annual number of fatal crashes, the number of persons killed, injury crashes, and the number injured for the 21-year period from 1987 to 2007. Also shown are the number of licensed drivers and annual vehicle miles of travel for the State. The table shows that the 277 fatalities recorded in 2007 is the lowest figure over the 21-year period. Fatalities decreased from 311 in 2006. Total injuries (40,100) in 2007 is the second lowest figure in the period reported. Moreover, the number of severe injuries (“A” injuries) reported in 2007 is the third lowest figure over the 21 years for which data is available.

In the 252 fatal crashes that occurred in 2007, 81 drivers were reported as speeding or operating too fast for conditions and 56 drivers were reported as driving under the influence of alcohol or other drugs. Of the vehicles involved in fatal crashes, 198 were automobiles, 117 were light trucks (including 57 SUVs, 7 vans, and 40 pick up trucks), and 40 were motorcycles.

Figure 2 shows a profile of Connecticut’s motor vehicle fatalities for the years 2007 and 2006. Of the 277 fatalities that occurred in 2007, 36 (13 percent) were non-occupants such as pedestrians and bicyclists, 200 (72 percent) were vehicle occupants, and 41 (15 percent) were motorcyclists.

Among the vehicle occupants, 143 (72 percent) were riding in automobiles, 30 (15 percent) were in SUVs, and 27 (10 percent) were occupants of all other types of vehicles. Among the SUV occupants killed, 14 (47 percent) were in vehicles that rolled over.

Table 3. Trend Data 1987-2007

| YR | Fatal Crashes | Killed | Injury Crashes | Injured | A Injury | B Injury | C Injury | Miles of Travel (100 Million) | Licensed Drivers (000) |
|----|---------------|--------|----------------|---------|----------|----------|----------|-------------------------------|------------------------|
| 87 | 415 | 447 | 35,771 | 50,549 | 7,357 | 13,577 | 29,615 | 250.0 | 2,346.7 |
| 88 | 447 | 485 | 32,957 | 46,285 | 6,454 | 13,711 | 28,120 | 260.6 | 2,370.0 |
| 89 | 378 | 405 | 32,668 | 46,535 | 6,965 | 11,400 | 28,170 | 261.8 | 2,373.8 |
| 90 | 359 | 386 | 29,546 | 41,907 | 6,406 | 10,037 | 25,464 | 263.1 | 2,214.1 |
| 91 | 281 | 310 | 27,893 | 40,564 | 6,221 | 9,978 | 24,365 | 266.3 | 2,212.7 |
| 92 | 267 | 297 | 29,414 | 43,184 | 6,490 | 9,435 | 27,259 | 264.6 | 2,357.6 |
| 93 | 324 | 342 | 29,619 | 43,965 | 6,276 | 9,439 | 28,250 | 270.1 | 2,180.3 |
| 94 | 286 | 312 | 32,116 | 47,514 | 6,263 | 9,663 | 31,588 | 271.4 | 2,318.5 |
| 95 | 287 | 317 | 32,594 | 48,595 | 5,602 | 12,522 | 30,471 | 280.4 | 2,349.1 |
| 96 | 296 | 310 | 33,849 | 49,916 | 4,898 | 12,277 | 32,741 | 281.4 | 2,343.8 |
| 97 | 314 | 338 | 32,623 | 48,432 | 4,671 | 11,832 | 31,929 | 285.5 | 2,270.2 |
| 98 | 306 | 329 | 31,470 | 47,115 | 4,187 | 11,481 | 31,447 | 293.2 | 2,349.3 |
| 99 | 270 | 301 | 32,909 | 49,304 | 3,927 | 12,229 | 33,148 | 299.3 | 2,373.7 |
| 00 | 318 | 342 | 34,449 | 51,260 | 3,976 | 12,245 | 35,039 | 307.6 | 2,652.6 |
| 01 | 285 | 312 | 34,133 | 50,449 | 3,598 | 12,052 | 34,799 | 308.4 | 2,650.4 |
| 02 | 298 | 322 | 31,634 | 47,049 | 2,997 | 11,226 | 32,826 | 312.1 | 2,672.8 |
| 03 | 277 | 298 | 30,952 | 45,046 | 2,731 | 10,881 | 31,434 | 314.3 | 2,659.9 |
| 04 | 280 | 294 | 30,863 | 44,267 | 2,683 | 10,487 | 31,097 | 316.1 | 2,694.6 |
| 05 | 262 | 278 | 29,429 | 41,657 | 2,465 | 10,442 | 28,750 | 316.8 | 2,740.3 |
| 06 | 293 | 311 | 27,367 | 38,955 | 2,415 | 10,950 | 25,590 | 317.4 | 2,805.1 |
| 07 | 252 | 277 | 28,510 | 40,100 | 2,577 | 12,715 | 24,808 | 320.5 | 2848.6 |

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

Figure 2. Connecticut Fatality Profile

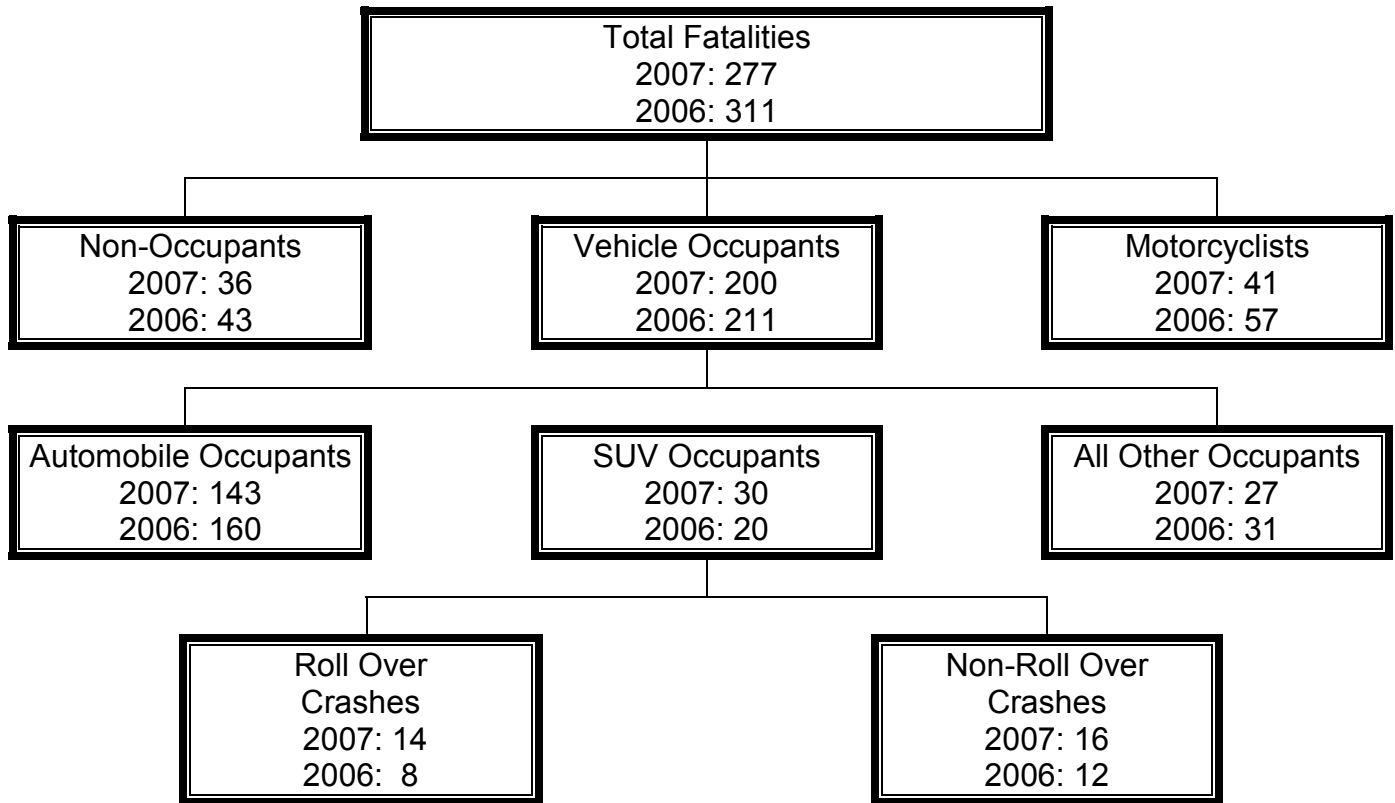


Figure 3 shows the trends in Connecticut's fatality and injury rates per 100 million vehicle miles over the 1985 to 2007 period. These rates generally declined sharply in parallel throughout the 1980s. During the 1990s and into the 2000s, the fatality rate declined gradually and reached .90 per 100 million miles in 2005, increased slightly in 2006 and reached a historic low of .86 in 2007. The injury rate declined from 2002 to 2006 after several years of little change and increased slightly from 2006 to 2007.

Figure 3. Killed & Injured per 100 Million Vehicle Miles Traveled: 1985-2007

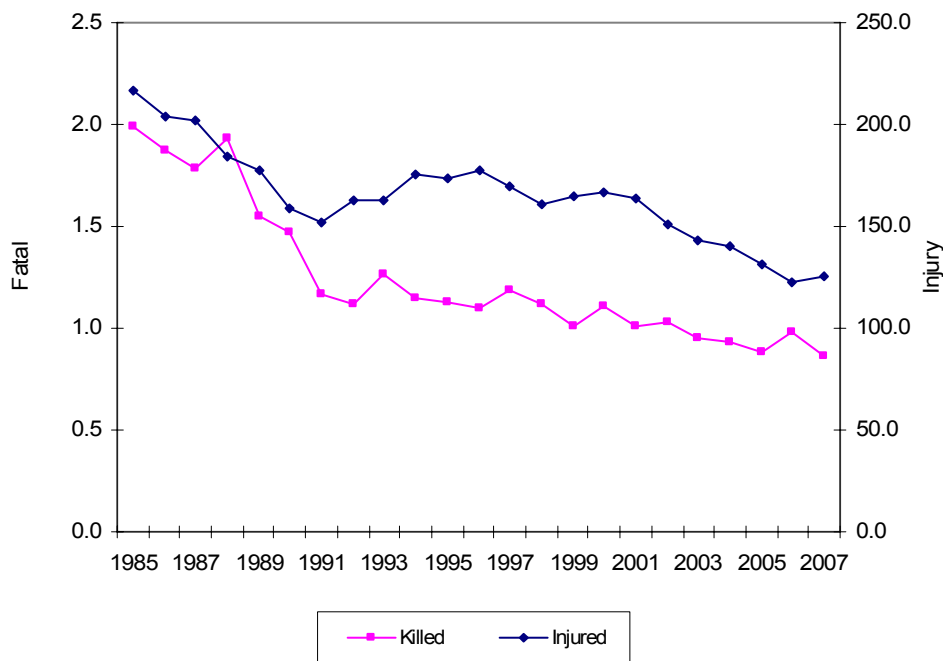


Table 4-A shows fatal, injury, and property damage-only crash rates per 100,000 population in Connecticut's 8 counties during the 2003 to 2007 period, while Table 4-B presents total number of fatalities by county. Not surprisingly, the greatest number of fatalities occurred in the most populous counties of Fairfield, Hartford, and New Haven (Table 4B). On the other hand, except for New Haven, these counties generally have had fatal population based crash rates that are below the statewide figures.

Table 4-A. Crash Rates by County 2003- 2007

| County | Crash Type | Rates per 100,000 Population by Year | | | | |
|------------|--------------|--------------------------------------|--------|--------|---------|--------|
| | | 2003 | 2004 | 2005 | 2006 | 2007 |
| Fairfield | Fatal | 5.5 | 5.7 | 5.8 | 6.4 | 5.4 |
| | Injury | 946.9 | 914.2 | 860.6 | 857.7 | 861.5 |
| | Prop. Damage | 1570.7 | 1458.2 | 1441.6 | 1382.7 | 2807.7 |
| Hartford | Fatal | 7.5 | 6.4 | 5.5 | 8.6 | 6.6 |
| | Injury | 813.2 | 889.5 | 891.2 | 796.9 | 851.2 |
| | Prop. Damage | 5378.1 | 6428.6 | 6343.5 | 1123.2* | 2335.2 |
| Litchfield | Fatal | 7.5 | 13.2 | 10.6 | 9.33 | 10.4 |
| | Injury | 590.9 | 629.7 | 592.5 | 653.7 | 629.0 |
| | Prop. Damage | 1341.1 | 1308.2 | 1339.8 | 1304.1 | 2114.8 |
| Middlesex | Fatal | 5.6 | 10.5 | 12.3 | 9.7 | 9.0 |
| | Injury | 619.7 | 697.3 | 735.8 | 619.7 | 661.0 |
| | Prop. Damage | 945.7 | 1179.9 | 1197.6 | 904.1 | 1225.9 |
| New Haven | Fatal | 8.8 | 6.3 | 8.1 | 7.5 | 8.4 |
| | Injury | 1137.7 | 1071.3 | 967.2 | 931.5 | 991.7 |
| | Prop. Damage | 1629.2 | 1550.2 | 1473.2 | 1425.2 | 2812.4 |
| New London | Fatal | 13.2 | 16.9 | 8.3 | 15.1 | 12.7 |
| | Injury | 756.3 | 729.5 | 706.9 | 658.1 | 693.2 |
| | Prop. Damage | 1744.6 | 1803.6 | 1769.8 | 1540.0 | 2466.0 |
| Tolland | Fatal | 10.3 | 10.2 | 12.9 | 5.9 | 11.7 |
| | Injury | 641.2 | 570.8 | 562.9 | 577.9 | 618.2 |
| | Prop. Damage | 1233.4 | 1200.3 | 1266.2 | 1150.6 | 1641.9 |
| Windham | Fatal | 14.2 | 15.7 | 11.2 | 20.2 | 11.9 |
| | Injury | 661.9 | 647.1 | 592.5 | 591.3 | 576.6 |
| | Prop. Damage | 1168.5 | 1173.7 | 1206.6 | 1056.0 | 1771.9 |

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

Table 4-A. Crash Rates by County 2003-2007
(Continued)

| County | Crash Type | Rates per 100,000 Population by Year | | | | |
|-----------|--------------|--------------------------------------|--------|--------|--------|--------|
| | | 2003 | 2004 | 2005 | 2006 | 2007 |
| Statewide | Fatal | 8 | 8 | 7.5 | 8.1 | 7.7 |
| | Injury | 888.7 | 883.3 | 840.7 | 839.7 | 814.3 |
| | Prop. Damage | 1426.4 | 1449.1 | 1424.6 | 1422.9 | 2407.3 |

Source: Connecticut Department of Transportation

Table 4-B. Connecticut Fatalities by County

| County | 2003 | 2004 | 2005 | 2006 | 2007 |
|--------------|------------|------------|------------|------------|------------|
| Fairfield | 55 | 53 | 56 | 58 | 50 |
| Hartford | 72 | 57 | 53 | 83 | 57 |
| Litchfield | 14 | 28 | 20 | 17 | 15 |
| Middlesex | 10 | 18 | 20 | 17 | 15 |
| New Haven | 78 | 54 | 69 | 65 | 74 |
| New London | 37 | 48 | 25 | 40 | 37 |
| Tolland | 15 | 16 | 22 | 8 | 16 |
| Windham | 17 | 20 | 13 | 23 | 13 |
| Total | 298 | 294 | 278 | 311 | 277 |

Figure 4 shows the linear trend in Connecticut's fatalities based on the years 2003 to 2007, and projects this trend through 2009. If Connecticut's fatality trend for 2003 to 2007 continues, the projection would be 284 fatalities in 2008 and 282 in 2009. If the fatality rate per 100 million vehicle miles of travel continues (Figure 5), it would project to .88 in 2008 and .87 in 2009.

Figure 6 shows the trend in serious "A" injuries based on 2002 to 2007 data. If that trend continues, it would project 2,318 "A" injuries in 2008 and 2,225 in 2009. Figure 7 shows the "A" injury rate per 100 million miles of travel would project to 6.9 in 2008 and 6.5 in 2009.

Figure 4. Fatality Trend

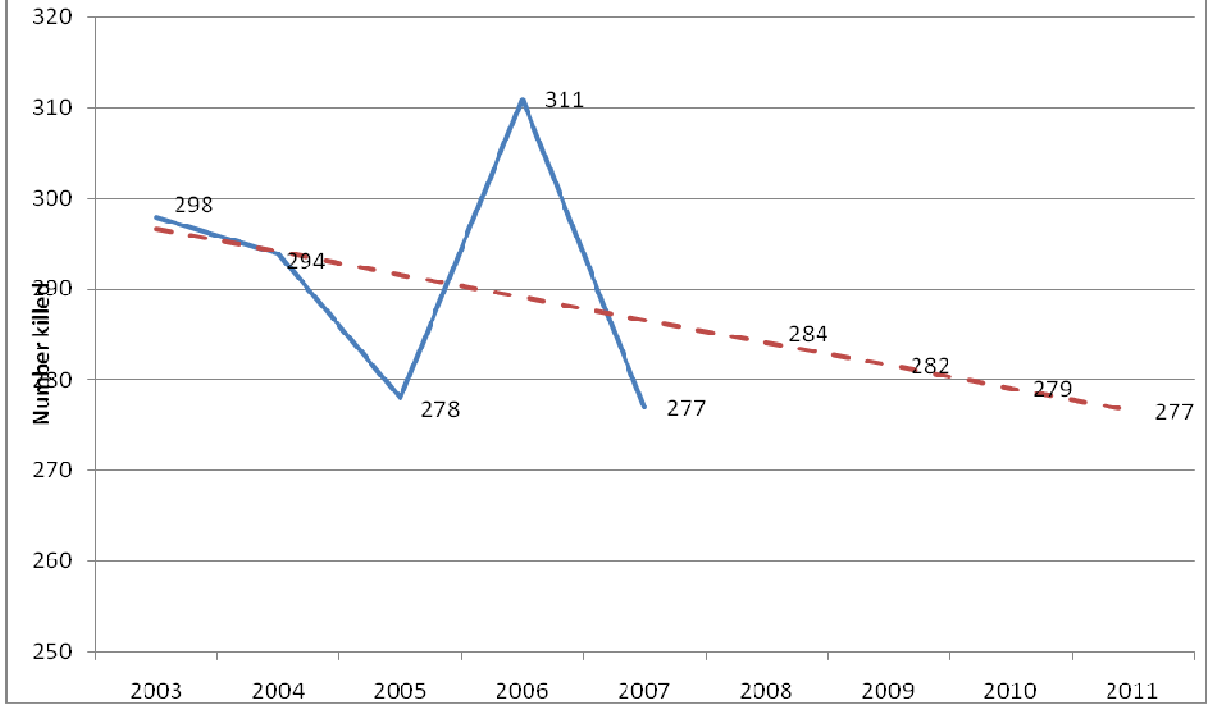


Figure 5. Fatality per 100 M VMT Trend

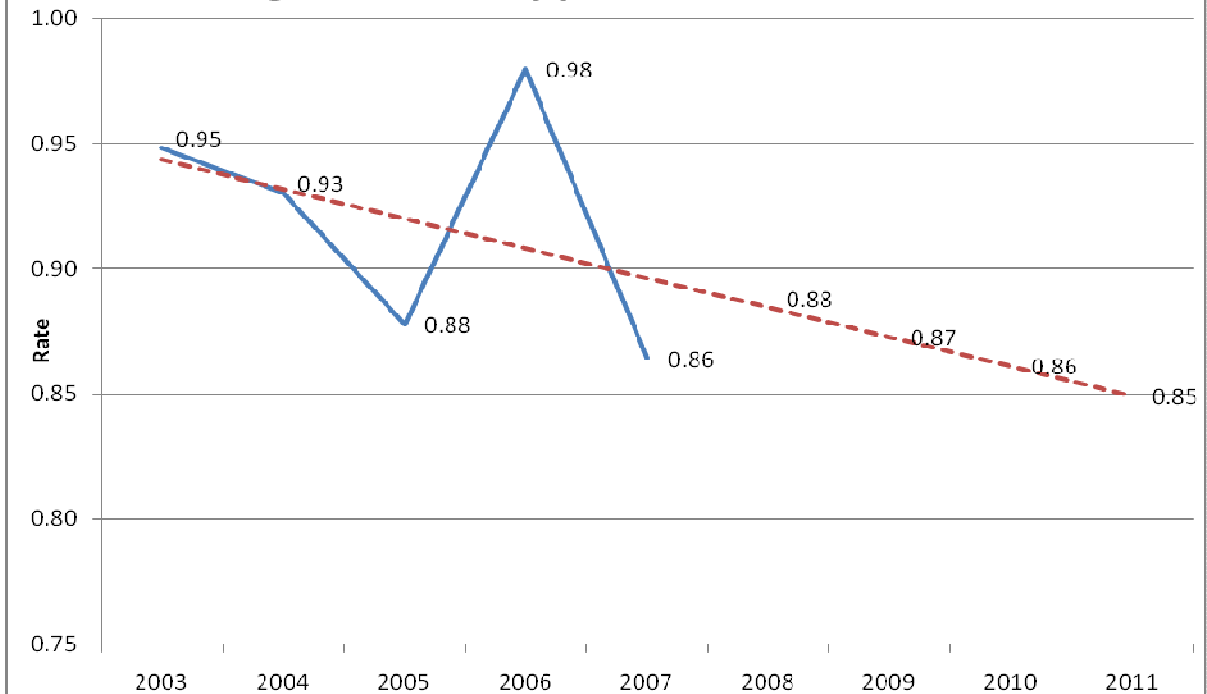


Figure 6. Serious (A) Injury Trend

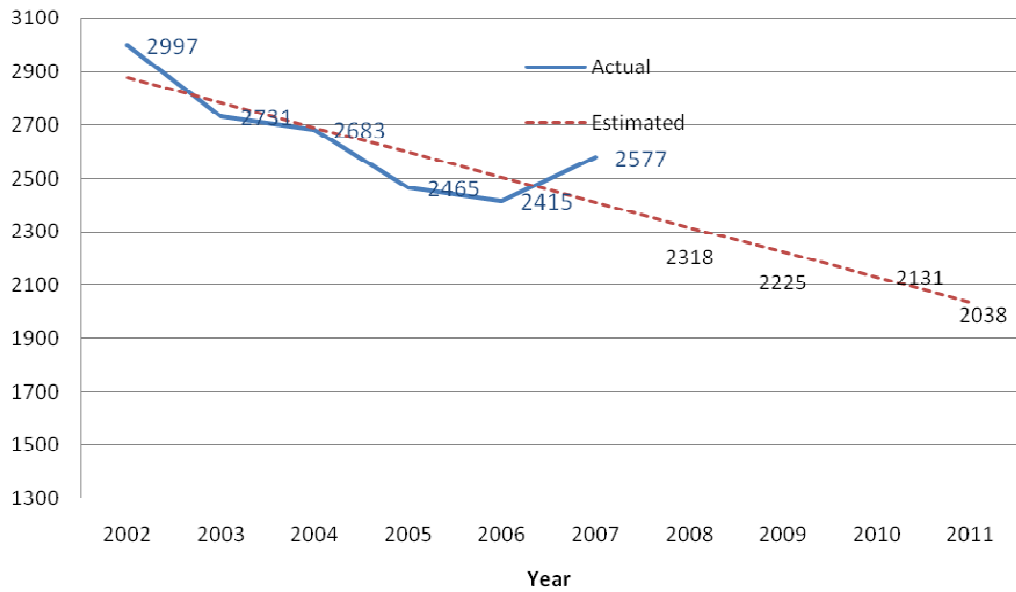


Figure 7. Serious (A) Injuries per 100M VMT

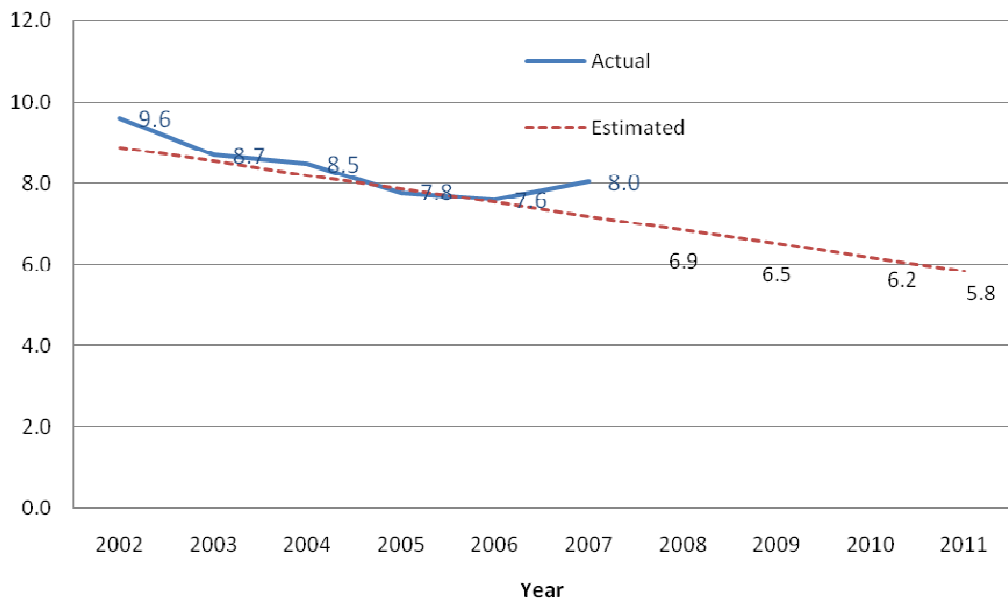
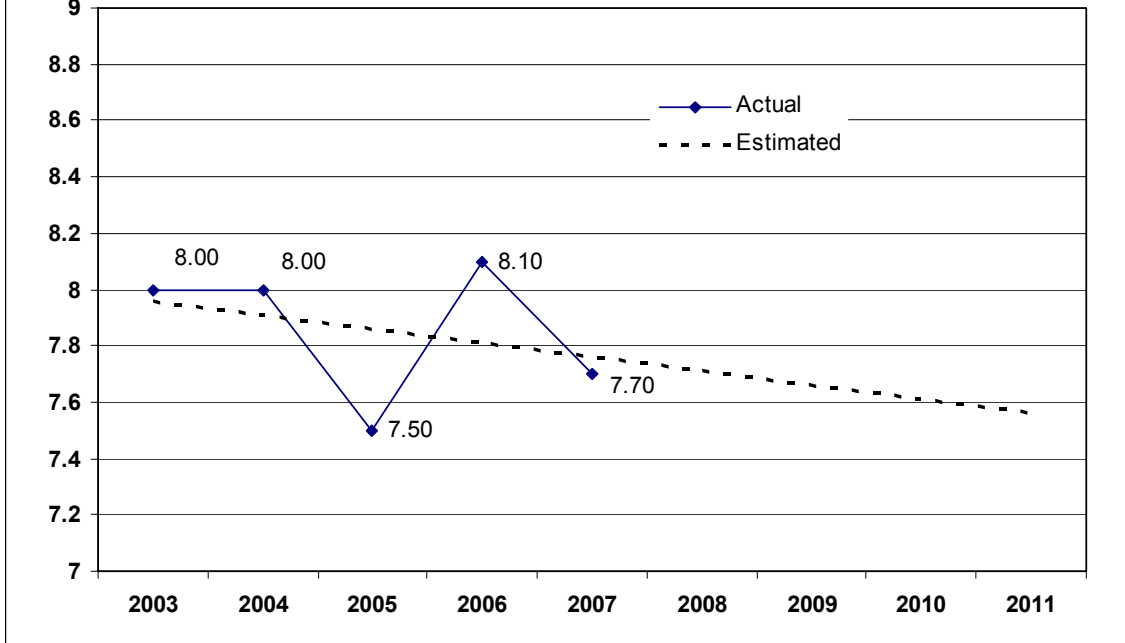


Figure 7A. Fatality Rate per 100,000 population



Statewide Performance Measures

| Performance Measure | Year | | | | |
|--------------------------------------|--------|--------|--------|--------|--------|
| | 2003 | 2004 | 2005 | 2006 | 2007 |
| Fatal Crashes | 277 | 280 | 262 | 293 | 252 |
| Fatalities | 298 | 294 | 278 | 311 | 277 |
| Fatalities/100 million vehicle miles | 0.9 | 0.9 | 0.9 | 1.0 | 0.9 |
| Injury Crashes | 30,952 | 30,863 | 29,429 | 27,367 | 28,510 |
| Injuries | 45,046 | 44,267 | 41,657 | 38,955 | 40,100 |
| Injuries per 100,000 population | 1,292 | 1,263 | 1,190 | 1,111 | 1,145 |

******Data in this plan is sourced from FARS annual report data published February 12 2009******

Impaired Driving (AL)

Impaired Driving (AL)

Problem Identification

In 2007, Connecticut recorded BAC test results for 90 percent of fatally injured drivers and 39.5 percent of surviving drivers involved in fatal crashes; with both rates being well above the national figures of 69 percent for fatally injured drivers and 25 percent for surviving drivers (when it was known if the test was given). This represents an increase over the 86 percent recorded in 2006 for fatally injured drivers.

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

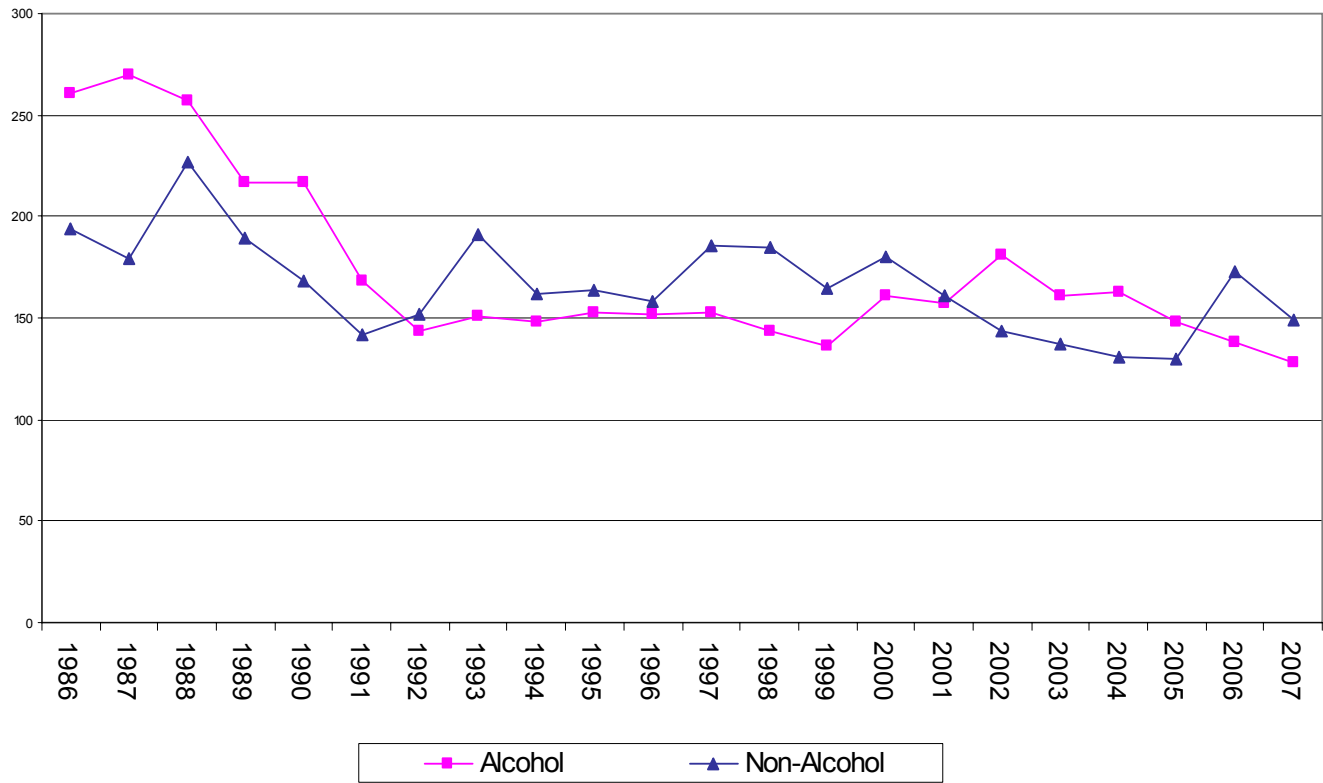
Table AL-1. Alcohol-Related Crashes/Fatalities (Connecticut)

| | Year | | | | |
|---------------------------------|-------|-------|-------|-------|-------|
| | 2003 | 2004 | 2005 | 2006 | 2007 |
| # Alcohol-Related Fatal Crashes | 124 | 100 | 95 | 124 | 118 |
| % Alcohol-Related Fatal Crashes | 44.8% | 36.1% | 36.4% | 42.3% | 43.9% |
| # Alcohol-Related Fatalities | 131 | 107 | 104 | 131 | 132 |
| % Alcohol-Related Fatalities | 45.3% | 36.8% | 35.7% | 43.5% | 49.1% |

Source: Connecticut Department of Transportation

The long-term trends in Connecticut's alcohol-related and non-alcohol-related fatalities are shown in Figure 8. In the period between the late 1980s and early 1990s, both alcohol-related and non alcohol-related fatalities dropped dramatically. Based on NHTSA's estimates of alcohol-related fatalities, Figure 8 shows that a downward trend existed through about 1992. That year, for the first time, less than 50 percent of the State's fatalities were alcohol-related. In the years that followed, the number of alcohol-related fatalities remained essentially constant at the level of around 150 annually, until 2002 when they rose to 181 before beginning to decline steadily through 2007, to 128, a decrease of 53 fatalities or a reduction of 29.3 percent. Alcohol related fatalities also decreased from 138 in 2006 to 128 in 2007 (Table AL-5).

Figure 8. Connecticut Fatalities 1986-2007



Source: Connecticut Department of Transportation

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

Table AL-2.

Crashes Involving At-Fault Drivers Who Had Been Drinking
(Blood Alcohol >0.00 <.08%)

| YEAR | FATAL CRASHES | FATALITIES | TOTAL CRASHES |
|------|------------------|------------|------------------|
| 1991 | 24 | 29 | 526 |
| 1992 | 22 | 32 | 534 |
| 1993 | 24 | 25 | 571 |
| 1994 | 21 | 23 | 488 |
| 1995 | 15 | 19 | 265 |
| 1996 | 25 | 26 | 240 |
| 1997 | 30 | 31 | 288 |
| 1998 | 19 | 21 | 393 |
| 1999 | 22 | 24 | 415 |
| 2000 | 22 | 25 | 512 |
| 2001 | 27 | 33 | 599 |
| 2002 | 19 | 19 | 398 |
| 2003 | 16 | 16 | 366 |
| 2004 | 14 | 15 | 376 |
| 2005 | 14 | 16 | 304 |
| 2006 | 9 | 10 | 316 |
| 2007 | 18 | 21 | 427 |

Table AL-3.

Crashes Involving At-Fault Drivers Who Were Intoxicated
(Blood Alcohol \geq .08%)

| YEAR | FATAL CRASHES | FATALITIES | TOTAL CRASHES |
|------|------------------|------------|------------------|
| 1991 | 90 | 108 | 2,105 |
| 1992 | 76 | 82 | 2,088 |
| 1993 | 94 | 97 | 1,780 |
| 1994 | 76 | 88 | 1,572 |
| 1995 | 95 | 106 | 1,625 |
| 1996 | 85 | 86 | 1,588 |
| 1997 | 80 | 87 | 1,562 |
| 1998 | 91 | 97 | 1,454 |
| 1999 | 75 | 85 | 1,388 |
| 2000 | 90 | 95 | 1,407 |
| 2001 | 94 | 108 | 1,292 |
| 2002 | 86 | 96 | 1,329 |
| 2003 | 91 | 99 | 1,413 |
| 2004 | 74 | 77 | 1,406 |
| 2005 | 71 | 77 | 1,501 |
| 2006 | 92 | 95 | 1,406 |
| 2007 | 82 | 91 | 1,941 |

Source: Fatal Analysis Reporting System (NHTSA)

Table AL-4 shows that the percentage of alcohol-related fatalities in Connecticut during 2007 (46 percent) was higher than the national percentage of 42 percent and above the 45 percent in the states of the New England Region. Of the Connecticut fatal crashes, 39 percent were estimated to have been “high” BAC crashes (BAC≥ 0.08). The national estimate for “high” BAC crashes was 35 percent and was 39 percent in the other New England states.

Table AL-4. Alcohol-Related/High BAC Crashes-2007

| | Connecticut | U.S. | New England |
|--|-------------|------|-------------|
| Percentage of Alcohol-related Fatalities | 46% | 42% | 45% |
| Percentage of High BAC (0.08%+) Crashes | 39% | 35% | 38% |

Source: Fatal Analysis Reporting System (NHTSA)

As previously noted, when BAC test results are either not available or unknown, NHTSA employs a statistical model to estimate alcohol involvement. Multiple imputation data have been used in this Plan. Table AL-5 presents the estimated results. Note: using this method can produce slight differences in totals due to rounding.

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

| State of Connecticut | 2003 | 2004 | 2005 | 2006 | 2007 |
|---|------|------|------|------|------|
| Number of Alcohol-Related Fatal Crashes | 129 | 126 | 119 | 132 | 115 |
| Percent Alcohol-Related Fatal Crashes | 46% | 45% | 45% | 45% | 46% |
| Number of Alcohol-Related Fatalities | 137 | 131 | 130 | 138 | 128 |
| Percent Alcohol-Related Fatalities | 46% | 45% | 47% | 44% | 46% |

Source: Fatal Analysis Reporting System (NHTSA) Final Files for 2003-2006 Annual Report File for 2007

Between 2003 and 2005, there was a downward trend line in the number of DUI-related fatal crashes. In 2006, the number of alcohol-related fatal crashes increased and dropped again in 2007, reaching the lowest level in 5 years. Still, the number of alcohol-related fatalities did show a downward trend between 2003 and 2007. While these crashes/fatalities, defined as a percentage of the total number of crashes and fatalities, remain unacceptably high, influenced by the substantial gains made in other safety areas, a decline in both crashes and fatalities has occurred over the 2003 to 2007 period. The number/percentage of fatal crashes declined by 14 (10.9 percent) from 129 to 115, while the number/percentage of resultant fatalities declined

by 9 (6.6 percent) from 137 to 128. This reduction is attributed to a major statewide multi-media public information campaign combined with high visibility enforcement that included both sobriety checkpoints and saturation patrols during known high-violation periods.

Table AL-6 shows Connecticut BAC test results for the years 2003 to 2007.

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

| BAC | 2003 | 2004 | 2005 | 2006 | 2007 |
|-------------------|------|------|------|------|------|
| .00 | 87 | 53 | 82 | 114 | 89 |
| .01-.07 | 11 | 6 | 8 | 5 | 11 |
| .08 –Up | 64 | 60 | 36 | 71 | 62 |
| No/Unknown Result | 27 | 83 | 54 | 30 | 22 |

Source: Fatal Analysis Reporting System (NHTSA)

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

Table AL-7. Percentage of Fatally Injured Drivers

| Percent Alcohol in Known Cases | 2003 | 2004 | 2005 | 2006 | 2007 |
|--------------------------------|-------|-------|-------|-------|-------|
| Fairfield County | 30.8% | 66.7% | 35.0% | 60.0% | 56.0% |
| Hartford County | 32.4% | 64.7% | 18.5% | 27.1% | 41.9% |
| Litchfield County | 22.2% | 66.7% | 41.7% | 50.0% | 46.2% |
| Middlesex County | 50.0% | 57.1% | 33.3% | 33.3% | 50.0% |
| New Haven County | 56.8% | 33.3% | 41.9% | 45.7% | 48.8% |
| New London County | 63.6% | 47.4% | 57.1% | 30.0% | 31.8% |
| Tolland County | 70.0% | 75.0% | 20.0% | 40.0% | 25.0% |
| Windham County | 33.3% | 50.0% | 57.1% | 25.0% | 66.7% |
| Percent Statewide | 45.6% | 55.5% | 34.9% | 40.0% | 45.1% |
| Percent Other New England | 41.8% | 38.4% | 39.0% | 37.0% | 45.7% |
| Percent Other U.S. | 40.4% | 39.4% | 40.9% | 40.9% | 42.4% |

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

Table AL-8 shows the number of fatalities both by county and statewide for the years 2003 to 2007, the percentage of these that were known or estimated to have been alcohol-related, and the rate of alcohol-related fatalities per 100,000 population. The statewide data at the bottom of the table indicates that for the 5-year period shown, the percentage of alcohol-related fatalities ranged from 44.3 to 46.1 percent.

Table AL-8. Alcohol-Related Fatalities by County

| County | 2003 | 2004 | 2005 | 2006 | 2007 |
|----------------------------|-------------|-------------|-------------|-------------|-------------|
| Fairfield Total | 55 | 53 | 56 | 58 | 50 |
| Pct. Alcohol | 38.9% | 52.3 | 51.3% | 57.6% | 44.8% |
| Alcohol Rate/100,000 | 2.38 | 3.08 | 3.19 | 3.74 | 2.50 |
| Hartford Total | 72 | 57 | 53 | 83 | 57 |
| Pct. Alcohol | 38.6% | 49.8% | 41.7% | 35.2% | 49.5% |
| Alcohol Rate/100,000 | 3.19 | 3.26 | 2.52 | 3.34 | 3.22 |
| Litchfield Total | 14 | 28 | 20 | 17 | 15 |
| Pct. Alcohol | 27.9% | 50.7% | 51.0% | 57.1% | 40.0% |
| Alcohol Rate/100,000 | 2.08 | 7.51 | 5.39 | 5.15 | 3.19 |
| Middlesex Total | 10 | 18 | 20 | 17 | 15 |
| Pct. Alcohol | 53.0% | 32.2% | 42.0% | 40.0% | 54.0% |
| Alcohol Rate/100,000 | 3.28 | 3.58 | 5.16 | 4.16 | 4.93 |
| New Haven Total | 78 | 54 | 69 | 65 | 74 |
| Pct. Alcohol | 51.5% | 35.2% | 46.1% | 52.6% | 47.0% |
| Alcohol Rate/100,000 | 4.78 | 2.25 | 3.77 | 4.05 | 4.12 |
| New London Total | 37 | 48 | 25 | 40 | 37 |
| Pct. Alcohol | 62.2% | 41.0% | 58.8% | 36.3% | 43.2% |
| Alcohol Rate/100,000 | 8.69 | 7.41 | 5.56 | 5.41 | 5.98 |
| Tolland Total | 15 | 16 | 22 | 8 | 16 |
| Pct. Alcohol | 63.3% | 52.5% | 33.6% | 31.3% | 41.9% |
| Alcohol Rate/100,000 | 6.54 | 5.73 | 5.02 | 1.70 | 4.52 |
| Windham Total | 17 | 20 | 13 | 23 | 13 |
| Pct. Alcohol | 33.5% | 40.0% | 52.3% | 33.0% | 43.1% |
| Alcohol Rate/100,000 | 5.06 | 6.99 | 5.87 | 6.53 | 4.78 |
| Statewide Total Fatalities | 298 | 294 | 278 | 311 | 277 |
| Pct. Alcohol | 45.9% | 44.6% | 46.8% | 44.3% | 46.1% |
| Alcohol Rate/100,000 | 3.93 | 3.76 | 3.72 | 3.94 | 3.65 |

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

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

Statewide, between 2003 and 2007, while the number of alcohol-related fatalities has generally dropped, the percentage of total fatalities has remained relatively constant. The 2006 percentage of alcohol-related fatalities was the lowest in 5 years. The trend line for the

statewide alcohol-related fatality rate has shown a decline over the 5-year reporting period, dropping from 3.93 per 100,000 of population to 3.65, a decrease of 7.1 percent.

Table AL-9 shows the age groups of drinking drivers (BAC \geq .01) killed during the 5-year period of 2003 to 2007, along with the numbers of licensed drivers in these same age groups. The table also shows the rate of drinking drivers killed (fatalities per 100,000 licensed drivers).

The table indicates that persons under the age of 35 made up the majority of the fatalities (56.4 percent). The table shows that approximately 12 percent of the fatally injured drinking drivers were under the legal drinking age.

Of significance is the substantial over-representation (percent licensed drivers versus percent drivers killed) of both the under 21 and 21 to 34 year old age groups and the under-representation of the 50+ age group. The 35 to 49 year old group data is slightly under-represented.

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

| Age | Drinking Drivers Killed (2003-2007) | | Licensed Drivers (2007) | | Rate ³ |
|-------|-------------------------------------|------------------|-------------------------|------------------|-------------------|
| | Number ¹ | Percent of Total | Number ² | Percent of Total | |
| <21 | 48 | 12.0% | 143,754 | 5.0% | 33.4 |
| 21-34 | 178 | 44.4% | 585,090 | 20.5% | 30.4 |
| 35-49 | 116 | 28.9% | 869,099 | 30.5% | 13.3 |
| 50+ | 59 | 14.7% | 1,250,659 | 43.9% | 4.7 |
| Total | 401 | 100% | 2,848,602 | 100% | 14.1 |

1. Source: Fatal Analysis Reporting System (NHTSA), Imputed Drinking

2. Source: FHWA

3. Fatality rate per 100,000 Licensed Drivers

Table AL-10 shows additional characteristics of these drivers and their crashes. The table shows that the fatally injured drinking drivers were predominately males and were most often killed in single vehicle crashes. Overall, 88.1 percent of the victims had valid licenses, 5.7 percent had a previous DUI conviction, and 92.5 percent were Connecticut residents. Approximately 61.5 percent of the fatalities took place on arterial type roadways, 20.6 percent were on local roadways, and 17.9 percent were on collector roadways.

The second part of Table AL-10 shows that drinking driver fatalities were most likely to have occurred on Saturdays and Sundays (these are likely in the overnight periods of Friday into Saturday and Saturday into Sunday). Friday, Saturday and Sunday account for approximately 59 percent of all impaired driving related fatalities.

The table shows that 43.7 percent of the fatalities occurred during the late night hours of midnight to 5:59 a.m., 30.3 percent took place between 8:00 p.m. and midnight, and 26.1 percent occurred during the daytime hours from 6:00 a.m. to 7:59 p.m. Also noted, Labor Day

is becoming more of an alcohol related holiday with a 5 percent increase from 2006 and 2007. This issue is being resolved with an increase in DUI enforcement during this specific holiday time frame which has not historically occurred in the past.

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

| | 2003 (N=83) | 2004 (N=90) | 2005 (N=64) | 2006 (N=86) | 2007 (N=78) | Total (N=401) |
|----------------------|----------------|----------------|----------------|----------------|----------------|------------------|
| Age | | | | | | |
| <21 | 10.8% | 12.2% | 12.5% | 14.0% | 10.3% | 12.0% |
| 21-34 | 47.0% | 41.1% | 42.2% | 44.2% | 47.4% | 44.4% |
| 35-49 | 26.5% | 32.2% | 31.3% | 24.4% | 30.8% | 28.9% |
| 50+ | 15.7% | 14.4% | 14.1% | 17.4% | 11.5% | 14.7% |
| Sex | | | | | | |
| Male | 83.1% | 84.4% | 87.5% | 83.7 | 80.8% | 83.8% |
| Female | 16.9% | 15.6% | 12.5% | 16.3 | 19.2% | 16.2% |
| Number of Vehicles | | | | | | |
| Single Vehicle | 71.1% | 80.0% | 76.6% | 73.6% | 69.6% | 74.2% |
| Multi Vehicle | 28.9% | 20.0% | 23.4% | 26.4% | 30.4% | 25.8% |
| License Valid | 86.7% | 86.7% | 84.4% | 89.7% | 92.4% | 88.1% |
| Previous DUI | 4.8% | 4.4% | 7.7% | 10.5% | 1.3% | 5.7% |
| Connecticut Resident | 92.8% | 91.1% | 93.8% | 91.9% | 93.6% | 92.5% |
| Road Type | | | | | | |
| Arterial | 56.6% | 64.4% | 50.8% | 65.5% | 67.9% | 61.5% |
| Collector | 21.7% | 23.3% | 18.5% | 12.6% | 12.8% | 17.9% |
| Local | 21.7% | 12.2% | 30.8% | 21.8% | 19.2% | 20.6% |

Source: Fatal Analysis Reporting System (NHTSA)

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

| | 2003 (N=83) | 2004 (N=90) | 2005 (N=64) | 2006 (N=86) | 2007 (N=78) | Total (N=401) |
|-----------|----------------|----------------|----------------|----------------|----------------|------------------|
| Day | | | | | | |
| Sunday | 23.8% | 23.3% | 28.1% | 19.8% | 21.5% | 23.1% |
| Monday | 7.1% | 14.4% | 6.3% | 4.7% | 6.3% | 7.9% |
| Tuesday | 7.1% | 10.0% | 4.7% | 12.8% | 12.7% | 9.7% |
| Wednesday | 13.1% | 12.2% | 10.9% | 11.6% | 7.6% | 11.2% |
| Thursday | 11.9% | 10.0% | 14.1% | 9.3% | 15.2% | 11.9% |
| Friday | 19.0% | 7.8% | 18.8% | 15.1% | 12.7% | 14.4% |
| Saturday | 17.9% | 22.2% | 17.2% | 26.7% | 24.1% | 21.8% |
| Time | | | | | | |
| Mid-0559 | 45.8% | 40.0% | 41.5% | 50.0% | 40.5% | 43.7% |
| 0600-1959 | 25.3% | 28.9% | 27.7% | 23.3% | 25.3% | 26.1% |
| 2000-2359 | 28.9% | 31.1% | 30.8% | 26.7% | 34.2% | 30.3% |
| Month | | | | | | |
| January | 7.3% | 6.6% | 6.2% | 2.3% | 10.0% | 6.4% |
| February | 1.2% | 5.5% | 6.2% | 11.4% | 8.8% | 6.7% |
| March | 8.5% | 8.8% | 7.7% | 6.8% | 7.5% | 7.9% |
| April | 9.8% | 2.2% | 6.2% | 15.9% | 10.0% | 8.9% |
| May | 8.5% | 14.3% | 7.7% | 4.5% | 8.8% | 8.9% |
| June | 14.6% | 7.7% | 10.8% | 9.1% | 7.5% | 9.9% |
| July | 11.0% | 13.2% | 7.7% | 13.6% | 10.0% | 11.3% |
| August | 9.8% | 7.7% | 12.3% | 5.7% | 6.3% | 8.1% |
| September | 7.3% | 13.2% | 12.3% | 11.4% | 16.3% | 12.1% |
| October | 7.3% | 4.4% | 19.2% | 11.4% | 3.8% | 7.1% |
| November | 8.5% | 11.0% | 7.7% | 5.7% | 5.0% | 7.6% |
| December | 6.1% | 5.5% | 6.2% | 2.3% | 6.3% | 5.2% |

Source: Fatal Analysis Reporting System (NHTSA),

Table AL-11 highlights alcohol-related crashes (utilizing Department data) of all types (fatal, injury and property damage) and shows they were also most likely to have occurred on Fridays, Saturdays and Sundays. The table also shows that about one-third of the crashes (35.6 percent) occurred during the late night hours between midnight and 5:59 a.m., one-third (32.2 percent) took place between 8:00 p.m. and midnight and one-third (32.2 percent) occurred during the morning to early evening period of 6:00 a.m. to 7:59 p.m. This time pattern differs slightly from that of drinking driver fatalities detailed in Table AL-10. Also, alcohol-related crashes of all types are far more evenly distributed across the months than are the crashes that killed drinking drivers.

Table AL-11. Characteristics of Alcohol Involved Crashes: 2007

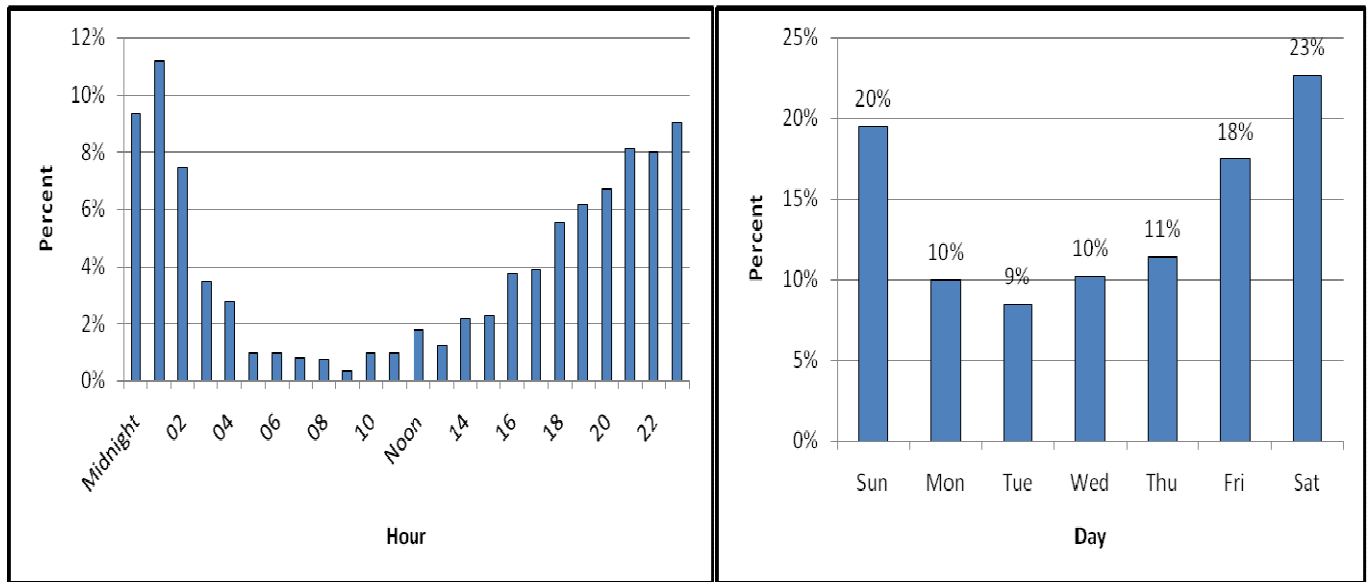
| | | 2007 | |
|-------------------------|--|--------------|------------------------------|
| | | Number=2,485 | Percentage=100% ¹ |
| Day of Week | | | |
| Sunday | | 485 | 19.5% |
| Monday | | 249 | 10.0% |
| Tuesday | | 212 | 8.5% |
| Wednesday | | 255 | 10.3% |
| Thursday | | 284 | 11.4% |
| Friday | | 435 | 17.5% |
| Saturday | | 565 | 22.7% |
| Time¹ | | | |
| Mid-0559 | | 877 | 35.6% |
| 0600-1959 | | 792 | 32.2% |
| 2000-2359 | | 794 | 32.2% |
| Month | | | |
| January | | 235 | 9.5% |
| February | | 188 | 7.6% |
| March | | 211 | 8.5% |
| April | | 198 | 8.0% |
| May | | 204 | 8.2% |
| June | | 212 | 8.5% |
| July | | 210 | 8.5% |
| August | | 182 | 7.3% |
| September | | 183 | 7.4% |
| October | | 217 | 8.7% |
| November | | 215 | 8.7% |
| December | | 230 | 9.3% |

Source: Connecticut Department of Transportation

¹ Time of day was unknown in 22 crashes

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

Figure 9. Alcohol-Related Crashes



By Hour of Day

By Day of Week

Source: Connecticut Department of Transportation

NHTSA defines a non-fatal crash as being alcohol-related if police indicate on the police crash report that there was evidence that alcohol was present. Table AL-12 shows the percentage of Connecticut non-fatal crashes in the years 2003 to 2007 in which police reported that alcohol was involved. The table shows that alcohol is a greater factor in severe crashes than less severe crashes. For instance, 2007 results indicate that 6.3 percent of “A”-injury crashes and 4.4 percent of “B”-injury crashes involved alcohol compared to 1.9 percent of “C”-injury and 1.8 percent of property damage only crashes.

The lower and declining percentage of alcohol involvement in injury and property-damage only crashes also reflects the general unstated policy of many law enforcement agencies that unless a DUI arrest is made, alcohol involvement is not indicated as a contributing factor in the crash. It is generally understood that alcohol involvement in less severe injury and PDO crashes is under-represented.

Table AL-12 Percent of Crashes Police Reported Alcohol Involved

| Maximum Severity Level | 2003 | 2004 | 2005 | 2006 | 2007 |
|------------------------|------|------|------|------|------|
| A Injury | 5.5% | 6.3% | 6.0% | 5.5% | 6.3% |
| B Injury | 5.0% | 4.9% | 5.6% | 5.1% | 4.4% |
| C Injury | 2.1% | 2.0% | 2.0% | 2.1% | 1.9% |
| No Injury | 1.6% | 1.6% | 1.7% | 1.8% | 1.8% |
| Injury Crashes | 3.1% | 3.0% | 3.2% | 3.3% | 3.2% |
| Total Crashes | 2.2% | 2.1% | 2.2% | 2.4% | 2.1% |

Source: Connecticut Department of Transportation

Table AL-13 summarizes DUI enforcement levels during the 2003 to 2007 period. DUI arrest totals in 2007 (11,704) were lower than in 2003 (11,825). DUI arrests were up about 12 percent from 2005 (10,481), and were down 1.4 percent from 11,997 arrests in 2006.

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

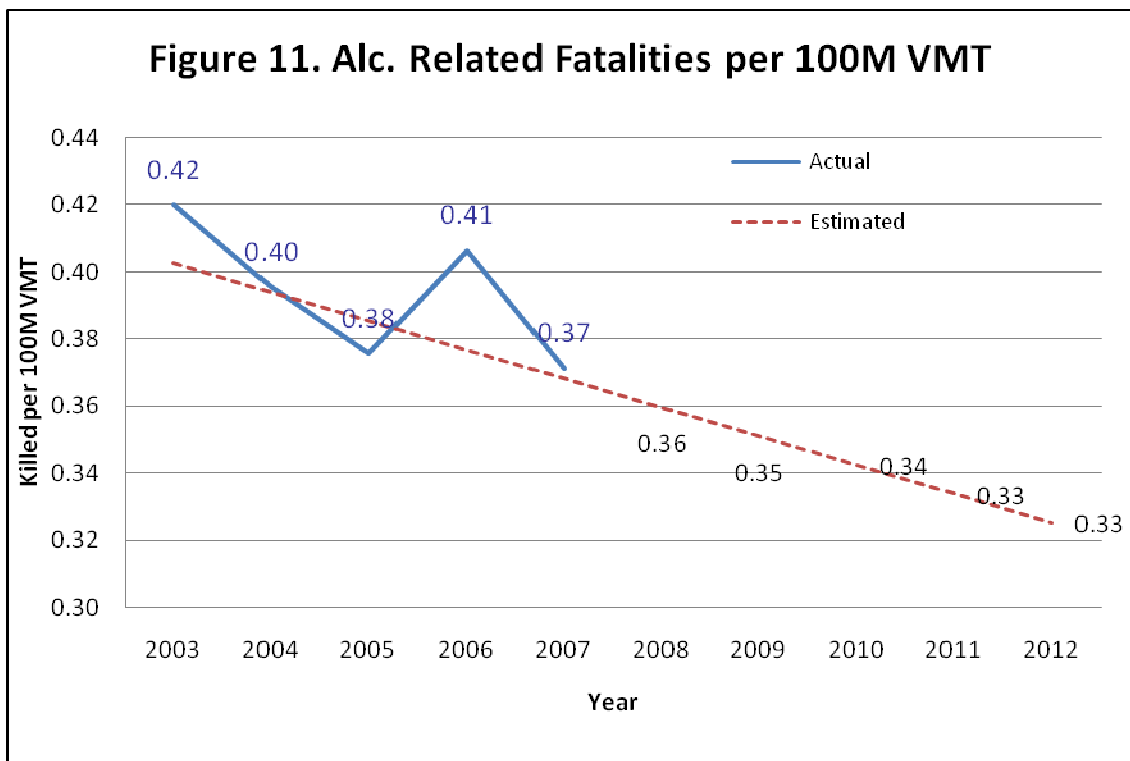
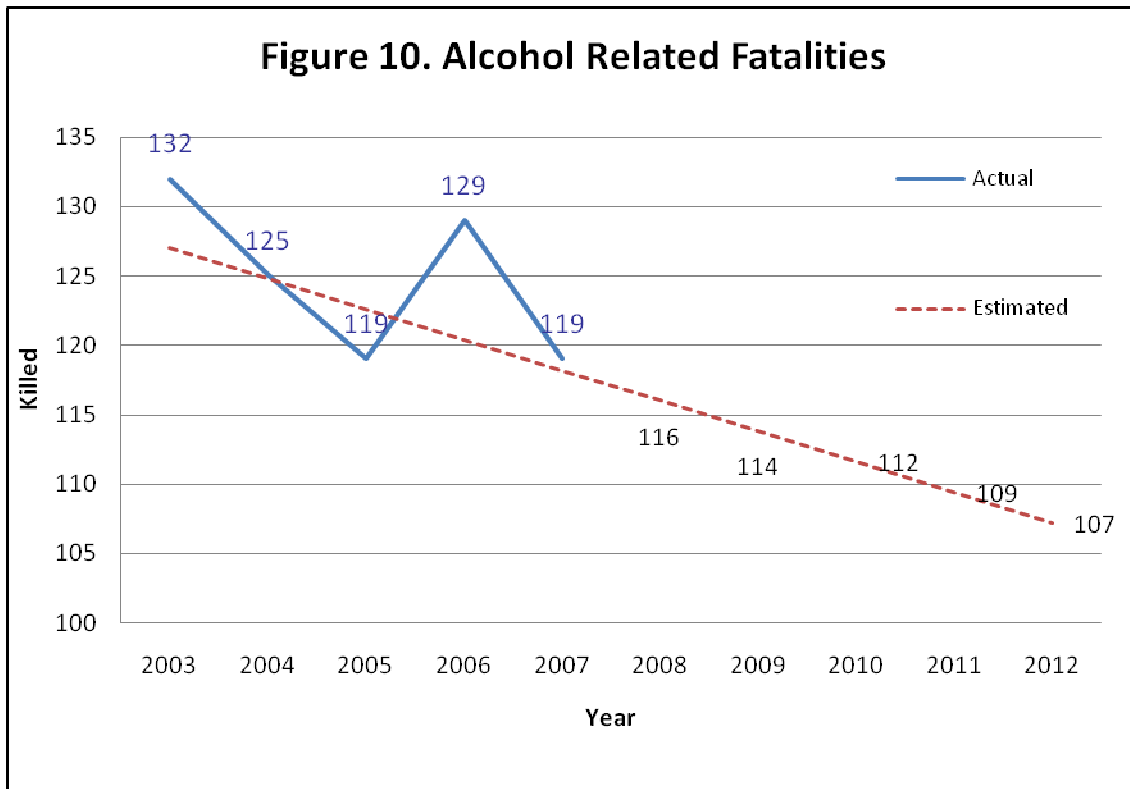
The percentage of adjudications other than guilty has increased from 64.1 percent in 2006 to 65.5 percent) in 2007.

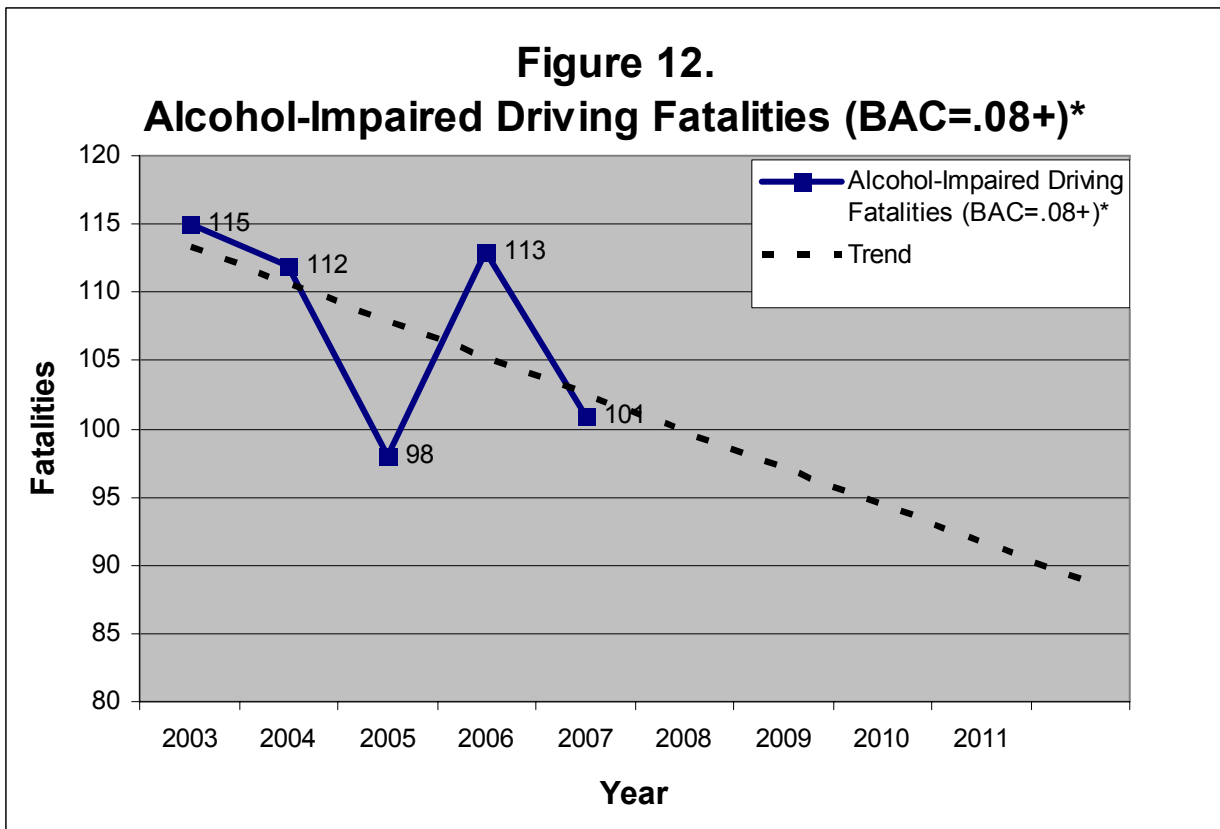
Table AL.13 DUI Enforcement Levels

| | 2003 | 2004 | 2005 | 2006 | 2007 |
|---|--------|--------|--------|--------|--------|
| DUI Arrests | 11,825 | 11,446 | 10,481 | 11,997 | 11,704 |
| Average BAC | 0.163 | 0.163 | 0.162 | 0.162 | 0.168 |
| DUI Arrest per 10,000 Licensed Drivers | 44 | 42 | 38 | 43 | 41 |
| Percent Test Refusal | 21.80% | 21.20% | 20.50% | 18.15% | 17.80% |
| DUI Arrests from Crashes | 24.10% | 24.30% | 26.00% | 25.06% | 24.20% |
| Percent Adjudications Other Than Guilty | 58% | 62.2% | 63.2% | 64.1% | 65.5% |

Source: Connecticut Department of Transportation

Figure 10 shows the 5-year trend (2003 to 2007) in Connecticut's alcohol-related fatalities and Figure 11 shows the trend for alcohol-related fatalities per 100 million vehicle miles of travel. If the fatality trend continues (fig. 10), the projection would be 116 alcohol-related fatalities in 2008 and 114 in 2009. The VMT rate would project to 0.36 in 2008 and 0.35 in 2009.





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

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 | 2003 | 2004 | 2005 | 2006 | 2007 |
|--|--------|--------|--------|--------|--------|
| Alcohol-Related Fatal Crashes (ConnDOT) | 124 | 100 | 95 | 124 | 118 |
| Percent Alcohol-Related Fatal Crashes (ConnDOT) | 44.8% | 36.1% | 36.4% | 42.3% | 43.7% |
| Alcohol-Related Fatalities (ConnDOT) | 135 | 107 | 104 | 131 | 132 |
| Percent Alcohol-Related Fatalities (ConnDOT) | 45.3% | 36.8% | 38.0% | 46.3% | 49.1% |
| Alcohol-Impaired Driving Fatalities (BAC=.08+)* | 115 | 112 | 98 | 113 | 101 |
| Alcohol-Related Fatal Crashes (NHTSA-FARS) | 129 | 126 | 119 | 132 | 115 |
| Percent Alcohol-Related Fatal Crashes (NHTSA-FARS) | 46.6% | 45.0% | 45.4% | 45.1% | 45.6% |
| Alcohol-Related Fatalities (NHTSA-FARS) | 137 | 131 | 130 | 138 | 128 |
| Percent Alcohol-Related Fatalities (NHTSA-FARS) | 46.0% | 44.6% | 46.5% | 44.4% | 46.2% |
| Alcohol-Related Fatalities per 100 million VMT | 0.44 | 0.41 | 0.41 | 0.43 | 0.40 |
| Alcohol-Related Injury Crashes | 963 | 934 | 956 | 902 | 877 |
| Percent Alcohol-Related Injury Crashes | 3.1% | 3.0% | 3.2% | 3.3% | 3.1% |
| DUI Arrests (Department) | 11,825 | 11,446 | 10,481 | 11,997 | 11,704 |
| DUI Arrests per 10,000 Licensed Drivers | 44 | 42 | 38 | 43 | 41 |

*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 15 percent from the five year average (2003-2007) of 108 to 92 in 2011.

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

To reduce the percent of alcohol-related fatal crashes from the 5-year average of 40.7 to 38.0 in the year 2010, with a further reduction to 35 percent 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.

To increase the number of agencies participating in statewide DUI enforcement initiatives from 99 in 2009 by 5 percent to 104 in the year 2010.

To train a minimum of 75 Standardized Field Sobriety Testing (SFST) practitioners at 5 training classes. Training was conducted in March and April of 2009, at Conn DOT headquarters, with a total of 28 participating instructors.

Performance Objectives

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

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

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

To provide statewide coordination of SFST training and related training to police officers and to increase the pool of trained SFST Instructors and Practitioners.

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

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

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

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

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

Planned Countermeasures

The most significant deterrent to driving under the influence (DUI) of alcohol and/or drugs is the fear of being caught. Enforcement objectives will be accomplished through 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 the enforcement activities. The Drink-Drive-Lose.com interactive web site which utilizes a variety of tools to educate visitors to the site on the risks and consequences of impaired driving, and has been a tool to support the media component, is in great need of being updated. An evaluation of the site will be conducted and updates will be formulated and implemented.

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 (Thursday into Sunday during evening and early morning hours of 5 p.m. to 4 a.m. and Holiday/high travel 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 olds who are over-represented in alcohol-related crashes in relation to the number of licensed drivers in that age group; under 21 year old drivers who are also over-represented, (although not as severely); and males in their twenties and thirties that make up the largest segment of fatally injured drinking drivers. Education efforts will be undertaken through a variety of venues (i.e. health and safety fairs, MADD's Youth Power Camp, and other 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.

Task 1 – Impaired Driving Administration **\$300,000 (402)***

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Kathryn Barnabei

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

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

\$1,950,000 (154 AL)*

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Kathryn Barnabei

High-visibility enforcement objectives will be accomplished through coordinated sobriety checkpoint activity and roving patrols combined with a comprehensive DUI education/media campaign. Police agencies in the State will be offered DUI overtime enforcement grants and will be encouraged to train their traffic unit personnel in the latest methods of DUI enforcement. These grants will be available to police agencies for the holiday/high travel periods and for non-holiday travel periods. Enforcement will be targeted at high DUI activity periods, (Friday into Saturday and Saturday into Sunday during evening and late evening hours). Public information and education will be directed at specific target groups: 21 to 34 year olds who are over-represented in alcohol-related crashes in relation to the number of licensed drivers in that age group; under 21 year old drivers who are also over-represented but not as severely, and males in their twenties and thirties which make up the largest segment of fatally injured drinking drivers. Through this task, The Transportation Safety Section will make every effort to encourage DUI checkpoint activity every weekend throughout the year. It is anticipated that approximately 394 DUI checkpoints and over approximately 5,300 roving/saturation patrols will be conducted statewide throughout 2010. Efforts will be made to target high risk regions and communities in the State where DUI problem is significant. The Transportation Safety Section will encourage more regional cooperation and coordination of checkpoints.

Task 3 – DUI Breath Testing Equipment **\$1,050,000 (154 AL)***

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Kathryn Barnabei

Predicated on available funding, under this task the Department will partner with State police and local law enforcement agencies to initiate an ambitious statewide effort to upgrade the State's existing breath testing equipment. This task will provide for an upgrade from the older

“Intoxilyzer 5000 EN” to the most current breath testing hardware and communication software. This equipment is used to collect breath samples of individuals who have been placed in custodial arrest for DUI, for the purpose of establishing the level of BAC. Results of such tests may be presented as post-custodial evidence in court proceedings. Data from this equipment, contains only information regarding whether there was a crash, the individual’s age and BAC, the time of day and the day of the week, and contains no individual identifiable information. The Department provides this information to the State’s law enforcement agencies. The Department will not initiate this task until resolution of case law challenging the validity of the breathalyzer evidence in admin per se hearings.

Task 4 – Traffic Safety Resource Prosecutor (TSRP) \$250,000 (154AL)*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Kathryn Barnabei

A Statewide Traffic Safety Resource Prosecutor (TSRP), Prosecutor/Coordinator position will be funded within the Office of the Chief State’s Attorney. The TSRP Prosecutor/Coordinator will assist the Department in successfully prosecuting DUI and other drug/impaired related cases through training/education programs for professionals from all related fields and provide monthly activity reports. The groups include but are not limited to, prosecutors, law enforcement personnel, judges, and hearing officers.

Task 5 – SFST Instructor Training \$100,000 (410)*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Kathryn Barnabei

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

Task 6 – Impaired Driving Public Information and Education \$200,000 (410)*
\$300,000 (154 AL)*
Administrative Oversight: Department of Transportation, Transportation Safety Section
Staff Person: Kathryn Barnabei

Under this task, funding will be provided for the development and purchase of public information and education materials addressing all age groups throughout the State. Delivery will be accomplished through existing safety programs based in the communities, State and local law enforcement agencies, State and local health agencies, driver education schools and civic or social groups. Brochures, flyers, and additional materials produced or purchased will

be targeted to Connecticut's entire motoring public with an emphasis on cultural and/or ethnic diversity, males in the 21 to 34 age bracket, and all drivers in the 16 to 20 age bracket.

Task 7 – DUI Enforcement Equipment

\$600,000 (154AL)*

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Kathryn Barnabei

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

Task 8 – DUI Media Campaign

\$500,000 (154PM)*

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Kathryn Barnabei

A comprehensive DUI multi-media campaign will focus primarily on law enforcement's determination to identify and apprehend DUI offenders while accentuating the severe penalties associated with being convicted of impaired driving. Predicated on the availability of funding, the national mobilizations and crackdown periods will be initiated (Labor Day Crackdown, Christmas/New Year holiday period). The initiation will include primetime television spots being produced and aired; targeting the problem group of 21 to 34 year old males placing focus on being caught and receiving substantial penalties. One component of the campaign will be the web site drink-drive-lose.com, an interactive site that utilizes a variety of tools to engage visitors in scenarios that illustrate the risks and dangers associated with impaired driving. Other elements in this campaign may include radio, print, and outdoor advertising. Earned media will be sought by inviting television reporters to live checkpoints and ride-alongs on DUI patrols for broadcast. Additionally, should resources be made available, the Transportation Safety Section will participate in paid media training for State and local law enforcement agencies provided by NHTSA.

Task 9 – Administrative Per Se Hearing Improvement

\$200,000 (154AL)*

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Kathryn Barnabei

Under this task, funding will be provided for a Per Se Administrative Hearing Attorney. Because the loss of a driver's license often means an individual's loss of work as well as general mobility in a fairly rural state, the stakes at these hearings are very high. Accused motorists enlist the best legal representation possible for these Per Se Hearings. When an arresting officer is subpoenaed to appear at Per Se Hearings, they are not, and therefore the State is not, represented by counsel. By having council represent the officer and therefore the

State, many of the DUI-related license suspensions will not be dismissed during the Per Se Hearing process each year and will potentially result in more DUI convictions.

Task 10 – Mobilization and Holiday DUI Overtime Enforcement \$1,700,000 (154AL)*

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Kathryn Barnabei

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

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

Police Traffic Services (PTS)

Police Traffic Services (PTS)

Problem Identification

Among all types of crashes in Connecticut during 2007 (fatal, injury, and property damage only), there were 4 predominant contributing factors: following too closely (27.5 percent), failure to yield right-of-way (15.1 percent), speeding (9.6 percent), and violating traffic controls (4.6 percent). In fatal crashes, there were a greater variety of driver errors that contributed to crash causality, with operating under the influence of alcohol and speeding being predominant (32.0 percent and 14.9 percent respectively).

Table PT-1. Contributing Factors in 2007 Crashes

| | All Crashes | % | Injury Crashes | % | Fatal Crashes | % |
|-------------------------------------|-------------|-------|----------------|-------|---------------|-------|
| Driver following too closely | 31,041 | 27.5% | 8,436 | 29.6% | 4 | 1.5% |
| Driver failed to grant right-of-way | 17,095 | 15.1% | 5,120 | 18.0% | 28 | 10.4% |
| Speed too fast for conditions | 10,808 | 9.6% | 3,600 | 10.7% | 40 | 14.9% |
| Driver violated traffic controls | 5,148 | 4.6% | 2,014 | 7.1% | 13 | 4.8% |
| Under the Influence | 1,945 | 1.7% | 592 | 2.1% | 86 | 32.0% |

Source: Connecticut Department of Transportation

During the 2003 to 2007 period, the most prevalent driver-related factors in fatal crashes (Table PT-2) were “speeding/racing” and “alcohol & other drugs.” In 2007, “speeding-racing” was identified in 21.1 percent of fatal crashes, “alcohol/other drugs” in 14.6 percent, and “failure to keep in proper lane or running off road” in 9.1 percent of the fatal crashes. The data in Table PT-2 may involve up to 4 factors per driver.

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

| Factors | 2003 (N=405) | 2004 (N=421) | 2005 (N=408) | 2006 (N=452) | 2007 (N=384) |
|--|-----------------|-----------------|-----------------|-----------------|-----------------|
| Failure to keep in proper lane or running off road* | 54.8% | 14.3% | 11.5% | 10.2% | 9.1% |
| Speeding, racing | 25.9% | 22.8% | 21.8% | 19.2% | 21.1% |
| Alcohol and Other Drugs | 13.6% | 9.0% | 12.3% | 13.5% | 14.6% |
| Failure to yield right of way | 4.0% | 4.0% | 4.9% | 6.0% | 6.5% |
| Inattentive (talking, eating, etc) | 2.2% | 1.2% | 1.5% | 1.1% | 0.3% |
| Failure to obey traffic signs, signals, or officer | 2.7% | 2.9% | 2.5% | 2.9% | 2.3% |
| Operating vehicle in erratic, reckless manner | 3.5% | 1.9% | 4.4% | 2.0% | 4.7% |
| Swerving or avoiding due to weather/ road conditions | 4.4% | 2.6% | 4.2% | 1.3% | 1.3% |
| Drowsy, asleep, fatigued, ill, blackout | 4.0% | 2.9% | 3.7% | 3.1% | 3.4% |
| Driving wrong way on one-way traffic or wrong side of road | 0.7% | 0.2% | 1.0% | 0.7% | 2.1% |
| Overcorrecting/ over steering | 3.0% | 1.4% | 0.5% | 1.3% | 1.8% |
| Vision obscured | 0.7% | 2.6% | 2.2% | 0.9% | 2.3% |
| Making improper turn | 0.5% | 0.7% | 0.5% | 0.7% | 0.3% |
| Other factors | 3.5% | 7.4% | 3.7% | 4.4% | 5.5% |

Source: Fatality Analysis Reporting System (FARS)

Over the 5-year period of 2003 to 2007, the greatest proportion of fatalities (34.7 percent) occurred on roads with a posted speed limit of 30 mph or less, followed by roads with limits of 35 or 40 mph (25.2 percent) and 45 or 50 mph (17.2 percent). Details are included in Table PT-3.

Table PT-3. Fatalities by Posted Speed Limit

| Posted Speed Limit | 2003 (N=298) | 2004 (N=294) | 2005 (N=278) | 2006 (N=311) | 2007 (N=277) | Total (N=1,458) |
|--------------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|
| 30 mph or less | 93 | 101 | 111 | 120 | 81 | 34.7% |
| 35 or 40 mph | 60 | 77 | 71 | 78 | 82 | 25.2% |
| 45 or 50 mph | 47 | 56 | 50 | 50 | 48 | 17.2% |
| 55 mph | 46 | 28 | 22 | 33 | 31 | 11.0% |
| 60+ mph | 42 | 27 | 22 | 24 | 30 | 9.9% |
| No statutory limit | 5 | 1 | 0 | 1 | 1 | 0.5% |
| Unknown | 5 | 4 | 2 | 5 | 4 | 1.4% |

Source: Fatality Analysis Reporting System (FARS)

Table PT-4 shows the number of speeding charges made during the 2003 to 2007 period. The 2007 figures represent approximately 282 speeding charges per 10,000 drivers. This Table also shows the percentages of speeding charges that had adjudication outcomes involving other than guilty findings (nollied, diverted, dismissed, or found not guilty) during the 2003 to 2007 period. This data indicated that in speeding charges, about 18 percent resulted in nollied or not guilty findings.

Table PT-4. Speeding Charges

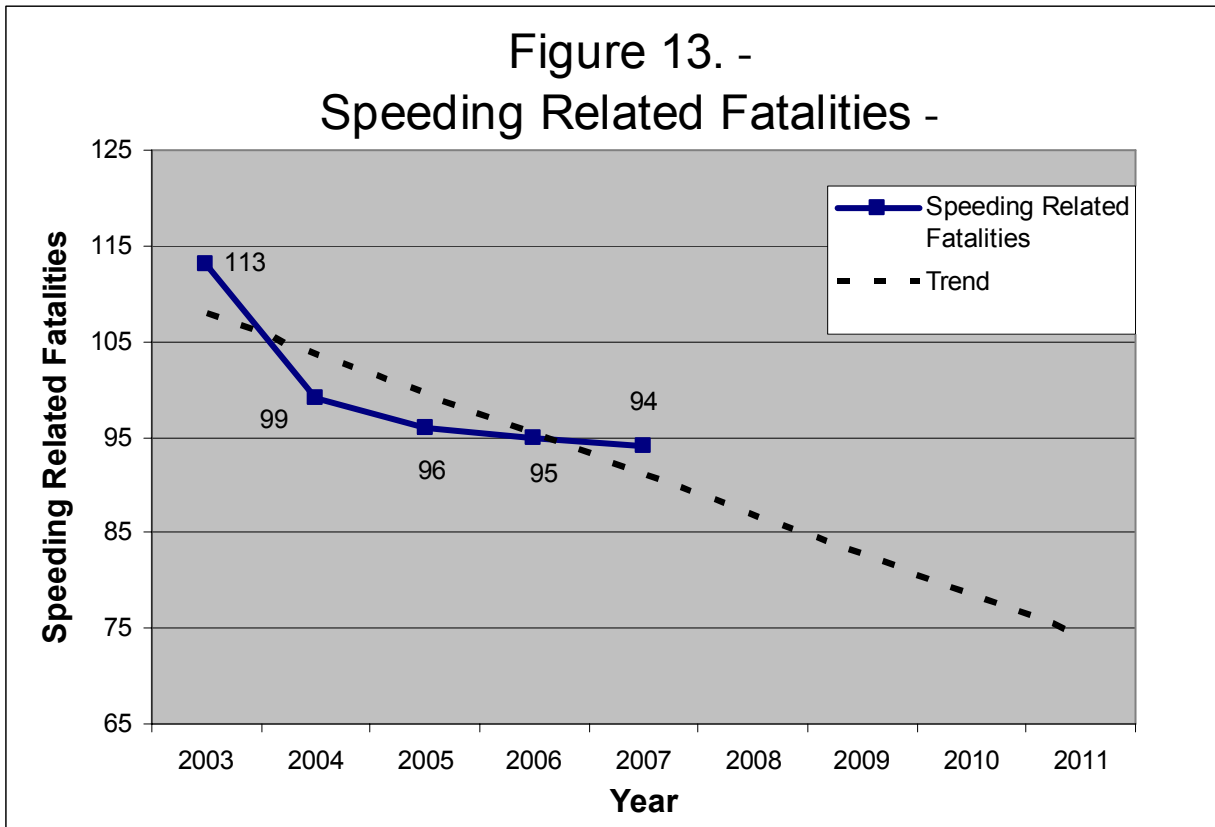
| Year | 2003 | 2004 | 2005 | 2006 | 2007 |
|---------------------------|---------|---------|--------|--------|--------|
| Total Number | 102,180 | 108,479 | 91,217 | 83,464 | 82,091 |
| Per 10,000 drivers | 384 | 403 | 333 | 298 | 282 |
| Percent Other Than guilty | 21.5% | 18.5% | 22.5% | 20.4% | 17.5% |

Source: Connecticut Judicial Department for disposed cases.

*Data not available at time of printing

In 2007, NHTSA's FARS data described speeding as a "contributing factor" in 31.7 percent of the State's fatal motor vehicle crashes.* Nationally in 2007, speed was a contributing factor in 31.2 percent of fatal crashes, a lower figure than in Connecticut.

Figure 13. -
Speeding Related Fatalities -



Performance Measures

| Performance Measure | Year | | | | |
|------------------------------------|-------|-------|-------|-------|-------|
| | 2003 | 2004 | 2005 | 2006 | 2007 |
| % CT Speed-Related Fatal Crashes | 37.5% | 33.9% | 33.2% | 29.7% | 31.7% |
| % U.S. Speed-Related Fatal Crashes | 30.8% | 30.4% | 30.6% | 31.2% | 31.2% |
| % CT Speed-Related Injury Crashes | 12.3% | 11.4% | 11.7% | 11.9% | 17.5% |
| Speeding Related Fatalities | 113 | 99 | 96 | 95 | 94 |

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

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

Performance Goals

To reduce the number of speed related fatalities from the 5-year average of 99.4 (2003-2007) by 10 percent to 90 by the end of calendar year 2011.

To reduce the percentage of speed related fatal crashes from the 5-year average of 33.2 percent to 28 percent by the end of calendar year 2010, and 25 percent by the end of calendar year 2011.

To reduce the high level of crashes due to Connecticut's 4 predominant contributing factors (as referenced in Table PT-1) from 56.80 percent in 2007 to 52 percent by the end of 2010, with an emphasis on speeding.

Performance Objectives

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

To increase the level of traffic enforcement through RTUs and individual Law Enforcement agencies.

To support the annual law enforcement Traffic Safety Summit.

To increase enforcement of violations that result in the majority of the State's crashes: following too close, failure to grant right-of-way, speeding, and violation of traffic controls.
To assist police agencies with traffic enforcement resources (i.e.: equipment, training, pilot programs).

To encourage and assist police agencies with traffic safety public awareness efforts through national enforcement campaigns.

To encourage and assist police agencies, including University and Tribal, through participation in the Law Enforcement Traffic Safety Challenge.

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

Planned Countermeasures

Program objectives will be met by increasing the number of RTUs. Police agencies will be offered traffic enforcement equipment incentives conditional upon formation of the units as well as documented participation in regional traffic enforcement. Regional units have been successful in projecting a broad police presence to the public by their high visibility and mobility. A range of enforcement equipment includes, but is not limited to, mobile data terminals, speed monitoring awareness radar trailers, in-car video cameras, State approved

breath testing equipment, passive alcohol sensing flashlights, portable breath testing devices, speed detection equipment (radar, laser), tire puncturing devices, message light bars for police vehicles, enforcement checkpoint equipment, and other equipment directly related to traffic enforcement. All enforcement agencies will be asked to focus on the 4 predominant factors that presently account for the majority of the State's crashes: following too close, failure to yield, speeding, violation of traffic controls and Graduated drivers license violations. When available, grant funds will be offered to support traffic enforcement equipment/training needs. To assist the enforcement efforts, a related media program may coincide. The Connecticut State Police will continue to conduct comprehensive traffic enforcement on the interstates and rural roadways. Speed limits that have been increased on certain segments of Connecticut interstate roadways will be aggressively enforced. DUI, seat belts, and aggressive and distracted driving will also be given a priority. Resources will be directed toward police traffic enforcement training (i.e.: Traffic Occupant Protection Strategies, Standardized Field Sobriety Testing, Public Information Office, and Operation Kids).

In accordance with the NHTSA/GHSA agreement that States begin collecting and reporting survey information in their FY 2010 Highway Safety Plans and Annual Reports, CT will assess and expand existing survey data collection efforts as needed to include the ten recommended core survey questions. Currently, the State conducts two waves of pre/post DMV surveys for NHTSA's safety belt and impaired driving Mobilizations. Safety belt campaign awareness surveys are conducted in April and June; impaired driving surveys are conducted in August and September. About 1600 responses are collected each year from DMV branch offices.

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

Task 1 – Police Traffic Services Program Administration **\$100,000 (402)***

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Edmund M. Hedge

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

Task 2 – Traffic Enforcement Grants

\$450,000 (402)*

\$400,000 (406)*

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Edmund M. Hedge

Predicated on the availability of funding, both local and/or national mobilizations and crackdown periods will be conducted. Traffic enforcement will focus on the 4 predominant contributing factors as well as distracted driving violations in State crashes, as verified through crash information analysis. The Department will consider grant submissions from police agencies identifying specific traffic problems within their jurisdictions, substantiated by enforcement and crash data. Staff will work with NHTSA on speed management workshop and follow up pilot(s). The Transportation Safety Section will be proactive in identifying and publicizing enforcement of teen seat belt use and GDL violations in cooperation with selected communities.

Task 3 – Regional Traffic Unit (RTU) Equipment

\$150,000 (402)*

\$100,000 (406)*

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Edmund M. Hedge

Funds will be made available exclusively to active and established RTUs in the State for the purchase of equipment to support their comprehensive traffic enforcement operations. As members of active and established RTUs, with signed compacts, the following cities and towns are eligible for RTU equipment grants (i.e.: DUI mobile command vehicles for RTUs, in-car video cameras, breath-testing equipment, passive alcohol sensing flashlights, checkpoint signage/portable lighting equipment, and other eligible DUI-related enforcement equipment): Danbury, Bethel, Brookfield, New Milford, Newton, Ridgefield, Redding, Orange, Bethany, Woodbridge, Wethersfield, Rocky Hill, Cromwell, Berlin, Newington, Southington, Plainville, Cheshire, Waterford, East Lyme Groton City, Groton Town, New London, Ledyard, Stonington, Montville, Norwich, Torrington, Winchester, Thomaston, Naugatuck, Watertown, Wolcott, Middlebury, Manchester, East Hartford, Coventry, Glastonbury, Windsor, Vernon, Windsor Locks, South Windsor, East Windsor, Avon, Bloomfield, Canton, Granby, Simsbury, Norwalk, Wilton, Weston, Westport, Kent, Warren, Washington, Hamden, North Haven, East Haven, Branford, North Branford, Bridgeport, Trumbull, Fairfield, Stratford, Easton, Monroe, Shelton, Derby, and Ansonia. As a condition of the grants, all cities and towns receiving equipment agree to share it with the agencies within their respective RTUs when conducting regional enforcement. Equipment purchases will be predicated on implementation of specific enforcement programs describing how equipment will be utilized to address problems.

Task 4 - State Police Comprehensive Traffic / Speed Enforcement

\$350,000 (402)*

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Edmund M. Hedge

Connecticut State Police will conduct high visibility enforcement that will be data driven and include a strong earned media campaign. The traffic enforcement will be on the interstates and rural roadways. Special enforcement campaigns will target DUI, speeding, seat belts, and aggressive, distracted, and fatigued driving.

Task 5 – Law Enforcement Challenge/Law Enforcement Summit **\$50,000 (402)***

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Edmund M. Hedge

The Law Enforcement Challenge is a performance based program between similar size and types of law enforcement agencies. The areas of concentration include efforts to enforce laws and educate the public about occupant protection, impaired driving, and speeding. Departments submit an application which documents their agency's efforts and effectiveness in these areas. The winning safety programs are those that combine officer training, public information, and enforcement to reduce crashes and injuries within its jurisdiction. A law enforcement summit will be held where participating agencies will be recognized and all attendees will learn the latest traffic safety priorities. The Summit also serves as a forum to discuss major issues including but not limited to status of existing laws, impaired driving, safety belt use, training, earned media, and the importance of crash data collection.

Task 6 – 1906 Racial Profiling **\$1,200,000 (1906)***

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Aaron Swanson

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

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

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

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

Problem Identification

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

Table OP-1 details the trends in injury severity due to motor vehicle crashes. In 1991, there were 40,874 people killed or injured in crashes in Connecticut. In 2007, total injuries were about 1.9 percent below this level, while the number of licensed drivers increased by 1.5 percent and miles of travel rose by about 1 percent. There has also been a dramatic shift in the distributions of injury severity. In 2007, there were 2,846 fatal and serious “A” injuries reported, 56 percent fewer than the 6,531 reported in 1991. The rate of fatal and “A” injuries per 10,000 licensed drivers dropped from 16.0 in 1990 to 10.1 in 2007. The rate per 100 million miles of travel dropped from 25.8 in 1991 to 8.9 in 2007. The number of “C” injuries reported in 2007 was similar to that reported in 1991 (24,808 versus 24,365).

Table OP-1. Injury Severity Trends: (1991-2007) – Connecticut

| Year | Total Injuries | # Fatales + A Injuries | % Fatales + A Injuries | # B Injuries | % B Injuries | # C Injuries | % C Injuries |
|------|----------------|------------------------|------------------------|--------------|--------------|--------------|--------------|
| 1991 | 40,874 | 6,531 | 16.0% | 9,978 | 24.4% | 24,365 | 59.6% |
| 1992 | 43,481 | 6,787 | 15.6% | 9,435 | 21.7% | 27,259 | 62.7% |
| 1993 | 44,307 | 6,618 | 14.9% | 9,439 | 21.3% | 28,250 | 63.8% |
| 1994 | 47,826 | 6,575 | 13.8% | 9,663 | 20.2% | 31,588 | 66.0% |
| 1995 | 48,912 | 5,919 | 12.1% | 12,522 | 25.6% | 30,471 | 62.3% |
| 1996 | 50,226 | 5,208 | 10.4% | 12,277 | 24.4% | 32,741 | 65.2% |
| 1997 | 48,770 | 5,009 | 10.3% | 11,832 | 24.3% | 31,929 | 65.5% |
| 1998 | 47,444 | 4,516 | 9.5% | 11,481 | 24.2% | 31,447 | 66.3% |
| 1999 | 49,605 | 4,228 | 8.6% | 12,229 | 24.8% | 33,148 | 67.2% |
| 2000 | 51,602 | 4,318 | 8.4% | 12,245 | 23.9% | 35,039 | 68.4% |
| 2001 | 50,449 | 3,910 | 7.8% | 12,052 | 23.9% | 34,799 | 69.0% |
| 2002 | 47,371 | 3,319 | 7.0% | 11,226 | 23.7% | 32,826 | 69.3% |
| 2003 | 45,340 | 3,025 | 6.7% | 10,881 | 24.0% | 31,434 | 69.3% |
| 2004 | 44,267 | 2,974 | 6.7% | 10,487 | 23.7% | 31,097 | 70.2% |
| 2005 | 41,657 | 2,739 | 6.5% | 10,442 | 24.7% | 28,750 | 68.1% |
| 2006 | 38,955 | 2,716 | 6.9% | 10,950 | 28.1% | 25,590 | 65.7% |
| 2007 | 40,100 | 2,846 | 7.1% | 12,715 | 31.7% | 24,808 | 61.9% |

Source: Connecticut Department of Transportation

Table OP-2, shows the percentage of safety belt use by drivers of passenger-type vehicles by injury severity over the 5-year period of 2003 to 2007. The absolute numbers should be interpreted with caution as the “minor” or “no injury” data are based largely on after-the-fact self reports to the investigating police. The figures generally show increasing safety belt use over time within each injury category.

Tables OP-2. Percent Belt Use by Injury Severity of Drivers of Passenger Vehicles: 2003-2007

| Injury Severity | 2003 | 2004 | 2005 | 2006 | 2007 |
|-----------------|-------|-------|-------|-------|-------|
| Killed | 48.3% | 45.7% | 50.0% | 54.5% | 50.8% |
| A-Injury | 81.7% | 81.3% | 82.7% | 82.2% | 84.5% |
| B-Injury | 87.5% | 89.5% | 90.4% | 91.8% | 92.6% |
| C-Injury | 96.6% | 96.7% | 97.3% | 97.7% | 97.9% |
| No Injury | 98.9% | 99.1% | 99.2% | 99.2% | 99.1% |

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

Problem Identification: Child Restraints

Table OP-3 shows observed restraint use for children ages 0 to 3 years from the State’s bellwether observations. The table indicates that in 2006, 90 percent of all children under age 4 were being restrained and 98 percent were in the rear seat of their vehicles. The table also shows that the drivers of young children are more likely to be belted themselves (86 percent) than are drivers in general (80 percent). Young children are less likely to be restrained when their driver is not belted (92 percent versus 77 percent). Comparing 2006 results with those from the first year of these observations (1997) shows the progress that has been made. Child restraint use has increased by about 20 percentage points and virtually all young children are now riding in the rear seat of their vehicles.

Table OP-3. Child Restraint Use (Age 0 to 3 Years) 1997 and 2000-2007

| | | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
|-------------------------|---------|---------|---------|---------|---------|--------|---------|----------|
| | (N=146) | (N=185) | (N=196) | (N=214) | (N=134) | (N=65) | (N=170) | (N= 184) |
| Child Restraint Use | 92.5% | 94.1% | 94.9% | 98.6% | 93.3% | 96.9% | 89.9% | 85.9% |
| Driver Belt Use | 87.0% | 84.3% | 88.3% | 88.3% | 89.4% | 89.2% | 85.9% | 85.3% |
| When Driver Belted | 97.6% | 98.1% | 96.5% | 99.5% | 94.9% | 98.3% | 92.4% | 89.5% |
| When Driver Not Belted | 57.9% | 75.0% | 81.0% | 92.0% | 85.7% | 85.7% | 77.3% | 61.9% |
| Children in: Front Seat | 1.4% | 3.8% | 1.0% | 4.2% | 4.5% | 1.5% | 1.8% | 2.7% |
| Rear Seat | 98.6% | 96.2% | 99.0% | 95.8% | 95.5% | 98.4% | 98.0% | 100.0% |

The latest scientific survey was conducted in June 2006. It provides an accurate and reliable statewide estimate of safety belt use in Connecticut that is comparable to the 1995 baseline estimate accredited by NHTSA in September of 1998 and the statewide survey conducted in 1998. The results are detailed in Table OP-4.

Table OP-4. Statewide Scientific Observations

| Year | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
|-------|------|------|------|------|------|------|------|------|------|
| Total | 76% | 78% | 78% | 78% | 83% | 82% | 83% | 86% | 88% |

Table OP-5 shows driver and front seat passenger safety belt use rates in 2006 as a function of vehicle, location, and personal characteristics. Observed safety belt use was highest in SUVs and passenger cars, and lowest in pick-up trucks. Belt use was higher in rural compared to urban areas, higher among females than males and higher for Caucasians than non-Caucasians. Statewide belt use increased by 14 percentage points from 1999 to 2006 (73 to 83 percent). Comparing 2006 results with those from 1999 in Table OP-5 shows that safety belt use increased in all categories.

Table OP-5. Observed Driver and Front Seat Passenger Belt Use-1999 & 2007

| | Drivers | | Passengers | |
|---------------------|---------|-------|------------|-------|
| | 1999 | 2007 | 1999 | 2007 |
| Vehicle Type | | | | |
| Passenger Car | 71.5% | 84.3% | 70.3% | 82.6% |
| Pick Up Truck | 49.7% | 73.5% | 44.8% | 74.4% |
| SUV | 72.7% | 87.0% | 76.8% | 88.6% |
| Van | 65.9% | 84.2% | 68.8% | 87.8% |
| Urban/Rural | | | | |
| Urban | 69.0% | 85.3% | 70.0% | 84.9% |
| Rural | 74.4% | 89.7% | 74.4% | 87.1% |
| Gender | | | | |
| Male | 65.2% | 80.8% | 60.2% | 77.4% |
| Female | 77.6% | 88.4% | 75.8% | 88.6% |
| Race | | | | |
| Caucasian | 70.4% | 84.9% | 71.1% | 85.2% |
| Non-Caucasian | 54.0% | 77.3% | 43.7% | 76.6% |

Source: Connecticut Department of Transportation Statewide Scientific Observations

Table OP-6, shows driver belt use among those killed or seriously injured (“A” injury) on a county-by-county basis in 2007. The data indicates that safety belt use in serious crashes varies around the State. For example, the safety belt use ranged from a low of 53.8 percent in Tolland County to a high of 85.1 percent in Hartford County.

Table OP-6. Driver Belt Use by Injury and County, 2007

| Driver Injury | Fairfield | Hartford | Litchfield | Middlesex | New Haven | New London | Tolland | Windham |
|--------------------|-----------|----------|------------|-----------|-----------|------------|---------|---------|
| Killed or A Injury | 83.7% | 85.1% | 72.9% | 72.7% | 81.2% | 73.4% | 53.8% | 83.0% |

Source: Connecticut Department of Transportation

Table OP-7. Belt Use in Passenger Vehicle Fatalities, 2005-2007

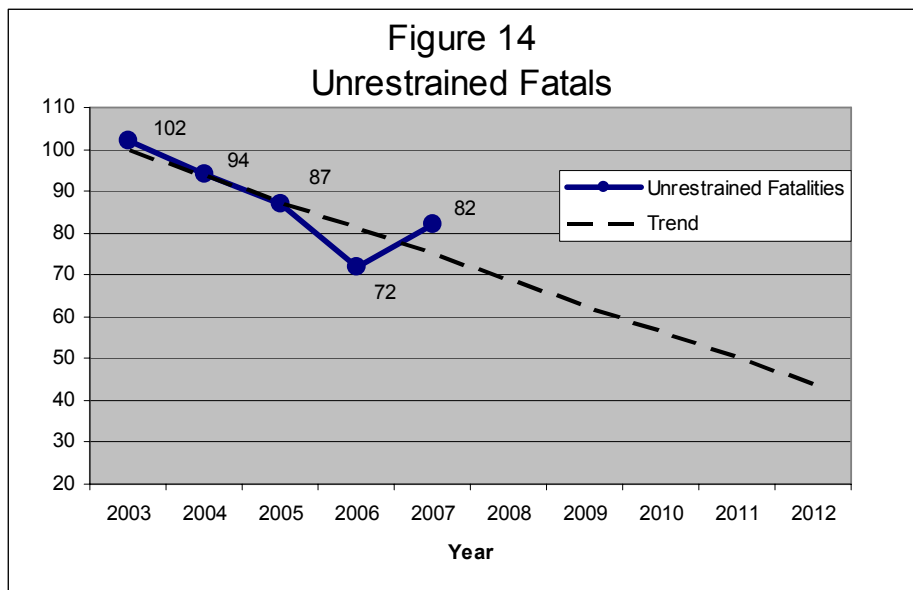
| | 2005 | | 2006 | | 2007 | |
|---------|------|---------|------|---------|------|---------|
| | N | Percent | N | Percent | N | Percent |
| Belt | 75 | 40.1% | 93 | 44.9% | 88 | 45.6% |
| No Belt | 87 | 46.5% | 72 | 34.8% | 82 | 42.5% |
| Unknown | 25 | 13.4% | 42 | 20.3% | 23 | 11.9% |
| Total | 187 | 100.0% | 207 | 100.0% | 193 | 100.0% |

Performance Measures

| Performance Measure | YEAR | | | | |
|---|--------|--------|--------|--------|--------|
| | 2003 | 2004 | 2005 | 2006 | 2007 |
| Percent Motor Vehicle Occupants Restrained [Observations]: | 78% | 83% | 82% | 83% | 86% |
| Percent Motor Vehicle Occupant Fatalities Restrained: | 38% | 41% | 39% | 45% | 46% |
| Safety Belt Citations Issued* | 69,533 | 71,146 | 60,362 | 64,232 | 68,959 |
| Safety Belt Adjudications Other Than Guilty | 12% | 12% | 15% | 13% | 17.5% |

*Source: Connecticut DMV, Commercial Vehicle Safety Division

| Belt use in fatal crashes | Year | | | | |
|---------------------------|------|------|------|------|------|
| | 2003 | 2004 | 2005 | 2006 | 2007 |
| Restrained | 83 | 80 | 75 | 93 | 88 |
| Unrestrained | 102 | 94 | 87 | 72 | 82 |
| Unknown | 37 | 21 | 25 | 42 | 23 |
| Total | 222 | 195 | 187 | 207 | 193 |



The first comparable safety belt use survey in Connecticut was done in 1995 and recorded a 59 percent belt use rate. Statewide safety belt use has increased since 1995 and has reached 86 percent in 2007,* a 24 percentage point increase since the first comparable statewide survey.

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

Performance Goals

To reduce the number of unrestrained occupants in crashes from the five year average (2003-2007) of 87.4 to 80 in 2012.

To reduce the percentage of serious (fatal + "A") injuries resulting from motor vehicle crashes from 6.9 percent in 2006 to 6.6 percent in 2011.

To increase the safety belt usage rate (observations) from the five year average (2004-2008) of 84.4 to 90 percent in 2011.

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.

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

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

Increase education and enforcement on teen safety belt usage.

Collect safety belt use information from first responders.

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

Planned Countermeasures

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

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

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

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

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

Occupant Protection

Task 1 – Occupant Protection Program Administration **\$200,000 (402)***

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Juliet Little

Occupant Protection Program administration will include the coordination of activities and projects outlined in the Occupant Protection Program area, coordination of program activities (statewide), development and facilitation of public information and education projects, and providing updates on project activity to the Transportation Principal Safety Program

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

Task 2 – Occupant Protection Public Information and Education **\$575,000 (405)***
\$100,000 (406)*

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

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

Task 3 – Occupant Protection Enforcement/ Seat Belt Survey **\$300,000 (402)***

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

This task provides funding for enforcement of occupant protection laws including the Selective Traffic Enforcement Program and NHTSA approved Safety Belt Survey as well as knowledge and awareness surveys at DMV offices to track the impact of CIOT enforcement, as well as mobilization checkpoints.

Child Restraint

Task 1 – Child Restraint Administration **\$100,000 (402)***

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

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

Task 2 – Child Restraint Technician Training **\$20,000 (402)***

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

This task provides support for approximately 9 Child Passenger Safety Technician training classes and supplies for fitting stations. Training will also be provided to keep law enforcement personnel current on CPS laws. This task will provide funding for travel, coordinating, and implementing multicultural programs for urban areas.

Task 3 – Public Information and Education

\$30,000 (402)*

\$50,000 (406)*

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Juliet Little

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

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

Roadway Safety (RS)

Roadway Safety (RS)

Problem Identification

Table RS-1 shows the number of fatal plus "A"-injury and "other" (minor) crashes that occurred at work zones, rail crossings, and on bridges during the 2003 to 2007 period. Fatal and "A"-injury crashes at railroad crossings have fluctuated from year-to-year with no significant trends being apparent.

Construction-related, or work-zone, crashes in 2007 were higher than the previous year (2006), the base year (2003) and the previous 4-year average for both Fatal/"A"-Injury and Other-type crashes. In 2007, there were 28 fatal/"A"-injury crashes, up from 18 (55.6 percent) in 2006, and higher than the 15 in 2003 (86.7 percent) and higher than the previous 4-year average of 16 (75 percent). Also in 2007, there were 1,073 Other-type ("B"-injury/"C"-injury/Property Damage Only) crashes, up from 737 (31.3 percent) in 2006; down from 1,180 in 2003 (9.1 percent) and up from the previous 4-year average of 1,049 (12.5 percent). Calendar 2007 showed improvement for these types of crashes as evidenced by the fact that they comprised only 1.0 percent of the crash total, the lowest percentage of the 5-year comparison period. Annual observations will continue to determine if a trend develops.

While not a significant percentage (0.8 percent) of the total number of crashes occurring in 2007, the number of bridge-related crashes in 2007 was the highest of the five years reported. These crashes were higher than the previous year (2006), the base year (2003) and the previous 4-year average for both Fatal/"A"-Injury and Other type crashes. In 2007, there were 21 fatal/"A"-injury crashes, up from 6 (250 percent) in 2006, 15 in 2003 (40 percent) and the previous 4-year average of 12.25 (71.4 percent). Also in 2007, there were 854 Other-type ("B"-injury/"C"-injury/PDO) crashes, up from 715 (19.4 percent) in 2006; up from 737 in 2003 (15.9 percent) and up from the previous 4-year average of 767.5 (11.3 percent). Additional investigation needs to be conducted to determine the reason for this trend.

Table RS-1. Crashes at Special Locations: 2003-2007

| Location | Total Crashes by Year | | | | |
|---|-----------------------|-------|-------|-------|-------|
| | 2003 | 2004 | 2005 | 2006 | 2007 |
| <u>Construction Activity or Device:</u> | | | | | |
| Fatal & A Injury | 15 | 18 | 14 | 18 | 28 |
| Other | 1,180 | 1,313 | 964 | 737 | 1073 |
| Percent of All Crashes | 1.5% | 1.6% | 1.2% | 1.1% | 1.0% |
| <u>Railroad Crossing:</u> | | | | | |
| Fatal & A Injury | 0 | 2 | 1 | 2 | 2 |
| Other | 36 | 37 | 33 | 30 | 60 |
| Percent of All Crashes | 0.04% | 0.05% | 0.04% | 0.04% | 0.06% |
| <u>On a Bridge:</u> | | | | | |
| Fatal & A Injury | 15 | 9 | 19 | 6 | 21 |
| Other | 737 | 759 | 859 | 715 | 854 |
| Percent of All Crashes | 0.9% | 0.9% | 1.1% | 1.0% | 0.8% |

Table RS-2 shows the total number of fatal and “A”-injury crashes that occurred by county during 2006 and 2007 by type of roadway on which the crashes occurred. The data shows that statewide crashes classified as “Fatal” and “A”-injury” increased from 2006 to 2007 on interstate highways and local road, but decreased on U.S. and State routes.

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

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

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

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

Table RS-2. Serious (Fatal+"A") Injury Crashes by County and Road Type: 2006/2007

| County | Road Type | | | | | | | |
|------------|------------|------|------------|------|-------------|------|------------|------|
| | Interstate | | U.S. Route | | State Route | | Local Road | |
| | 2006 | 2007 | 2006 | 2007 | 2006 | 2007 | 2006 | 2007 |
| Fairfield | 22 | 28 | 75 | 62 | 162 | 174 | 264 | 284 |
| Hartford | 18 | 30 | 70 | 67 | 268 | 240 | 260 | 301 |
| Litchfield | 0 | 0 | 35 | 40 | 36 | 39 | 33 | 26 |
| Middlesex | 3 | 6 | 8 | 5 | 62 | 62 | 29 | 24 |
| New Haven | 24 | 33 | 65 | 68 | 239 | 250 | 300 | 336 |
| New London | 21 | 13 | 14 | 12 | 91 | 72 | 35 | 40 |
| Tolland | 4 | 2 | 5 | 1 | 26 | 36 | 8 | 14 |
| Windham | 5 | 5 | 5 | 7 | 23 | 26 | 25 | 30 |
| Statewide | 97 | 117 | 277 | 262 | 907 | 899 | 954 | 1055 |

Performance Measures

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

Performance Goals

To reduce the number of construction/work zone related crashes by 48 percent from 1,348 in 1995 to 700 by the year 2011. In 2007, construction/work zone crashes totaled 1073 – an impressive 21 percent reduction from 1995.

Performance Objectives

To finalize the statewide work zone safety grant program (work zone safety related signs, barricades, cones, and, vests, etc.) in an effort to increase work zone safety at construction/work zone sites in all municipalities by the close of Fiscal Year 2011.

To increase the enforcement of work zone related traffic laws in designated work zone areas and to increase the public's perception of work zone related traffic law enforcement. The Transportation Safety Section will work closely the Department and state and local law enforcement to conduct work zone safety training classes throughout the state.

Planned Countermeasures

The completion of the Local Work Zone Safety Program is anticipated by the close of Fiscal Year 2010. By the end of Fiscal Year 2009, 165 municipalities will have participated in this statewide program. Promotion of work zone safety will continue with a variety of messages to the public via print and electronic media. Emphasis is on enforcement at work zone/construction sites. A Work Zone Safety Committee currently exists. Other Department units and representatives from other agencies, including the Connecticut State Police, are coordinating this public information and education activity.

Task 1 – Roadway Safety Administration **\$10,000 (402)***

Administrative Oversight: Department of Transportation, Transportation Safety Section.

Staff Person: Edmund M. Hedge

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

Task 2 – Local Work Zone Safety **\$40,000 (402)***

Administrative Oversight: Department of Transportation, Transportation Safety Section.

Staff Person: Edmund M. Hedge

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

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

Motorcycle Safety (MS)

Motorcycle Safety (MS)

Problem Identification

In 2007, a total of 41 motorcycle operators and passengers were killed on Connecticut roadways, representing 14.8 percent of the State's total traffic fatalities. Based on 89,100 registered motorcycles, the fatality rate per 10,000 registered vehicles was 4.6, a substantial decrease from the 2006 rate of 6.7 per 10,000. Preliminary data indicates that this trend will not continue in 2008.

In the other New England states in 2007, 14.7 percent of fatalities were motorcyclists and the fatality rate per 10,000 motorcycles registered was 5.1. Nationally, motorcycle fatalities in 2007 accounted for 12.6 percent of motor vehicle crash victims with a fatality rate of 7.2 per 10,000 registered motorcycles. The fatality rate per 10,000 registered motorcyclists in Connecticut and the other New England states decreased in 2007 while remaining stable in the U.S. as a whole. The percentage of total fatalities represented by motorcycles increased in the U.S. and in the New England region while decreasing in Connecticut between 2006 and 2007. Please refer to Table MS-1 below.

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

| Year | Connecticut | | New England | | U.S | |
|--|-------------|--------|-------------|---------|-----------|-----------|
| | 2006 | 2007 | 2006 | 2007 | 2006 | 2007 |
| Motorcyclists Killed (FARS) % of all fatalities | 18.3% | 14.8% | 14.5% | 14.7% | 11.3% | 12.6% |
| Fatality Rate per 10,000 Motorcyclists | 6.7 | 4.6 | 5.6 | 5.1 | 7.2 | 7.2 |
| Motorcycles Registered | 85,271 | 89,100 | 315,793 | 327,009 | 6,678,958 | 7,138,476 |

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

Tables MS-2 & 3 show the numbers of motorcyclists killed and injured during the 2003 to 2007 period. In 2007, the number of motorcyclists killed (41) was down from 56 in 2006 and was the second lowest for the 5-year period shown. At this current rate, the data indicates a trend of 63 fatalities by 2012. The number of operator and passenger injuries in 2007 (1,322) was the highest number for the 5-year period shown. The injury rate of 148 (injuries per 10,000 registered motorcycles) was the second highest in the 5-year period.

Table MS-2. Motorcyclists Killed

| | 2003 | 2004 | 2005 | 2006 | 2007 |
|-------------------|------|------|------|------|------|
| Operators Killed | 26 | 48 | 39 | 53 | 36 |
| Passengers Killed | 0 | 6 | 3 | 3 | 5 |
| Total Killed | 26 | 54 | 42 | 56 | 41 |

Source: Connecticut Department of Transportation.

Table MS-3. Motorcyclists Injured

| | 2003 | 2004 | 2005 | 2006 | 2007 |
|--|-------|-------|-------|-------|-------|
| Operators Injured | 838 | 922 | 998 | 995 | 1,215 |
| Passengers Injured | 93 | 79 | 83 | 84 | 107 |
| Total Injured | 931 | 1,001 | 1,081 | 1,079 | 1,322 |
| Injuries per 10,000 Registrations | 134 | 155 | 134 | 127 | 148 |
| Total Number of Crashes (includes property damage only) | 1,069 | 1,158 | 1,266 | 1,226 | 1,621 |

Source: Connecticut Department of Transportation and Department of Motor Vehicles

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

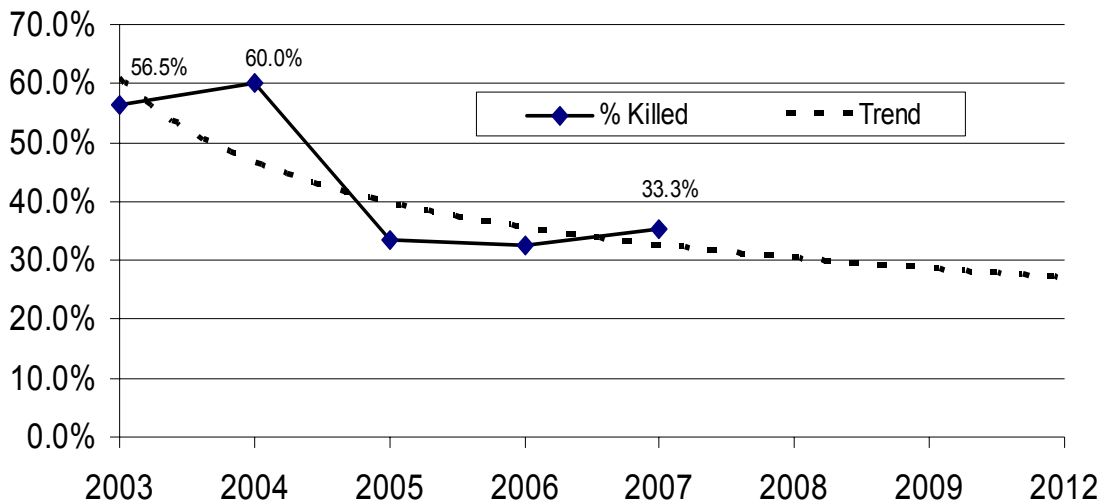


Table MS-4. BACs of Fatally Injured Motorcycle Operators

| BAC | 2003 | 2004 | 2005 | 2006 | 2007 |
|-------------------|------|------|------|------|------|
| .00 | 10 | 12 | 18 | 31 | 22 |
| .01-.07 | 4 | 3 | 3 | 2 | 4 |
| .08-Up | 9 | 15 | 6 | 13 | 8 |
| No/Unknown Result | 6 | 22 | 13 | 8 | 2 |

With the exception of 2004 and 2005, which had a much lower rate (58 and 68 percent); over 80 percent of fatally injured motorcycle operators in Connecticut were tested for alcohol in the period 2003 to 2007. As shown in Figure 15, during these years 33 to 60 percent of those tested were found to have been drinking (any trace of alcohol). For 2007, 33 percent had been drinking and 24 percent had BACs of 0.08 percent or more (94 percent were tested).

Table MS-5 shows the distribution of the age and gender of motorcycle operators involved in fatal and injury crashes during the 2003 to 2007 period. The table indicates that the majority of riders are under the age of 40 (55 percent in 2007). Of significance is the high percentage of riders in the 40 to 49 and 50 to 59 year old age groups. These two groups alone made up almost 40 percent of the operators involved in fatal/injury crashes in 2007. Overall, riders 40 or older accounted for 45 percent of riders involved in fatal crashes. This tendency toward an older ridership follows national trends. This Table also shows that males are predominant among the riders involved in fatal and injury crashes.

**Table MS-5. Motorcycle Operators Involved by Age and Sex
Fatal/Injury Crashes: 2003-2007**

| | | 2003 | 2004 | 2005 | 2006 | 2007 |
|--------|----------|---------|-----------|-----------|------------|-----------|
| | | (N=914) | (N=1,009) | (N=1,081) | (N= 1,079) | (N=1,322) |
| Age | Under 20 | 4.5% | 5.0% | 5.4% | 5.4% | 5.6% |
| | 20-24 | 17.0% | 17.2% | 13.8% | 17.4% | 16.0% |
| | 25-29 | 13.5% | 14.7% | 10.3% | 12.2% | 12.9% |
| | 30-34 | 13.7% | 12.2% | 11.0% | 9.5% | 9.4% |
| | 35-39 | 11.5% | 10.9% | 11.3% | 10.2% | 10.8% |
| | 40-49 | 24.0% | 22.8% | 27.1% | 24.7% | 24.7% |
| | 50-59 | 12.5% | 13.2% | 15.8% | 15.6% | 15.6% |
| | 60-Up | 3.4% | 3.9% | 5.4% | 4.9% | 5.0% |
| Gender | Male | 95.7% | 94.8% | 95.4% | 94.9% | 95.3% |
| | Female | 4.3% | 5.2% | 4.6% | 5.1% | 4.7% |

Source: Connecticut Department of Transportation. (Unknown values are excluded in body of table)

Table MS-6 shows the distributions by month, day of week, and time of day of motorcycle crashes involving fatalities and injuries during 2003 to 2007.

Motorcycle crashes in Connecticut are rare during the colder months with less than 7 percent - having taken place during the November through March period. Crashes are more frequent on - Saturdays and Sundays. In 2007, 62 percent of the crashes occurred between noon and 8:00 p.m.

**Table MS-6. Motorcycle Operators
Month, Day of Week, and Time of Fatal and Other Injury Crashes: 2003-2007**

| | | | 2004 | 2005 | 2006 | 2007 |
|-------------|-----------|---------|-----------|-----------|-----------|-----------|
| | | (N=914) | (N=1,009) | (N=1,081) | (N=1,079) | (N=1,301) |
| Month | January | 0.2% | 0.2% | 0.4% | 0.9% | 1.8% |
| | February | 0.2% | 1.3% | 0.8% | 0.4% | 0.2% |
| | March | 2.8% | 2.2% | 2.1% | 2.9% | 1.8% |
| | April | 6.5% | 9.0% | 8.4% | 10.8% | 6.5% |
| | May | 10.9% | 16.9% | 11.2% | 14.0% | 14.8% |
| | June | 14.6% | 15.0% | 14.3% | 10.9% | 15.1% |
| | July | 21.2% | 14.0% | 16.4% | 16.6% | 15.5% |
| | August | 16.1% | 15.7% | 16.4% | 14.8% | 16.3% |
| | September | 13.9% | 13.9% | 16.7% | 13.7% | 16.4% |
| | October | 6.3% | 8.8% | 7.1% | 8.4% | 8.8% |
| | November | 6.1% | 2.6% | 5.2% | 3.8% | 2.5% |
| | December | 1.1% | 0.4% | 0.6% | 2.7% | 0.3% |
| Day of Week | Sunday | 21.9% | 23.2% | 21.7% | 22.1% | 19.8% |
| | Monday | 10.0% | 7.9% | 11.9% | 11.7% | 10.7% |
| | Tuesday | 12.9% | 10.7% | 10.4% | 9.0% | 10.8% |
| | Wednesday | 10.7% | 9.8% | 10.3% | 12.3% | 12.8% |
| | Thursday | 11.4% | 11.1% | 11.9% | 13.7% | 12.5% |
| | Friday | 13.6% | 16.4% | 12.8% | 13.1% | 12.2% |
| | Saturday | 19.6% | 20.9% | 21.1% | 18.1% | 21.9% |
| Time of Day | Mid-0359 | 6.5% | 4.8% | 5.6% | 4.0% | 4.5% |
| | 0400-0759 | 3.4% | 2.9% | 3.9% | 4.1% | 3.7% |
| | 0800-1159 | 11.2% | 11.3% | 11.8% | 10.7% | 12.5% |
| | 1200-1559 | 27.8% | 30.4% | 30.9% | 28.6% | 29.1% |
| | 1600-1959 | 33.5% | 33.6% | 32.3% | 36.9% | 32.7% |
| | 2000-2359 | 17.6% | 17.1% | 15.2% | 15.2% | 17.1% |

Source: Connecticut Department of Transportation

Table MS-7 shows the total of fatal and injury motorcycle crashes in each Connecticut County, the percentage change in these crashes comparing 2003 to 2007, and the number of these crashes in the calendar year 2007 per 100,000 population.

Table MS-7. Motorcycle Fatal/Injury Crashes 2003-2007 by Location

| County | Total 2003-2007 | Pct. Change 2003-2007 | 2007 Crashes Per 100,000 Pop. |
|------------|--------------------|--------------------------|-------------------------------------|
| Fairfield | 1,442 | 5% | 24.9 |
| Hartford | 1,514 | 82% | 37.8 |
| Litchfield | 475 | 96% | 36.0 |
| Middlesex | 381 | 69% | 45.8 |
| New Haven | 1,832 | 28% | 42.1 |
| New London | 588 | 80% | 45.9 |
| Tolland | 357 | 16% | 41.8 |
| Windham | 318 | 33% | 55.9 |

Source: Connecticut Department of Transportation; Population data estimate for 2007.

The most frequent contributing factors found in Connecticut fatal and injury motorcycle crashes during 2003 to 2007 are listed in Table MS-8. The first data column contains the contributing factors for single vehicle crashes (N=2,175). The operator “losing control” and “driving too fast for conditions” were the most common factors in these crashes.

Contributing factors in multiple vehicle crashes are tabulated separately depending on whether the motorcyclist (N=1,174) or the other driver (N=2,048) was most likely at fault in the crash. When the motorcyclist was deemed most at fault and a specific cause was noted, “following too close” (29.4 percent), “losing control” (16.7 percent), and “driving too fast” (9.9 percent) were most often the contributing factors. When the other driver was deemed most at fault, failure to grant the right-of-way was the predominant contributing factor (54.5 percent).

Table MS-8. Motorcycle Fatality/Injury Crashes-Contributing Factors 2003-2007

| | % of Single Vehicle Crashes (N=2,175) | % of Multiple Vehicle Crashes; MC Oper. Fault (N=1,174) | % of Multiple Vehicle Crashes; Other Oper. Fault (N=2,048) |
|------------------------------------|--|---|--|
| 1. Driver Lost Control | 54.6% | 16.7% | 3.3% |
| 2. Driving Too Fast for Conditions | 19.4% | 9.9% | 1.6% |
| 3. Road Condition/Object In Road | 8.6% | 0.6% | 0.5% |
| 4. Driver Under the Influence | 3.4% | 2.4% | 1.3% |
| 5. Failed to Grant Right of Way | 0.0% | 7.7% | 54.5% |
| 6. Driver Following Too Closely | 3.0% | 29.4% | 12.6% |
| 7. Driver Violated Traffic Control | 0.3% | 5.1% | 6.3% |
| 8. Other | 10.7% | 28.3% | 19.9% |

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

In summary, Department motorcycle crash data shows:

- A fairly stable number of motorcyclist fatalities in the period 2003 to 2007
- The majority of motorcycle fatal and injury crashes occurred between the hours of noon and 8 p.m.
- Saturdays and Sundays being the most common days for fatal and injury crashes
- Most fatal and injury crashes occurring in the summer months
- Almost all motorcycle operators involved in crashes were male
- In multiple vehicle crashes, the other driver was at fault in 56 percent of the cases; the major contributing factor in these crashes was failure to grant the right-of-way

Performance Measures

| Performance Measure | Year | | | | |
|---|-------|-------|-------|-------|-------|
| | 2003 | 2004 | 2005 | 2006 | 2007 |
| Motorcyclists Killed and Injured | 957 | 1055 | 1123 | 1135 | 1362 |
| Injuries per 10,000 Registered Motorcycles | 134 | 155 | 134 | 127 | 148 |
| Number of Un-Helmeted Motorcycle Fatalities | 22 | 39 | 27 | 36 | 27 |
| Number of Motorcycle Injuries Helmeted | 377 | 438 | 440 | 454 | 575 |
| Number of Operators Killed with BAC>0.00 | 12 | 18 | 9 | 15 | 12 |
| Number of Motorcyclists Trained | 4,304 | 4,932 | 5,600 | 5,843 | 6,192 |

Performance Goals

Decrease the number of un-helmeted fatalities below the five year average of 30 (2003-2007) to 25 by 2012.

Decrease the number of fatalities below the five year average (2003-2007) of 44 by 10 percent to 40 by 2012.

To decrease the injury rate per 10,000 registrations by 20 percent from 155 in 2004 to 120 in the year 2011.

To decrease the percentage of fatally injured motorcycle operators with BACs greater than 0.00 from 33.3 percent in 2007 to 30 percent in 2011.

Performance Objectives

To train 6,500 beginning, intermediate, experienced and advanced motorcycle operators during calendar year 2010.

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

Task 1 — Motorcycle Safety Program Administration **\$300,000 (402)***

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Raymond Gaulin

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

Task 2 — Connecticut Rider Education Program Administration **\$120,000 (402)***

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Raymond Gaulin

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

Task 3 — Community Outreach To Motorcycle Riders **\$ 30,000 (402)***

\$150,000 (406)*

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Raymond Gaulin

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

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

Task 4 — Expanding Motorcycle Safety Efforts (Section 2010) \$360,000 (2010 MC)*

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Raymond Gaulin

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

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Traffic Records (TR)

Traffic Records (TR)

The Highway Safety performance based program planning processes are dependent upon timely, accurate, and complete traffic records data. Significant action has taken place to improve traffic records systems in Connecticut, although much remains to be accomplished. The absence of a comprehensive statewide data mart continues to be a major hurdle for Connecticut's Traffic Records Coordinating Committee (TRCC) to overcome. These deficiencies include an inability to link traffic records from one agency to another and a lack of a comprehensive system to analyze crash data from the crash scene, patient care systems, licensing, and adjudication of the violations. Currently efforts are underway to prepare the primary data files (crash, vehicle, location, injury, adjudication and registration) and ensure that they are fully operational to create an integrated data collection network. The integrated data collection system will allow for comprehensive problem identification for the purpose of improving highway safety in Connecticut. Efforts currently underway include the continued implementation of an automated crash report, restructuring of pre-hospital care reporting procedures, review, analysis, and an on-going linkage of CODES data (Crash Outcome Data Evaluation system).

Data improvements have been/are being made in the areas related to motor vehicles, base mapping and toxicology.

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

Performance Goals

To reduce the turn-around time for users to have access to motor vehicle crash data from one year to 6 months by 2011.

To provide direct access (with data query tools) and aggregated data output to authorized State agencies and users by 2011.

To implement the Connecticut Impaired Driver Records Information System (CIDRIS) by 2010.

Performance Objectives

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

Planned Countermeasures

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

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

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

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

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

Task 1 — Traffic Records Administration **\$300,000 (402)***
\$200,000 (406)*

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

This task will provide funding for a Coordinator to assist the contractor in the development and monitoring of the Connecticut Traffic Records Program. The contractor will plan, implement, monitor and evaluate all traffic record activities.

Task 2 — Traffic Records Strategic Plan Implementation **\$1,400,000 (408)***
\$200,000 (406)*

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

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

Electronic Citation Processing System
Electronic Payment Processing System
E-Citation Pilots for Local Law Enforcement
Emergency Medical Services Patient Care Report Data Collection System
Electronic Motor Vehicle Accident Reporting CSP to DOT

Task 3 – Connecticut Impaired Driving Records Information System \$250,000 (154 AL)*

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

The task will provide for a contractor to develop, manage and implement a model impaired driving records information system. The system will improve collection, management and dissemination of offender information.

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Hazard Elimination

Hazard Elimination

Problem Identification

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

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

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

Pavement Markings: The Department has 4,156 miles of roadways and ramps resulting in approximately 16,000 miles of pavement markings. Pavement markings have different useful lives determined by the type of material used for the marking, the location of the marking in relation to vehicle paths and the volume of traffic that passes over the marking. Pavement markings are essential to provide guidance and information for the road user. Well marked roadways are necessary to separate travel lanes in the same direction as well as opposing traffic. Snow plowing and road sanding greatly accelerate the deterioration of certain types of pavement marking material. The Department utilizes maintenance personnel to regularly evaluate and determine the roadways where upgrading of pavement markings are required. In addition, each of the Department's four maintenance Districts maintains a log of roadways

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

Performance Goals

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

Planned Countermeasures

Upgrade existing sign locations within project limits; upgrade deficient railing and pavement markings as identified by the Department's inventory system.

Performance Measures

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

Task 1 - Hazard Elimination Program

\$11,000,000 (154HE)*

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Kathryn Barnabei

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

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Other Areas & Factors

Other Areas & Factors

Driver Groups

Tables OA-1 and OA-2 outline the age distribution of licensed drivers in Connecticut and the nation as a whole during calendar years 2005 to 2007. The data shows that the percentage of Connecticut licensed drivers age 19 and younger is less than the U.S. percentage, and that the percentage of drivers age 70 and older is higher in Connecticut than the U.S. as a whole.

Table OA-1. Licensed Drivers by Age Group: 2005-2007 (19 and Under; 20-49)

| | Age Group | | | | | |
|-------------------|--------------------|--------------------|--------------------|----------------------|----------------------|----------------------|
| | 20 and Under | | | 21-49 | | |
| | 2005 | 2006 | 2007 | 2005 | 2006 | 2007 |
| CT---N % Total | 136,457 5.0% | 141,431 5.0% | 143,754 5.0% | 1,444,269 52.7% | 1,453,991 51.8% | 1,454,189 51.0% |
| US---N % Total | 12,572,905 6.3% | 12,989,987 6.4% | 13,226,352 6.4% | 111,076,638 55.3% | 110,417,927 54.4% | 110,433,969 53.7% |

Source: Federal Highway Administration

Table OA-2. Licensed Drivers by Age Group: 2005-2007 (50-69; 70+)

| | Age Group | | | | | |
|-------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | 50-69 | | | 70+ | | |
| | 2005 | 2006 | 2007 | 2005 | 2006 | 2007 |
| CT---N % Total | 784,247 28.6% | 818,477 29.2% | 847,609 29.8% | 375,297 13.7% | 391,225 13.9% | 403,050 16.2% |
| US---N % Total | 56,912,834 28.4% | 58,813,633 29.0% | 61,113,378 29.7% | 20,119,672 10.0% | 20,588,891 10.2% | 20,968,146 10.2% |

Source: Federal Highway Administration

Table OA-3 contains 2005, 2006, and 2007 fatal crash rates per 100,000 licensed drivers by driver age group for Connecticut operators and the U.S. as a whole. Table OA-4 shows the 2005, 2006 and 2007 non-fatal injury crash rates per 100,000 licensed drivers by driver age group. The tables indicate that teenage drivers consistently have a much higher involvement in crashes than older drivers. The tables also show that the involvement rate of Connecticut drivers in fatal crashes is lower than that for the U.S. in each age group. The involvement rate of Connecticut drivers under 69 in injury crashes was generally higher than that for the U.S.

Table OA-3. Number of Drivers Involved in Fatal Crashes by Age Group Per 100,000 Licensed Drivers*: 2005-2007

| Driver Age Group | Drivers in Fatal Crashes | | | | | |
|------------------|--------------------------|------|------|------|------|------|
| | 2005 | | 2006 | | 2007 | |
| | CT | US | CT | US | CT | US |
| 20 and Under | 33.2 | 60.7 | 43.1 | 58.4 | 35.5 | 53.6 |
| 21-49 | 16.3 | 30.6 | 17.6 | 30.1 | 14.9 | 28.6 |
| 50-69 | 11.0 | 21.4 | 11.1 | 20.0 | 8.7 | 19.4 |
| 70-Up | 9.3 | 22.1 | 9.2 | 20.8 | 8.7 | 20.0 |

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

Table OA-4. Number of Drivers Involved in Injury Crashes by Age Group Per 100,000 Licensed Drivers: 2005-2007

| Driver Age Group | 2005 | | 2006 | | 2007 | |
|------------------|-------|-------|-------|-------|-------|-------|
| | CT | US | CT | US | CT | US |
| 19 and Under | 5,731 | 4,187 | 5,268 | 3,968 | 5,229 | 3,531 |
| 20-49 | 2,293 | 1,696 | 2,080 | 1,637 | 2,139 | 1,582 |
| 50-69 | 1,273 | 1,020 | 1,164 | 983 | 1,193 | 926 |
| 70-Up | 791 | 822 | 720 | 824 | 702 | 727 |

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

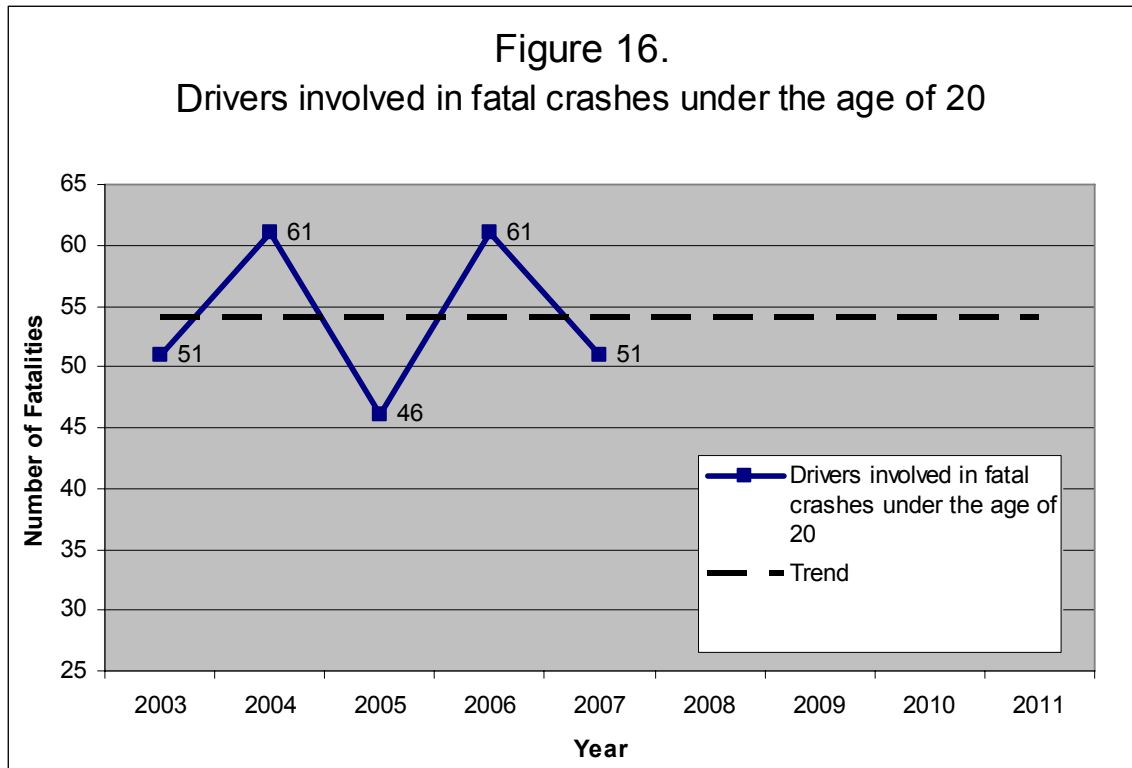
**Table OA-5
Fatal Crashes Involving Young Drivers
Month, Time of Day, and County
5-year Total: 2003– 2007**

| | Fatal Crashes Involving Young Drivers Age 20 and Under N=270 | |
|--------------------|---|-------|
| | | % |
| MONTH | | |
| January | 26 | 9.6% |
| February | 14 | 5.2% |
| March | 18 | 6.7% |
| April | 21 | 7.8% |
| May | 16 | 5.9% |
| June | 26 | 9.6% |
| July | 35 | 13.0% |
| August | 29 | 10.7% |
| September | 16 | 5.9% |
| October | 35 | 13.0% |
| November | 15 | 5.6% |
| December | 19 | 7.0% |
| TIME OF DAY | | |
| Mid-3am | 47 | 17.5% |
| 3am-6am | 21 | 7.8% |
| 6am-9am | 19 | 7.1% |
| 9am-Noon | 10 | 3.7% |
| Noon-3pm | 35 | 13.1% |
| 3pm-6pm | 42 | 15.7% |
| 6pm-9pm | 55 | 20.5% |
| 9pm-Mid | 39 | 14.6% |
| COUNTY | | |
| Fairfield | 44 | 16.3% |
| Hartford | 64 | 23.7% |
| Litchfield | 18 | 6.7% |
| Middlesex | 17 | 6.3% |
| New Haven | 60 | 22.2% |
| New London | 33 | 12.2% |
| Tolland | 16 | 5.9% |
| Windham | 18 | 6.8% |

The greatest number of fatal crashes involving young drivers occurred in July (29) followed by October (26), and 54 percent (111) occurred from 6 p.m. to 3 a.m. The greatest number (49) occurred in Hartford County and New Haven County, followed by Fairfield County (35).

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

| Drivers involved in fatal crashes | Year | | | | |
|-----------------------------------|------|------|------|------|------|
| | 2003 | 2004 | 2005 | 2006 | 2007 |
| Total | 399 | 413 | 405 | 452 | 378 |
| Aged 15 & Under | 0 | 0 | 1 | 0 | 0 |
| Aged 15-20 | 51 | 61 | 45 | 61 | 51 |
| Aged Under 21 | 51 | 61 | 46 | 61 | 51 |
| Aged 21 & Over | 343 | 344 | 357 | 383 | 325 |
| Unknown | 5 | 8 | 2 | 8 | 2 |



Performance Goals

To decrease drivers age 20 or younger involved in fatal crashes 7 percent from the 2003-2007 base year average of 54 to 50 by 2011

Task 1 – Young Driver Skill Development

\$125,000 (406)*

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Juliet Little

Program administration will expand the Teens in the Driver Seat (peer to peer intervention) pilot campaign. This task will also provide funding for travel to regional and national conferences on teen driving issues. Earned media as well as other events will be developed to support National Safe Teen Driving Week. Work with national and local groups to support teen driving safety week. Will work with NHTSA to promote and pilot test the Parents Responsibility Tool Kit. Programs will be developed to educate law enforcement as well as parents. This program will address the unacceptably high number of youth-related automobile collisions and fatalities that occur each year.

Task 2 – Mature Drivers

\$75,000 (406)*

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Juliet Little

Program administration will plan, coordinate, and implement a program for mature drivers. Work with NHTSA to hold an older driver training course to assist with developing campaigns to effectively address the issues and concerns regarding mature drivers. As people age, their physical, visual, and cognitive abilities may decline, making it more difficult for them to drive safely. Mature drivers are also more likely to suffer injuries or die in crashes than drivers in other age groups. These safety issues will only increase in significance because mature adults represent the fastest-growing population segment.

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

Bicycles and Pedestrians

In Connecticut, 5 bicyclists were killed in motor vehicle crashes in the year 2007. This accounted for 1.7 percent of the total number of traffic fatalities that occurred during that year. Annual bicyclist fatalities ranged between 2 and 5 during the 2003 to 2007 period. Also in 2007, there were 663 non-fatally injured bicyclists involved in motor vehicle crashes in Connecticut, the second highest number in the most recent 5 years. The 2007 injury figure represents 1.7 percent of all motor vehicle related injuries.

Table OA-7. Bicyclists Killed and Injured, 2003-2007

| | Year | | | | |
|----------------|------|------|------|------|------|
| | 2003 | 2004 | 2005 | 2006 | 2007 |
| Number Killed | 2 | 5 | 3 | 5 | 5 |
| Number Injured | 668 | 623 | 651 | 578 | 663 |

Source: Connecticut Department of Transportation

This brief analysis indicates that the bicyclist crash problem in Connecticut is currently not a critical highway safety priority, as compared with other identified crash problem areas. The number of fatalities and injuries has basically remained constant, bicycle fatalities and injuries did not change from 2003 to 2007.

Bicycle Performance Measures

| Performance Measure | Year | | | | |
|--|------|------|------|------|------|
| | 2003 | 2004 | 2005 | 2006 | 2007 |
| Bicyclists Killed and Injured per 100,000 Population | 19 | 18 | 19 | 17 | 19 |
| Percent Bicyclists Helmeted | 27% | 25% | 26% | 29% | 33% |

**TABLE OA-8
Connecticut Bicyclist Fatalities**

| | 2003 | 2004 | 2005 | 2006 | 2007 | Change 2003-07 % |
|----------------------|------|------|------|------|------|------------------------|
| Bicyclist Fatalities | | | | | | |
| U.S. Total | 626 | 722 | 784 | 769 | 696 | + 11.2% |
| Region Total | 18 | 19 | 15 | 18 | 19 | + 5.6% |
| Connecticut | 2 | 5 | 3 | 5 | 4 | + 100.0% |

During the 5-year period of 2003 to 2007, the number of bicyclist fatalities in Connecticut each year ranged between 2 and 5.

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

| | 2003 | 2004 | 2005 | 2006 | 2007 |
|----------------|------|------|------|------|------|
| Nationwide | 1.5% | 1.7% | 1.8% | 1.8% | 1.7% |
| NHTSA Region 1 | 1.4 | 1.4% | 1.2% | 1.5% | 1.7% |
| Connecticut | 0.7% | 1.7% | 1.1% | 1.6% | 1.4% |

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

In the area of pedestrians, 31 pedestrians were killed and 1,240 were injured in motor vehicle crashes in Connecticut during 2007.

TABLE OA-10
Connecticut Pedestrian and Bicycle Fatalities
Month, Time of Day, and County
5-Year Total: 2003-2007

| | Pedestrian Fatal Crashes | | Bicycle Fatal Crashes | |
|--------------------|-----------------------------|----------|--------------------------|----------|
| MONTH | (N=165) | % | (N=19) | % |
| January | 12 | 7.3% | 0 | 0.0% |
| February | 9 | 5.5% | 0 | 0.0% |
| March | 17 | 10.3% | 1 | 5.3% |
| April | 10 | 6.1% | 2 | 10.5% |
| May | 13 | 7.9% | 5 | 26.3% |
| June | 8 | 4.8% | 2 | 10.5% |
| July | 12 | 7.3% | 3 | 15.8% |
| August | 12 | 7.3% | 4 | 21.1% |
| September | 10 | 6.1% | 1 | 5.3% |
| October | 20 | 12.1% | 0 | 0.0% |
| November | 24 | 14.5% | 0 | 0.0% |
| December | 18 | 10.9% | 1 | 5.3% |
| TIME OF DAY | (N=164)* | % | (N=18)* | % |
| Mid-3am | 18 | 11.0% | 2 | 11.1% |
| 3am-6am | 9 | 5.5% | 0 | 0.0% |
| 6am-9am | 14 | 8.5% | 1 | 5.6% |
| 9am-Noon | 14 | 8.5% | 1 | 5.6% |
| Noon-3pm | 14 | 8.5% | 2 | 11.1% |
| 3pm-6pm | 26 | 15.9% | 5 | 27.8% |
| 6pm-9pm | 35 | 21.3% | 7 | 38.9% |
| 9pm-Mid | 34 | 20.7% | 0 | 0.0% |
| COUNTY | (N=164)* | % | (N=19) | % |
| Fairfield | 39 | 23.8% | 2 | 10.5% |
| Hartford | 43 | 26.2% | 3 | 15.8% |
| Litchfield | 2 | 1.2% | 3 | 15.8% |
| Middlesex | 4 | 2.4% | 3 | 15.8% |
| New Haven | 44 | 26.8% | 7 | 36.8% |
| New London | 23 | 14.0% | 1 | 5.3% |
| Tolland | 6 | 3.7% | 0 | 0.0% |
| Windham | 3 | 1.8% | 0 | 0.0% |

*There was one unknown time of day

Pedestrian fatalities occurred more frequently during October through December than during other months of the year. The majority (57.9 percent) of these occurred in the 3pm to midnight time period. The largest number of pedestrian fatalities occurred in New Haven (44), Hartford (43), and Fairfield (39) counties, accounting for about 77 percent of the victims.

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

**Table OA-11
Connecticut Pedestrian and Bicyclist Fatalities
Related Factors for Pedestrians and Bicyclists
5-year Total: 2003-2007**

| | Pedestrian | Bicyclists |
|--|--------------|-------------|
| Fatalities | N=165 | N=19 |
| Factors Reported | N=176 | N=24 |
| Darting, running into road | 27 | 0 |
| Improper crossing | 56 | 3 |
| Walking, running against traffic (Ped. only) | 31 | N/A |
| Riding in roadway/against traffic | N/A | 4 |
| Not visible | 28 | 0 |
| Failure to obey traffic controls | 10 | 6 |
| All other factors | 24 | 11 |

The majority of pedestrians and bicyclists killed in crashes had one or more factors reported. By far the most common factor for pedestrians was “improper crossing” (56), “Failure to obey traffic controls” was cited for 6 of the 19 bicycle fatalities.

**Table OA-12
Connecticut Pedestrian Fatalities**

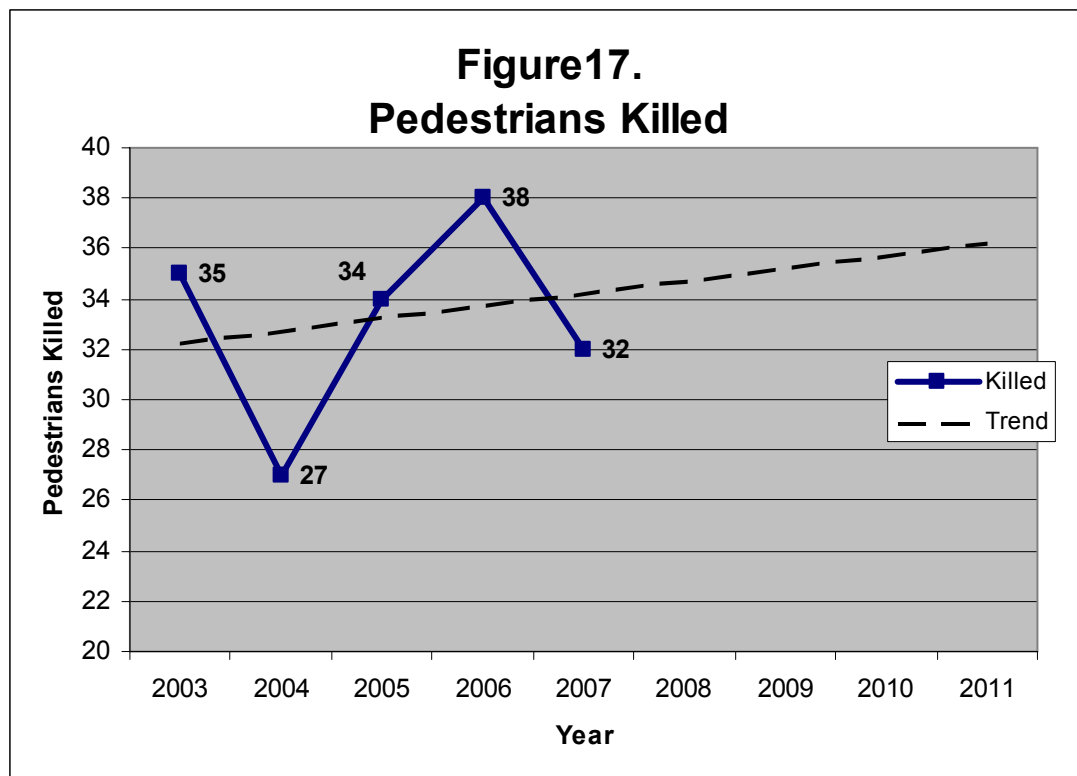
| | 2003 | 2004 | 2005 | 2006 | 2007 | Change 2003-07 % |
|------------------------------|-------|-------|-------|-------|-------|------------------------|
| Pedestrian Fatalities | | | | | | |
| U.S. Total | 4,774 | 4,675 | 4,892 | 4,795 | 4,654 | - 2.5% |
| Region I Total | 173 | 147 | 141 | 130 | 132 | - 23.7% |
| Connecticut | 35 | 27 | 34 | 38 | 31 | - 11.4% |

The number of pedestrian fatalities in Connecticut fluctuated over the 5-year period of 2003 to 2007. In 2007, there were 31 pedestrian fatalities, an 18 percent drop from 38 fatalities in 2006. Table OA-13 shows the number of fatally and non-fatally injured pedestrians in the State over the 2003 to 2007 period.

Table OA-13. Number of Pedestrians Killed and Injured: 2003-2007

| Injury Severity | 2003 | 2004 | 2005 | 2006 | 2007 |
|-------------------|-------|-------|-------|-------|-------|
| Killed | 35 | 27 | 34 | 38 | 32 |
| Total Injured | 1,173 | 1,063 | 1,088 | 1,064 | 1,220 |
| Serious A Injury | 222 | 213 | 201 | 204 | 247 |
| Moderate B Injury | 490 | 440 | 447 | 473 | 551 |
| Minor (C) Injury | 502 | 410 | 440 | 387 | 422 |

Source: Connecticut Department of Transportation



The pedestrian fatality rate for Connecticut in 2007 was 0.9 per 100,000 population compared to 0.9 per 100,000 in the other New England states and 1.5 per 100,000 nationally. Pedestrian fatalities in Connecticut accounted for 11.2 percent of all motor vehicle crash victims in 2007 as compared to 12.2 percent in 2006. Nationally, the figures were 11.3 percent in 2007 and 11.2 percent in 2006. The State's non-fatal injury pedestrian rate was 35 per 100,000 population compared with a rate of 20 nationally. Please refer to Table OA-14.

Table OA14. Percent of Pedestrians Killed: Fatal/Non-Fatal Rates/100,000 Population: 2006/2007

| Year | Connecticut | | New England | | U.S. | |
|--|-------------|-------|-------------|-------|-------|-------|
| | 2006 | 2007 | 2006 | 2007 | 2006 | 2007 |
| Pedestrians Killed: Percentage of all Fatalities | 12.2% | 11.2% | 10.6% | 11.6% | 11.2% | 11.3% |
| Fatality Rate per 100,000 population | 1.1 | 0.9 | 0.9 | 0.9 | 1.6 | 1.5 |
| Non-Fatal Injury Rate Per 100,000 population | 30 | 35 | * | * | 20 | 23 |

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

*Not Available

Performance Measures

| Performance Measure | 2003 | 2004 | 2005 | 2006 | 2007 |
|--|------|------|------|------|------|
| Pedestrians Killed per 100,000 Population | 1.0 | 0.8 | 1.0 | 1.1 | 0.9 |
| Pedestrians Injured per 100,000 Population | 34 | 30 | 31 | 30 | 35 |

Performance Goals

To reduce the number of pedestrians killed by 5 percent from the five year average of 33.2 (2003-2007) to 32 in 2011.

Bicycle and Pedestrian Countermeasures

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

Task 3 – Bicycle and Pedestrian Safety-Administration **\$100,000 (406)***

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Juliet Little

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

Task 4 – “Share the Road” Public Information Campaign

\$100,000 (406)*

Administrative Oversight: Department of Transportation, Transportation Safety Section

Staff Person: Juliet Little

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

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

Geographical Data

Table OA-15 shows geographical area (county) and municipal crash data. For each of the State's geographic counties, the table shows the total number of fatal and injury crashes during 2003 to 2007; the percentage change in these crash levels from 2003 to 2007 and the 2005, 2006, and 2007 fatal/injury crash rates per 100,000 residents. Also shown are the 3 municipalities within each geographic county with the highest 2007 crash rates.

Table OA-15

Fatal/Injury Crashes: Geographical County/Municipality 2003-2007

| County | City/Town with Highest 2007 Rate | Fatal/Injury Crashes 2003-2007 | Pct. Change 2003-2007 | Fatal/Injury Crashes Per 100,000 Pop. | | |
|------------|----------------------------------|--------------------------------|-----------------------|---------------------------------------|-------|------|
| | | | | 2005 | 2006 | 2007 |
| Fairfield | | 39,932 | -11% | 865 | 873 | 855 |
| | Westport | 1,647 | 17% | 1,262 | 1,317 | 1445 |
| | Bridgeport | 8,556 | -12% | 1,195 | 1167 | 1166 |
| | Darien | 1,139 | -22% | 1,107 | 1,040 | 1010 |
| Hartford | | 37,076 | 3% | 895 | 906 | 849 |
| | Hartford | 7,497 | 31% | 1,359 | 1,165 | 1321 |
| | Plainville | 1,043 | -7% | 1,206 | 1,154 | 1137 |
| | East Windsor | 528 | 13% | 1263 | * | 1131 |
| Litchfield | | 5,853 | 4% | 601 | 613 | 625 |
| | Barkhamstead | 151 | -6% | * | * | 944 |
| | Canaan | 46 | 11% | * | * | 925 |
| | Cornwall | 59 | 117% | 116 | * | 907 |
| Middlesex | | 5,389 | 3% | 746 | 763 | 651 |
| | Cromwell | 651 | -2% | 1,212 | 862 | 932 |
| | Haddam | 262 | 42% | * | * | 894 |
| | Middletown | 1,832 | 3% | * | 857 | 795 |
| New Haven | | 42,930 | -14% | 973 | 986 | 986 |
| | Orange | 1,272 | -3% | * | 1,927 | 2108 |
| | New Haven | 10,136 | -25% | 1,693 | * | 1468 |
| | Middlebury | 461 | -24% | * | 1,411 | 1364 |

**Table OA-15. Fatal/Injury Crashes: Geographical County/Municipality 2003-2007
(Continued)**

| County | City/Town with Highest 2007 Rate | Fatal/Injury Crashes 2003-2007 | Pct. Change 2003-2007 | Fatal/Injury Crashes Per 100,000 Pop. | | |
|------------|----------------------------------|--------------------------------|-----------------------|---------------------------------------|-------|------|
| | | | | 2005 | 2006 | 2007 |
| New London | | 9,484 | -10% | 709 | 721 | 698 |
| | Franklin | 139 | 12% | 1,199 | 1,580 | 1580 |
| | Preston | 318 | -12% | 1,152 | 1,621 | 1280 |
| | Norwich | 1785 | -31% | 942 | * | 988 |
| Tolland | | 4,302 | -9% | 575 | 595 | 602 |
| | Union | 127 | -30% | 4,473 | 1,732 | 3319 |
| | Vernon | 1,246 | -16% | 852 | 846 | 834 |
| | Coventry | 456 | -4% | 800 | 756 | 756 |
| Windham | | 3529 | -16% | 603 | 629 | 578 |
| | Scotland | 46 | 25% | * | 948 | 964 |
| | Plainfield | 590 | -12% | 841 | 732 | 725 |
| | Chaplin | 88 | 33% | 756 | 711 | 711 |

Source: Connecticut Department of Transportation

* Not among 3 highest in year

Related Highway Safety Legislation

Related Highway Safety Legislation

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

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

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

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

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

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

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

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

Public Act No. 94-52 (1) makes the driver of a private passenger motor vehicle responsible for assuring that rear seat passengers between ages 4 and 16 wear seat belts; (2) limits mandatory child restraint usage for children under age 4 to those who weigh less than 40 pounds; (3) requires children between ages 1 and 4 and weighing under 40 pounds to be in a child restraint; and (4) extends child restraint requirements to trucks and truck or van type recreational vehicles. This law went into effect on October 1, 1994.

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

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

Public Act No. 03-91 strengthened the Dram Shop Act (Section 1. Section 30-102) by raising the financial liability of a seller of alcoholic beverages, when selling alcohol to an intoxicated person who 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 2-year period, from operating a motor vehicle unless such motor vehicle is equipped with a functioning, approved ignition interlock device. The interlock device was incorporated on October 1, 2003.

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

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

Public Act No. 05-159 prohibits a driver from using (1) a mobile telephone to engage in a call while the vehicle is moving unless a hands-free 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 races or event; (2) acting as a starter, timekeeper, judge, or spectator at such a race or event; or (3) betting on the outcome of a race or event. It subjects this conduct to the same penalties the law provides for driving in these races or events: (1) a first offense is punishable by up to 1 year in prison, a fine of \$75 to \$600, or both, and (2) subsequent offenses are punishable by up to one year in prison, a fine of \$100 to \$1,000, or both. The law went into effect on October 1, 2006.

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

Public Act No. 08-32 expands on graduated driver license (GDL) laws set forth by Public Act No. 05-54 for 16 and 17 year old drivers. This law extends the minimum number of hours of behind-the-wheel training student drivers must receive from 20 to 40 hours. This law also increases the curfew for teen from the hours of 11p.m. to 5a.m (formerly 12a.m.) unless they are traveling for employment, school or religious activities or medical necessity. The law also extends passenger restrictions on all 16 and 17 year old drivers to having no passengers in the car under the age of 20 years for their first 6 months of licensure. For the second six months (7-12) the only passengers allowed in the vehicle are immediate family members. This law also extends the penalties for 16 and 17 year old drivers for violations including seat-belt violations, use of cell phones, speeding, reckless driving and street racing requiring an automatic license suspension for a minimum of 48 hours and a maximum of 6months as well as fines. During license suspension a parent or legal guardian must be present to reinstate the license. The law also states that when a 16 or 17 year old driver has passengers in the vehicle, all passengers must wear their seat belt regardless of age or seating position. These new requirements became effective August 1, 2008.

Public Act No. 08-101 (*Effective October 1, 2008*) The Commissioner of Transportation shall, within available appropriations and in consultation with groups advocating on behalf of bicyclists, develop and implement a state-wide "Share the Road" public awareness campaign to educate the public concerning the rights and responsibilities of both motorists and bicyclists as they jointly use the highways of this state.

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

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

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

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

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

DUI-Related provisions:

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

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

EFFECTIVE DATE: October 1, 2009

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

EFFECTIVE DATE: October 1, 2009

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

policemen appointed to enforce laws on state property, investigate public assistance fraud, - and policemen for utility and transportation companies. -

EFFECTIVE DATE: October 1, 2009 -

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

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

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

EFFECTIVE DATE: October 1, 2009

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

EFFECTIVE DATE: October 1, 2009

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

These sections:

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

the motor vehicle commissioner more time to render a decision following an administrative hearing;

6. Notwithstanding the statutory requirement for service of subpoenas at least 18 hours before appearance is required, requires any subpoena summoning a police officer as a witness in a per se hearing to be served on the officer at least 72 hours before the designated time of the hearing; and

7. Expands the circumstances under which blood test results from someone taken to a hospital can be used under the administrative per se process.

EFFECTIVE DATE: October 1, 2009

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

EFFECTIVE DATE; October 1, 2009

Certifications and Assurances

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

Certifications and Assurances

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

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

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

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

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

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

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition.
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will:
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) - Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted:
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse

assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

- (1) -No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) -If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. - By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. - The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. - The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. - The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. - The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and Coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. - The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. - The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. - A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. - Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. - Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

- (1) - The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) - Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. - By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. - The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. - The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. - The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. - The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

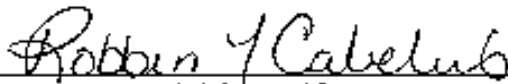
6. - The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. - A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. - Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. - Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. - The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. - Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2010 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Robbin L. Cabelus

Governor's Highway Safety Representative

August 27, 2009

Index of Commonly Used Acronyms

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

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

| | |
|-------------------|---|
| NCSA | National Center for Statistics and Analysis |
| NDR | National Driver Register |
| NEMSIS | National Emergency Medical Services Information System |
| NGA | National Governors Association |
| NHTSA | National Highway Traffic Safety Administration |
| NLETS | National Law Enforcement Telecommunications System |
| NSC | National Safety Council |
| OBTS | Offender Based Tracking System |
| OCS | Operator Control System |
| OEMS | Office of Emergency Medical Services |
| OHCA | Office of Health Care Access |
| OPM | Office of Policy and Management |
| PDO | Property Damage Only |
| PDPS | Problem Driver Pointer System |
| PHHS | Preventive Health and Health Services |
| PI&E | Public Information & Education |
| PR-1 | Police Crash Report |
| PR-2 | Supplemental Report for Fatal Accidents |
| Q&A | Question and Answer |
| RDBMS | Relational Database Management System |
| RPA | Regional Planning Agency |
| RPO | Regional Planning Organization |
| RTOL | Real-Time Online |
| SAFETEA-LU | Safe, Accountable, Flexible and Efficient Transportation Equity Act a Legacy for Users |
| SDI | Safety Data Initiative |
| SFST | Standardized Field Sobriety Tests |
| SHSO | State Highway Safety Office |
| SLOSSS | Suggested List of Surveillance Study Sites |
| SMS | Safety Management System |
| SP | Strategic Plan |
| SPRAMIS | State Police Resource Allocation Management Information System |
| SSN | Social Security Number |
| TASR | Traffic Accident Surveillance Report |
| TAVS | Traffic Accident Viewing System |
| TCAS | Traffic Citation/Adjudication System |
| TCP/IP | The Communications Protocol used by the Internet |
| TEA-21 | Transportation Equity Act for the 21st Century |
| TOPS | Traffic Occupant Protection Strategies |

| | |
|--------------|--|
| TraCS | Traffic and Criminal Software System |
| TRA | Traffic Records Assessment |
| TRCC | Traffic Records Coordinating Committee |
| TRS | Traffic Records System |
| TSIMS | Transportation Safety Information Management System |
| TSIS | Traffic Safety Information System |
| TSS | Transportation Safety Section |
| UHF | Ultra High Frequency |
| UAR | Uniform Arrest Record |
| URL | Universal Resource Locator (Address of a Web Page) |
| VIN | Vehicle Identification Number |
| VINA | VIN Decoding Software |
| VMT | Vehicle Miles Traveled |
| VSAM | Virtual Storage Access Method |
| XML | extensible Markup Language |

Supplemental Information - H.S. Cost Summary

HIGHWAY SAFETY PROGRAM COST SUMMARY

HS Form 217

State of Connecticut

Federal Fiscal Year : 2010

Date : 8-27-09

| Program Area | Approved Program Costs | State/Local Funds | Federally Funded Programs | | | Federal Share to Local |
|-------------------------------|------------------------|-----------------------|---------------------------|------------------------|------------------------|------------------------|
| | | | Carry Forward Funds | Current Year Funds | Current Balance | |
| AL | \$300,000.00 | \$60,000.00 | \$150,000.00 | \$150,000.00 | \$300,000.00 | \$120,000.00 |
| CR | \$150,000.00 | \$30,000.00 | \$25,000.00 | \$125,000.00 | \$150,000.00 | \$60,000.00 |
| K2 (405) | \$575,000.00 | \$400,000.00 | \$250,000.00 | \$325,000.00 | \$575,000.00 | \$50,000.00 |
| K4 (406) | \$1,600,000.00 | \$200,000.00 | \$1,600,000.00 | \$0.00 | \$1,600,000.00 | \$200,000.00 |
| K6 (2010) | \$360,000.00 | \$50,000.00 | \$260,000.00 | \$100,000.00 | \$360,000.00 | \$25,000.00 |
| K8 (410) | \$3,400,000.00 | \$2,100,000.00 | \$2,100,000.00 | \$1,300,000.00 | \$3,400,000.00 | \$200,000.00 |
| K9 (408) | \$1,400,000.00 | \$280,000.00 | \$900,000.00 | \$500,000.00 | \$1,400,000.00 | \$100,000.00 |
| K10 (1906) | \$1,200,000.00 | \$240,000.00 | \$1,200,000.00 | \$0.00 | \$1,200,000.00 | \$75,000.00 |
| MC | \$450,000.00 | \$90,000.00 | \$150,000.00 | \$300,000.00 | \$450,000.00 | \$180,000.00 |
| OP | \$500,000.00 | \$100,000.00 | \$100,000.00 | \$400,000.00 | \$500,000.00 | \$200,000.00 |
| PA | \$250,000.00 | \$250,000.00 | \$0.00 | \$250,000.00 | \$250,000.00 | \$0.00 |
| PT | \$1,100,000.00 | \$220,000.00 | \$450,000.00 | \$650,000.00 | \$1,100,000.00 | \$550,000.00 |
| RS | \$50,000.00 | \$25,000.00 | \$25,000.00 | \$25,000.00 | \$50,000.00 | \$25,000.00 |
| TR | \$300,000.00 | \$60,000.00 | \$100,000.00 | \$200,000.00 | \$300,000.00 | \$120,000.00 |
| 154 AL | \$6,300,000.00 | \$500,000.00 | \$3,300,000.00 | \$3,000,000.00 | \$6,300,000.00 | \$2,600,000.00 |
| 154 HE | \$11,000,000.00 | \$100,000.00 | \$8,000,000.00 | \$3,000,000.00 | \$11,000,000.00 | \$0.00 |
| 154 PM | \$500,000.00 | \$100,000.00 | \$200,000.00 | \$300,000.00 | \$500,000.00 | \$200,000.00 |
| TOTAL NHTSA (402) | \$3,100,000.00 | \$835,000.00 | \$1,000,000.00 | \$2,100,000.00 | \$3,100,000.00 | \$1,255,000.00 |
| TOTAL NHTSA (OTHER) | \$26,335,000.00 | \$3,970,000.00 | \$17,810,000.00 | \$8,525,000.00 | \$26,335,000.00 | \$3,450,000.00 |
| TOTAL NHTSA & FHWA | \$29,435,000.00 | \$4,805,000.00 | \$18,810,000.00 | \$10,625,000.00 | \$29,435,000.00 | \$4,705,000.00 |

Robbin L. Cabelus, Governor's Highway Safety Representative

State Official Authorized Signature: Robbin L. Cabelus Date: 8/27/09