Connecticut

Strategic Highway Safety Plan

September 2006

State of Connecticut

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

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

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

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

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

_____ Date: _____

H. James Boice
Governor's Highway Safety Representative
Connecticut Department of Transportation

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New Federal Transportation Act:

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

1. Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of safety data that is needed to identify priorities for national, State, and local highway and traffic safety programs;

2. Evaluate the effectiveness of efforts to make such improvements;

3. Link the State data systems, including traffic records, with other data systems within the State, such as systems that contain medical, roadway, and economic data; and

4. Improve the compatibility and interoperability of the data systems of the State with national data systems and data systems of other states and enhance the ability of the U.S.DOT to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances.

Connecticut's Strategic Highway Safety Plan

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

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

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

Purpose of a Strategic Highway Safety Plan (SHSP)

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

A SHSP provides the comprehensive framework which coordinates statewide safety initiatives and provides specific goals and objectives to reduce highway fatalities and serious injuries on all public roads. This statewide document is developed in a collaborative effort by the Connecticut Department of Transportation (Department) and includes input from other public agencies and private stakeholders. The SHSP is a data-driven, 4 or 5 year comprehensive safety plan which integrates the 4E's – engineering, education, enforcement, and emergency medical services (EMS). In order to manage this complex system and to achieve the level of integration necessary to meet the highest levels of safety, 2 key components are needed. The first is an organizational structure that will allow for the integration of the agencies involved in transportation safety. The second is a formal management process that will direct the activities of these agencies in a manner that will efficiently achieve the mission and vision.

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

Introduction

Over the 5-year period of 2000 to 2004, fatal crashes in Connecticut fluctuated from year to year. In 2004, the number of fatal crashes in Connecticut (277) was 13 percent lower than in 2000 (318). In each of the 5 years during this study period, the greatest number of fatal crashes occurred on State highways, followed by local roads. The most prevalent driver-related factor in fatal crashes was "failure to keep in proper lane or running off road," reported for up to 67 percent of all drivers in 2004. "Speeding/racing" was the second most commonly cited factor, reported for approximately 23 percent - 31 percent of all drivers involved in fatal crashes each year.

Driver fatalities decreased from 223 in 2000 to 201 in 2004, a decrease of 10 percent. During the period from 2000 to 2004, the number of total fatalities in Connecticut decreased by 15 percent (291 vs. 342), compared to increases of 7.2 percent in the other New England states and 1.6 percent nationwide. All 3 measures of fatality rates (VMT, population and licensed drivers) were considerably lower for Connecticut than for the U.S. Fatalities were generally highest each year among persons ages 25 to 34 and 35 to 44, followed by those ages 75+ and those ages 16 to 20. The greatest proportion of fatalities (34 percent) occurred on roads with a posted speed limit of 30 mph or less, followed by roads with limits of 35 or 40 mph (24 percent).

Information released by the National Highway Traffic Safety Administration (NHTSA) showed a yet further decrease in the number of persons killed in motor vehicle traffic crashes during 2004 (291) a 9.6 percent decrease from 2002.

The State estimates that the annual economic loss due to traffic crashes in Connecticut was almost $400 million. The substantial impact within the local community relative to medical costs, time, lost wages, insurance costs, taxes, police, fire and emergency services, legal and court costs, as well as property damage are also significant.

Deaths and injuries caused by traffic crashes are a serious public health concern, and are not conducive to the high quality of life expected in the State of Connecticut.

Fatality Data Comparison - 1994-2004

Year	Fatalities	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
1994	310	3,268	9.48	2,319	13.37	2,648	11.71	27	1.14
1995	317	3,265	9.71	2,349	13.49	2,671	11.87	28	1.13
1996	310	3,267	9.49	2,344	13.23	2,657	11.67	28	1.1
1997	339	3,269	10.37	2,270	14.93	2,708	12.52	29	1.19
1998	329	3,273	10.05	2,349	14	2,751	11.96	29	1.12
1999	301	3,282	9.17	2,374	12.68	2,820	10.67	30	1.01
2000	341	3,412	9.99	2,653	12.86	2,907	11.73	31	1.11
2001	318	3,435	9.26	2,650	12	2,969	10.71	31	1.03
2002	325	3,459	9.4	2,672	12.16	2,977	10.92	31	1.05
2003	294	3,483	8.44	2,672	11	2,977	9.88	31	0.94
2004	291	3,504	8.31	2,695	10.80	3,106	9.37	32_	0.91

*FARS Data

Connecticut's Emphasis Areas

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

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

Emphasis Areas:

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

It is critically important to provide a safe and efficient roadway system. The primary benchmark for traffic safety is the reduction in the rate of fatalities and injuries that occur because of motor vehicle crashes across the State each year. The State of Connecticut strives to enhance its safety program to ensure roadway systems are as safe as possible through the 4E's – Education, Engineering, Enforcement, and Emergency Medical Services (EMS).

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

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

Plan Implementation and Monitoring

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

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

This committee will assist in defining statewide safety priorities in each of the emphasis areas, identifying funding needs and sources, and providing overall guidance to assist in the implementation of the various safety strategies. A subcommittee or work group for each of the Emphasis Areas will be established to assist in the implementation of specific strategies. The Strategic Highway Safety Planning Committee will also be responsible for putting together an annual implementation report based on information provided by each of the Emphasis Area work groups.

Performance Measure

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

Traffic Records and Information Systems

Background

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

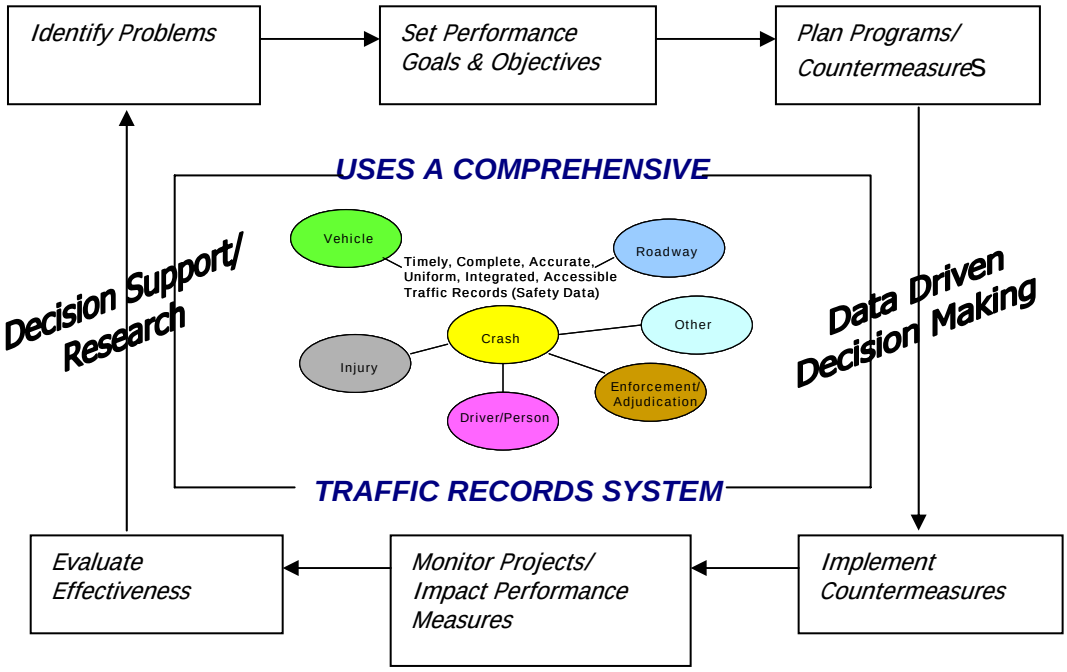
- Implementing electronic field data capture of motor vehicle crash, traffic citation, EMS, and other information
- Improving the quality and completeness of crash and other data, such as the location of crashes, demographics of persons involved, contributing factors, selective enforcement, occupant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

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

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

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

Management Approach to Highway Traffic Safety



TRCC Mission/Vision:

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

Goal:

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

Strategies:

- Promote standardized reporting of motor vehicle crash data in the State. Complete data element capture from the PR-1 crash report for all roadways, including non-injury property damage only crashes on local roads.

- Coordinate and promote GIS/GPS technologies, base map development and sharing of geospatial information for location referencing of motor vehicle crash, citation, EMS response, and other highway traffic safety related events.

- Implement an electronic PR-1/XML crash reporting standard for agencies to use in submitting their crash data in a standard electronic format.

- Establish a traffic records/crash data warehouse to provide a complete system for data storage, access, and analysis of motor vehicle traffic crash and related traffic records data for all involved stakeholders.

- To join and participate in the Driver License Agreement (DLA).

- Promote a train-the-trainer crash report training workshop involving accident records, highway safety, research and law enforcement to reinforce the importance of capturing timely and accurate safety event data. Incorporate training for electronic roadside data capture of crash, citation and other incident reporting.

- Implement an electronic EMS run reporting system to collect data on every 911 call, focusing on National EMS Information System (NEMSIS) data element requirements.

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

Outcome:

Improvement in turn-around time for users to have access to motor vehicle crash data that is coded and added to the State crash file from 1 year to 6 months by 2009.

Reporting of local road property damage only (PDO) electronic crash data to the State crash file from no property damage only crashes to an estimated 9,000 PDO crashes by 2009.

Addition of MMUCC recommended crash data elements to the State crash file from 23 of the recommended 77 (recommended to be captured at the crash scene) to 40 MMUCC data elements by 2009.

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

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

Implement an electronic Emergency Medical Services (EMS) Run Reporting System by 2007 to 2008.

Implement the Connecticut Impaired Driver Records Information System (CIDRIS) by 2008 to 2009.

Implement the Commercial Vehicle Analysis Reporting System (CVARS) by 2006 to 2007.

Implement the Crash Outcome Data Evaluation System (CODES) by 2008 to 2009.

Implement the Injury Surveillance System (ISS) by 2009 to 2010.

Roadway Departure

Background:

In 1998, the American Association of State Highway and Transportation Officials (AASHTO) approved the Strategic Highway Safety Plan with a goal of reducing the annual number of highway deaths by at least 5,000 by the year 2004. Guidelines were developed to assist states in developing strategies in 22 key emphasis areas to reduce fatalities by 10 to 15 percent for specific crash types.

Although the 2001 Connecticut fatality rate of 1.01 is well below the national average rate of 1.51 for traffic-related fatalities, Connecticut does exceed the national average in the category of Roadway-Related Departure Fatalities. Based on National Highway Safety Data (CY 2001), the national average for Roadway-Related Departure Fatalities is 55 percent while Connecticut has a 62 percent average. For this reason, the Department accepted the invitation of AASHTO and selected lane departure accidents as a targeted crash type. The aim is to reduce fatal and severe injury accidents in the emphasis area and to that end Connecticut has become a lead state in this initiative.

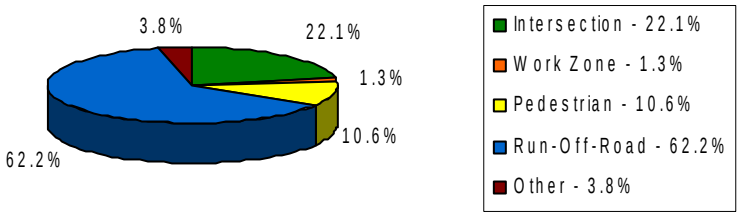
The Insurance Institute for Highway Safety (2002) states that nationally, about one-third of motor vehicle deaths involve vehicles that leave the roadways and hit fixed objects such as trees or utility poles along the road. In Connecticut, fixed object accidents account for 20 percent of all accidents. In fact, 2003 preliminary accident data indicated that there was a 1.4 percent increase in fixed object accidents from 2002 to 2003. In an effort to reduce accident severity, the Department assembled a task force to identify effective strategies for State roadways. The committee has been analyzing State and local road accident data in order to formulate a strategic plan to reduce lane departure collisions in an efficient manner. The goal of the plan is to institute a systematic program of lane departure accident countermeasures appropriate for Connecticut that will contribute to a reduction in the nation's overall traffic related fatality rate.

General Goals:

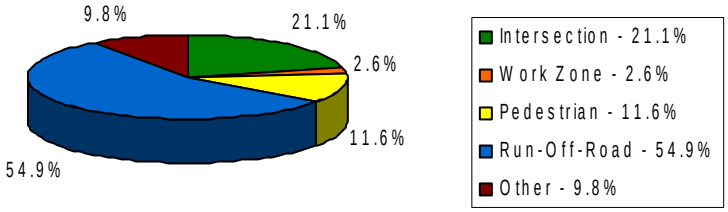
To institute a systematic program of lane departure accident countermeasures appropriate for Connecticut with the objective of lowering its lane departure rate to a point at or below the national average and thus to contribute to a reduction in the nation's overall traffic related fatality rate.

To accomplish this goal, this program will include the collection, analysis, and evaluation of the accident data in Connecticut that pertains specifically to lane departure accidents. This Plan will also include the development of a strategic implementation plan and future data collection enhancements for the State of Connecticut.

Safety Data
Connecticut – 2001 Fatalities



Safety Data
National – 2001 Fatalities



Strategies:

- Upgrade guide rail systems and jersey barrier installations to NCHRP 350 standards by identifying locations that have outdated attenuation systems and where there are a large number of fixed object accidents involving guide rail.

  Update - Since March of 2005, design on 2 district-wide guide rail projects has been completed. As a result of these projects, 2.2 million dollars worth of guide rail upgrades will be accomplished in Maintenance Districts 1 and 4. Both projects are scheduled to be advertised on June 28, 2006. In addition to these projects, design on guide rail upgrade projects for Maintenance Districts 2 and 3 totaling an estimated 2.4 million dollars was initiated.

- Enhance curve warning signing and delineation by installing curve and chevron signs with fluorescent sheeting on the sign and signpost.

  Update - Progress on the Department's program of providing enhanced signing and delineation for curves displaying significant run-off-the-road accident potential continued. The typical installation utilizes fluorescent yellow sheeting and includes the installation of curve or turn warning signing as well as chevrons with sign post delineators. As of June 1, 2006, 54 locations have been addressed.

- Improve traffic records and information systems by developing an accident data collection program that can integrate with the roadway data files.

  Update - For progress on this strategy, please refer to the Traffic Records and Information Systems section and associated update.

- Continue with the existing program to evaluate locations where a statistically significant number of wet pavement accidents occur.

  Update - Since March of 2005, the Department's Bureau of Policy and Planning has developed a listing of State highway locations where a statistically significant number of wet pavement accidents occur. Working from this list, the Division of Traffic Engineering has evaluated 9 locations as of June 1, 2006 for possible corrective actions.

- Continue to install rumble strips on limited-access roadways.

  Update - One rumble strip installation project for limited access highway in the amount of $100,000 was advertised on November 29, 2005. A second project was scheduled for design initiation by the end of June 2006.

- Recommend expanding the local road accident program to include remedial measures such as curve delineation on high accident roadway locations.

  Update - In anticipation of expanding the local road accident reduction program to include remedial system wide measures for addressing run-off-the-road accidents, funding levels for the program were increased as follows:

  1. Maximum individual project amount increased from $200,000 to $250,000 per project.

  2. Total annual program amount increased from $600,000 to $1,000,000.

- Continue the Merritt Parkway Safety Improvement Program.

  Update - Two Merritt Parkway Safety Improvement projects (No. 50-204 and No. 144-180) are under design with total anticipated construction work currently estimated at 28 million dollars. In addition, 10 trees with high fixed object accident potential were removed by the Office of Maintenance during the summer of 2005.

- Target enforcement initiatives, particularly at times when accident data analysis indicates significantly greater numbers of fatal and severe injury fixed-object accidents.

  Update - The Transportation Safety Section was made aware of the 3 roadway classifications (Other Principal Arterials, Minor Arterials, Major Collector (rural)) displaying above average run-off-the-road accident history for their usage in the consideration of funding enforcement initiatives.

Outcome:

To reduce the number of severe injury and fatal fixed-object accidents.

Pedestrians and Bicycles

Background:

Improving pedestrian safety is an essential element of a Statewide Safety Program because pedestrians are at a disproportionate risk of fatality and serious injury as a percentage of all accident types. Pedestrian accidents comprise only 3 percent of the State total, but pedestrians account for 13.6 percent of all traffic fatalities and 9 percent of those who are seriously injured. 30 percent of pedestrian fatalities are children under 18 years old.

The number of bicycle fatalities, approximately 3 per year, is too small to provide a useful sample for statistical analysis. However, it makes sense to assume that the nature of fatal accidents and injury accidents involving cyclists is similar.

Overall, 59.5 percent of accidents took place at an intersection. In 49 percent of accidents, the cyclists failed to properly grant the right of way at an intersection or other location. In 15 percent of cases, the cyclist was driving on the wrong side of the road, traveling against traffic. In 13 percent of accidents the cyclists failed to obey the traffic control devices such as stop signs or traffic signals.

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

General Goal:

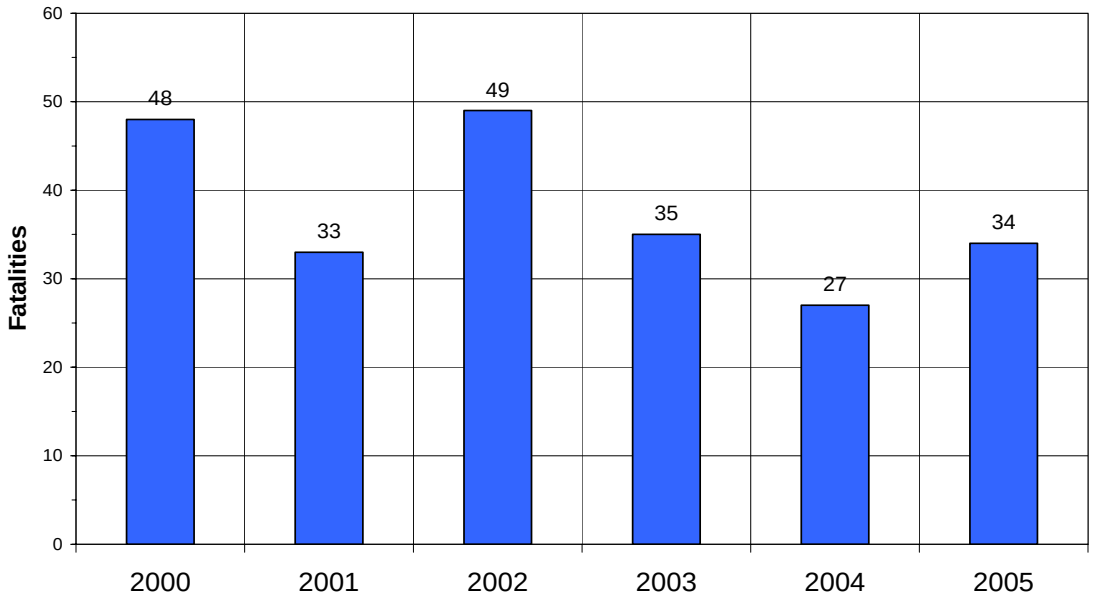
To provide a safe environment for pedestrians and bicyclists.

To reduce pedestrian and bicycle fatalities and serious injuries.

To continue to examine the causes of bicycle and pedestrian accidents and to utilize available resources efficiently to develop and implement effective counter measures.

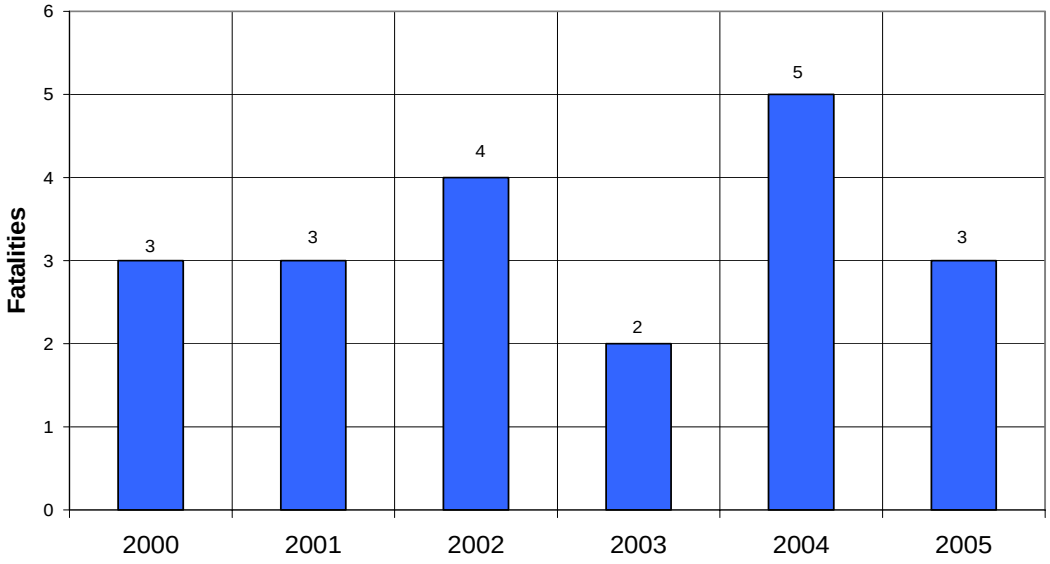
The following charts reflect the recent State trends in fatalities resulting from pedestrian and bicycle accidents:

Connecticut Pedestrian Fatalities



Source: FARS Data

Connecticut Bicyclist Fatalities



Source: FARS Data

Strategies:

- Review existing Department policies with respect to provision of bicycle and pedestrian facilities.
- Perform regional studies of pedestrian and bicycle fatalities, trends, causes, locations, and factors in Regional Planning Organizations (RPOs). Identify locations with a disproportionately large number of actual, or potential for, fatal and serious injuries.
- Raise public awareness about pedestrian crossing.
- Improve education for motor vehicle operators through improvements in the State driver manual and in driver education instruction offered in the State.
- Improve enforcement of existing traffic regulations.
- Identify and study areas with a high incidence of injury and or fatality and redesign incorporating state of the art pedestrian safety measures.
- Establish and promote a "Share the Road" awareness campaign.
- Support existing bike helmet giveaway programs.
- Organize an annual bike safety day event.
- Provide content for the State motor vehicle manual to educate drivers.
- Organize a school bus safety program and bike rodeos for school children.
- Produce and distribute bike and pedestrian safety publications for children.
- Provide teacher training for elementary school teachers in how to teach bicycle safety to elementary students.
- Develop strategies to support national initiative of "Safe Routes to School."
- Provide increased enforcement of speed limits on roads with high pedestrian and bicycle traffic.
- Provide stricter enforcement of State crosswalk laws in areas with high pedestrian traffic.
- Provide grants to local police departments to pay officers for special, community enforcement efforts.
- Update guidelines for safer pedestrian facilities to be used for new construction and reconstruction projects.
- Provide assistance to communities and RPOs for local pedestrian safety improvement projects.

Outcome:

Reduce the number of pedestrian and bicycle fatalities and personal injuries in Connecticut by at least 10 percent by 2008.

Work Zone Safety

Background:

Safety in work zones is important to both motorists passing through and personnel working at these sites. Work zone related fatal and A-injury or serious crashes continue to decline as a percentage (1.4 percent in 2004) of the total number of work zone crashes from a peak level of 3.4 percent in 1995. Safety must continue to be a priority in this area.

An analysis of data from 1995 to 2004 indicates that a majority of work zone crashes occur during daylight hours under clear conditions on dry roads with the highest percentage occurring during the hours of 10 a.m. to 2 p.m. In addition, the major contributing factor, 36.91 percent in 2004, was recorded as “following too close” resulting in rear end collisions being the highest percentile of collision types (42.47 percent). The 2 other contributing factors that have been identified as being common among work zone crashes are “improper lane change” and “speed too fast for conditions.” These factors represent over 64 percent of work zone crashes.

As more construction work is conducted during nighttime hours so as to reduce interference with traffic during higher peak travel times, the risk to motorists and workers will increase. Working during the night makes it more difficult for motorists to detect differences in roadway alignment, grade and the ability to readily maneuver through work zone patterns. Visibility at greater distances is reduced and distractions from vehicle headlights, strobes and worksite lighting can easily distract a motorist. The presence of workers and equipment is difficult to detect by motorists, even those who are familiar with the areas.

There have been 41 fatalities and 234 serious injuries accounted for in the last 10 years (1995 to 2004). Though records do indicate a decline in the number of injuries in crashes, the total number of accidents increased in 2004 to 1314 from a low of 1111 in 2002. Better safety measures in place for workers and motorists are making a difference on the severity of crashes and injuries occurring in work zones. However, more efforts are needed to reduce the number of rear-end collisions which records indicate are the result of following too close and more likely due to inattentiveness to the work zone surroundings.

Information from ConnDOT Accident Summary Tables (CAST)

CONNECTICUT WORK ZONE SAFETY CRASH DATA											
YR	# Fatal Accidents	# Fatal	% Fatal per total	Injury Acc. *	# Injuries	# Type A Injuries	% Type A per total	Property Damage	Total Accidents	% Combined Fatal + Type A	Combined rate per 100 mil VMT
1995	5	5	0.4%	439	640	42	3.0%	941	1383	3.4%	0.17
1996	5	5	0.4%	415	617	27	1.9%	997	1415	2.3%	0.11
1997	1	1	0.1%	446	607	25	2.0%	788	1235	2.1%	0.09
1998	6	7	0.5%	376	565	28	2.4%	811	1191	2.9%	0.12
1999	4	5	0.3%	404	604	20	1.6%	882	1289	1.9%	0.08
2000	7	7	0.5%	366	545	25	1.9%	934	1305	2.5%	0.10
2001	4	4	0.4%	341	484	23	2.0%	780	1122	2.4%	0.09
2002	1	1	0.1%	322	437	19	1.7%	789	1111	1.8%	0.06
2003	2	2	0.2%	310	430	11	0.9%	864	1176	1.1%	0.04
2004	4	4	0.3%	329	471	14	1.1%	984	1314	1.4%	0.06
Total	39	41	-----	3748	5400	234	----	8770	12541	----	0.92

* MAY INCLUDE SOME FATAL ACCIDENTS IN WHICH INJURIES WERE SUSTAINED

Strategies:

- Increase motorist training and education related to work zones with the focus on younger drivers through a variety of paths such as insurance companies, driver education schools, and the DMV, etc.
- Establish a universal best practices guide for law enforcement, trade unions, associations for contractors, utility companies and insurance companies (risk management and safety oversight) in the implementation and proper use of work zone devices and traffic control patterns.
- Form a cross-functional committee (Maintenance, Construction) to review the content for all areas and establish uniform curriculum if possible for an agency-wide field training program.
- Update current agency guidelines, policies, regulations and statutes pertaining to work zone safety including those of public safety and motor vehicles to adopt the FHWA final rule on work zone safety and mobility.
- Enact legislation that would allocate funds from work zone enforcement activity to support the funding of safety outreach in particular the funding of enforcement activity and training.
- Utilize new and innovative ITS technologies to obtain traffic count data, and verify traffic queue lengths in order to deploy a reliable traffic alert system.
- Implement the use of better protective clothing, tools and equipment to increase worker visibility at work zones.
- Develop a relationship and contact list of all parties that are interested in being a partner or being affiliated in some way with the Work Zone Safety Awareness Campaign.
- Deploy a uniform linear referencing system.

Outcome:

Ensure consistency and uniformity in the maintenance and protection of traffic in work zones through MUTCD guidelines.

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

Provide travel information through a web-based system to increase motorists' awareness of work zone and incident related activities and promote alternative routing as a means to reduce congestion in the area.

Expand the Safety Coalition (Partnership) that is a network of providers and interested parties that promote and reinforce safety campaigns, programs and initiatives in all areas of highway safety.

Driver Behavior

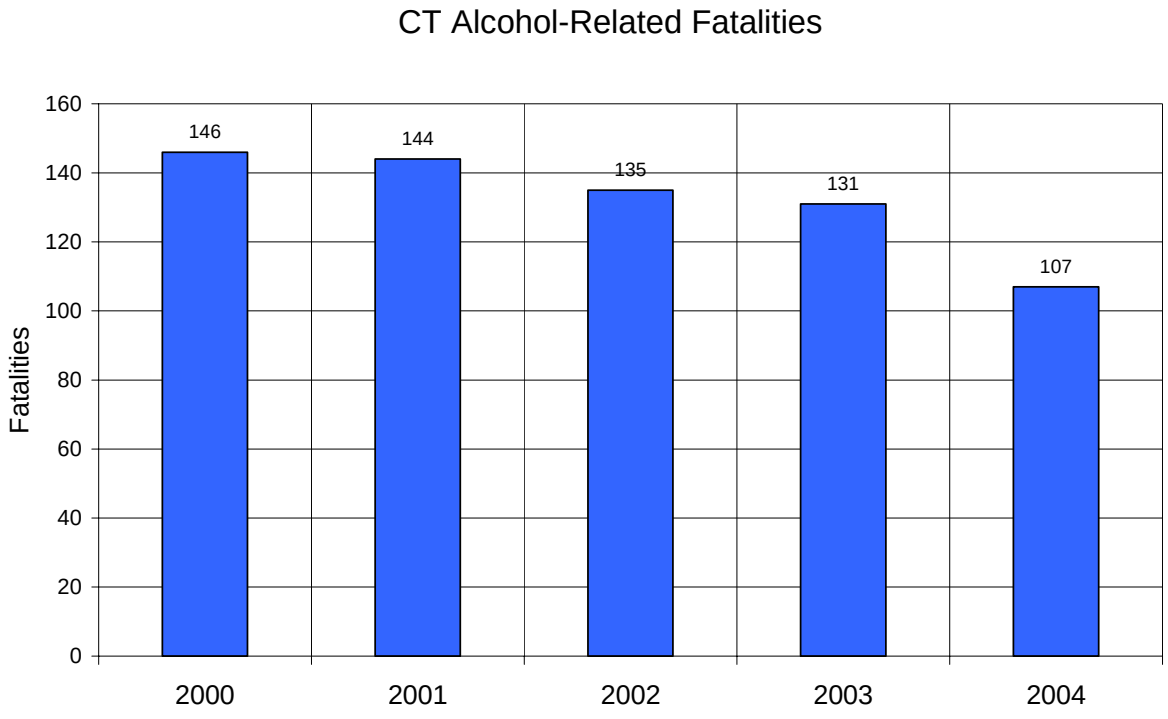
Alcohol

Background:

Over the 5-year period of 2000 to 2004, alcohol-related fatal crashes in Connecticut fluctuated within the range of 100 to 136 fatal crashes. Over these 5 years the number of alcohol-related fatalities decreased 26.71 percent, comparing the year with the most to the year with the least, (107 vs. 146). Nationally over the 5-year period, the figure remained virtually unchanged (16,694 vs. 16,653) while the New England Region saw an 8.5 percent decrease (501 vs. 548). The proportion of total fatalities that were alcohol-related was higher in Connecticut 4 of the 5 years than in NHTSA's New England Region and higher than the nationwide percentage. A total of 49 percent – 62 percent of all drivers involved in fatal crashes were tested for their Blood Alcohol Concentration (BAC), which exceeded the NHTSA New England Region's rate in 3 of the 5 years and the national rate in 4 of the 5 years. The proportion of fatally-injured drivers tested for BAC each year was much higher in Connecticut than nationwide 4 out of the last 5 years – falling below the national average in 2004. The largest portion of drivers involved in alcohol-related fatal crashes in 2004 was 21 to 34 years of age (42.4 percent), followed by drivers 35 to 49 (30.8 percent). The percentage of drivers involved in alcohol-related fatal crashes who were under the legal drinking age of 21 was 11.2 percent.

General Goal:

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



Source: Connecticut Department of Transportation

Strategies:

- To provide planning, coordination, monitoring, and evaluation of the Connecticut Impaired Driving Program.
- To increase statewide DUI enforcement (number of arrests and police visibility).
- To encourage and fund high-visibility regional DUI enforcement efforts among police agencies, which include greater frequency of checkpoints.
- To utilize media to draw public attention to statewide DUI enforcement operations, and emphasize the risks and consequences for driving under the influence.
- To provide statewide coordination of Standard Field Sobriety Testing (SFST) training, and related training to police officers.
- To develop and distribute educational information to the general public and specific target groups identified as high-risk.
- To collaborate with State and local police agencies, in carrying out enforcement and public information/education efforts directed at the prevention of underage purchase of alcohol and youth impaired driving.
- To assist in the acquisition of DUI related enforcement equipment to support statewide DUI enforcement operations.
- Support year round drunk driving enforcement, with a special emphasis during national crackdown periods.
- Increase training for law enforcement officers and the criminal justice community.
- Pass laws that will qualify the State for discretionary alcohol funding will be examined, and pursued where feasible.

Outcome:

To reduce the number of alcohol-related fatal crashes by 5 percent by the close of calendar year 2007.

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

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

To reduce 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.

Occupant Protection

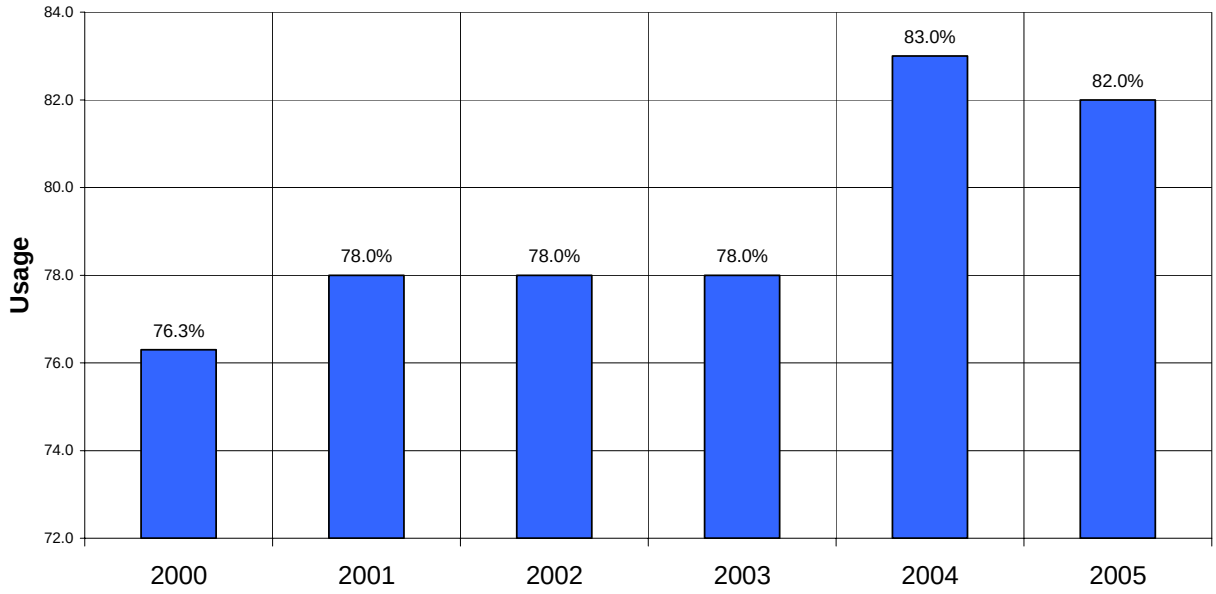
Background:

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

General Goal:

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

Connecticut Seatbelt Usage



Source: Connecticut Department of Transportation

Strategies:

- Increase perceived threats of receiving a citation through high visibility law enforcement efforts.
- Support public information and education campaigns including earned and paid media.
- Implement Connecticut's current Child Passenger Safety Plan.
- The Department's Transportation Safety Section (TSS) serves as the lead agency for the coordination of occupant protection programs in Connecticut.
- The services of a Law Enforcement Liaison are employed to complement and expand ongoing safety belt activities being conducted throughout the State.
- Programmed resources will continue to be made available to support multi-approach efforts such as: public information and education, enforcement, law enforcement training, dissemination of public service announcements and support materials, safety week planning, "Convincer/Rollover" public demonstration programs and the "Click it or Ticket" Mobilizations.
- Plans call for supporting components that complement the enforcement campaign and add new dimensions to the efforts to increase seat belt and child safety seat use.

Outcome:

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

To reduce the percentage of moderate ("B") injuries resulting from motor vehicle crashes from 23.9 percent in 2000 to 22 percent in 2003; and 20 percent in 2006.

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

To increase the safety belt usage rate (observations) from 81 percent in 2003 to 84 percent in 2006.

To increase correct child safety seat usage.

Speeding

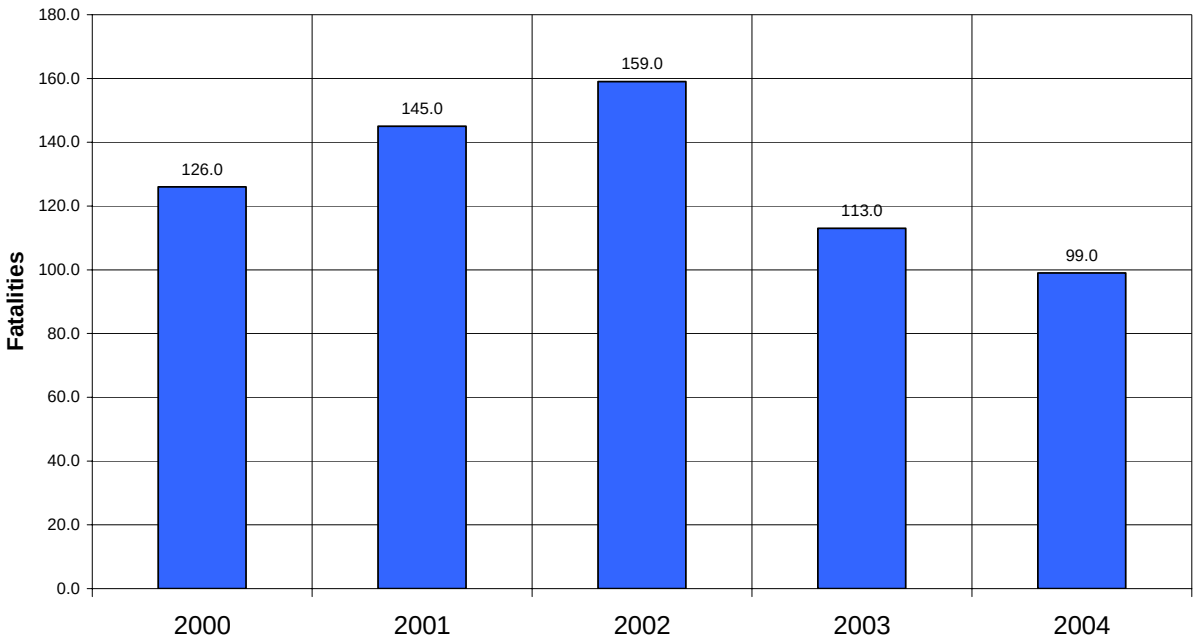
Background:

In the 5-year period of 2000 to 2004, the most prevalent driver-related factor in fatal crashes was "failure to keep in proper lane or running off road," "Speeding/racing" was the second most commonly cited factor, reported for approximately 20 to 35 percent of all drivers involved in fatal crashes each year. Among drivers involved in fatal crashes in Connecticut, the proportion traveling in excess of 75 mph was greater for drivers ages 16 to 20 and 21 to 34 than for any other age group. Conversely, drivers ages 65+ were the most likely to be traveling at 30 mph or slower at the time of the crash. In the large majority of cases (70.2 percent to 75.5 percent) travel speed was unknown.

General Goal:

To reduce the number of speed related crashes.

Connecticut Speeding Related Fatalities



Source: FARS Data

Strategies:

- To provide planning, coordination, and evaluation for projects funded under the Police Traffic Services Program.
- To increase the activity level of traffic enforcement through regional traffic enforcement units and individual agencies.
- To increase enforcement of violations that result in the majority of the State's crashes: following too close, failure to grant right-of-way; speeding, and violation of traffic controls.
- To assist police agencies with traffic enforcement resources i.e.: equipment, training, and pilot programs.
- To encourage and assist police agencies with traffic safety public awareness efforts.
- To provide the resources necessary to support statewide police traffic enforcement training.
- To increase the number of regional traffic enforcement units.
- To assist the enforcement efforts, a related media program may coincide.
- To assist in police traffic enforcement training, i.e.: Traffic Occupant Protection Strategies, Standard Field Sobriety Testing, Public Information Office, Operation Kids (established occupant protection and DUI training courses); so that line officers will more readily see the benefits and importance of traffic enforcement.

Outcome:

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

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

To reduce the high level of crashes due to Connecticut's 4 predominant contributing factors.

Motorcycle Safety

Background

In 2005, a total of 42 motorcycle operators and passengers were killed on Connecticut roadways, representing 15.3 percent of the State's total traffic fatalities. Based on 81,636 registered motorcycles, the fatality rate per 10,000 registered vehicles was 5. Nationally, motorcycle fatalities in 2005 accounted for 10.5 percent of total traffic fatalities.

In 2005 the number of motorcyclists killed (42) was the second lowest in the last 5 years. The previous 2 years show the lowest number of fatalities in 2003 (26) and the highest number in 2004 (54)

Motorcyclists Killed

	2000	2001	2002	2003	2004	2005
Operators Killed	49	44	44	26	48	38
Passengers Killed	1	2	0	0	6	4
Total Killed	50	46	44	26	54	42

Source: Connecticut Department of Transportation.

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

During the 2000 to 2004 period, the age and gender distribution of motorcycle operators involved in fatal and injury crashes indicated that the majority of riders were under the age of 40. However, in the 2003 to 2004 crashes, 39.9 percent were age 40 or more compared to 32.5 percent in 2000 period, with this tendency toward an older ridership following national trends.

The most frequent contributing factors found in Connecticut fatal and injury motorcycle crashes during 2000 to 2004 were operator losing control and riding too fast for conditions. Contributing factors in multiple vehicle crashes are tabulated separately depending on whether the motorcyclist or the other driver 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, failing to grant the right of way, and losing control were the most common contributing factors. When the other driver was deemed most at fault, failure to grant the right-of-way was the predominant contributing factor.

Motorcycle Fatality/Injury Crashes-Contributing Factors 2000-2004

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

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

Motorcycle Performance Measures

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

General Goals

Reduce motorcycle injuries to 137 per 10,000 registrations by 2008

Reduce the fatality rate to below 6.0 per 10,000 registrations by 2008

Decrease the percentage of motorcycle operator fatalities with BAC, to below 40 percent by 2008

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

Strategies

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

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

Outcomes

The Department's Transportation Safety Section (TSS) will provide 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 TSS Program Coordinator and the NHTSA New England Regional Office.

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

TSS will provide coordination and staffing of grassroots events and seminars to promote the ride sober campaign, share the road, safe motorcycle operation, and recruitment of motorcycle safety instructors.

TSS will utilize SAFETEA-LU Section 2010 funds (if available) to expand statewide motorcycle safety efforts. Some of these activities will include developing and supporting a program to reduce motorcycle rider impairment, promoting a “Share the Road with Motorcycles” message, and expanding motorcycle safety course offerings.

Commercial Vehicle Safety

Background:

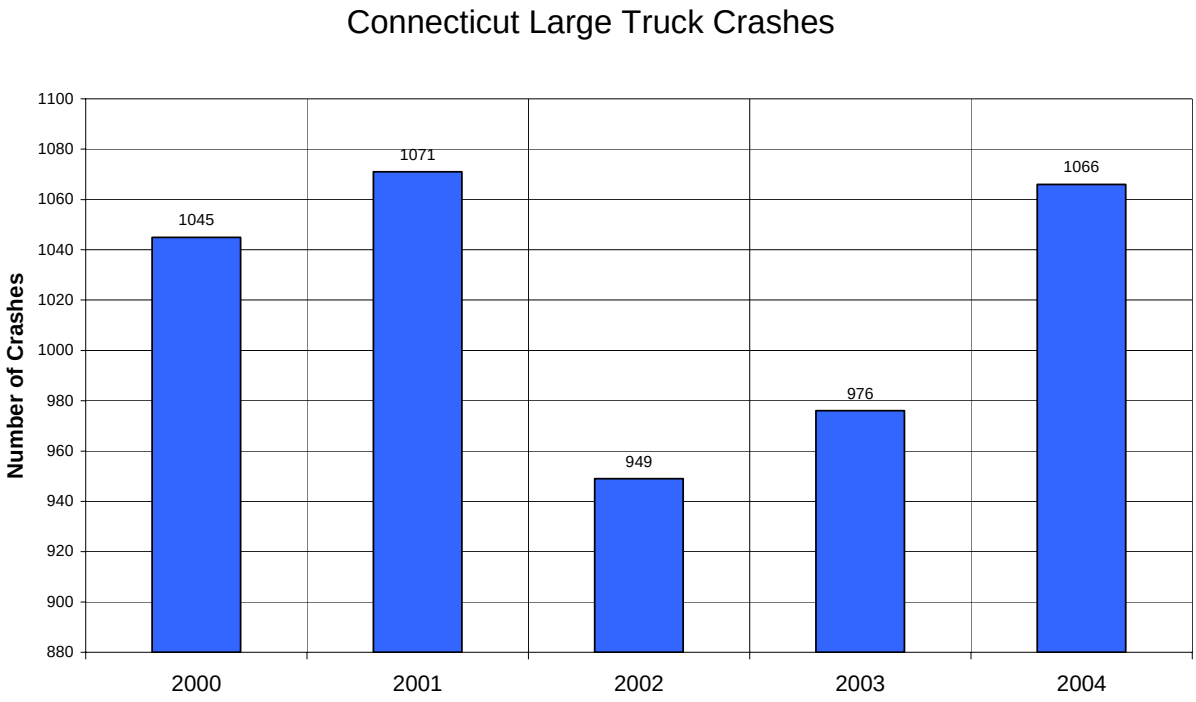
Commercial vehicle crashes, because of the size of the vehicles involved, typically equate into traffic delays, property damage and deaths. The average cost of a truck crash is $59,153 per crash, totaling $19.6 billion annually. Commercial vehicles are defined as vehicles having a gross vehicle weight rating (GVWR) over 10,000 lbs. In 2004 Connecticut reported a total of 1,066 large truck crashes, of which 27 were fatal crashes, 1,039 were non-fatal and 371 were injury crashes. Heavy truck/bus crashes differ from other vehicle crashes in a number of ways, many reflecting the size and use of these vehicles. When compared to the overall crash picture, heavy trucks/bus crashes involve:

- Fewer single-vehicle crashes but more sideswipes
- Fewer drivers indicated to be speeding and failing to yield, but more drivers indicated to be making backing, lane use, and turning errors
- More crashes between the hours of 6:00 a.m. and 5:59 p.m., but fewer crashes between 6:00 p.m. and 5:59 a.m.
- More weekday crashes

In 2004, more than three-quarters of all large truck crashed occurred in 3 of our 8 counties; Fairfield, Hartford, and New Haven. In the same year, for fatal crashes, these 3 counties account for more than half of our fatal crashes.

General Goal:

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



Source: FARS & MMIS Data

Strategies:

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

- Implement commercial driver license requirements mandated by the Motor Carrier Safety Improvement Act.
- Coordinating with the Department regarding feasibility of using information boards and rest areas to post information on these high crash corridors.

Outcome:

To reduce commercial vehicles related fatal crashes by 10 percent by 2009.

Traffic Incident Management

Background:

Incident Management (IM) is a dynamic process that evolves around people, policy, education and training. The effects of an efficient IM system will improve safety for all first responders and the motoring public in many ways. For example, the Connecticut Highway Assistance Motorist Patrol (CHAMP) assists disabled vehicle subsequently reducing exposure to traffic.

By implementing effective IM policies, procedures and practices by all first responders and the motoring public to work in a coordinated effort, a number of safety benefits will be realized.

In January 2003, the Transportation Strategy Board (TSB) created a Statewide Incident Management Task Force to develop policies and implementation plans related to incident management for submission to and consideration by the TSB in September 2003. One subcommittee was formed to address 4 incident management topics identified by the TSB. These topics included the following:

- Standards for highway incident response times
- Diversion plans for serious accidents that close limited access highways
- Primary authority among responders to manage a highway incident scene
- Expansion of the Connecticut Highway Assistance Motorist Patrol (CHAMP) service

A second subcommittee was formed to address 6 towing and recovery topics, which included the following:

- Emergency lane clearance
- Training and certification
- Heavy duty saddle tank recovery
- Additional equipment, services, or towing equipment during rush hours
- Pre-positioning of service or towing equipment during rush hours
- Highway parking – abandoned motor vehicles

The product of these subcommittees' research, meetings, and collaboration was the development of a White Paper, which describes current practices, in some cases best practices, and recommendations for each of the above listed topics. Several more recommendations were also added to the list. One recommendation was to create a Statewide Incident Management Task Force, which was endorsed by the TSB to champion efforts to determine appropriate methods and strategies to implement all of the recommendations.

General Goal:

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

Strategies:

- Adopt the Unified Command System (UCS) as the standard operating procedure for emergency response, then develop and distribute a Unified Response Manual as the operating manual to all State and local first and secondary responders.
- Develop the UCS in conjunction with the National Incident Management System to implement training programs, after-incident review procedures, and public awareness programs to support effective on-scene incident management.
- Re-issue IM related policies that support effective incident management.
- Provide funding for the expansion of CHAMP and related radio equipment
- Provide funding for diversion plan completion, updating and electronic formats for responders and on-line posting.
- Implement additional recommendations to enhance and support incident management.
- Facilitate the development of traffic incident management performance measures to reduce congestion and improve highway safety
- Implement the various findings and recommendations relative to Towing and Recovery.

Outcome:

To reduce delays associated with highway crashes by using all resources to create an efficient and safe highway system.

To improve response time by first responders and decrease recovery time to resume normal flow of traffic.

To reduce secondary crashes.

To educate the motoring public on incident management and how it affects their daily commute.

To promote and support the successful deployment and conduct local, regional and statewide IM programs though peer networking, mentoring and knowledge exchange among public safety and transportation professionals.

APPENDIX A

History of the Connecticut Strategic Highway Safety Plan

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

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

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

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

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

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

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

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

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

August 2005 - Passage of SAFETEA-LU

November 2005 – Strategic Highway Safety Plan Peer Exchange Phoenix, Arizona

June 2006 - Update existing Data and add additional Stakeholders

August 2006 – Send out draft plan for review

APPENDIX B

Invited Stakeholders:

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

Governor's Highway Safety Representative - Deputy Commissioner

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

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