

# CONNECTICUT SHSP NEWS

LATEST NEWS AND RESOURCES RELATED TO THE  
CONNECTICUT STRATEGIC HIGHWAY SAFETY PLAN

## Topics on this Issue

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## 01 LATEST NEWS

- [2024 Connecticut Road Safety Summit](#) was on May 30<sup>th</sup>, 2024, at Central Connecticut State University.
- Connecticut Department of Transportation (CTDOT) releases guidance for municipalities that elect to use [Automated Traffic Enforcement](#) devices for speed and red-light cameras in their communities.
- CTDOT Public Education Campaigns [“Toe Tag” \(Buckle Up Connecticut\)](#) reminding motorists of the dangers of driving unbelted and [“Driving High = DUI”](#) Campaign to raise awareness on Drug-Impaired Driving.

**We Want To Hear From You!** The SHSP is a collaborative process and will be most effective with input from a wide range of people and agencies. The SHSP team is very interested in your input. Please provide your comments or ideas about how to improve transportation safety in Connecticut.

Reach out via CT Safety email: [DOT.TrafficEngineering@ct.gov](mailto:DOT.TrafficEngineering@ct.gov)

Click to review  
SHSP resources:

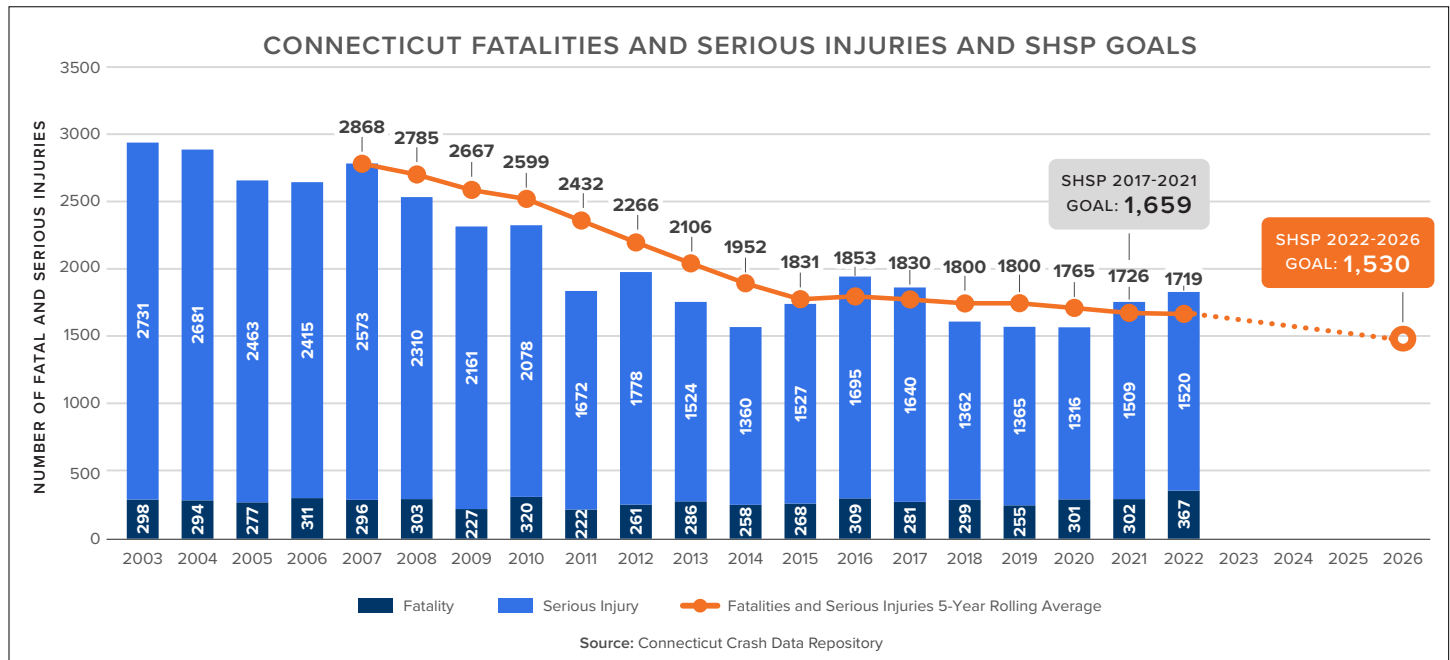
## Stay Informed. Stay Engaged.

Efforts are underway in Connecticut to reduce roadway fatalities and serious injuries on all public roads.

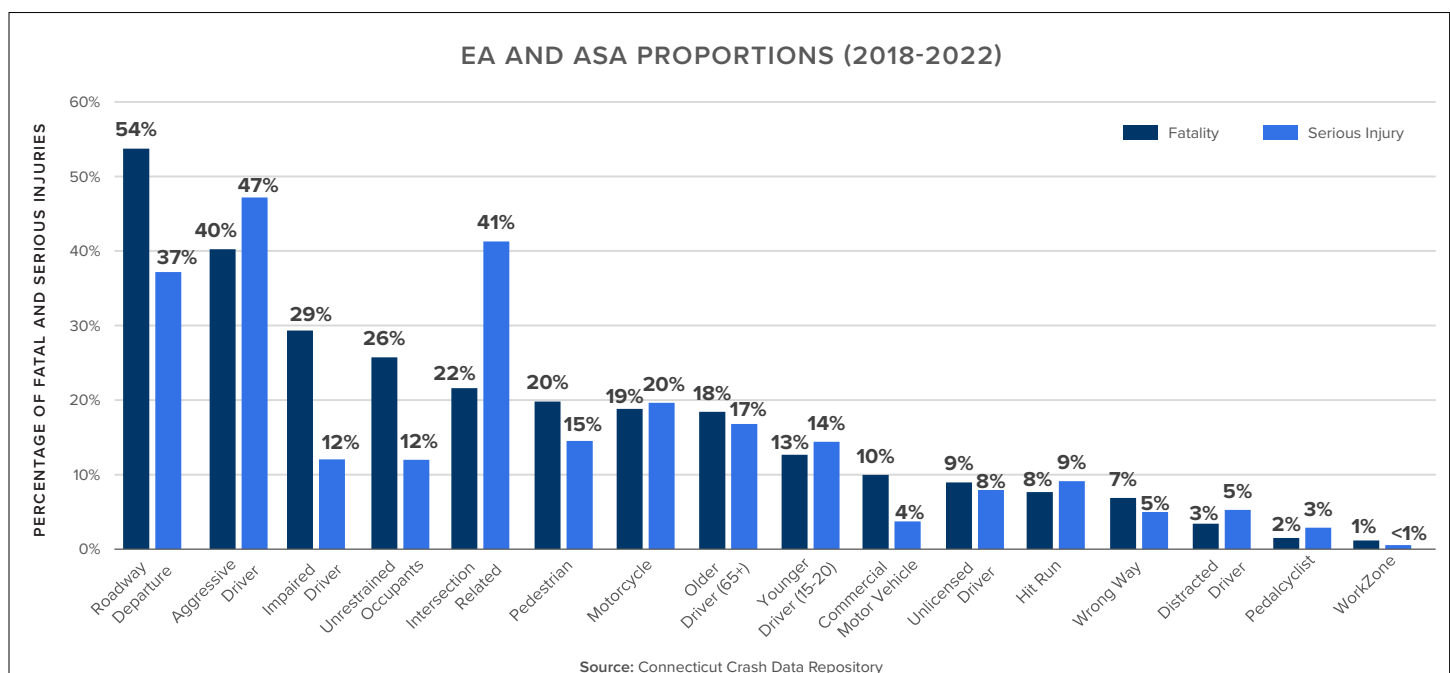
Consider joining an **Emphasis Area (EA)/Additional Safety Areas (ASA) Team** by reaching out to the CTDOT Safety Team at the email noted below.

# Fatal and Serious Injuries

The goal of the 2022-2026 SHSP is to achieve a 15% reduction or more based on the five-year rolling average of fatalities and serious injuries from 2022 to 2026.



The categories shown in the EA and ASA Proportions figure from left to right are based on decreasing percentages of fatalities. The percentages add up to more than 100% because of the overlaps in crash types (i.e. a roadway departure crash could also involve an impaired driver).



## Safety Programs and Projects

Safety programs and projects support the mission, vision, and goal outlined in the CT SHSP. There are a multitude of Safety Programs and Projects currently taking place around the state including:

1

AUTOMATED  
ENFORCEMENT

2

CAPITAL PLAN  
AND EQUITY  
PROPOSALS WITH  
CONSIDERATIONS  
FOR VULNERABLE  
ROAD USERS  
(VRUS)

3

CENTERLINE  
RUMBLE  
STRIP (CLRS)  
INSTALLATION AS  
PART OF VENDOR-  
IN-PLACE (VIP)  
AND PAVEMENT  
PRESERVATION  
(PP) PROJECTS

4

CLEARANCE  
INTERVAL  
RE-TIMING  
PROJECTS

5

DRUG  
RECOGNITION  
EXPERT (DRE)  
TRAINING  
THROUGH THE  
HIGHWAY SAFETY  
OFFICE (HSO)

6

HIGH FRICTION  
SURFACE  
TREATMENT  
(HFST) PROJECTS

7

HORIZONTAL  
CURVE  
WARNING SIGNS  
ON MUNICIPAL  
ROADS

8

INSTALLATION  
OF PEDESTRIAN  
SIGNALS AND  
OTHER PEDESTRIAN  
FEATURES WHEN  
STATE-OWNED  
TRAFFIC SIGNALS  
ARE UPGRADED

9

CROSSWALK  
ILLUMINATION  
STUDY

10

INTERSECTION  
CONTROL  
EVALUATION (ICE)  
POLICY ADAPTATION

11

SIGNING &  
PAVEMENT MARKING  
IMPROVEMENTS  
AT UNSIGNALIZED  
INTERSECTIONS

12

NO TURN ON  
RED (NTOR)  
STUDY

13

P.A. 23-116 ACT  
IMPLEMENTING THE  
RECOMMENDATIONS  
OF THE VISION  
ZERO COUNCIL

14

PUBLIC  
AWARENESS  
CAMPAIGNS  
ON IMPAIRED  
DRIVING

15

RECTANGULAR  
RAPID FLASHING  
BEACON (RRFB)  
INSTALLATION

16

SPEED  
ENFORCEMENT  
ON HIGH-RISK  
RURAL ROADS  
(HRRR)

17

STATEWIDE  
ROUNDBOUT  
SCREENING

18

PAVEMENT  
MARKING  
STUDY ON  
LOCAL ROADS



## Recent Policy and Legislation

In June 2023, [Public Act No. 23-116 Recommendations of the Vision Zero Council](#) was passed. Highlights and updates are summarized in the 2023 Annual Report of the [Vision Zero Council of Connecticut](#).

### IDAHO STOP STUDY

An [Idaho stop](#) is the common name for laws that allow bicyclists to treat a stop sign as a yield sign and a red light as a stop sign. CTDOT makes no recommendation for or against implementation of Idaho Stop in Connecticut.

### NO TURN ON RED (NTOR) STUDY

A general prohibition on Right Turn on Red (RTOR) is not recommended. Instead, the focus should be on leveraging right turn restrictions selectively such as through implementing No Turn On Red (NTOR) as recommended by the Vision Zero Council in the [No Turn on Red \(NTOR\) Report](#).

### INTERSECTION CONTROL EVALUATION (ICE) POLICY

CTDOT is mandated to adopt and periodically revise an Intersection Control Evaluation (ICE) policy. An ICE policy was completed on July 1, 2024. Guidance and worksheets are being developed and should be available in the coming months.

### PUBLIC AWARENESS CAMPAIGN ON DRUG IMPAIRED DRIVING

CTDOT has executed a campaign [“Driving High = DUI”](#) to raise awareness about drug impaired driving dangers.

## VISION ZERO PROGRAM DISTINCTION FOR SCHOOLS

CTDOT is required to award a Vision Zero program distinction to local and regional boards of education offering programs about the importance of safe driving habits, pedestrian safety skills, and the mission of the Vision Zero Council to students in grades 6-12.

## SAFETY COURSE AFTER TRAFFIC VIOLATIONS

This act allows the prosecutorial official as part of an agreement to require that a person charged with a motor vehicle infraction attend a driving safety course. The required course must address the nature of the violation.

## SAFETY VIDEO AND MATERIALS AT LICENSE RENEWAL AND ISSUANCE TO NEW RESIDENTS

The Department of Motor Vehicles (DMV) and CTDOT are working toward securing funding for producing a video that highlights new laws impacting motorists. Connecticut residents will be required to watch the video every other license renewal period before their license is issued. Anyone transferring a license from another jurisdiction to Connecticut must also watch the video.

## CTDOT 5-YEAR CAPITAL PLAN AND EQUITY PROPOSALS

Public Act 23-116 requires CTDOT to consider infrastructure that protects Vulnerable Road Users (VRUs) when developing its next five-year capital plan. To complement this, CTDOT instituted a [Complete Streets Controlling Design Criteria Policy](#) and corresponding Engineering and Construction Directive. CTDOT also published their [VRU Safety Assessment](#) in November 2023.

## AUTOMATED TRAFFIC ENFORCEMENT

CTDOT has released guidance for municipalities that elect to use [automated traffic enforcement safety devices](#) for speeding and red light running.

Automated speed enforcement in work zones ["Know the Zone"](#) pilot program legislative report was published in February 2024. On July 1, 2024, legislation became effective making it a permanent program.

## SEAT BELT PROMOTION

CTDOT is currently running two public education campaigns: [CT DOT "Buckle Up: Toe Tag- Not Enough Seatbelts" \(Occupant Protection\)](#) and ["Under the Radar" Click it or Ticket.](#)



**KNOW THE  
ZONE**

**The CTDOT Know the Zone:** Speed Safety Camera Program aimed to reduce speeding, crashes, injuries, and fatalities in work zones.

# Emphasis Areas and Additional Safety Areas

The Behavioral, Infrastructure, and Pedestrian Emphasis Area (EA) and Additional Safety Areas (ASA) Teams have been meeting regularly since August 2023 and are working to actively implement strategies identified within the SHSP. These Teams develop action plans for each strategy, outlining the action steps to be taken by team members to ensure implementation. Outlined below are summaries of the key strategies discussed at the respective EA and ASA Meetings for implementation.

## Pedestrian EA

The Pedestrian EA aims to reduce pedestrian fatalities and serious injuries through improving visibility, increasing awareness around pedestrian safety, reducing pedestrian exposure, and implementing slowing vehicle strategies. Key strategies the team looks to move towards implementation include:

- Spread awareness on the pedestrian safety related campaigns produced by the LTAP Center, Watch for Me CT, and the CTDOT Highway Safety Office (HSO), such as [“The Pedestrian Rules”](#) and evaluate their effectiveness.
- Analyze outcomes of completed Roadway Safety Audits (RSAs) and provide more information for municipalities to request RSAs.
- Investigate the effectiveness of school zones with reduced regulatory speed limits in slowing vehicle speed.
- Ensure adequate pedestrian lighting facilities, especially at crosswalks, are provided. CTDOT’s Illumination Study is underway.
- Conduct a Pedestrian Crash Location Study with a focus on exploring mitigation measures at locations with higher than usual pedestrian crashes.
- Retime yellow and red clearance intervals to minimize the driver’s dilemma zone and reduce red light running through the Municipal Clearance Interval Retiming project. Investigate crashes involving older pedestrians and see if they are related to the need for recalculating clearance time intervals.
- Identify key locations for No Turn on Red (NTOR) and blank out sign installation.
- Implement the Intersection Control Evaluation (ICE) Policy with pedestrian considerations.
- Use automated enforcement for speed reduction and red-light running, especially in areas with high pedestrian volumes.
- Provide concurrent/Leading Pedestrian Interval (LPI) pedestrian phasing outreach and education, focusing on areas where this type of phasing is currently implemented.
- Continue support of Community Connectivity Grants for use towards pedestrian infrastructure improvements.
- Ensure pedestrian accessibility is considered and upgrade facilities based on the ADA Transition Plan.

## Infrastructure EA

The Infrastructure Emphasis Area aims to reduce fatalities and serious injuries related to roadway departure and intersection crashes through implementing infrastructure related improvements. Key strategies the team looks to move towards implementation include:

- Analyze the speed feedback signs to determine effectiveness in CT and to identify related crash trends.
- Analyze the state road guiderail inventory database and develop guidance for municipalities on guiderail installation.
- Gather information on where 6” edgelines have been installed and study their effectiveness in decreasing roadway departures.
- Investigate crash data for signalized vs. unsignalized intersections and compare it to the data in the intersection database.
- Install wet reflective pavement markings.
- Support implementation of automated enforcement to address speeding and red light running.
- Install horizontal curve signing and pavement marking treatments.
- Install High Friction Surface Treatment (HSFT) and evaluate effectiveness.
- Continue installation of Center Line Rumble Strips (CLRS).
- Assess Road Diet Studies that have taken place and implement them in applicable areas.
- Increase high visibility enforcement and utilization of enforcement grants.
- Provide awareness and education for drivers on flashing yellow arrows as they are installed in more locations.
- Implement the Intersection Control Evaluation (ICE) Policy for all new intersections or at existing intersections where modifications are being made.
- Evaluate the outcomes of the statewide roundabout study and implement safety improvements to unsignalized intersections.

## Behavioral EA

The Behavioral Emphasis Area aims to reduce fatalities and serious injuries related to crashes involving impaired drivers, aggressive drivers, unrestrained occupants, motorcyclists, and distracted drivers through targeting changing driver behavior. Key implementation strategies being considered include:

- Address unrestrained occupant repeat offenders.
- Increase high visibility enforcement at both the state and local levels.
- Implement automated enforcement to address speeding.
- Support legislation to strengthen penalties and increase adjudication of citations, especially for repeat offenders.
- Support legislation for E-warrant use to test for drug impairment.
- Support Phlebotomy and Drug Recognition Expert (DRE) training for enforcement officers.
- Continue to support legislation for BAC reduction from 0.08 to 0.05.
- Continue to support legislation for an open container law to prohibit alcohol consumption by passengers.
- Support implementation of oral fluids testing to address drug impaired driving.
- Support efforts to digitize and analyze the data in A-44 forms. These forms document the last place where a person charged with driving while impaired was served.
- Consider mandatory training for servers and bartenders to minimize overserving of alcohol.
- Support funding and educational increases for child passenger safety and a primary enforcement law for rear seated passengers.
- Support legislation of a helmet law for motorcycle riders.
- Support targeted educational campaigns for sharing the roads with motorcycles.
- Support awareness campaigns geared towards reducing distracted driving.

## Additional Safety Areas

Lastly, the Additional Safety Areas Team looks at additional safety areas that were identified as crucial in achieving zero fatalities for all road users but are not encapsulated in the Emphasis Areas. The additional safety areas include unlicensed drivers, hit-and-runs, work zones, commercial vehicles, older drivers and pedestrians, pedal cyclists, younger drivers, railway-highway grade crossings, tribal-owned roadways, wrong way drivers, and traffic incident management. Key implementation strategies being considered include:

- Research younger driver training requirements and the impacts of virtual driver training courses. Provide in-person, accessible driver training courses for younger drivers.
- Investigate the effectiveness of younger driver laws in Connecticut in reducing crashes by looking at crash rates before and after the laws took effect.
- Conduct illumination study addressing visibility for vulnerable road users (VRUs).
- Utilize the Complete Streets initiative to implement pedal cyclist accessibility and illumination improvements.
- Explore current older driver AARP courses offered in CT and their effectiveness.
- Investigate correlation between ages of drivers and fatal and serious injuries crash trends.
- Identify updates to the driver's license test coming into effect to help ensure safety education information is included.
- Explore the current process for handling repeat unlicensed driver offenders and identify why drivers may be operating vehicles unlicensed.
- Identify "hot spot" locations for hit-and-run crashes through cluster analysis and what mitigation efforts can take place, along with providing targeted enforcement in these areas.
- Analyze work zones by road type and identify crash trends within these work zones.
- Implement smart work zones and continue support for automated enforcement in work zones.
- Maintain consistent signing and pavement markings in work zones.
- Identify common causes of commercial vehicle crashes and how they can be mitigated.
- Install warning signs for commercial vehicles in areas with high grades.
- Identify areas for commercial vehicle parking to reduce on/off ramp and shoulder parking.
- Increase wrong way driver (WWD) detection on highway on/off ramps and continue to implement infrastructure improvements to prevent WWD incidents.

# VISION ZERO COUNCIL



The Vision Zero Council is an interagency work group tasked with developing statewide POLICY to eliminate transportation-related fatalities and severe injuries involving pedestrians, bicyclists, transit users, motorists, and passengers.

## ABOUT THE VISION ZERO COUNCIL

The Vision Zero Council was established in 2021 by the Connecticut General Assembly as part of Public Act 21-28. The Vision Zero Council members are the Commissioners (or their designees) of the Departments of Transportation, Public Health, Emergency Services and Public Protection, Motor Vehicles, Education, Aging and Disability Services, as well as the Deputy State's Attorney.

There are four sub-committees: **Engineering, Enforcement, Education, and Equity** that meet regularly to discuss policy and legislative recommendations to present to the Council.

To volunteer, please fill out the form on the website [Connecticut Vision Zero Council Subcommittee Participation Survey](#) or write to:

**CTDOT**  
**Vision Zero Council**  
**Attn: Aaron Swanson**

**2800 Berlin**  
**Turnpike**  
**Newington, CT 06111**

### LEARN MORE:

What is the Vision Zero Council?



## How is the Vision Zero Council related to the SHSP?

Both the Vision Zero Council and SHSP share a common vision to eliminate fatalities and severe injuries on all public roads. The Vision Zero Council as defined above focuses on policies to achieve this. The SHSP not only considers policies, but other strategies and countermeasures with the most potential to save lives and prevent injuries. Both are supported by the highest levels of the state government and participants on the committees are made up of diverse groups of safety stakeholders – many of whom support and participate in both.

## TAKE AWAY

## LET'S CREATE A TRAFFIC SAFETY CULTURE!

“In order to achieve a target of zero fatalities and serious injuries, it is necessary to create a ‘traffic safety culture’ that prioritizes safety, encourages safe road user behavior, and facilitates cooperation among stakeholders. The way our society values traffic safety will determine our ultimate success.”

— Ward et al., 2019

SOURCE: Traffic Safety Culture Transportation Pooled Fund Program: “Guidance on Messaging to Avoid Reactance and Address Moral Disengagement”, Montana Department of Transportation (MDT) (mt.gov) <https://www.mdt.mt.gov/research/projects/trafficsafety-reactance.aspx>

## Aggressive Driving

People who frequently drive aggressively report more psychological reactance and moral disengagement than people who rarely or never drive aggressively.

**Psychological reactance** occurs when an individual feels their freedoms or ability to choose is threatened by a message (or rule, policy, law), so they immediately discount that message and attempt to reinstate or restore some sense of their freedom and ability to choose.

**Moral disengagement** occurs when an individual willingly disengages from their normal moral standards, overrides their self-regulatory processes, and acts contrary to their normal everyday code of behavior without guilt or regret. The message below is a great way to communicate some important facts about aggressive driving<sup>1,2</sup>:

### DID YOU KNOW?

- 1 Aggressively passing, tailgating, and driving over the posted speed limit increase the likelihood of a crash, injury or death, and financial loss.
- 2 Speeding does not really save that much time and may result in a crash.
- 3 Many people, even those close to you, may consider aggressive driving unacceptable.
- 4 Most people (in your community/at your workplace) don't drive aggressively.
- 5 Consider the way you drive as you would any other social interaction like being in a store or waiting in line at a movie theatre.

#### LEARN MORE:

#### TRAFFIC SAFETY CULTURE TRANSPORTATION POOLED FUND PROGRAM

CTDOT is a sponsor of this multi-year Pooled Fund program.

<https://chsculture.org/traffic-safety-culture-pooled-fund-program/>

1. Steindl, C., Jonas, E., Sittenthaler, S., Traut-Mattausch, E., & Greenberg, J. (2015). Understanding psychological reactance. *Zeitschrift Fur Psychologie*, 223(4), 205–214

2. Cleary, J., Lennon, A., & Swann, A. (2016). Should we be aiming to engage drivers more with others on-road? Driving moral disengagement and self-reported driving aggression. Centre for Accident Research & Road Safety - Qld (CARRS-Q); Faculty of Health; Institute of Health and Biomedical Innovation; School of Psychology & Counselling. Presented at the 26th Canadian Association of Road Safety Professionals Conference, Halifax, Nova Scotia, Canada. Retrieved from <http://eprints.qut.edu.au/96337/>

# We Want to Hear From You!

The SHSP is a collaborative process and will be most effective with input from a wide range of people and agencies. The SHSP team is very interested in your input. Please provide your comments or ideas about how to improve transportation safety in Connecticut via the CT Safety Email.

**Click or scan to connect!**



Scan the QR code to provide your feedback!



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