Efforts to address speed can be challenging for safety advocates and policy makers. As a result, traditional enforcement and public awareness campaigns are the most common strategies used to combat speeding. Technology applications to automate speed enforcement are effective but have less public support.

**NATIONWIDE:**

- **ENFORCEMENT:** High visibility speed enforcement focusing on aggressive drivers and work zones can improve public support for speed enforcement.¹
- **AUTOMATED ENFORCEMENT:** Electronic monitoring and citation of speeders underway in 138 local jurisdictions, 15 U.S. states and D.C.; 4 states allow speed cameras statewide in work zones.²
- **INTERACTIVE SIGNING:** Reducing vehicle speeds by alerting drivers to their speed relative to the posted speed limit. These signs can be effective in reducing mean and 85th percentile speeds in a variety of situations.³
- **OUTREACH:** Public awareness campaigns aimed at slowing down speeding drivers occur in 33 states.⁴

**CONNECTICUT:**

- **ENFORCEMENT:** Comprehensive high visibility speed enforcement grants fund communities based upon problem identification and data.
- **EQUIPMENT:** Providing speed measuring devices for law enforcement agencies to use during speed enforcement activities.
- **DATA:** Funding a pilot program to collect real time speed data from state and local roadways to address speeding and aggressive driving.
- **TRAINING:** Education and incentives for law enforcement to address excessive speed.

**By the numbers**

- 14% Fatal traffic crashes in CT that were speed-related.
- 51% Speed-related fatal crashes in CT involving an impaired driver (BAC≥0.08).
- 57% Speed-related fatalities in CT occurring on low-speed roads (limits under 40 mph).

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⁶ Newington, CT: Connecticut Department of Transportation, 2015.
Distracted driving is not a new highway safety issue. With the advent of technology, driver distraction by electronic devices of all kinds has renewed the concern of highway safety advocates.

Strong enforcement and public education serves to remind drivers to keep their focus on driving. Descriptive crash report form language helps stakeholders better understand the extent and nature of the distraction issue.

**NATIONWIDE**¹:
- **STATUTES**: Primary enforcement laws against distracted driving and texting while driving.
- **BANS**: Prohibition of hand-held mobile phone use—does not itself reduce distraction, but aids enforcement in detection.
- **ENFORCEMENT**: Aggressive enforcement of all laws related to distraction.
- **OUTREACH**: Public education and media campaigns—address the dangers and consequences of distracted driving.
- **DATA**: State crash report forms capturing more details of distraction⁴.

**CONNECTICUT**²:
- **STATUTES**: Strong laws against distracted driving and texting while driving, and requiring any mobile phone use to be hands-free.
- **ENFORCEMENT**: Aggressive, grant-funded, high visibility distracted driving enforcement by municipal and state police on both interstate and local roads.
- **OUTREACH**: Education, discussion, and interactive driving simulation for teens. Media campaigns to support enforcement and raise awareness of the dangers of distracted driving for all motorists.

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Strong enforcement of impaired driving laws, training of law enforcers, technology, and public education efforts are key. Consistent chemical testing of all drivers involved in fatal and serious injury crashes is critical to understanding the problem and developing targeted solutions.

NATIONWIDE:

- **HIGH VISIBILITY ENFORCEMENT:** Aggressive impaired driving enforcement to include sobriety checkpoints and primary seat belt laws.
- **LAW ENFORCEMENT TRAINING:** Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and the Drug Evaluation Classification Program / Drug Recognition Expert (DECP/DRE) prepare officers to recognize driver impairment.
- **IGNITION INTERLOCKS:** Technological solution that prevents driving after drinking –has proven effective in reducing DUI recidivism.
- **CHEMICAL TESTING:** Testing for the presence of alcohol and/or drugs in all drivers involved in fatal and serious injury crashes.
- **OUTREACH:** Informing motorists of the risks of impaired driving and supporting enforcement efforts.

CONNECTICUT:

- **ENFORCEMENT:** Grant funding issued to communities based upon the evaluation of 5-year passenger vehicle injury crash data.
- **LAW ENFORCEMENT TRAINING:** Strong encouragement of grantee agencies to be trained in SFST. ARIDE and DRE are also supported.
- **STATUTES:** Mandatory all-offender Ignition Interlock law; in a 2014 survey, 3,314 interlocks were installed in vehicles of DUI offenders; primary seat belt law covers front seat occupants only.
- **OUTREACH:** Paid advertising including TV, radio, Internet, billboards and bus panels support national holiday mobilizations and other DUI high-risk dates like Super Bowl Sunday and St. Patrick’s Day.

By the numbers:

- 41% of fatal traffic crashes in CT estimated to involve an alcohol-impaired driver (BAC≥0.08)
- 37% of fewest fatally injured drivers tested for alcohol in CT than in the U.S. (45% vs. 71%)
- 45% of CT’s fatally injured drinking drivers (BAC≥0.01) that were 21 to 34 year old (23% of licensed drivers)
- 77% of CT’s fatally injured drinking drivers (BAC≥0.01) that were killed in single vehicle

- **By the Es**


Impaired driving continues to be one of the largest contributing factors to fatal and injury crashes across the country. Despite a national reduction in alcohol-impaired driving over the past few decades, current efforts to legalize marijuana in many states have increased the focus on the role of drugged driving on traffic safety.
Strong enforcement, coupled with supportive public messaging in the national “Click It or Ticket” campaign has been credited with significant increases in seat belt use in virtually every state in the U.S.²

NATIONWIDE:
- **ENFORCEMENT**: Aggressive, high visibility enforcement of seat belt and child safety seat laws.
- **PRIMARY SEAT BELT LAWS**: Seat belt use to be required in all occupant positions. Seat belt use increases when an unrestrained occupant can be cited for that reason alone.³

CONNECTICUT:
- **ENFORCEMENT**: Grant-funded day and nighttime checkpoints and roving/saturation patrols enforce seat belt use during the national “Click It or Ticket” mobilization.
- **DATA ANALYSIS**: Prioritization of grant-funded occupant protection enforcement projects using data on seat belt use, crashes, population and VMT.
- **STATUTES**: Primary seat belt law covers front seat occupants only.
- **OUTREACH**: Paid advertising including TV, radio, Internet, billboards and sports venue ads support national seat belt and child safety seat mobilizations and enforcement emphasis periods.

By the numbers⁴

- **85%**
  - Observed seat belt use in CT: lowest level in 10 years

- **35%**
  - Lower seat belt use by drinking drivers in serious crashes

- **89%**
  - CT children under age 4 that were restrained

Occupant protection. Seat belts and child safety seats offer the best chance of surviving a traffic crash. It is estimated that in 2013, the lives of more than 12,800 vehicle occupants in the US were saved by the use of age-appropriate restraints.¹