



2011 Program Report Card: Traffic Services Unit (Connecticut Department of Public Safety, Division of State Police)



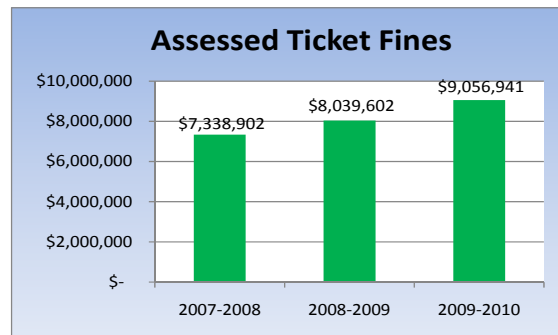
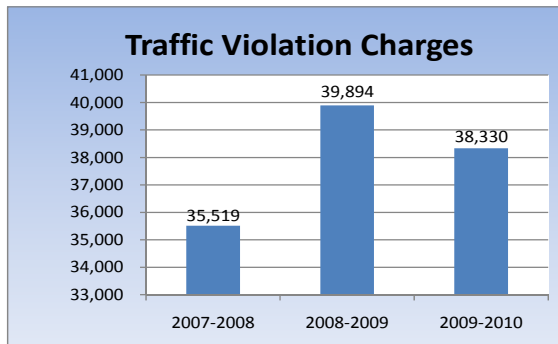
Quality of Life Result: Everyone on Connecticut's highways experience a safe and efficient transportation system.

Contribution to the Result: The Traffic Services Unit is comprised of a several components, which promote statewide traffic safety through education, enforcement and investigation. *Traffic Enforcement Teams* aggressively enforce laws related to speed and other hazardous moving violations. *Commercial Vehicle Enforcement Teams* conduct commercial motor vehicle safety inspections at the state's weigh station facilities and at mobile inspection sites, ensuring their compliance with weight and safety regulations. The *Collision Analysis Reconstruction Squad (CARS) Teams* investigate the cause and contributing factors of a traffic collision. The *State Police Motorcycle Program* coordinates training and utilization of motorcycle Troopers throughout the year for patrol, traffic enforcement, traffic control and ceremonial duties. The *Seatbelt Convincer and Rollover Demonstrator Program* is an example of several traffic safety public educational programs coordinated by the unit. The *Breath Alcohol Testing Vehicle (BAT Mobile)* is a self-contained chemical testing and processing vehicle that dramatically increases the efficiency of DUI checkpoints. The *Railroad Liaison Office* serves as a law enforcement liaison to railroads and their associated federal oversight agencies. Additionally, the unit provides *Dignitary Protection Escorts* for high level officials and *High Security Prisoner Escorts* for high risk prisoner movements, in order to ensure for the safe movement of these motorcades and the public on the state's roadways.

Actual SFY 10 Total Program Expenditures:	\$8,103,759	State Funding: \$7,057,259	Federal Funding: \$1,046,500	Other Funding: None
Estimated SFY 11 Total Program Expenditures:	\$8,167,063	State Funding: \$7,062,247	Federal Funding: \$1,104,816	Other Funding: None

Partners: Federal, state and local law enforcement agencies, public and private traffic and transportation safety agencies and organizations, educational institutions and motor carrier organizations.

Performance Measure 1: Traffic enforcement activity.



Story behind the baseline: Traffic enforcement is recognized by the National Highway Traffic Safety Administration as a critical component of law

enforcement's mission to keep citizens safe, and is one of the core functions of the Traffic Services Unit. Enforcement activities are coordinated under two categories; aggressive driving enforcement and commercial vehicle enforcement. Enforcement operations utilize specialized (frequently covert) patrol vehicles and detection equipment to address traffic concerns. Enforcement is directed to areas experiencing high crash rates and complaints of violations. Commercial vehicle enforcement operations are split between the state's six fixed Weight and Safety Inspection Stations and mobile patrols, where portable scales are utilized. The agency is charged with carrying out the Department of Transportation's Commercial Vehicle Size and Weight Enforcement Program, ensuring that motor carriers comply with laws and regulations related to size and weight requirements. The traffic enforcement activity (productivity) level of the unit is driven by several factors: The unit staffing level; program management and direction; supervision and coordination of personnel; individual productivity; the degree to which enforcement personnel are diverted to non-enforcement assignments; and the somewhat unpredictability of traffic and motorist behavior. Fluctuations in staffing level have had a significant impact upon activity levels. Following June of 2009, the unit's staffing level was significantly reduced, primarily due to attrition from retirements. Although this

amounted to a 22% reduction in personnel, an internal realignment of personnel and operations prevented an equal reduction in the enforcement ratio (average annual number of citations and inspections per unit personnel).

	2007-08	2008-09	2009-10
Average Staffing	60	62	48
Enforcement Ratio	649	702	852

It is important to note that staffing levels in the above chart include non-enforcement personnel. Non-enforcement assignments vary in frequency, based upon need, and include such services as dignitary protection; escorts for high-risk prisoners; public outreach traffic safety presentations; and investigative assistance to other law enforcement entities. These activities have generally increased over time.

Special Assignments, Services & Operations			
	2007-08	2008-09	2009-10
Support to Other Agencies	78	103	116
Dignitary Protection	42	34	42
High Security Prisoner Escorts	56	45	133
Special Event Escorts	76	74	100

Despite the rise and fall of cited violations, the assessed ticket fines have generally increased over time, due to the annual increase in Judicial Division fine schedules.

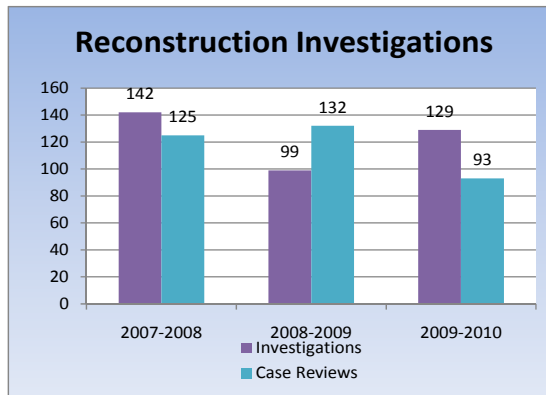


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Proposed actions to turn the curve: Enforcement programs and procedures are under constant review in order to increase operational efficiency. Application is being made for additional traffic safety grants, to allow for greater utilization of existing personnel and additional enforcement equipment.

Performance Measure 2: Collision reconstruction services conducted by the Collision Analysis Reconstruction Squad (CARS).

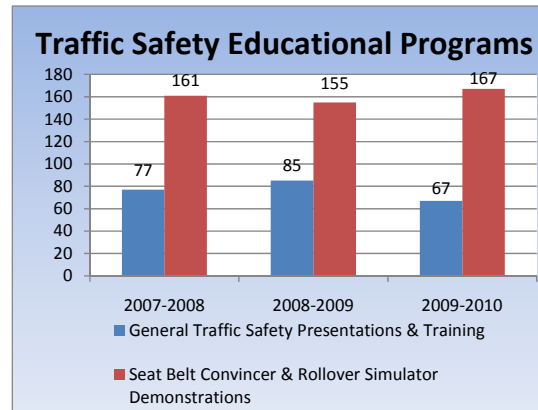


Story behind the baseline: The training and equipment required to conduct skilled, technical investigation and analysis into the causative factors of traffic collisions has become increasingly available to law enforcement. The CARS teams are highly trained Accident Reconstructionists utilizing specialized equipment and techniques to accurately document collision scenes, analyze data and employ scientific methods to determine the causes and contributing factors of collisions. The teams provide investigative assistance to state and local law enforcement agencies for collision and criminal cases. Personnel also conduct case review to ensure that accurate, uniformed and comprehensive investigative steps have been followed, as well as identify common trends or training needs.

Proposed actions to turn the curve: Requests for investigative assistance and case review fluctuates with the unpredictability of the types of investigations requiring their services. Photogrammetry equipment is now being sought to increase investigative efficiency.

Long term plans will consider expanded CARS staffing to allow for services to be available for a larger percentage of investigations.

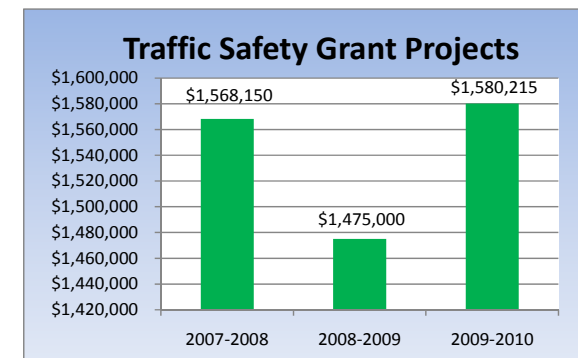
Performance Measure 3: Traffic safety educational programs conducted by the Traffic Services Unit.



Story behind the baseline: A comprehensive traffic safety program must include an educational component. The unit coordinates several such programs to educate the public on some of the most important traffic safety issues. The largest of the educational programs is the Seat Belt Convincer & Rollover Simulator Program, demonstrating the importance of utilizing occupant protection devices. Other programs include commercial vehicle safety presentations for professional truck drivers and pedestrian safety for school aged children. The public is educated on the potential dangers along railroad rights-of-way and at grade crossings through the Operation Lifesaver program. Feedback received from the public has been overwhelmingly in support of these programs, which has lead to an increase in demand for presentations by event coordinators. The unit also conducts traffic safety and investigation training for law enforcement officers. Courses include the use of electronic speed measuring equipment, as well as advanced collision investigation equipment. The Motorcycle Program provides initial and ongoing training for state and local police officers to certify as police motorcycle operators.

Proposed actions to turn the curve: The unit expects to expand these traffic safety efforts. Equipment was recently obtained for presentations to prevent Driving while Under the Influence. This is expected to create a new educational opportunity for the public at the growing number of safety fairs held throughout the state. In addition, application is being made for traffic safety grants to allow for additional educational and training supplies to reinforce these efforts.

Performance Measure 4: Traffic safety federal grant projects administered by the Traffic Services Unit.



Story behind the baseline: Federal funding is crucial to the state's traffic safety program. Modern traffic issues are far too complex and resource intensive for normal patrol operations to address effectively and the agency's operational budgets do not allow for self funding of the personnel and equipment costs associated with an effective program. The agency has a very cooperative relationship with Connecticut D.O.T.'s Transportation Safety Section in developing innovative statewide traffic safety programs and obtaining the appropriate federal funding for their implementation. The State Traffic Coordinator serves as the Program Manager for all of these projects, including those that fund the utilization of personnel and procurement of equipment for projects that are conducted at field Troops, beyond that of the Traffic Services Unit.

Proposed actions to turn the curve: The agency will continue to develop new and innovative traffic safety projects and explore external sources for their funding.