

Greater Hartford Coalition Newsletter

From The Editor – My Personal Opinion on Today's Drivers

Road Safety - We all work tirelessly to promote road safety by educating, training, engineering, implementing new strategies and passing laws to make our roads safer for all users. Can we truly work towards Zero deaths? Does the messaging really help change driver behaviors? Will it do as it's intended?

As I travel on our highways lately, I have observed an alarming rate of drivers that seem to have forgotten every law there is and lack basic driving skills. Racing; traveling in shoulders; ignoring emergency vehicles, road signs and traffic lights; failing to stop for pedestrians; aggressive maneuvers, tailgating; unsafe passing and cutting off vehicles especially trucks; modifying vehicles with different colored head and taillights; ignoring important vehicle functions including turn signals and use of headlights in bad weather; and failure to slow down and move over to name a few. Let's be clear, it's madness out there. No amount of enforcement can resolve what is happening.

How many drivers know the laws, and understand them? Could they pass a driver's test and vehicle inspection if they were required to? My guess is that a majority of those who have had their driver's license for many years (40 plus years for me) are woefully unaware of the many traffic laws and vehicle requirements since they took their driver's test. Maybe it's time to consider getting recertified to have a driver's license. Just A Thought



Terri Thompson
CRCOG Transportation Planner
Traffic Incident Management Program Coordinator
Phone: 860-724-4242 or E-mail: tthompson@crcog.org

RESPONDER SAFETY - PROMPT, RELIABLE, INTEROPERABLE COMMUNICATIONS - SAFE, QUICK CLEARANCE**IN THE NEWS****CONNECTICUT MOVE LAW OVER EXPANDED**

Substitute Senate Bill No. 994, Public Act No. 23-40

Sec. 32. Section 14-283b of the general statutes is repealed and substitute language which includes the following additions and is effective October 1, 2023.

Added (b) (2)

(2) Any operator of a motor vehicle on a road that provides for two lanes of undivided traffic proceeding in the opposite direction when approaching one or more emergency vehicles that are stationary or traveling significantly below the posted speed limit and located on the shoulder, lane or breakdown lane of such road shall immediately reduce speed to a reasonable level below the posted speed limit until safely clear of the emergency vehicle.

Added “or any occupant” to (d) (1)

Any person who violates the provisions of subsection (b) of this section shall have committed an infraction, except that if such violation results in the injury of the operator **or any occupant** of an emergency vehicle, such person shall be fined not more than two thousand five hundred dollars and, if such violation results in the death of the operator **or any occupant** of an emergency vehicle, such person shall be fined not more than ten thousand dollars. (2) Any person who violates the provisions of subsection (c) of this section shall have committed an infraction.

AUTOMATED ENFORCEMENT***Speed camera program finds about 1 in 5 drivers speed through CT work zones***

by Patrick Skahill | Connecticut Public June 12, 2023



In a matter of weeks, state officials have already mailed out nearly 1,000 warnings to drivers speeding through work zones across Connecticut. That’s according to preliminary data from the state Department of Transportation, which has launched an automated speed camera pilot program at pre-selected work zones. All camera locations are posted online and highlighted with signs on the road.

https://ctmirror.org/2023/06/12/ct-speed-cameras-traffic-construction-zones/?utm_source=ctmshare&fbclid=IwAR3ZqE4yEGfpicphsk9UkoB77Dhe1JXitn8jPWJ5ctUqtfPzBjMvFxcZoRk

Connecticut already allows speed limit enforcement in highway work zones. A bill would allow municipalities to use them on roads to enforce speed limit and red light violations.

MARK PAZNIOKAS / CT MIRROR

Public Act No. 23-116 AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE VISION ZERO COUNCIL

Automated Enforcement highlights:

- CTDOT is required to develop guidance for municipalities developing speed and red-light camera plans.
- Municipalities must hold a public hearing and the plan must be approved by the municipality’s legislative body.
- Municipalities must submit a subsequent plan to CTDOT for approval every 3 years if they want to continue using automated speed or red-light enforcement.

WEBINARS AND PODCASTS



The Federal Highway Administration's (FHWA) Talking TIM Webinar series (<https://transportationops.org/tim>) provides a forum where TIM champions with any level of experience can exchange information about current practices, programs, and technologies. Each month, the FHWA TIM Program Team will feature content that highlights successful programs, identifies best practices, and highlights technology that advances the profession.

March 2023 – Go to <https://youtu.be/5xVqXbGQjRg> Topic and presenters for this webinar include:

- *Light-emitting diode (LED) Temporary Traffic Control Devices for Digital Motorist Alerts* — Sam Taylor, Florida Department of Transportation, Tampa District.
- *Moveable Barriers and Debris Removal Systems* — Eric Hemphill, North Texas Tollway Authority.
- *National Secondary Crash Research* — Kelley Pecheux, AEM Corporation, and Grady Carrick, Enforcement Engineering.

April 2023 - Go to <https://youtu.be/BTEgOTJTwTw> Topic and presenters for this webinar include:

- *Responder to Vehicle (R2V) Alerts in the District of Columbia*—Russell Smith, Battalion Fire Chief with the District of Columbia Fire & Emergency Medical Services Department.
- *The Role of Medical Examiners in TIM*—Joe Tebo, FHWA.

May 2023 – Go to <https://youtu.be/xe85hMhshcg> Topic and presenters for this webinar include:

- *Highway to Danger Zone* – Tom Martin, Deputy Project Manager, AECOM supporting VA Safety Service Patrol and Transportation Operation Center
- *North Carolina's Rural Safety Service Patrol and TIM Program* – Chad Franklin, North Carolina DOT Regional Intelligent Transportation System Engineer
- "Hats of TIM" Video – The Many Hats of Highway Incident Management <https://youtu.be/i9bS694ij54>

June 2023 – At time of publication, the June webinar series was not posted yet. Topic and presenters for this webinar include:

- *Responder to Vehicle (R2V) Alerts in the District of Columbia*—Russell Smith, Battalion Fire Chief with the District of Columbia Fire & Emergency Medical Services Department.
- *The Role of Medical Examiners in TIM*—Joe Tebo, FHWA.

TIM TALK

EMS AND TRAFFIC INCIDENT MANAGEMENT

Federal Interagency Committee on Emergency Medical Services (FICEMS) Statement of Recommendations for Comprehensive EMS Systems to Improve Post-Crash Care

[The United States Department of Transportation National Roadway Safety Strategy \(NRSS\)](#) outlines the Department's comprehensive approach to significantly reducing serious injuries and deaths on our nation's highways, roads, and streets. It is the first step in working toward an ambitious long-term goal of reaching zero roadway fatalities. At the core of this strategy is a department-wide adoption of the [Safe System Approach Principles and Elements](#), which focuses on five key objectives: safer people, safer roads, safer vehicles, safer speeds, and post-crash care.

Go to link: <https://www.ems.gov/assets/FICEMS-Recommendations-for-Comprehensive-EMS-Agencies-to-Improve-Post-Crash-Care---Branded---2023APR20.pdf>

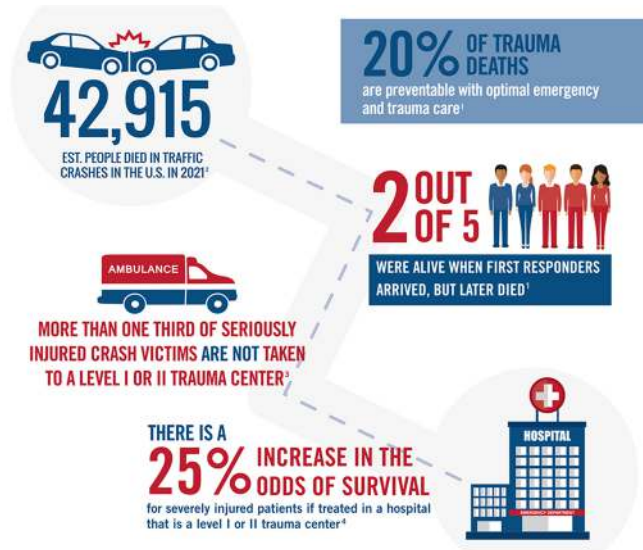
POST-CRASH CARE

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Our ability to save lives does not end when a crash occurs. Appropriate medical care for people injured in a crash to prevent their injuries from becoming fatal is critical.

The timely arrival of emergency responders and well-trained Emergency Medical Services (EMS) clinicians is a major factor ensuring an injured person receives the medical care they need to survive a crash. This is especially critical in rural and Tribal communities, where response times are longer and EMS resources more limited.

ACCESS TO EMERGENCY AND TRAUMA CARE IS CRITICAL TO THE SURVIVABILITY OF CRASHES



Through the NRSS, the Department is committed to supporting activities that improve post-crash care. Managing the scene of a crash and providing a safe environment for first responders and passing travelers are also critical elements of delivering effective post-crash care.

KEY DEPARTMENTAL ACTIONS TO ENABLE SAFER POST-CRASH CARE

[View a full-screen version of the below NRSS Dashboard.](#)

INNOVATIVE THINKING TO SAVE LIVES

Alpha Fire Company's (State College, Centre County PA) Traffic Unit 5-3.



"...an attenuator unit that will become Traffic 5-3 once placed into service. Mounted on a KME engine chassis, the unit is equipped with a HASS Transponder, a sign board, and the Scorpion II attenuator device. This unit will serve as a blocking unit enhancing the safety of first responders operating in traffic - especially on highways and higher speed roadways. Once additional auxiliary equipment has been installed and we train our initial cadre of operators, Traffic 5-3 will be placed in service. We take crew safety seriously- last year 65 first responders were killed while operating on our nation's highways and we've had three of our units struck while operating on our roadways. We're fortunate to be adding this to our fleet."

Posted on September 2022

[Alpha Fire Company](#)

[nStrdsoeopf2eb8l52a06u3ri2079it_9fu6e 12p71u0el1st2ma927fmt](#)

TRAINING NEWS

Stay SAFE and keep learning and TRAINING because your life depends on it...

BE PREPARED for all the incidents that you will face on the road!

A huge shout out to Aidan Neely from the Connecticut Department of Transportation Bureau of Highway Operations and his team of TIM Trainers !! They are getting more and more responders trained and have already trained more responders as of May than any other years the program has been in place.

From Aidan Neely - *"Our traffic incident management training numbers as of today, another 40+ towers coming through class on this Saturday and 150 other first responders registered through July be safe everyone move over or slow down for first responders"*

53 total trainings Grand Totals:	1378	347	396	35	50	370	180
25 total trainings in 2023 Total	716	94	312	10	28	215	57
	Total	LE	Fire	Tow	EMS	DOT	Other
26 total trainings in 2022 Total	625	244	80	25	22	138	116
2 total trainings in 2021 Total	37	9	4	0	0	17	7

Sharing some of the recent TIM classes held for all types of responders on our highways and some future responders too! To schedule a training session please contact Aidan.Neely@ct.gov

May 17 - Another TIM training day 2 for New London fire, Police, DPW, and CT DOT



May 20 - Another Saturday another traffic incident management training, Monaco towing this rainy day training 42 towers.



May 27 - CTDOT partnered with [Bullard-Havens Technical High School](#) in Bridgeport and Vinal Technical High School in Middletown on a 3-day Traffic Incident Management training! More than two dozen high school seniors studying Criminal Justice and Protective Services learned about the importance of roadway safety, how to respond to a crash, and they even took calls from the Highway Operations Center!



June 7 - Teaching with the TIM team today at Yale New Haven Hospital



June 10 - It's Saturday, Traffic Incident Management team holding another training today!