



PA 23-51—HB 6746
Transportation Committee

AN ACT CONCERNING WRONG-WAY DRIVING DETECTION AND PREVENTION

SUMMARY: This act requires the Department of Transportation (DOT) to expand its efforts to implement wrong-way driving countermeasures. These efforts must include the following:

1. installing wrong-way driving detection and notification systems (i.e., systems capable of alerting drivers with flashing lights when they are going the wrong way and notifying law enforcement upon detecting a wrong-way driver) on at least 120 highway exit ramps that DOT determines are high-risk for wrong-way drivers;
2. establishing a pilot program at high-risk exit ramps that the department determines are appropriate for testing systems that also broadcast alerts about a wrong-way driver’s presence on electronic highway message boards (i.e., “wrong-way driving detection, notification, and broadcasting systems”); and
3. giving a grant, from available resources for implementing wrong-way driving countermeasures, to UConn to test and analyze the use of directional rumble strips to alert a driver through vibration and sound that he or she is driving the wrong way.

The act requires DOT, by January 1, 2025, to submit reports to the Transportation Committee on (1) the pilot program’s results and recommendations for the broader use of wrong-way driving detection, notification, and broadcasting systems and (2) UConn’s analysis results and recommendations on installing directional rumble strips.

Additionally, the act addresses wrong-way driving public awareness and education by requiring that information on ways to reduce wrong-way driving incidents and information on actions drivers should take when encountering a wrong-way driver be included in (1) a DOT public awareness campaign and (2) driver education program curriculum. The Department of Motor Vehicles must include this information in its regulations on driving school instructional standards. **EFFECTIVE DATE:** October 1, 2023, except the pilot program and UConn grant provisions are effective upon passage.

BACKGROUND

Related Act

PA 23-205, §§ 40 & 46, authorizes \$20 million in special tax obligation bonds in each of FYs 24 and 25 for DOT to purchase, install, and implement advanced

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wrong-way driving technology and other wrong-way driving countermeasures.