

Act Number	Session	Bill Number	Total Number of Committee Pages	Total Number of House Pages	Total Number of Senate Pages
PA 71-328		1097	13	3	3
<u>Committee Pages:</u> <ul style="list-style-type: none"> <i>Judiciary 563-575</i> 				<u>House Pages:</u> <ul style="list-style-type: none"> 3039-3041 	<u>Senate Pages:</u> <ul style="list-style-type: none"> 1656-1658

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**CONNECTICUT
GENERAL ASSEMBLY
HOUSE**

**PROCEEDINGS
1971**

**VOL. 14
PART 7
3011-3376**

Tuesday, May 18, 1971

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all those in favor will indicate by saying aye. Opposed? House Amendment "A" is ADOPTED. The Chair rules it is technical. Question is on acceptance and passage as amended.

MR. RYAN (84th):

Mr. Speaker, I move acceptance and passage of House Bill 6082 as amended by House Amendment Schedule "A".

THE DEPUTY SPEAKER:

Will you remark further on the bill as amended? If not, the question is on acceptance of the Joint Committee's favorable report and passage of the bill as amended by House Amendment Schedule "A". All those in favor will indicate by saying aye. Opposed? The bill is PASSED.

THE ASSISTANT CLERK:

Will Mr. Ryan please step down here to the well of the House?

Calendar No. 922, in your files as File No. 715, substitute for S.B. No. 1097, An Act Concerning the Taking of Blood Samples in Connection with Fatal Motor Vehicle Accidents, as amended by Senate Amendment Schedule "A".

MR. CARROZZELLA (81st):

Mr. Speaker, I move for acceptance of the Joint Committee's favorable report and passage of the bill.

THE DEPUTY SPEAKER:

Question is on acceptance and passage. Will you remark?

MR. CARROZZELLA (81st):

The Clerk has Senate Amendment Schedule "A".

THE DEPUTY SPEAKER:

Will the Clerk please read Senate Amendment Schedule "A" which does not appear in the members' files.

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THE ASSISTANT CLERK:

This is Senate Amendment Schedule "A" offered by Senator Jackson of the 5th District.

In line 8, strike out the word "practicable" and insert the words "provided by law".

MR. CARROZZELLA (81st):

Mr. Speaker, I move for adoption of Senate Amendment Schedule "A".

THE DEPUTY SPEAKER:

Question is on adoption of Senate "A". Will you remark?

MR. CARROZZELLA (81st):

Mr. Speaker, all that this does is remove the word "practicable" and say that the blood sample shall be taken in accordance with the provisions of existing law. I move adoption of Senate Amendment Schedule "A".

THE DEPUTY SPEAKER:

Will you remark further? If not, the question is on adoption of Senate Amendment Schedule "A". All those in favor will indicate by saying aye. Opposed? The amendment is ADOPTED. The Chair rules that it's technical.

MR. CARROZZELLA (81st):

Mr. Speaker, I now move for acceptance and passage as amended by Senate Amendment Schedule "A".

THE DEPUTY SPEAKER:

Will you remark further on the bill?

MR. CARROZZELLA (81st):

Mr. Speaker, this is new legislation and it is another effort to try and combat the problem of the drunken driver on the highways of the State of Connecticut. What it does, it makes it mandatory that the medical examiner shall take a blood sample from any motor vehicle operator or pedestrian that

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is killed as the result of an automobile accident. It further provides that, to the extent provided by law, such a sample shall be taken from the driver of the other car or motor vehicle. The purpose of the bill obviously is to ascertain those who are driving while under the influence of liquor and is to be used in conjunction with the bill that we passed a couple of weeks ago that the Senate passed yesterday. I think it is a good bill in the interest of highway safety. I move it's passage.

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THE DEPUTY SPEAKER:

Will you remark further on the bill? If not, the question is on acceptance of the Joint Committee's favorable report and passage of the bill as amended by Senate Amendment Schedule "A" in concurrence. All those in favor will indicate by saying aye. Opposed? The bill is PASSED.

MR. HANNON (16th):

Mr. Speaker, I would like to bring to the attention of the Chair and the House that we have guests upstairs in the gallery, it's come to my attention that they are leaning over the railing. I would urge them to please stay away from the railing. It's quite a long drop. We don't want any accidents and we would insist that you sit back in the first row and not lean over the railing.

THE DEPUTY SPEAKER:

The Chair thanks the gentleman from the 16th for the observation and request.

The Clerk will return to the call of the Calendar.

THE ASSISTANT CLERK:

Top of page 7, Calendar No. 910, in your files, File No. 968, sub-
stitute for H.B. No. 8462, An Act Concerning the Powers of the Real Estate
Commission. Favorable report of the Committee on Insurance and Real Estate.

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**CONNECTICUT
GENERAL ASSEMBLY**

SENATE

**PROCEEDINGS
1971**

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PART 4
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SENATOR JACKSON:

Mr. President, I move acceptance of the committee's favorable report and passage of the bill.

THE CHAIR:

Will you remark?

SENATOR JACKSON:

Mr. President, this amends Sec. 52-572 of the General Statutes to include loss of use as an element of damages.

THE CHAIR:

The question is on passage. Will you remark further? If not all those in favor of passage signify by saying aye. AYE. Opposed nay? The ayes have it. The bill is passed.

THE CLERK:

Page 5, the first item. Cal. 535, File 715. Favorable substitute report of the joint standing committee on Judiciaryk Substitute S.B. 1097 An Act Concerning the Taking of Blood Samples in Connection with Fatal Motor Vehicle Accidents.

THE CHAIR:

Senator Jackson.

SENATOR JACKSON:

Mr. President, the clerk has an amendment.

THE CLERK:

Amendment offered by Senator Jackson of the 5th Dist. Sub. S.B.1097, File 715. In line 8 strike out the word "Parcticable" and insert the words "provided by law."

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THE CHAIR:

Senator Jackson.

SENATOR JACKSON:

Mr. President, I move adoption of the amendment.

THE CHAIR:

Will you remark on the amendment?

SENATOR JACKSON:

It is self-explanatory.

THE CHAIR:

The question is on passage of the amendment. Will you remark further? If not all those in favor of passage of the amendment signify by saying aye. OPPOSED NAY? The ayes have it. The amendment is adopted and ruled technical. You may proceed with the bill as amended.

SENATOR JACKSON:

Mr. President, I move acceptance of the committee's joint favorable report and passage of the bill as amended.

THE CHAIR:

Will you remark?

SENATOR JACKSON:

Mr. President, this bill would provide for the taking of a blood sample by the medical examiner or coroner in any case where an operator or a pedestrian has died as the result of a motor vehicle accident. Within four hours of the death. Also to the extent provided by law a sample attempted to be obtained

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from any operator who is involved in said accident.

THE CHAIR:

The question is on passage of the bill as amended. Will you remark further? If not all those in favor of passage signify by saying aye. Opposed nay? The ayes have it. The bill is passed.

THE CLERK:

The second item from the top, Cal. 540, File 537. Favorable substitute report of the joint standing committee on Insurance and Real Estate on Substitute H.B. 5076 An Act Concerning Provision in Health Insurance Policies, Hospital Service Contracts and Medical Service Contracts for Benefits Against Mental Illness Costs.

THE CHAIR:

Senator Dinielli.

SENATOR DINIELLI:

Mr. President, I move acceptance of the joint committee's favorable report and passage of the bill.

THE CHAIR:

Will you remark?

SENATOR DINIELLI:

Mr. President this act will allow services to be paid for Mental Illness under policies issued under group basis. It will make mandatory the inclusion on group insurance policies, mental illness to the limits specified. And limits in cases in confinement as an inpatient at a hospital. Benefits will be available

**JOINT
STANDING
COMMITTEE
HEARINGS**

JUDICIARY

**PART 2
393-688**

1971

TUESDAY

JUDICIARY COMMITTEE

MARCH 2, 1971

Mr. Adint: (cont'd) written numerous articles on the subject of drinking and driving, states and this statement is made after a number of tests that were conducted, impairment of driver ability has been noted as low as .03% blood alcohol level. At .08% blood alcohol level, over half the subjects showed significant impairment to driving as evidenced by greater number of errors striking more attentions and taking a longer time to complete the course. As stated earlier, I mentioned the alcohol level in foreign countries so I will not repeat this. Since there is no doubt that a driver's ability has been known to be impaired when his blood alcohol level is above .05% but less than .10% it is our hope that Connecticut legislators in 1961 will enact such a law, and incidentally this is not part of the uniform vehicle code. Several other states now have such an impairment provision, New York being one.

Rep. Bingham: Do you know the regulations on airline pilots? I understand they can't fly within a certain period of hours, is that right?

Mr. Adint: I believe that is correct. I'm sure that I have read this somewhere.

Rep. Bingham: Do you the time limit on this?

Mr. Adint: No, I don't. We do, although, I did prepare an article at one time that depending upon the amount of liquor you drink we, for instance, if you have one highball we recommend that you do not drive for half an hour. If you have as many as five or six highballs within a space of three hours it is recommended that you do not drive for about five or six hours because only time will sober you up.

Rep. Bingham: This is a highball of one ounce?

Mr. Adint: Yeah, I think so. It depends on the potency of your highball.

And finally, I would like to speak in support of S.B.#1097.

S.B.#1097 - AN ACT CONCERNING THE TAKING OF BLOOD SAMPLES
IN CONNECTION WITH FATAL MOTOR VEHICLE ACCIDENTS.

The basic purpose of this proposal is to assure that state and community officials have accurate statistics and information as to the extent of alcohol as a factor in fatal traffic accidents. This information will help serve as a basis for countermeasure programs to be utilized in an effort to halt the needless carnage on our roads caused by the drinking driver.

Thank you very much, gentlemen.

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Rep. Carrozzella: It's my understanding that you will get in touch with the Department of Health, State Police, your own Commissioner and see if you can set up something for us and we'll confer on a date, time and at that I'd like to have Dr. Stolberg here, too, if possible. Because he is of course, the expert in this entire field. And then, I'll hear from you?

Mr. Adint: Yes, sir, I'll see what I can do as soon as I can. Yes, he's the man that I will see. I'll definitely try and so my best to get back to you as soon as possible.

Thank you very much, gentlemen.

Rep. Carrozzella: John J. Gerardi, Greater Hartford Chamber of Commerce to be followed by Mr. Chipppo of the Chipppo Bus Company.

Mr. Sneiditz: Mr. Chairman: My name is Malcolm Sneiditz, speaking on behalf of John J. Gerardi, Chairman of the Traffic Safety Commission and the Greater Hartford Chamber of Commerce in support of the S.B.#1101. We would like to voice wholehearted support of the entire membership which totals 3,000 members for S.B.#1101.

S.B.#1101 - AN ACT CONCERNING THE OPERATION OF A MOTOR VEHICLE WHILE UNDER THE INFLUENCE OF LIQUOR OR DRUGS.

We strongly urge favorable consideration of this bill by the Committee. In addition, we wish to support S.B.#1096.

S.B.#1096 - AN ACT CONCERNING IMPLIED CONSENT TO TESTS IN ARRESTS FOR OPERATING A MOTOR VEHICLE UNDER THE INFLUENCE.

We also strongly urge favorable consideration of the bill by this Committee. Thank you.

Rep. Carrozzella: Thank you. Mr. Chipppo to be followed by Norman Booth.

Mr. Chipppo: My name is Thomas N. Chipppo. I represent a number of organizations, I wear a few hats today, first off, I'm president of Chipppo Bus Company in New Haven. We've been based in New Haven and in the bus business for about 51 years. Also I'm executive secretary of the New England Bus Association which represents all the certificated carriers in New England and parts of New York state and eastern Canada. I'm also president of the, newly elected president of the United Bus Operators of America. I've also been asked as to represent Nambo which is a National Association of Motor Bus Owners based in Washington to their executive secretary, Stanley Hamilton. Yesterday, I had a call from Greyhound

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Mr. Chipppo: (cont'd) saying they couldn't make it would I please try to help them? I would say too that with my own company we carry on a pretty large school bus business and I'm responsible for the safety every morning of about 12,000 kids. You can be sure I'm not an advocate of speeding because I get up every morning with a couple of fingers crossed. However, I am here to support the enactment of H.B.#6209.

H.B.#6209 - AN ACT CONCERNING SPEEDING VIOLATIONS

This is a bill that will equate the speed that a motor bus may travel in Connecticut to that of other vehicles. I would say that there is a real hazardous situation created when buses move slower than that general traffic and then private cars tend to take chances passing the slower traffic. Furthermore, time is a real precious commodity for people when you have 45 people on a bus anxious to get to New York or their destination or starting on a pleasure tour they have a right to be handled in Connecticut, to be brought through Connecticut with dispatch. Time's worth money and you can see that by the speed that some of these cars travel and they're trying to get somewhere. People in these cars are driving through this state are no different than the people that are on the buses. They certainly want to get there just as much as private car owner does. There's a big hue and cry in the United States of America to reduce the number of cars on the highways and the present congestion that is occurring and in every community and every state in the nation. By putting on vehicles that are slow we are encouraging the use of more vehicles that is the automobile to get on the highway. It's a vicious circle. You've got to build more highways that means more cars and in this day and age with the Department of Transportation talking about buses and high speed lanes would seem to me that it would be wise to carry more people by buses.

Today the bus manufactureers have made tremendous strides in building equipment. They have every known safety device on the buses. The bus industry today can boast of a very high safety record in the United States. It's not fair to the traveling public to proceed through Connecticut at a speed of 55 miles an hour, especially when surrounding states, and I know you've not going to be guided by what other states do, but the surrounding states have higher limits. And then, these buses must come through Connecticut and really I would say is punitive, not only to the public but for the bus operators themselves, to travel through Connecticut at 25 miles an hour. We want to get our people through the state with dispatch and yet, we're mindful of the safety of the rest of the public and as well as the precious cargo we're handling.

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Mr. Chipppo: (cont'd) The bus industry is being called on more and more to take over the load formerly handled by the railroads. It should be encouraged because you are going to have a lot more buses on the highway. The slower these buses move, the more buses we're going to need, the more personnel, the more personnel we're going to need to handle them. You may be sure that with the very high qualifications that are set forth today by the Department of Transportation for bus operators that an operator is very fussy about who drives these buses. Moreover, the insurance costs for high speed travel, particularly when an accident happens - well, the insurance costs are really prohibitive. And this is one of the reasons why the bus operators are banding together all over the United States. Some bus companies just can't get insurance. You can be sure that when you send a bus out today, you're going to tell the driver to take it easy, you don't want any accidents because, brother, if you do you're out of business. The law as set forth today is punitive. It's hurting the traveling public, it's hurting the bus operators and the drivers who must drive long hours to get there. It's costly, it costs more money and when, I'm going to strongly support this bill which will at least bring buses up to the rate of speed that the other buses are traveling today.

Sen. Jackson: Mr. Booth.

Mr. Booth: Mr. Chairman, Members of the Committee: I'm Norman Booth of the Safety Program Administrator for the state of Connecticut. I'm representing the governor's interagency Safety Committee.

Sen. Jackson: If you're speaking for safety why the cruches?

Mr. Booth: Tha was on a basket ball court not in a car.

What I'd like to support in the main are the bills as stated before by Mr. Adint of the safety Commission and also Lt. Griffin of the State Police. These bills were presented before our committee and are a part of the legislative package of highway safety that was developed. I specifically like to reiterate on #1101 a reduction of the alcohol level from the point .15% down to .10%.

S.B.#1101 - AN ACT CONCERNING THE OPERATION OF A MOTOR VEHICLE WHILE UNDER THE INFLUENCE OF LIQUOR OR DRUGS.

The implied consent #1096 and the blood sample from the bodies of operators involved in fatal accidents, which is #1097.

S.B.#1096 - AN ACT CONCERNING IMPLIED CONSENT TO TESTS IN ARRESTS FOR OPERATING A MOTOR VEHICLE UNDER THE INFLUENCE

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Mr. Booth: (cont'd)

S.B.#1097 - AN ACT CONCERNING THE TAKING OF BLOOD SAMPLES
IN CONNECTION WITH THE FATAL MOTOR VEHICLE ACCIDENTS.

These bills are all a part of our federal highway safety program. They are in line with the nation standards and as such we are by accepting the federal aid involved, so to speak, almost committed to at least attempt to get this type of legislation through. Nationwide statistics have shown that this alcohol problem is a very great one. Over 50% of the people involved in fatal accidents have been under the influence. In light of the federal funds, as I said, an overall program is being developed around these pieces of legislation. You might have read in the paper this morning or yesterday that in a rating of with the 16 standards Connecticut did not rank in the top 10 or 12. Usually this state has been noted for its highway safety. We have the lowest fatality rate, we have the lowest accident rate, so on and so forth. But in compliance with the standards we rank about in the middle right now. And the primary reason for this is that necessary legislation has not been passed and the alcohol package that you are hearing today is part of it.

Rep. Carrozzella: You're speaking for the Department of Transportation or what group?

Mr. Booth: I'm with the Department of Transportation. My title is Safety Program Administrator. The administration of the Safety Program falls within the Department of Transportation.

Rep. Carrozzella: Would you be willing to assist in the experiment that I outlined before and offer your talents to Mr. Adint, I think?

Mr. Booth: Yes, sir. I thought I'd talk to him on the way out.

Rep. Carrozzella: Thank you very much.

Sen. Jackson: Mr. Williston. I note that there were two names that were crossed out. I just wanted to make sure. Alexander Ceraseli and Donald Linde, did you wish to speak? Your names have been crossed out.

Mr. Williston: Mr. Chairman, my name is Robert N. Williston, speaking for the Department of Transportation. I'm speaking on bill #6649 and #654.

H.B.#6649 - AN ACT CONCERNING SPEEDING

S.B.#654 - AN ACT ELIMINATING AXLE WEIGHT RESTRICTIONS AS
A CONSIDERATION PERTAINING TO OVERWEIGHT ON VEHICLES AND

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Mr. Williston: (cont'd)

S.B.#654 - (cont'd) TRAILERS.

I have statements here that I will leave with the secretary and with the permission I'll read it to the Committee.

This bill proposes two changes to existing Section 14-219 which is entitled Speeding. The first change would eliminate the reference to only occupants of the vehicle and instead, result in a violation when endangering the life of any person. The Department supports this change.

The second change proposed is to eliminate the present absolute maximum speed limits and make all posted speed limits absolute maximums. This provision is similar to that proposed in H.B.#4006 before the 1967 Session.

The Uniform Vehicle Code as concerns this subject states: "The limit specified in this section or established as hereafter authorized shall be maximum, lawful speeds, and no person shall drive a vehicle on a highway at a speed in excess of such maximum limits." Thirty-two states and the District of Columbia have laws which are in substantial conformity with this provision of the Uniform Vehicle Code. Eighteen states provide that driving in excess of any general maximum speed limit specified in the law should be prima-facie evidence that the speed is not reasonable or prudent and that it is unlawful. Connecticut presently is in this latter category except that we also establish maximum or absolute limits as well.

Basic motor vehicle and traffic laws should be made uniform throughout the Nation. There is presently a vast array of changing and conflicting traffic laws as we drive from State to State. This situation makes it impossible for the driver to know what the law is and also, therefore, encourages him to ignore the law.

Speed is highly recognized as a major contributing factor to traffic accidents in Connecticut. If a posted speed limit was established as the maximum speed limit, it would be considered a major step toward highway safety. It would eliminate the requirement of a driver using his judgement, often times beyond his capability, to determine what speed is reasonable and proper for him to travel at.

Our present speed law has always been very confusing to the motorist and has caused difficulty to our police and courts. It is, therefore, felt that a maximum speed as indicated by signs erected along the highway would be a major effort to

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Mr. Williston: (cont'd) clarify this situation and certainly would be a deterrent toward speeding, thus contributing greatly highway safety.

While it should be generally accepted that the speed limits now posted reflect reasonable and proper limits as determined by engineering study, with this proposed change in the law it is the opinion of the Department that a review of the present limits should be undertaken to determine if any increase should be permitted. Inasmuch as this will require a period of time and the additional time to erect any signs necessary to reflect these increased limits, it is respectfully requested that if this bill receives a favorable report, the effective date become January 1, 1972, except that on limited access facilities the effective date could remain on October 1, 1971.

For the reasons stated above, it is respectfully requested that this bill receive a favorable report from this Committee with the exception of a delayed effective date.

Speaking in opposition to S.B.#654.

S.B.#654 - AN ACT ELIMINATING AXLE WEIGHT RESTRICTIONS AS A CONSIDERATION PERTAINING TO OVERWEIGHT ON VEHICLES AND TRAILERS

Section 1 of this bill proposes to remove the axle weight limitation in sub-section (a) of general statute 14-267.

Section 2 of this bill proposes to eliminate the axle weight limitations in general statute 14-268.

The Federal Highway Act of 1956, now section 127, title 23, United States Code, "Highways" establishes the maximum allowable weight and dimensions for vehicles on the Interstate System. Single axle weights of 18,000 pounds and tandem axle weights of 32,000 pounds are stated in the code and anything in excess of these limits is grounds for suspending the funds authorized to be appropriated to Connecticut under section 108(b) of the Federal (-Aid) Highway Act of 1956.

Connecticut axle loadings are compatible at present with the North Eastern United States. Our single axle loading is 22,400(pounds) or in the case of axles spaced less than six feet apart eighteen thousand pounds. These axle loads are in excess of those approved by the U.S. Government, however, these weights were approved through the grandfather clause of the Federal-Aid Highway Act of 1956 which stated that any state regulations in effect prior to passage of the act could be retained by the state.

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Mr. Williston: (cont'd) I would like to mention that there are eight(8) bills concerning this subject which will be heard before the Transportation Committee on March 16, 1971. These are SB-254, SB-381, SB-439, HB-6328, HB-6434, HB-6934 and HB-6936.

In view of the fact that this bill would eliminate a government requirement, i.e., axle load limits, and jeopardize the receipt of Federal money, it is respectfully requested that this bill receive an unfavorable report.

Thank you.

Sen. Jackson: Thank you, Mr. Williston. A question, Mr. Williston.

Rep. Willard: On #6649, do you have any comment whether or not that your Department has any position regarding the posted speed limit, the maximum applying to local highways, as well as state highways?

Mr. Williston: Under the statute, I believe that any speed limit has to be approved by the State Traffic Commission. So that the locally posted local speed limit will be reviewed and approved by the State Traffic Commission as well as on state highways.

Sen. Jackson: Would you leave that with the secretary? Alexander Cerasoli.

Officer Cerasoli: Members of the Judiciary Committee: I am Officer Alex Cerasoli, Chairman of the Traffic Safety Committee for all Hartford Schools. I wish to voice the wholehearted support from our entire membership for S.B.#1096.

S.B.#1096 - AN ACT CONCERNING IMPLIED CONSENT TO TESTS IN ARRESTS FOR OPERATING A MOTOR VEHICLE UNDER THE INFLUENCE

S.B.#1101 - AN ACT CONCERNING THE OPERATION OF A MOTOR VEHICLE WHILE UNDER THE INFLUENCE OF LIQUOR OR DRUGS

We strongly urge favorable consideration of this bill by this Committee. Thank you, gentlemen.

Sen. Jackson: Thank you. Donald Linde.

Officer Cerasoli: Serg. Linde will not speak.

Sen. Jackson: Philip Lincoln to be followed by Mr. Hoar.

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JUDICIARY COMMITTEE

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Ch. Lincoln: Mr. Chairman, and the Honorable Members of the Committee: My name is Philip R. Lincoln, I'm Chief of Police in Newington, Connecticut and Legislative Chairman for the Connecticut Association of Chiefs of Police. On behalf of myself and of the Connecticut Chiefs of Police, about a hundred of them, I'm appearing in support of S.B.1101 and the reasons have been pretty largely innumeraled by previous speakers. Also in favor of S.B.#1096.

S.B.#1096 - AN ACT CONCERNING IMPLIED CONSENT TO TESTS IN ARRESTS FOR OPERATING A MOTOR VEHICLE UNDER THE INFLUENCE

And this also has been pretty much covered by previous speakers. I think one point on the question of both of these bills that has not been mentioned is the fact that presently and in the future, as far as I can foresee, we ask a driver to make a decision as to his physical condition when he is the least able to make an intelligent decision. And the tighter he gets the less able he is to make an intelligent decision. We somehow or another have to impress our drivers that if there is any question about making a decision they shouldn't be making it at all then. They should a passenger and not an operator.

I'd also like to speak in favor of H.B.#6654 which sets increased penalties for evading police officers.

H.B.#6654 - AN ACT CONCERNING DISOBEYING ORDERS OF OFFICER EVADING POLICE SIGNAL OR COMMAND

Just a short while ago in my town, we had the unfortunate accident where the man attempting to run away from one of my police officers killed three people and injured three more. It's not unusual today for people, particularly the youth to attempt to evade us. They have faster vehicles and they're willing to take a chance. Perhaps if we make it somewhat more costly when they are caught. This will be working in our favor.

I'd like to speak in favor of S.B.#1097.

S.B.#1097 - AN ACT CONCERNING THE TAKING OF BLOOD SAMPLES IN CONNECTION WITH FATAL MOTOR VEHICLE ACCIDENTS

My own Department and I'm sure most of the Departments in the state attempt now to get blood tests in fatal. Because this often times gives us the truth which is exactly what we're looking for in an accident investigation. Finally, I would like personally and on behalf of the Connecticut Chiefs to support H.B.#5659 which was introduced by my own Representative.

H.B.#5659 - AN ACT CONCERNING THE REMOVAL OF IGNITION KEYS FROM MOTOR VEHICLES.

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Ch. Lincoln: I understand that this bill has a long history of being presented and sort of dying in the Committee. There is one thing, I think, in the point in favor of this bill at this time. The highway safety bureau with the co-operation of the automobile manufacturers is started installing what they call a theft proof or theft resistant lock on modern cars. They started in 1969 and they started again in 1970. The novice is not going to be able to jump these cars and drive off because the steering column is going to be locked as well as the ignition. We have an opportunity combining this fact together with a requirement that people remove the keys from their ignitions and lock their cars this'll substantially reduce the incidence of the kids taking the automobiles for the joy ride.

Thank you. Any questions?

Sen. Jackson: Thank you, Chief. Mr. Hoar to be followed by John Murphy. Mr. Hoar from the Connecticut Safety Commission?

Mr. Haas: My name is Paul Haas. I serve on the Connecticut Safety Commission and with compassion on overworked transcriptionists and legislators, I will simply summarize my remarks and leave a copy of the supporting documents with the secretary.

The Connecticut Safety Commission formed a Task Force to fight drunk driving and I chaired that Task Force which had a conference February 5th. This conference was attended by some 25 social, religious, state and business organizations with the membership in the vicinity of 500,000. Candidly, the discussion on drunk driving and the recommendations ranged from simply jailing the offender to the more humane treatment of rehabilitation. However, from this Task Force there came a resolution which was forwarded to the Governor. I will simply read that resolution.

"We strongly support legislation before the General Assembly which has as its objective the protection of the millions of highway users in our state against the driver who becomes intoxicated and then, drives his automobile. The individual has every right to make that personal decision, but when he gets behind the wheel of his car, that act involves the innocent. It jeopardizes the sober driver's right to expect reasonable use of the state's highways by his fellow man. Expert and authoritative data abound regarding what constitutes a drunk driver, and we urge that you do everything in your power to update our statutes to reflect these irrevokable facts."

We received a communication from the Governor which said

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Mr. Hass: (cont'd) paraphrased, "It is most gratifying to know that so many prominent organizations are both sensitive to the slaughter on our highways and willing to stand up for legislation which would help end this tragedy. "

Thank you, gentlemen.

Sen. Jackson: Thank you, Mr. Haas. John Murphy to be followed by Grace Taylor.

Mr. Murphy: My name is John Murphy. I'm Chairman of the Connecticut Safety Commission. I just wish to put our membership of our Commission on record supporting bill #1101 and 1096.

S.B.#1101 - AN ACT CONCERNING THE OPERATION OF A MOTOR VEHICLE WHILE UNDER THE INFLUENCE OF LIQUOR OR DRUGS

S.B.#1096 - AN ACT CONCERNING IMPLIED CONSENT TO TESTS IN ARRESTS FOR OPERATING A MOTOR VEHICLE UNDER THE INFLUENCE

And also we will do everything that we can to assist your Committee in its demonstration of driving and blood alcohol content which you desire to have here. Thank you.

Sen. Jackson: Thank you very much. Grace Taylor to be followed by Dr. William Vincent.

Ms. Taylor: I'm here in support of S.B.#1101.

S.B.#1101 - AN ACT CONCERNING THE OPERATION OF A MOTOR VEHICLE WHILE UNDER THE INFLUENCE OF LIQUOR OR DRUGS

My name is Grace Taylor. I'm a City Safety Co-ordinator for the City of Meriden and chairman of the Safety Council. And I wish to voice the wholehearted support of our entire city which totals about 66,000 for S.B.#1101 concerning the operation of a motor vehicle while under the influence of liquor or drugs. We strongly urge the favorable consideration of this bill by the Committee.

And I would also like to speak in support of S.B.#1096 and voice the wholehearted support of our entire population.

S.B.#1096 - AN ACT CONCERNING IMPLIED CONSENT TO TESTS IN ARRESTS FOR OPERATING A MOTOR VEHICLE UNDER THE INFLUENCE

We strongly urge favorable consideration of this bill by this Committee.

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TUESDAY

JUDICIARY COMMITTEE

MARCH 2, 1971

Sen. Jackson: Thank you. Dr. Vincent to be followed by Henry Murphy.

Dr. Vincent: Mr. Chairman, Members of the Judiciary Committee: I'm Dr. William Vincent, the Assistant -Director of the Laboratory Division of the State Department of Health. The State Department of Health wishes to go on record as supporting the reduction of the presumptive blood alcohol level to 0.10% as proposed in bill #1101.

S.B.#1101 - AN ACT CONCERNING THE OPERATION OF A MOTOR VEHICLE WHILE UNDER THE INFLUENCE OF LIQUOR OR DRUGS

We wish to assure this Committee that the toxicology laboratory of the State Department of Health has the expertise to perform this test accurately at this level. We'll be willing to answer any questions regarding the technical aspects of the determination of blood alcohol. Thank you.

Sen. Jackson: Would you also be able to help participate in that ...

Dr. Vincent: We've already offered to give our services in that respect.

Sen. Jackson: Thank you very much. Henry Murphy to be followed by Anita Cavalieri.

Ms. Cavalieri: Mr. Chairman and Members of Judiciary Committee: I speak in support of S.B.#1096.

S.B.#1096 - AN ACT CONCERNING IMPLIED CONSENT TO TESTS IN ARRESTS FOR OPERATING A MOTOR VEHICLE UNDER THE INFLUENCE.

My name is Anita B. Cavalieri. I'm Traffic Safety Chairman for the Connecticut State Federation of Women's Clubs. I wish to voice the wholehearted support of our entire membership which totals 18,000 for S,B.#1096.

I also speak in support of S.B.#1101.

S.B.#1101 - AN ACT CONCERNING THE OPERATION OF A MOTOR VEHICLE WHILE UNDER THE INFLUENCE OF LIQUOR OR DRUGS.

We strongly urge favorable consideration for this bill by the Committee.

Sen. Jackson: Thank you very much. Mr. Zakarian, Albert Zakarian? Charles Spangle to be followed by Johnson, from the town of Stratford.

TUESDAY

JUDICIARY COMMITTEE

MARCH 2, 1971

Mr. Spangle: Mr. Chairman, Members of the Judiciary Committee: My name is Van Spangle, chairman of the Traffic Safety Committee for the Insurance Association of Connecticut whose members are made up by the state domiciled casualty insurance companies, and there are some 5,000 agents.

Today there are six bills before the Committee concerning alcohol and the blood of motorists. Four of these bills seek a law that fixes blood alcohol concentration of .10% or more as presumptive evidence that a driver is intoxicated. These bills are numbered as follows:

S.B.#47 - AN ACT CONCERNING THE CONCENTRATION OF ALCOHOL IN THE BLOOD OF MOTOR VEHICLE OPERATORS.

S.B.#216 - AN ACT CONCERNING THE OPERATION OF A MOTOR VEHICLE WHILE INTOXICATED.

S.B.#1097 - AN ACT CONCERNING THE TAKING OF BLOOD SAMPLES IN CONNECTION WITH FATAL MOTOR VEHICLE ACCIDENTS.

S.B.#1101 - AN ACT CONCERNING THE OPERATION OF A MOTOR VEHICLE WHILE UNDER THE INFLUENCE OF LIQUOR OR DRUGS.

We would like to go on record and say that the Insurance Association of Connecticut strongly supports all of these bills or the intended purpose of these bills. They are part of the legislation the industry has already requested to be introduced in the area of traffic safety. As you know these bills address themselves to one of the worst problems on our highways-the drinking driver. And it is felt that one way Connecticut can tackle this problem effectively is to pass a law that will enable a crack down on more of the drivers who drink. This can be done by lowering the statutory limit of alcohol in the blood. These bills recognize as does the National Safety Council and the federal government and many state governments that alcohol is a factor in at least 1/2 of the motor vehicle fatalities throughout the country. Connecticut's present law places the presumptive level of intoxication at .15% even the .10% blood alcohol level recommended by these four bills is considered too high by many medical authorities. Several studies support that levels of .05% significantly increase the probability of being involved in an accident. I believe as we heard earlier at the .10 level a driver is still six times more likely to become involved in a crash than when sober. Latest research demonstrates that no one is physically or mentally fit to drive in a motor vehicle when the concentration reaches a .10% level. Research has also provided the chances of a driver getting involved in an accident are doubled when the blood alcohol content increases from a .04-.06. At .08 his chances are four times greater and at the recommended .10 six times greater and at today's .15 level his chances are 25 times greater than when sober.