Connecticut Highway Safety Improvement Program (HSIP)
Implementation Plan for FFY 2022

Connecticut Department of Transportation
Bureau of Engineering and Construction
Division of Traffic Engineering – Safety Engineering
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Executive Summary

This Highway Safety Improvement Program (HSIP) Implementation Plan for Connecticut documents the HSIP obligations and actions the state will take for the 2022 Federal Fiscal Year (FFY). This plan is required because the Federal Highway Administration (FHWA) notified the State that Connecticut did not meet or make significant progress toward meeting the 2019 safety performance targets, based on the five (5) - year moving averages for 2015-2019. This is the second year of not meeting the targets. In September 2020, the state of Connecticut submitted an HSIP Implementation Plan for FFY 2021. That plan documented HSIP funding and project decisions made in order to meet or make significant progress toward meeting Connecticut’s safety performance targets in subsequent years. Projects in the FFY 2021 Implementation Plan are in various stages of study and design. Some of the projects will progress to final design and construction phases, and those will be included in the FFY 2022 HSIP Implementation Plan.

The requirement to prepare this HSIP Implementation Plan is not viewed as a penalty since the Connecticut Department of Transportation (CTDOT) has made a commitment to safety and has obligated all its annual HSIP apportionment over the past several years. Under this Plan, CTDOT proposes to obligate $38,836,199 of HSIP funding which is above the requirement of $30,149,166. Also, CTDOT took this opportunity to again re-value its HSIP investment decisions and identify gaps and deficiencies to ensure that projects identified, prioritized, and programmed have the best potential for reducing fatalities and serious injuries. Consideration is also being made to help Connecticut meet safety performance targets in subsequent years. In order to make these decisions for this HSIP Implementation Plan, CTDOT reviewed fatality and serious injury crash data on all public roads from 2018 to 2020 utilizing the Connecticut Crash Data Repository (CTCDR). ¹

The evaluation of historical HSIP funded project expenditures shown in the expenditures section in Decision Support Framework Actions table below was used to inform this plan but does not take into consideration the impacts of the HSIP funded projects that have recently been implemented. The framework for this plan is based on the Decision Support Framework Actions from the FHWA Office of Safety’s HSIP Implementation Plan Guidance dated October 13, 2017 shown below:

<table>
<thead>
<tr>
<th>Decision Support Framework Actions</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Review Fatality and Serious Injury Trends</td>
<td>• Compare Statewide trends vs COGs and districts.</td>
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<tr>
<td></td>
<td>• Compare trends by SHSP emphasis area, urban/rural designation, functional class, roadway ownership.</td>
</tr>
<tr>
<td>Review HSIP Expenditures</td>
<td>• Compare the proportion of HSIP expenditure by SHSP emphasis areas, urban/rural designation, functional classification, roadway ownership to determine if the proportion of fatalities/serious injuries align with where the problems are occurring.</td>
</tr>
<tr>
<td>Review Historical Project Performance</td>
<td>• Which countermeasures were implemented?</td>
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<tr>
<td></td>
<td>• Where were countermeasures implemented?</td>
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<td>• What crash types were these countermeasures addressing?</td>
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</tbody>
</table>

¹ See UConn Crash Data Repository: https://www.ctcrash.uconn.edu/
## Decision Support Framework Actions

<table>
<thead>
<tr>
<th>Action</th>
<th>Description</th>
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</table>
| **Identify Gaps or Deficiencies** | • Review data and information to determine any gaps and deficiencies.  
• Determine program modifications to ensure projects are identified, prioritized and programmed properly and have the best potential to reduce fatalities/serious injuries. |
| **Identify Noteworthy Practices** | • Review literature on noteworthy practices that address State-specific crash characteristics.  
• Identify noteworthy practices that have not yet been implemented and consider them in the HSIP. |
| **Conduct Stakeholder Outreach** | • Engage safety stakeholders in a discussion about program needs and potential solutions. |
| **Develop HSIP Implementation Plan** | • Use input from gap analysis, literature review, and safety stakeholders as a starting point for development of the HSIP Implementation Plan. |

## Available Funding

Under 23 U.S.C. 148(i)(1), Connecticut did not meet or make significant progress towards meeting safety performance targets and must obligate HSIP funds in the amount apportioned for the prior year. As a result, Connecticut must obligate at least $30,149,166 in FFY 2022, which was the apportionment amount for FFY 2018.

## Funding Allocation Goals

The HSIP Implementation Plan must describe how HSIP funds will be allocated during the plan period (23 U.S.C. 148(i)(2)(C)). In determining these obligation allocation goals, Connecticut considered obligating needs by crash type (e.g. pedestrian, roadway departure, angle), as well as other categories such as roadway ownership (e.g. state vs. local roads) and improvement type (e.g. spot vs. systemic).

![Figure 1: Distribution of Crashes by Road Ownership](image_url)
HSIP Programs, Strategies, and Activities

The State’s HSIP Implementation Plan must identify a combination of programs, strategies, and activities to be funded under the HSIP that will (1) contribute to a reduction in fatalities and serious injuries [23 U.S.C. 148(b) & 150(b)(1)] and (2) help the State achieve or make significant progress towards achieving their safety performance targets in subsequent years [23 U.S.C. 148(i)(2)(D)]. The HSIP programs, strategies, and activities must address roadway features that constitute a hazard to road users, as well as highway safety improvement projects that were identified based on crash experience, crash potential, or other data-supported means. 23 U.S.C. 148(i)(2)(A)(B).

Crash Analysis

A review of the Statewide Crash Data (see Connecticut Fatal and Serious Injury Crash Tree in Appendix E) shows that the crash data continues to show the same patterns exhibited during the creation of Connecticut’s current Strategic Highway Safety Plan and as shown in the FFY 2021 Connecticut HSIP IP. In addition, the crashes are split approximately evenly along roadway ownership (55% State System vs 45% Municipal System, see Figure 1 above).

For the purposes of analysis, Roadway Safety Object and Other Stationary Object crash fields were added together to establish the Roadway Departure Crash category. As Connecticut’s current SHSP lists both pedestrian and bicyclist together under the Vulnerable User Emphasis Area and the FHWA Safety Performance Target Assessment indicated that the “number of non-motorized fatalities and serious injuries” safety target was not met, the crash data of these two categories were combined in this report. However, as the crash data shows pedestrian crashes are 16% of the statewide total of fatal and serious injury crashes while bicyclists are 1%, only strategies targeting pedestrian crashes were assessed in this report. Hereinafter, vulnerable users will be discussed as pedestrians. As shown in Figure 2 below, the top three crash types include Roadway Departure, Angle, and Pedestrians. Roadway Departure accounts for 24% or 1,022 crashes, Angle accounts for 23% or 968 crashes, and Pedestrians account for 17% or 734 crashes.

![Figure 2: Distribution of Crash Type for Fatal and Serious Injury Crashes throughout the State](image-url)
The crash data was also disaggregated by sections of the State. Connecticut is separated into four construction and maintenance Districts within the CTDOT and into nine Councils of Government (COGs). Projects throughout the State are allotted to the four districts in an effort to establish distribution of funding. A critical role of the nine COGs is to be stakeholders who provide feedback to the CTDOT on behalf of their member municipalities as regional planning organizations. In order to provide an understanding of how the Districts and COGs are affected by the HSIP IP, the following is a breakdown of fatal and serious injury crashes by District and by COG.

From 2018-2020 Districts 1 and 3 account for 31% and 38%, respectively, of the fatal and serious injury crashes throughout the state, while District 2 accounts for 11% and District 4 accounts for 20%. This is shown in Figure 3 below.

Of the COGs within Districts 1 and 3, the Capitol Region COG (CRCOG) accounts for the most fatal injury and suspected serious injury crashes throughout the state with 27%, followed by the South Central Region COG (SCRCOG) with 21%. Western Connecticut COG (WestCOG) and Naugatuck Valley COG (NVCOG) each account for 13%, Connecticut Metropolitan COG (MetroCOG) accounts for 11%, Southeastern Connecticut accounts for 6%, Lower Connecticut River Valley COG (RiverCOG) accounts for 4%, Northwest Hills COG (NHCOG) accounts for 3%, and Northeastern Connecticut COG (NECOG) accounts for 2%. These crash percentages are shown in Figure 4 below.

Figure 3: Distribution of Fatal and Serious Injury Crashes by District (2018-2020)
CRCOG is located almost entirely within District 1. SCRCOG is located almost exclusively in District 3. The largest of Connecticut’s cities are located in the CRCOG and SCRCOG regions.

Looking at the crash data from 2018-2020, 16% of overall crashes include pedestrians, as shown in Figure 2. In terms of roadway ownership, 55% of pedestrian crashes occurred on municipal roadways, 34% occurred on state roadways, and 8% of pedestrian fatal and serious injury crashes occurred where classification was unknown as shown on the Fatal and Serious Injury Pedestrian and Bicycle Crash Tree provided in Appendix E.

A list of fatal and serious injury crashes by municipality is provided in the Fatal and Serious Injury Crash Rates by Municipality list in Appendix E. The list provides a breakdown of fatal and serious injury crash rates in order from highest percentage to lowest percentage. The municipalities with the ten highest percentages have been highlighted to show largest impacted municipalities.

Overall maps showing crashes by District and COG are provided in Appendices C and D, respectively. Crash Trees to show classification by crash type, COG, District, Municipal and State Road, and overall data are provided in Appendix E.

**Review of HSIP Expenditures**

A review of the HSIP project funding expenditures between 2013 and 2020 revealed $189,866,122 was allocated to state roads and $47,059,951 was allocated to municipal roads\(^2\). This correlates to 68% of total funding for state roads, 17% for municipal roads, and 15% on non-roadway expenditures (see Figure 5). Between 2018 and 2020, 64% of total funding was allocated to state roads, 20% to municipal roads, and 16% to non-roadway expenditures. The three years of crash data analyzed for fatal and serious injury crashes revealed that 55% of crashes occurred

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\(^2\) See Figure 5 “Percent Distribution of Expenditures on Municipal and State Systems (2013-2020)” on page 10.
on state roads and 45% occurred on municipal roads.\(^3\) Figures 1 above and 6 below show percentages of expenditures and crashes on each roadway system. As similar to the data in the FFY21 Implementation Plan, the data suggests that expenditure allocation should be redistributed to increase amounts to municipal systems in order to address what the most recent crash data has shown.

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3 See Figure 1 “Distribution of Crashes by Road Ownership” on page 6.
Review of Historical Project Performance

As with the FFY 21 HSIP Implementation Plan, no formal before and after studies were conducted with this Plan, as many of the projects that have been implemented do not have enough data to determine their effectiveness. As with the previous plan, this plan continues to include projects focused on FHWA Proven Safety Countermeasures. There are also studies that were conducted under the FFY 2021 HSIP Implementation Plan that will be advanced to the design or construction phase in this plan. A review of project performance and effectiveness will be conducted when the appropriate amount of data is available.

CTDOT’S Connecticut Roadway Safety Management System (CRSMS) can be used for assessing the safety effectiveness of implemented projects through the Safety Effectiveness Evaluation Module. The Module includes crash data from 2013 to 2020. Newer crashes are added as they become available. To get reliable assessment, it requires at least 3 years of crash data before the project implementation and 3 years of crash data after the project implementation. This means as of 2021 the projects to be assessed in CRSMS need to be implemented between year 2016-2017, to have at least 3 years before and 3 years after crash history. For newer projects, as soon as 3 years after data is available, their effectiveness could be evaluated through CRSMS. In addition, interchange junctions and local maintained intersections currently have limited representation in CRSMS because the statewide data is still under collection. Effectiveness evaluation for projects at local intersections or within interchange areas cannot be performed until the data is ready. The interchange sites and local intersections are expected to be added to CRSMS by the end of 2022. In the meanwhile, Connecticut specific Safety Performance Functions (SPFs) have been developed for use in network screening and project assessment, and they are expected to be updated using the latest data by the end of 2022.

Identification of Gaps and Deficiencies

Data collected and analyzed for this report indicated that municipally owned roadways could benefit from a greater share of the HSIP funding for FFY 2022. Between 2018 and 2020, 45% of the total serious injury and fatality crashes occurred on municipal roadways while only 20% of expenditures were allocated to municipal roadways.4

The proposed Project List for FFY 2022 is comprised of projects and studies that are 22% municipal, 68% state, and 10% statewide. The intent of the studies that are proposed on municipal roads is to generate data driven systemic projects for municipal roads, which can then progress to the design and construction phases. The CTDOT intends to include additional design and construction projects for municipal roads in future years as a direct result of the proposed studies in the FFY 2022 Project List.

Vulnerable users have also been recognized throughout the crash data analysis as having an increased amount of fatal and serious injury crashes from 2018 - 2020. From 2018 through 2020, 17% of fatal and serious injury crashes involved a vulnerable user (16% pedestrian and 1% bicyclist).5

Identification of Noteworthy Practices and Stakeholder Outreach

Geographical information for each crash was compiled and separated by COG and District and provided to each respective COG and to the Highway Safety Office prior to conducting stakeholder outreach. The crash data was analyzed for each COG and District to establish trends in day, time, crash types, roadway classifications, and

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4 See Figure 1 “Distribution of Crashes by Road Ownership” on page 6 and Figure 6 “Percent Distribution of Expenditures By Road Ownership (2018-2020)” on page 10.
5 See Figure 2 “Distribution of Crash Type for Fatal and Serious Injury Crashes throughout the State” on page 7.
locations of crashes. The analysis pages for statewide crashes, District crashes, and COG specific crashes are provided in Appendices B, C, and D respectively.

Stakeholder outreach was conducted with all nine COGs and two Divisions within CTDOT, the Highway Management Unit and the Highway Safety Office for input on this plan. Based on meetings with the COGs and crash data analysis, various needs were identified specific to each COG. As a result systemic and systematic projects were proposed within each region. The systemic and systematic projects that fit within several regions are proposed in the FFY 2022 HSIP.

During the stakeholder outreach meetings with the COGs, each group expressed concerns largely centered around the three program areas; Roadway Departure crashes, Angle/Intersection crashes, and Pedestrian crashes. All groups expressed concerns with pedestrian safety and pedestrian connectivity within their regions. The Raised Intersection Study was met favorably as a way to address pedestrian crashes by identifying proper locations for raised intersections. The Capitol Region, Southern Connecticut, South Central Regional, and Western Connecticut COGs requested the state provide centerlines and edge lines in specific areas on municipal roadways to address roadway departures. The Naugatuck Valley, Southern Connecticut, Lower Connecticut River Valley, South Central Regional, Western Connecticut, and Metropolitan COGs all favored a Roundabout Study within their area to mitigate intersection crashes.

**Decision Support Framework**

The State of Connecticut is utilizing data driven planning to establish proposed programs. A focus was set on systemic projects to provide widespread improvements throughout the state. The analysis resulting in the combination of location and type of crash was used to establish focus areas throughout the Connecticut roadway system. Crash data analysis indicates that a higher level of expenditures should be allocated to municipal roadways in an effort to equitably divide expenditures in line with the crash data. As established through the crash review, trends based on crash types were determined and were condensed into three (3) crash program types. The program areas are Roadway Departure, Angle/Intersection crashes, and Pedestrians, a combination of which represents 64% of crashes from 2018-2020.⁶ The program areas for this implementation plan align with the previous plan, and many of the projects identified in FFY 2021 will carry over into this Plan.

**Program Areas**

As indicated in the previous section, the program areas determined under the FFY 2022 HSIP IP are Roadway Departure crashes, Angle/Intersection crashes, and Pedestrian crashes. For each of these program areas, there is a listing of strategies or countermeasures, including their purpose, type of cost (actual cost for most are TBD), methodology, implementation (state roads and municipal roads), and benefits on how the strategy or countermeasure will help Connecticut make progress toward achieving the safety performance targets in subsequent years. These proposed programs are above and beyond the current obligation as the projects determined in FFY 2021 exceed the program goals.

**Proposed Programs**

A compiled project list is provided in Appendix A and includes ongoing projects from the HSIP IP FFY2021. The projects are progressing in planning, design, and implementation as a result of FFY2021 funding and associated expenditures are

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⁶ See Figure 2 “Distribution of Crash Type for Fatal and Serious Injury Crashes throughout the State” on page 7.
included in the FFY 2022 plan. A summary of the ongoing projects is included in Table 1 below. Additional projects listed below are designed to complement and extend the ongoing projects.

### Table 1: Ongoing Projects and Descriptions

<table>
<thead>
<tr>
<th>Roadway Departure</th>
<th>Intersection</th>
<th>Pedestrian</th>
</tr>
</thead>
</table>
| • Horizontal Alignment Signing  
  - Construction on state roads in Districts 1 and 2.  
  - Design of horizontal curve signs on municipal roads.  
  • High Friction Surface Treatment (HFST)  
  - Design and construction of HFST on state roads. | • Traffic Signal Improvements  
  - Traffic signal safety improvements on state roads.  
  • Signing and Pavement Markings at Unsignalized Intersections  
  - Continue with design on state roads.  
  - Initiate design on municipal roads.  
  • Intersection Improvements  
  - Improvements at spot locations on both state and municipal roads. | • Rectangular Rapid Flashing Beacon (RRFB)  
  - Continue design on both state and municipal roads.  
  • Pedestrian Improvements at Signalized Intersections  
  - Continue design at state owned signalized intersections |

### Pavement Markings on Municipal Roadways

**Purpose:**

Roadway departures are within the top three highest percentile of fatal and serious injury crashes. Of crashes on municipal roadway segments, 45% of fatal and serious injury crashes were attributed to roadway departure. Installing pavement markings on municipal roadways which currently do not have pavement markings (specifically centerlines and where width allows, edge lines) will provide approach guidance for vehicles on the travel way.

**Cost:** Planning Study: $500,000

**Methodology and Implementation Plan:**

As requested during stakeholder outreach, the CTDOT will work with municipalities to compile a statewide planning study to determine municipal roads in each town that will benefit from centerlines and edge lines based on AADT, width, length, and functional classification. The study will result in a determination of which roadways should be considered for pavement markings and documents such as technical memoranda, pamphlets, or flyers to educate municipal leaders about the benefits of durable pavement markings.

**Benefits:**

- Pavement markings provide guidance on a clear path for travel.
- Drivers will be aware of horizontal curves within the roadway.
- Drivers are less likely to exit the roadway errantly.

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7 See Figure 2 “Distribution of Crash Type for Fatal and Serious Injury Crashes throughout the State” on page 7.
8 See “Connecticut Fatal and Serious Injury Crash Tree” in Appendix E.
9 See FHWA “The Benefits of Pavement Markings: A Renewed Perspective Based on Recent and Ongoing Research”; [https://safety.fhwa.dot.gov/roadway_dept/night_visib/pavement_visib/no090488/](https://safety.fhwa.dot.gov/roadway_dept/night_visib/pavement_visib/no090488/).
High Friction Surface Treatment

**Purpose:**
High friction surface treatment is intended to mitigate the frequency of roadway departures crashes throughout the state of Connecticut. High friction surface treatment provides additional traction on roadways to prevent slipping and overall roadway departure. Roadway departures account for 24% or 1,022 fatal or serious injury crashes in the state of Connecticut.

**Cost:** $700,000 statewide

**Methodology and Implementation Plan:**
CTDOT will coordinate with each district to initiate four preliminary design projects on state owned roadways to identify and design new locations for high friction surface treatment.

**Benefits:**
- Provides additional traction for vehicles travelling on state roadways.\(^{10}\)
- Districts will be able to reduce roadway departure within frequented roadways.\(^{8}\)
- High Friction Surface Treatment is an FHWA Proven Safety Countermeasure and provides a 52% severe crash reduction in wet road conditions and a 24% reduction in curve crashes\(^{11}\).

Roundabout Study

**Purpose:**
Intersection crashes account for 47% of fatal and serious injury crashes on municipal roads and 44% on state roads.\(^{12}\) Based on the number of intersection crashes found and given that roundabouts are a proven safety countermeasure, a roundabout study will be initiated. This statewide study will be focused on determining which existing intersections would benefit from a roundabout.

**Cost:** Study - $2,400,000

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\(^{11}\) See FHWA “Proven Safety Countermeasures: Enhanced Delineation and Friction for Horizontal Curves”; [https://safety.fhwa.dot.gov/provencountermeasures/enhanced_delineation/](https://safety.fhwa.dot.gov/provencountermeasures/enhanced_delineation/)

\(^{12}\) See “Connecticut Fatal and Serious Injury Crash Tree” in Appendix E
**Methodology and Implementation Plan:**

The CTDOT will evaluate the existing intersections within the region experiencing the highest number or rate of crashes at intersections, including pedestrian crashes, and evaluate improvements based on criteria for roundabouts. The study will provide the framework for roundabout design projects in the future. Roadways classified as state and municipal roadways will be equally eligible.

**Benefits:**

- To establish good candidate locations for roundabouts in order to allow a smooth design and construction process and to better develop the use of these proven safety countermeasures in Connecticut.
- Providing written justification and data driven results for roundabouts allows for better communication with municipalities and the public.
- Roundabouts are an FHWA Proven Safety Countermeasure with an 82% reduction in severe crashes for two way stop controlled intersections converted to roundabouts and a 78% reduction in severe crashes from a signalized intersection to a roundabout\(^{13}\).

![Roundabout Image](image)

### Raised Intersection Study

**Purpose:** Of pedestrian fatal and serious injury crashes in Connecticut, on state roads 44% of crashes occur at intersections and on municipal roads 47% occur at intersections\(^ {14}\). Based on the number of pedestrian crashes found in the most recent data and given that raised intersections are part of the Safe Transportation for Every Pedestrian program (STEP), a raised intersection study will be initiated\(^ {15}\). This study will be focused on determining which existing locations would benefit from a raised intersection. Per stakeholder outreach information, the Western Council of Governments will pilot this study to establish future planning and improvement in other regions.

**Cost:** Planning Study: $300,000

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\(^{13}\) See FHWA “Proven Safety Countermeasures: Roundabouts”; [https://safety.fhwa.dot.gov/provencountermeasures/roundabouts/](https://safety.fhwa.dot.gov/provencountermeasures/roundabouts/)

\(^{14}\) See “Fatal and Serious Injury Pedestrian and Bicycle Crash Tree” in Appendix E

\(^{15}\) See FHWA “Safe Transportation for Every Pedestrian (STEP)”; [https://safety.fhwa.dot.gov/ped_bike/step/](https://safety.fhwa.dot.gov/ped_bike/step/)
Methodology and Implementation Plan:

The CTDOT will evaluate the existing locations within the Western Council of Governments region experiencing the highest number or rate of pedestrian crashes, and evaluate improvements based on criteria for raised intersections. The STEP program indicates that raised intersections can slow down vehicle traffic and generate a safer atmosphere for pedestrians. The study will provide the framework for raised intersection design projects in the future. Roadways classified as municipal roadways will be considered first.

Benefits:

- Providing written justification and data driven results for raised intersections allows for better communication with municipalities and the public.
- To establish good candidate locations for raised intersection in order to allow a smooth design and construction process and to better develop the use of these proven pedestrian safety countermeasures in Connecticut.

Roadway Departure Projects

Horizontal Alignment Signing

The Horizontal Alignment Signing Project will implement construction on state roads in Districts 1 and 2 in FFY2022 as a result of the completion of design and advertisement efforts initiated in FFY2021. The design of horizontal curve signing on municipal roads will continue through FFY2022 as a result of the PE phase completed in FFY2021.

High Friction Surface Treatments (HFST)

Design and construction for High Friction Surface treatment on state roads is planned for FFY2022 as a result of the completion of the PE phases in each district in FFY2021.

Intersection Projects

Traffic Signal Improvements

Traffic signal safety improvements will be implemented on state roads as a result of the PE and advertising efforts in FFY2021.

Signing and Pavement Markings at Unsignalized Intersections

Design for signing and pavement markings at unsignalized intersections will be continued on state roadways and initiated on municipal roadways as a result of design efforts in FFY2021.

Intersection Improvements

Intersection improvements will be implemented at spot locations on both state and municipal roadways as a result of design phases performed in FFY2021.
Pedestrian

*Rectangular Rapid Flash Beacons (RRFB)*

Design on both state and municipal roads will be continued from planning and design efforts initiated in FFY2021.

*Pedestrian Improvements at Signalized Intersections*

Pedestrian Improvements will be continued at the design level for state-owned and maintained traffic signals as a result of planning projects implemented in FFY2021.
Appendix A

Project List
The project list below outlines proposed and ongoing projects from the HSIP IP FFY2021. The FFY2021 projects are progressing in planning, design, and implementation as a result of FFY2021 funding and associated obligations are included in the FFY 2022 plan.

### Project List for HSIP Implementation for FFY 2022 (last revised 8/30/21)

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>PHASE</th>
<th>ROUTE</th>
<th>TOWN</th>
<th>DESCRIPTION</th>
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<th>Roadway Improvement Category</th>
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<td>Intersection Projects</td>
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<td>Interim Paper</td>
<td>Intersection Safety Markings and Signing Improvement</td>
<td>Critical Roadway Locations</td>
<td>State</td>
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<td>HAB</td>
<td>IL</td>
<td>Various</td>
<td>Various</td>
<td>Intersection Safety Markings and Signing Improvement, 14 intersections - New Haven County</td>
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<td>2,650,000</td>
<td>Interim Paper</td>
<td>Intersection Safety Markings and Signing Improvement</td>
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<td>Critical Roadway Locations</td>
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<td>Intersection Safety Markings and Signing Improvement, 14 intersections - New Haven County</td>
<td>2,650,000</td>
<td>2,650,000</td>
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<td>Intersection Safety Markings and Signing Improvement</td>
<td>Critical Roadway Locations</td>
<td>State</td>
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</table>

### Project Phases to be Obligated in FFY2022 (Funds Prioritized HSIP IP FFY2021)

- Roadway Departure Projects
  - New HSIP IP Projects to be Obligated in FFY2022
    - HAB, IL: Various, Various, Intersection Safety Markings and Signing Improvement, 14 intersections - New Haven County
    - HAB, IL: Various, Various, Intersection Safety Markings and Signing Improvement, 14 intersections - New Haven County
    - HAB, IL: Various, Various, Intersection Safety Markings and Signing Improvement, 14 intersections - New Haven County
    - HAB, IL: Various, Various, Intersection Safety Markings and Signing Improvement, 14 intersections - New Haven County

- Other HSIP Projects
  - Project Phases to be Obligated in FFY2022 (Funds Prioritized HSIP IP FFY2021)
    - 0172-0522: IL: Various, Various, Intersection Safety Markings and Signing Improvement, 14 intersections - New Haven County
The analysis provided on the following pages summarizes statewide fatal and serious injury crash data from 2018-2020. The data is analyzed statewide and separated into rural and urban areas.
Rural vs. Urban K&A Crash Data 2018-2020

Urban - Location Type vs. Event Type

- Bridge Overhead Structure
- Bridge Rail
- Cable Barrier
- Concrete Traffic Barrier
- Culvert
- Curb
- Deer
- Ditch
- Embankment
- Fell/Jumped from Vehicle
- Fence
- Fire/Explosion
- Guardrail End
- Guardrail Face
- Jackknife
- Mailbox
- Motor Vehicle in Operation
- Other Fixed Object (wall, building, tunnel, etc.)
- Other Non-Collision
- Other Non-Fixed Object
- Other Non-motorist
- Other Post. Pole or Support
- Other Traffic Barrier
- Overturn/Rollover
- Parked Motor Vehicle
- Pedalcycle/Pedalcyclist
- Pedestrian
- Traffic Sign Support
- Traffic Signal Support
- Tree (standing)
- Unknown
- Utility Pole/Light Support

Count

≤ 6
≤ 14
≤ 43
≤ 299
≤ 759

Data Notes:
The state of Connecticut is divided into four maintenance and construction districts. The data on the following pages provides an in-depth review of the fatal and serious injury crash data for each district.
CTDOT District 1 Time & Conditions K&A Crash Data 2018-2020

Days of the Week

Months of the Year

Weather vs. Intersection Type

Days of the Month

Hours of the Day

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
CTDOT District 1 State vs. Municipal Road

State - Location Type vs. Event Type

- Cable Barrier
- Concrete Traffic Barrier
- Culvert
- Curb
- Deer
- Embankment
- Fell/Jumped from Vehicle
- Fence
- Guardrail End
- Guardrail Face
- Mailbox
- Motor Vehicle in Operation
- Other Fixed Object (wall, building, tunn...)
- Other Non-Collision
- Other Non-Fixed Object
- Other Non-motorist
- Other Post, Pole or Support
- Other Traffic Barrier
- Overtturn/Rollover
- Parked Motor Vehicle
- Pedalcycle/Pedalcyclist
- Pedestrian
- Struck by Falling, Shifting Cargo or Any...
- Thrown or Falling Object
- Traffic Sign Support
- Traffic Signal Support
- Tree (standing)
- Unknown
- Utility Pole/Light Support

Data Notes:
Obtained from https://www.cfcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
CTDOT District 2 Time & Conditions K&A Crash Data 2018-2020
CTDOT District 2 State vs. Municipal Road

Municipal - Location Type vs. Event Type

- Bridge Rail
- Cable Barrier
- Curb
- Deer
- Embankment
- Fell/Jumped from Vehicle
- Fence
- Guardrail Face
- Mailbox
- Motor Vehicle in Operation
- Other Fixed Object (wall, building, tunn...)
- Other Non-Collision
- Other Non-Fixed Object
- Overturn/Rollover
- Parked Motor Vehicle
- Pedalcycle/Pedalcyclist
- Pedestrian
- Tree (standing)
- Unknown
- Utility Pole/Light Support

Count

Route Type

State | Municipal | Unknown

348 | 111 | 14

Data Notes:
Obtained from https://www.cfcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
CTDOT District 3 State vs. Municipal Road

Municipal - Location Type vs. Event Type

- Cable Barrier
- Culvert
- Curb
- Deer
- Ditch
- Embankment
- Fell/Jumped from Vehicle
- Fence
- Fire / Explosion
- Guardrail Face
- Mailbox
- Motor Vehicle in Operation
- Other Fixed Object (wall, building, tunn...)
- Other Non-Collision
- Other Non-Fixed Object
- Other Non-motorist
- Other Post, Pole or Support
- Other Traffic Barrier
- Overturn/Rollover
- Parked Motor Vehicle
- Pedalcycle/Pedalcyclist
- Pedestrian
- Thrown or Falling Object
- Traffic Sign Support
- Traffic Signal Support
- Tree (standing)
- Unknown
- Utility Pole/Light Support

Count

State | Municipal | Unknown
--- | --- | ---
773 | 804 | 55

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
CTDOT District 3 State vs. Municipal Road

State - Location Type vs. Event Type

Count

Bridge Overhead Structure
Bridge Pier or Support
Cable Barrier
Cargo/Equipment Loss or Shift
Concrete Traffic Barrier
Curb
Ditch
Embankment
Fell/Jumped from Vehicle
Guardrail End
Guardrail Face
Mailbox
Motor Vehicle in Operation
Other Fixed Object (wall, building, tunn... Other Non-Collision
Other Non-Fixed Object
Other Non-motorist
Other Post, Pole or Support
Other Traffic Barrier
Overtake/Rollover
Parked Motor Vehicle
Pedalcycle/Pedalcyclist
Pedestrian
Thrown or Falling Object
Traffic Sign Support
Traffic Signal Support
Tree (standing)
Unknown
Utility Pole/Light Support

State Municipal Unknown

Route Type

Count

≤ 3
≤ 7
≤ 13
≤ 119
≤ 426

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
CTDOT District 4 Time & Conditions K&A Crash Data 2018-2020

Days of the Week

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<tr>
<th>Count</th>
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<th>Wednesday</th>
<th>Thursday</th>
<th>Friday</th>
<th>Saturday</th>
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<td>105</td>
<td>95</td>
<td>125</td>
<td>126</td>
<td>171</td>
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Months of the Year

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<thead>
<tr>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
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Days of the Month

<table>
<thead>
<tr>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
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<tr>
<td>≤ 1</td>
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<td>≤ 7</td>
<td>≤ 8</td>
<td>≤ 9</td>
<td>≤ 10</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Day of Month

Hours of the Day

Weather vs. Intersection Type

- Clear
- Fog, Smog, Smoke
- Not Applicable
- Severe Crosswinds
- Snow

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31, 2020 assembled on July 14, 2021
CTDOT District 4 Rural vs. Urban K&A Crash Data 2018-2020

Urban - Location Type vs. Event Type

Data Notes:
 Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
Appendix D

COG Crash Analysis

The state of Connecticut is comprised of nine planning regions known as Councils of Government (COGs). Throughout the project planning phase of the HSIP IP compilation, each COG was met with to review projects and impacts within their regions. The data on the following pages was provided to them in an effort to establish data driven projects that make up the Project List in Appendix A.
Capitol Rural vs. Urban K&A Crash Data 2018-2020

Urban - Location Type vs. Event Type

- Bridge Rail
- Concrete Traffic Barrier
- Curb
- Deer
- Ditch
- Embankment
- Fell/Jumped from Vehicle
- Fence
- Guardrail Face
- Jackknife
- Motor Vehicle in Operation
- Other Fixed Object (wall, building, tunnel, etc.)
- Other Non-Collision
- Other Non-motorist
- Other Post, Pole or Support
- Other Traffic Barrier
- Overturn/Rollover
- Parked Motor Vehicle
- Pedalcycle/Pedalcyclist
- Pedestrian
- Traffic Sign Support
- Tree (standing)
- Unknown
- Utility Pole/Light Support

Legend:
- ≤ 3
- ≤ 8
- ≤ 15
- ≤ 99
- ≤ 224

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
Capitol State vs. Municipal Road K&A Crash Data 2018-2020
Lower CT River Valley Time & Conditions K&A Crash Data 2018-2020

Days of the Week

Days of the Month

Months of the Year

Weather vs. Intersection Type

Hours of the Day

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31, 2020 assembled on July 14, 2021
Lower CT River Valley Rural vs. Urban K&A Crash Data 2018-2020

Urban - Location Type vs. Event Type

- Bridge Rail
- Curb
- Embankment
- Guardrail Face
- Mailbox
- Motor Vehicle in Operation
- Other Fixed Object (wall, building, tunnel, etc.)
- Other Non-Collision
- Other Non-Fixed Object
- Overturn/Rollover
- Pedalcycle/Pedalcyclist
- Pedestrian
- Tree (standing)

Count

- Rural
- Urban

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
Lower CT River Valley State vs. Municipal Road K&A Crash Data 2018-2020

State - Location Type vs. Event Type

- Animal Other Than Deer (live)
- Cable Barrier
- Concrete Traffic Barrier
- Curb
- Embankment
- Guardrail Face
- Mailbox
- Motor Vehicle in Operation
- Other Fixed Object (wall, building, tunnel...)
- Other Non-Collision
- Other Non-Fixed Object
- Other Post, Pole or Support
- Overtake/Kollision
- Pedalcycle/Pedalcyclist
- Pedestrian
- Traffic Sign Support
- Tree (standing)
- Utility Pole/Light Support

Count

State: 114
Municipal Unknown: 39
Route Type: 7

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
Metro Time & Conditions K&A Crash Data 2018-2020

Days of the Week

Count

Months of the Year

Days of the Month

Weather vs. Intersection Type

Freezing Rain or Freezing Drizzle
Sleet or Hail
Unknown

Hours of the Day

Counts: 64

Data Notes:
 Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
Metro Rural vs. Urban K&A Crash Data 2018-2020

Rural - Location Type vs. Event Type

- Bridge Pier or Support: 228
- Motor Vehicle in Operation
- Overturn/Rollover
- Parked Motor Vehicle
- Pedestrian
- Tree (standing)
- Off Roadway, Location Unknown
- On Roadway
- Roadside
- Shoulder

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
Metro Rural vs. Urban K&A Crash Data 2018-2020

Urban - Location Type vs. Event Type

- Cable Barrier
- Curb
- Fell/Jumped from Vehicle
- Fence
- Guardrail Face
- Motor Vehicle in Operation
- Other Fixed Object (wall, building, tunnel, etc.)
- Other Non-Collision
- Other Non-Fixed Object
- Other Non-motorist
- Other Post, Pole or Support
- Other Traffic Barrier
- Overturn/Rollover
- Parked Motor Vehicle
- Pedalcycle/Pedalcyclist
- Pedestrian
- Tree (standing)
- Unknown
- Utility Pole/Light Support

Count

- Rural
- Urban

Rural

Urban

228

Other Right-of-Way (trafficway)
Roadside
Shoulder

Data Notes:
Obtained from https://www.ctrash.uconn.edu/ for K & A Data between Jan 1, 2018 and Dec 31, 2020 assembled on July 14, 2021
Metro State vs. Municipal Road K&A Crash Data 2018-2020
Naugatuck Valley Rural vs. Urban K&A Crash Data 2018-2020

Urban - Location Type vs. Event Type

Data Notes:
Obtained from https://www.cfc.crash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
Municipal - Location Type vs. Event Type

- Culvert
- Curb
- Embankment
- Fell/Jumped from Vehicle
- Fence
- Guardrail Face
- Motor Vehicle in Operation
- Other Fixed Object (wall, building, tunnel)
- Other Non-Collision
- Other Non-Fixed Object
- Other Non-motorist
- Other Post, Pole or Support
- Overturn/Rollover
- Parked Motor Vehicle
- Pedalcycle/Pedalcyclist
- Pedestrian
- Traffic Sign Support
- Tree (standing)
- Unknown
- Utility Pole/Light Support

Count

- State: 261
- Municipal: 253
- Unknown: 21

Data Notes:
## Naugatuck Valley State vs. Municipal Road K&A Crash Data 2018-2020

### State - Location Type vs. Event Type

<table>
<thead>
<tr>
<th>Event Type</th>
<th>State Count</th>
<th>Municipal Unknown Count</th>
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<td>Bridge Pier or Support</td>
<td>261</td>
<td>253</td>
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<td>Cable Barrier</td>
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<td>Concrete Traffic Barrier</td>
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<td>Culvert</td>
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<tr>
<td>Curb</td>
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<tr>
<td>Ditch</td>
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<tr>
<td>Embankment</td>
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<tr>
<td>Fell/Jumped from Vehicle</td>
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<td></td>
</tr>
<tr>
<td>Fence</td>
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<tr>
<td>Guardrail End</td>
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</tr>
<tr>
<td>Guardrail Face</td>
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<td>Mailbox</td>
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<td>Motor Vehicle in Operation</td>
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<td>Other Fixed Object (wall, building, tunn...)</td>
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<tr>
<td>Other Non-Collision</td>
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<tr>
<td>Other Non-Fixed Object</td>
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<td>Other Non-motori</td>
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<td>Other Post, Pole or Support</td>
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<tr>
<td>Overtun/Rollover</td>
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<td>Parked Motor Vehicle</td>
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<td>Pedestrian</td>
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<tr>
<td>Tree (standing)</td>
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<td></td>
</tr>
<tr>
<td>Utility Pole/Light Support</td>
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### Data Notes:

Obtained from [https://www.cfcrash.uconn.edu/](https://www.cfcrash.uconn.edu/) for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021.
Northeast CT Time & Conditions K&A Crash Data 2018-2020

Days of the Week

Count

- Sunday: 12
- Monday: 8
- Tuesday: 12
- Wednesday: 9
- Thursday: 15
- Friday: 18
- Saturday: 22

Days of the Month

- Jan: ≤ 1
- Feb: ≤ 2
- Mar: ≤ 3
- Apr: ≤ 5
- May: ≤ 7
- Jun: ≤ 1
- Jul: ≤ 2
- Aug: ≤ 3
- Sep: ≤ 5
- Oct: ≤ 9
- Nov: ≤ 12
- Dec: ≤ 66

Days of the Month

- Jan: ≤ 1
- Feb: ≤ 2
- Mar: ≤ 3
- Apr: ≤ 5
- May: ≤ 7
- Jun: ≤ 1
- Jul: ≤ 2
- Aug: ≤ 3
- Sep: ≤ 5
- Oct: ≤ 9
- Nov: ≤ 12
- Dec: ≤ 66

Months of the Year

- Jan 2020
- Feb 2018
- Mar 2018
- Apr 2018
- May 2018
- Jun 2018
- Jul 2018
- Aug 2018
- Sep 2018
- Oct 2018
- Nov 2018
- Dec 2018

Weather vs. Intersection Type

Clear

Cloudy

Rain

Five-Point, on More
Four-Way Intersection
L-Intersection
Not at Intersection
T-Intersection

Hours of the Day

Count

- ≤ 1
- ≤ 2
- ≤ 3
- ≤ 5
- ≤ 9
- ≤ 12
- ≤ 66
Northeast CT Rural vs. Urban K&A Crash Data 2018-2020

Rural - Location Type vs. Event Type

- Curb
- Embankment
- Guardrail Face
- Motor Vehicle in Operation
- Other Fixed Object (wall, building, tunnel, etc.)
- Overturn/Rollover
- Tree (standing)

Count

Rural  Urban

Gore  On Roadway Outside Right-of-Way (trafficway)  Roadside

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
Northeast CT State vs. Municipal Road K&A Crash Data 2018-2020

Municipal - Location Type vs. Event Type

- Fell/Jumped from Vehicle
- Fence
- Guardrail Face
- Motor Vehicle in Operation
- Other Fixed Object (wall, building, tunn...)
- Other Non-Fixed Object
- Overturn/Rollover
- Pedalcycle/Pedalcyclist
- Pedestrian
- Tree (standing)
- Unknown

Count

State: 74
Municipal: 19
Unknown: 3

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
Northeast CT State vs. Municipal Road K&A Crash Data 2018-2020

State - Location Type vs. Event Type

- Cable Barrier
- Curb
- Deer
- Embankment
- Fell/Jumped from Vehicle
- Guardrail End
- Guardrail Face
- Mailbox
- Motor Vehicle in Operation
- Other Fixed Object (wall, building, tunn...)
- Other Non-Collision
- Other Non-Fixed Object
- Other Post, Pole or Support
- Overtake/Recovery
- Parked Motor Vehicle
- Pedestrian
- Traffic Sign Support
- Tree (standing)
- Utility Pole/Light Support

Count

- State: 74
- Municipal: 19
- Unknown: 3

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
Northwest Hills Time & Conditions K&A Crash Data 2018-2020

Days of the Week

Months of the Year

Weather vs. Intersection Type

Days of the Month

Hours of the Day

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
Northwest Hills State vs. Municipal Road K&A Crash Data 2018-2020

Municipal - Location Type vs. Event Type

- Curb
- Embankment
- Fell/Jumped from Vehicle
- Mailbox
- Motor Vehicle in Operation
- Other Fixed Object (wall, building, tunn...)
- Other Non-Collision
- Other Post, Pole or Support
- Overturn/Rollover
- Pedalcycle/Pedalcyclist
- Pedestrian
- Tree (standing)

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
South Central Time & Conditions K&A Crash Data 2018-2020

Days of the Week

<table>
<thead>
<tr>
<th>Count</th>
<th>Monday</th>
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<th>Wednesday</th>
<th>Thursday</th>
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<td>124</td>
<td>126</td>
<td>114</td>
<td>142</td>
<td>170</td>
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</tbody>
</table>

Months of the Year

- Jan 2020
- Feb 2019
- Mar 2018
- Apr
- May
- Jun
- Jul
- Aug
- Sep
- Oct
- Nov
- Dec

Days of the Month

- ≤ 1
- ≤ 2
- ≤ 3
- ≤ 4
- ≤ 10

Weather vs. Intersection Type

- Blowing Snow
- Cloudy
- Freezing Rain or Freezing Drizzle
- Rain
- Unknown

Five-Point, or More
- Four-Way Intersection
- Not at Intersection
- T-Intersection
- Y-Intersection

Hours of the Day

- ≤ 1
- ≤ 2
- ≤ 4
- ≤ 6
- ≤ 7
- ≤ 16
- ≤ 30
- ≤ 53
- ≤ 184

Data Notes: Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31, 2020 assembled on July 14, 2021
South Central State vs. Municipal Road K&A Crash Data 2018-2020

Municipal - Location Type vs. Event Type

- Culvert
- Curb
- Ditch
- Fell/Jumped from Vehicle
- Fence
- Guardrail Face
- Motor Vehicle in Operation
- Other Fixed Object (wall, building, tunn...)
- Other Non-Collision
- Other Non-Fixed Object
- Other Non-motorist
- Other Post, Pole or Support
- Overturn/Rollover
- Parked Motor Vehicle
- Pedalcycle/Pedalcyclist
- Pedestrian
- Traffic Signal Support
- Tree (standing)
- Unknown
- Utility Pole/Light Support

Count

State  Municipal Unknown

438  454  17

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
South Central State vs. Municipal Road K&A Crash Data 2018-2020

State - Location Type vs. Event Type

- Bridge Overhead Structure
- Cable Barrier
- Concrete Traffic Barrier
- Curb
- Ditch
- Embankment
- Fell/Jumped from Vehicle
- Guardrail End
- Guardrail Face
- Mailbox
- Motor Vehicle in Operation
- Other Fixed Object (wall, building, tunnel...)
- Other Non-Collision
- Other Non-Fixed Object
- Other Non-motorist
- Other Post, Pole or Support
- Other Traffic Barrier
- Overtum/Rollover
- Pedalcycle/Pedalcyclist
- Pedestrian
- Thrown or Falling Object
- Traffic Sign Support
- Tree (standing)
- Unknown
- Utility Pole/Light Support

Count

- ≤ 2
- ≤ 6
- ≤ 10
- ≤ 57
- ≤ 228

Route Type
- State
- Municipal Unknown
- 438
- 454
- 17

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
Southeastern CT Time & Conditions K&A Crash Data 2018-2020

Days of the Week

Count

Sunday 43
Monday 25
Tuesday 46
Wednesday 31
Thursday 44
Friday 54
Saturday

Months of the Year

Days of the Month

Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec

≤ 1
≤ 2
≤ 3
≤ 4
≤ 7

Weather vs. Intersection Type

Clear
Cloudy
Freezing Rain or Freezing Drizzle
Rain
Snow

Four-Way Intersection
Not at Intersection
T-Intersection
Y-Intersection

Hours of the Day

Count

≤ 1
≤ 2
≤ 3
≤ 5
≤ 14
≤ 19
≤ 31
≤ 33
≤ 152

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
Southeastern CT State vs. Municipal Road K&A Crash Data 2018-2020

State - Location Type vs. Event Type

- Bridge Overhead Structure
- Bridge Rail
- Cable Barrier
- Concrete Traffic Barrier
- Culvert
- Curb
- Deer
- Ditch
- Embankment
- Fell/Jumped from Vehicle
- Fence
- Guardrail End
- Guardrail Face
- Mailbox
- Motor Vehicle in Operation
- Other Fixed Object (wall, building, tunn...)
- Other Non-Collision
- Other Non-Fixed Object
- Other Post, Pole or Support
- Overturn/Rollover
- Parked Motor Vehicle
- Pedestrian
- Traffic Sign Support
- Tree (standing)
- Unknown
- Utility Pole/Light Support

Count

State: 181
Municipal Unknown: 76
Route Type: 7

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
Western CT Time & Conditions K&A Crash Data 2018-2020
Western CT Rural vs. Urban K&A Crash Data 2018-2020

Rural - Location Type vs. Event Type

- Cable Barrier
- Curb
- Ditch
- Embankment
- Motor Vehicle in Operation
- Other Post, Pole or Support
- Overturn/Rollover
- Pedestrian
- Thrown or Falling Object
- Traffic Sign Support
- Tree (standing)
- Unknown

Count

Rural Urban

216
54
Western CT State vs. Municipal Road K&A Crash Data 2018-2020

State - Location Type vs. Event Type

- Bridge Rail
- Cable Barrier
- Concrete Traffic Barrier
- Curb
- Embankment
- Fell/Jumped from Vehicle
- Guardrail End
- Guardrail Face
- Mailbox
- Motor Vehicle in Operation
- Other Fixed Object (wall, building, tunn...)
- Other Non-Collision
- Other Non-Fixed Object
- Other Non-motorist
- Other Post, Pole or Support
- Other Traffic Barrier
- Overturn/Rollover
- Parked Motor Vehicle
- Pedestrian
- Thrown or Falling Object
- Traffic Sign Support
- Traffic Signal Support
- Tree (standing)
- Unknown
- Utility Pole/Light Support

Count

- ≤ 1
- ≤ 3
- ≤ 5
- ≤ 42
- ≤ 142

Data Notes:
Obtained from https://www.ctcrash.uconn.edu/ for K and A Data between Jan 1, 2018 and Dec 31 2020 assembled on July 14, 2021
Appendix E

Crash Trees
## Connecticut Fatal and Serious Injury Crash Tree

**Location:** Connecticut  
**Date range:** 2018 to 2020  
**Number of Crashes:** 4259

<table>
<thead>
<tr>
<th>Location</th>
<th>Number of Crashes</th>
<th>Percent of All Crashes</th>
<th>Municipal Number of Crashes: 1929</th>
<th>Percent of Crashes: 45%</th>
</tr>
</thead>
<tbody>
<tr>
<td>State</td>
<td>2180</td>
<td>51%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CT/US Route</td>
<td>1937</td>
<td>89%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interchange</td>
<td>45%</td>
<td>9%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interchange</td>
<td>45%</td>
<td>9%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Segment</td>
<td>45%</td>
<td>9%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ramp Junction</td>
<td>22%</td>
<td>5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Segment</td>
<td>22%</td>
<td>5%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Percent of Crashes
- **Angle:** 45%  
- **Front to Rear:** 37%  
- **Front to Front:** 23%  
- **Motor Veh. in Operation:** 18%  
- **Fixed Object:** 10%  
- **Non-Fixed Object:** 5%  
- **Non-Collision:** 2%  
- **Pedestrian/Bicyclist:** 1%  
- **Sideswipe:** 4%  
- **Motor Veh. in Operation:** 8%  
- **Unknown:** 4%  
- **Ramp Junction:** 4%  
- **Segment:** 4%  
- **Interchange:** 4%  
- **State:** 4%  
- **CT/US Route:** 4%  

### Notable Percentages
- **Angle:** 45%  
- **Front to Rear:** 37%  
- **Front to Front:** 23%  
- **Motor Veh. in Operation:** 18%  
- **Fixed Object:** 10%  
- **Non-Fixed Object:** 5%  
- **Non-Collision:** 2%  
- **Pedestrian/Bicyclist:** 1%  
- **Sideswipe:** 4%  
- **Motor Veh. in Operation:** 8%  
- **Unknown:** 4%  
- **Ramp Junction:** 4%  
- **Segment:** 4%  
- **Interchange:** 4%  
- **State:** 4%  
- **CT/US Route:** 4%  

### Percent of Crashes
- **Angle:** 45%  
- **Front to Rear:** 37%  
- **Front to Front:** 23%  
- **Motor Veh. in Operation:** 18%  
- **Fixed Object:** 10%  
- **Non-Fixed Object:** 5%  
- **Non-Collision:** 2%  
- **Pedestrian/Bicyclist:** 1%  
- **Sideswipe:** 4%  
- **Motor Veh. in Operation:** 8%  
- **Unknown:** 4%  
- **Ramp Junction:** 4%  
- **Segment:** 4%  
- **Interchange:** 4%  
- **State:** 4%  
- **CT/US Route:** 4%  

### Percent of Crashes
- **Angle:** 45%  
- **Front to Rear:** 37%  
- **Front to Front:** 23%  
- **Motor Veh. in Operation:** 18%  
- **Fixed Object:** 10%  
- **Non-Fixed Object:** 5%  
- **Non-Collision:** 2%  
- **Pedestrian/Bicyclist:** 1%  
- **Sideswipe:** 4%  
- **Motor Veh. in Operation:** 8%  
- **Unknown:** 4%  
- **Ramp Junction:** 4%  
- **Segment:** 4%  
- **Interchange:** 4%  
- **State:** 4%  
- **CT/US Route:** 4%  

### Notable Percentages
- **Angle:** 45%  
- **Front to Rear:** 37%  
- **Front to Front:** 23%  
- **Motor Veh. in Operation:** 18%  
- **Fixed Object:** 10%  
- **Non-Fixed Object:** 5%  
- **Non-Collision:** 2%  
- **Pedestrian/Bicyclist:** 1%  
- **Sideswipe:** 4%  
- **Motor Veh. in Operation:** 8%  
- **Unknown:** 4%  
- **Ramp Junction:** 4%  
- **Segment:** 4%  
- **Interchange:** 4%  
- **State:** 4%  
- **CT/US Route:** 4%  

### Percent of Crashes
- **Angle:** 45%  
- **Front to Rear:** 37%  
- **Front to Front:** 23%  
- **Motor Veh. in Operation:** 18%  
- **Fixed Object:** 10%  
- **Non-Fixed Object:** 5%  
- **Non-Collision:** 2%  
- **Pedestrian/Bicyclist:** 1%  
- **Sideswipe:** 4%  
- **Motor Veh. in Operation:** 8%  
- **Unknown:** 4%  
- **Ramp Junction:** 4%  
- **Segment:** 4%  
- **Interchange:** 4%  
- **State:** 4%  
- **CT/US Route:** 4%  

### Notable Percentages
- **Angle:** 45%  
- **Front to Rear:** 37%  
- **Front to Front:** 23%  
- **Motor Veh. in Operation:** 18%  
- **Fixed Object:** 10%  
- **Non-Fixed Object:** 5%  
- **Non-Collision:** 2%  
- **Pedestrian/Bicyclist:** 1%  
- **Sideswipe:** 4%  
- **Motor Veh. in Operation:** 8%  
- **Unknown:** 4%  
- **Ramp Junction:** 4%  
- **Segment:** 4%  
- **Interchange:** 4%  
- **State:** 4%  
- **CT/US Route:** 4%  

### Percent of Crashes
- **Angle:** 45%  
- **Front to Rear:** 37%  
- **Front to Front:** 23%  
- **Motor Veh. in Operation:** 18%  
- **Fixed Object:** 10%  
- **Non-Fixed Object:** 5%  
- **Non-Collision:** 2%  
- **Pedestrian/Bicyclist:** 1%  
- **Sideswipe:** 4%  
- **Motor Veh. in Operation:** 8%  
- **Unknown:** 4%  
- **Ramp Junction:** 4%  
- **Segment:** 4%  
- **Interchange:** 4%  
- **State:** 4%  
- **CT/US Route:** 4%  

### Notable Percentages
- **Angle:** 45%  
- **Front to Rear:** 37%  
- **Front to Front:** 23%  
- **Motor Veh. in Operation:** 18%  
- **Fixed Object:** 10%  
- **Non-Fixed Object:** 5%  
- **Non-Collision:** 2%  
- **Pedestrian/Bicyclist:** 1%  
- **Sideswipe:** 4%  
- **Motor Veh. in Operation:** 8%  
- **Unknown:** 4%  
- **Ramp Junction:** 4%  
- **Segment:** 4%  
- **Interchange:** 4%  
- **State:** 4%  
- **CT/US Route:** 4%
Connecticut Intersection Vs Segment
Fatal and Serious Injury Crash Tree

Location: State Roads
Date range: 2018 to 2020
Number of Crashes: 2,180

CT/US Route
Number of Crashes: 1,937
Percent of Crashes: 89%

Intersection
Number of Crashes: 850
Percent of Crashes: 44%
Percent of All Crashes: 39%

Angle
Number of Crashes: 408
Percent of Crashes: 48%

Fixed Object
Number of Crashes: 78
Percent of Crashes: 9%

Front to Front
Number of Crashes: 45
Percent of Crashes: 5%

Front to Rear
Number of Crashes: 104
Percent of Crashes: 12%

Motor Vehicle in Operation
Number of Crashes: 25
Percent of Crashes: 3%

Non-Fixed Object
Number of Crashes: 14
Percent of Crashes: 2%

Non-Collision
Number of Crashes: 28
Percent of Crashes: 3%

Pedestrian/Bicyclist
Number of Crashes: 115
Percent of Crashes: 14%

Sideswipe
Number of Crashes: 33
Percent of Crashes: 4%

Segment
Number of Crashes: 1086
Percent of Crashes: 56%
Percent of All Crashes: 50%

Angle
Number of Crashes: 105
Percent of Crashes: 10%

Fixed Object
Number of Crashes: 403
Percent of Crashes: 37%

Front to Front
Number of Crashes: 162
Percent of Crashes: 15%

Front to Rear
Number of Crashes: 98
Percent of Crashes: 9%

Motor Vehicle in Operation
Number of Crashes: 25
Percent of Crashes: 2%

Non-Fixed Object
Number of Crashes: 18
Percent of Crashes: 2%

Non-Collision
Number of Crashes: 63
Percent of Crashes: 6%

Pedestrian/Bicyclist
Number of Crashes: 142
Percent of Crashes: 13%

Sideswipe
Number of Crashes: 69
Percent of Crashes: 6%

Ramp Junction
Number of Crashes: 22
Percent of Crashes: 9%
Percent of All Crashes: 1%

Angle
Number of Crashes: 12
Percent of Crashes: 55%

Fixed Object
Number of Crashes: 3
Percent of Crashes: 14%

Front to Front
Number of Crashes: 2
Percent of Crashes: 9%

Front to Rear
Number of Crashes: 1
Percent of Crashes: 5%

Motor Vehicle in Operation
Number of Crashes: 4
Percent of Crashes: 2%

Non-Fixed Object
Number of Crashes: 2
Percent of Crashes: 1%

Non-Collision
Number of Crashes: 0
Percent of Crashes: 0%

Pedestrian/Bicyclist
Number of Crashes: 3
Percent of Crashes: 14%

Sideswipe
Number of Crashes: 0
Percent of Crashes: 0%

Segment
Number of Crashes: 1086
Percent of Crashes: 56%
Percent of All Crashes: 50%

Angle
Number of Crashes: 6
Percent of Crashes: 3%

Fixed Object
Number of Crashes: 104
Percent of Crashes: 47%

Front to Front
Number of Crashes: 16
Percent of Crashes: 7%

Front to Rear
Number of Crashes: 50
Percent of Crashes: 23%

Motor Vehicle in Operation
Number of Crashes: 4
Percent of Crashes: 2%

Non-Fixed Object
Number of Crashes: 2
Percent of Crashes: 1%

Non-Collision
Number of Crashes: 13
Percent of Crashes: 6%

Pedestrian/Bicyclist
Number of Crashes: 13
Percent of Crashes: 6%

Sideswipe
Number of Crashes: 13
Percent of Crashes: 6%

= Notable Percentage

107
Municipal Intersection Vs. Segment & Crash Type
Fatal and Serious Injury Crash Tree

Location: Municipal Roads
Date range: 2018 to 2020
Number of Crashes: 1929

Intersection
Number of Crashes: 900
Percent of Crashes: 47%

Unknown
Number of Crashes: 3
Percent of Crashes: 0%

Segment
Number of Crashes: 1026
Percent of Crashes: 53%

Angle
Number of Crashes: 321
Percent of Crashes: 36%

Fixed Object
Number of Crashes: 139
Percent of Crashes: 15%

Front to Front
Number of Crashes: 48
Percent of Crashes: 5%

Front to Rear
Number of Crashes: 66
Percent of Crashes: 7%

Motor Vehicle in Operation
Number of Crashes: 38
Percent of Crashes: 4%

Non-Fixed Object
Number of Crashes: 16
Percent of Crashes: 2%

Non-Collision
Number of Crashes: 27
Percent of Crashes: 3%

Pedestrian/Bicyclist
Number of Crashes: 210
Percent of Crashes: 23%

Sideswipe
Number of Crashes: 35
Percent of Crashes: 4%

Angle
Number of Crashes: 58
Percent of Crashes: 6%

Fixed Object
Number of Crashes: 435
Percent of Crashes: 42%

Front to Front
Number of Crashes: 80
Percent of Crashes: 8%

Front to Rear
Number of Crashes: 82
Percent of Crashes: 8%

Motor Vehicle in Operation
Number of Crashes: 14
Percent of Crashes: 1%

Non-Fixed Object
Number of Crashes: 26
Percent of Crashes: 3%

Non-Collision
Number of Crashes: 70
Percent of Crashes: 7%

Pedestrian/Bicyclist
Number of Crashes: 222
Percent of Crashes: 22%

Sideswipe
Number of Crashes: 39
Percent of Crashes: 4%
### Connecticut Fatal and Serious Injury Fixed Object Segment Crash

**Location:** State Roads  
**Date range:** 2018 to 2020  
**Number of Crashes:** 507

<table>
<thead>
<tr>
<th>Surface Condition</th>
<th>Number of Crashes</th>
<th>Percent of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry</td>
<td>239</td>
<td>84%</td>
</tr>
<tr>
<td>Wet</td>
<td>39</td>
<td>17%</td>
</tr>
<tr>
<td>Wet other</td>
<td>39</td>
<td>7%</td>
</tr>
<tr>
<td>Dry other</td>
<td>68</td>
<td>21%</td>
</tr>
<tr>
<td>Loose Impediment</td>
<td>1</td>
<td>0%</td>
</tr>
<tr>
<td>Snow or Ice</td>
<td>5</td>
<td>2%</td>
</tr>
<tr>
<td>Snow or Ice other</td>
<td>5</td>
<td>1%</td>
</tr>
<tr>
<td>Unknown</td>
<td>1</td>
<td>0%</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td>100%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lighting Condition</th>
<th>Number of Crashes</th>
<th>Percent of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daylight</td>
<td>82</td>
<td>46%</td>
</tr>
<tr>
<td>Dark-Not Lighted</td>
<td>39</td>
<td>22%</td>
</tr>
<tr>
<td>Dark-Not Lighted other</td>
<td>2</td>
<td>50%</td>
</tr>
<tr>
<td>Dark-Not Lighted other</td>
<td>2</td>
<td>31%</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td>3%</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td>25%</td>
</tr>
<tr>
<td>Unknown</td>
<td>1</td>
<td>0%</td>
</tr>
<tr>
<td>Other Surface Condition</td>
<td>1</td>
<td>0%</td>
</tr>
</tbody>
</table>

- **Unknown Lighting:** 1 crash, 1%
- **Unknown:** 1 crash, 0%
- **Other:** 1 crash, 100%
- **Other Surface Condition:** 1 crash, 0.2%

- **Tangent:** 284 crashes, 56%
- **Curve:** 222 crashes, 44%

- **Daylight:** 124 crashes, 52%
- **Dark-Not Lighted:** 40 crashes, 17%
- **Dawn/Dusk:** 6 crashes, 3%
- **Unknown:** 1 crash, 0%
- **Other:** 68 crashes, 28%

- **Daylight:** 11 crashes, 46%
- **Dark-Not Lighted:** 10 crashes, 27%
- **Dawn/Dusk:** 2 crashes, 5%
- **Other:** 14 crashes, 38%

- **Unknown Lighting:** 1 crash, 1%
- **Unknown:** 1 crash, 0%
- **Other:** 1 crash, 100%

- **Other Surface Condition:** 1 crash, 100%
Municipal Fixed Object Classification Fatal and Serious Injury Crash Tree

Location: Municipal Roads
Date Range: 2018 to 2020
Number of Crashes: 71
Percent of Crashes: 48%

Crashed into Curb
Number of Crashes: 69
Percent of Crashes: 16%

Aggressive Driving
Number of Crashes: 13
Percent of Crashes: 19%

Disregard Other Traffic Sign/Pavement Markings
Number of Crashes: 19
Percent of Crashes: 28%

Roadway Departure
Number of Crashes: 29
Percent of Crashes: 42%

Other Contributing Action
Number of Crashes: 3
Percent of Crashes: 4%

Other Contributing Factor
Number of Crashes: 5
Percent of Crashes: 7%

Crashed into Embankment/Ditch/Culvert
Number of Crashes: 14
Percent of Crashes: 3%

Aggressive Driving
Number of Crashes: 2
Percent of Crashes: 8%

Disregard Other Traffic Sign/Pavement Markings
Number of Crashes: 6
Percent of Crashes: 29%

Roadway Departure
Number of Crashes: 14
Percent of Crashes: 56%

Other Contributing Action
Number of Crashes: 3
Percent of Crashes: 43%

Other Contributing Factor
Number of Crashes: 2
Percent of Crashes: 21%

Crashed into Traffic Barrier
Number of Crashes: 25
Percent of Crashes: 6%

Aggressive Driving
Number of Crashes: 1
Percent of Crashes: 7%

Disregard Other Traffic Sign/Pavement Markings
Number of Crashes: 4
Percent of Crashes: 29%

Roadway Departure
Number of Crashes: 8
Percent of Crashes: 47%

Other Contributing Action
Number of Crashes: 2
Percent of Crashes: 4%

Other Contributing Factor
Number of Crashes: 2
Percent of Crashes: 8%

Crashed into Private Property
Number of Crashes: 17
Percent of Crashes: 4%

Aggressive Driving
Number of Crashes: 2
Percent of Crashes: 12%

Disregard Other Traffic Sign/Pavement Markings
Number of Crashes: 17
Percent of Crashes: 37%

Roadway Departure
Number of Crashes: 22
Percent of Crashes: 56%

Other Contributing Action
Number of Crashes: 14
Percent of Crashes: 4%

Other Contributing Factor
Number of Crashes: 14
Percent of Crashes: 13%

Crashed into Post, Pole, or Support
Number of Crashes: 196
Percent of Crashes: 45%

Aggressive Driving
Number of Crashes: 24
Percent of Crashes: 12%

Disregard Other Traffic Sign/Pavement Markings
Number of Crashes: 76
Percent of Crashes: 39%

Roadway Departure
Number of Crashes: 64
Percent of Crashes: 33%

Other Contributing Action
Number of Crashes: 7
Percent of Crashes: 4%

Other Contributing Factor
Number of Crashes: 25
Percent of Crashes: 13%

Crashed into Other Fixed Object (wall, building, tunnel, etc.)
Number of Crashes: 105
Percent of Crashes: 24%

Aggressive Driving
Number of Crashes: 22
Percent of Crashes: 21%

Disregard Other Traffic Sign/Pavement Markings
Number of Crashes: 39
Percent of Crashes: 37%

Roadway Departure
Number of Crashes: 22
Percent of Crashes: 21%

Other Contributing Action
Number of Crashes: 8
Percent of Crashes: 8%

Other Contributing Factor
Number of Crashes: 14
Percent of Crashes: 13%

Crashed into Traffic Barrier
Number of Crashes: 25
Percent of Crashes: 6%

Aggressive Driving
Number of Crashes: 2
Percent of Crashes: 8%

Disregard Other Traffic Sign/Pavement Markings
Number of Crashes: 5
Percent of Crashes: 21%

Roadway Departure
Number of Crashes: 14
Percent of Crashes: 47%

Other Contributing Action
Number of Crashes: 2
Percent of Crashes: 4%

Other Contributing Factor
Number of Crashes: 2
Percent of Crashes: 12%

Crashed into Traffic Barrier
Number of Crashes: 14
Percent of Crashes: 3%

Aggressive Driving
Number of Crashes: 1
Percent of Crashes: 7%

Disregard Other Traffic Sign/Pavement Markings
Number of Crashes: 6
Percent of Crashes: 21%

Roadway Departure
Number of Crashes: 7
Percent of Crashes: 47%

Other Contributing Action
Number of Crashes: 1
Percent of Crashes: 4%

Other Contributing Factor
Number of Crashes: 1
Percent of Crashes: 4%

Crashed into Private Property
Number of Crashes: 17
Percent of Crashes: 4%

Aggressive Driving
Number of Crashes: 1
Percent of Crashes: 6%

Disregard Other Traffic Sign/Pavement Markings
Number of Crashes: 5
Percent of Crashes: 29%

Roadway Departure
Number of Crashes: 8
Percent of Crashes: 47%

Other Contributing Action
Number of Crashes: 2
Percent of Crashes: 12%

Other Contributing Factor
Number of Crashes: 2
Percent of Crashes: 12%

Crashed into Unknown
Number of Crashes: 7
Percent of Crashes: 2%

Other Contributing Action
Number of Crashes: 1
Percent of Crashes: 4%

Other Contributing Factor
Number of Crashes: 6
Percent of Crashes: 86%

= Notable Percentage
State Fixed Object Classification
Fatal and Serious Injury Crash Tree

Location: State Roads
Date Range: 2018 to 2020
Number of Crashes: 508
Percent of Crashes: 48%

Crashed into Curb
Number of Crashes: 52
Percent of Crashes: 10%

- Aggressive Driving
  Number of Crashes: 10
  Percent of Crashes: 19%
- Disregard Other Traffic Sign/Pavement Markings
  Number of Crashes: 15
  Percent of Crashes: 29%
- Roadway Departure
  Number of Crashes: 23
  Percent of Crashes: 44%
- Other Contributing Factor
  Number of Crashes: 4
  Percent of Crashes: 8%

Crashed into Embankment/Ditch/Culvert
Number of Crashes: 39
Percent of Crashes: 8%

- Aggressive Driving
  Number of Crashes: 20
  Percent of Crashes: 15%
- Disregard Other Traffic Sign/Pavement Markings
  Number of Crashes: 18
  Percent of Crashes: 46%
- Roadway Departure
  Number of Crashes: 11
  Percent of Crashes: 28%
- Other Contributing Factor
  Number of Crashes: 4
  Percent of Crashes: 10%

Crashed into Traffic Barrier
Number of Crashes: 131
Percent of Crashes: 26%

- Aggressive Driving
  Number of Crashes: 3
  Percent of Crashes: 19%
- Disregard Other Traffic Sign/Pavement Markings
  Number of Crashes: 65
  Percent of Crashes: 50%
- Roadway Departure
  Number of Crashes: 39
  Percent of Crashes: 30%
- Other Contributing Factor
  Number of Crashes: 7
  Percent of Crashes: 5%

Crashed into Private Property
Number of Crashes: 16
Percent of Crashes: 3%

- Roadway Departure
  Number of Crashes: 11
  Percent of Crashes: 28%

Crashed into Embankment/Ditch/Culvert
Number of Crashes: 39
Percent of Crashes: 8%

- Aggressive Driving
  Number of Crashes: 20
  Percent of Crashes: 15%
- Disregard Other Traffic Sign/Pavement Markings
  Number of Crashes: 65
  Percent of Crashes: 50%
- Roadway Departure
  Number of Crashes: 39
  Percent of Crashes: 30%
- Other Contributing Factor
  Number of Crashes: 7
  Percent of Crashes: 5%

Other Contributing Action
Number of Crashes: 1
Percent of Crashes: 6%

Crashed into Other Fixed Object (wall, building, tunnel, etc.)
Number of Crashes: 55
Percent of Crashes: 11%

- Aggressive Driving
  Number of Crashes: 13
  Percent of Crashes: 16%
- Disregard Other Traffic Sign/Pavement Markings
  Number of Crashes: 47
  Percent of Crashes: 42%
- Roadway Departure
  Number of Crashes: 39
  Percent of Crashes: 35%
- Other Contributing Action
  Number of Crashes: 4
  Percent of Crashes: 4%
- Other Contributing Factor
  Number of Crashes: 9
  Percent of Crashes: 8%

Crashed into Post, Pole, or Support
Number of Crashes: 112
Percent of Crashes: 22%

- Aggressive Driving
  Number of Crashes: 10
  Percent of Crashes: 18%
- Disregard Other Traffic Sign/Pavement Markings
  Number of Crashes: 47
  Percent of Crashes: 42%
- Roadway Departure
  Number of Crashes: 39
  Percent of Crashes: 35%
- Other Contributing Action
  Number of Crashes: 4
  Percent of Crashes: 4%
- Other Contributing Factor
  Number of Crashes: 9
  Percent of Crashes: 8%

Crashed into Other Fixed Object (wall, building, tunnel, etc.)
Number of Crashes: 55
Percent of Crashes: 11%

- Aggressive Driving
  Number of Crashes: 10
  Percent of Crashes: 18%
- Disregard Other Traffic Sign/Pavement Markings
  Number of Crashes: 47
  Percent of Crashes: 42%
- Roadway Departure
  Number of Crashes: 39
  Percent of Crashes: 35%
- Other Contributing Action
  Number of Crashes: 4
  Percent of Crashes: 4%
- Other Contributing Factor
  Number of Crashes: 9
  Percent of Crashes: 8%

Crashed into Unknown
Number of Crashes: 8
Percent of Crashes: 2%

- Aggressive Driving
  Number of Crashes: 1
  Percent of Crashes: 12%
- Disregard Other Traffic Sign/Pavement Markings
  Number of Crashes: 1
  Percent of Crashes: 12%
- Roadway Departure
  Number of Crashes: 2
  Percent of Crashes: 25%
- Other Contributing Action
  Number of Crashes: 1
  Percent of Crashes: 12%
- Other Contributing Factor
  Number of Crashes: 3
  Percent of Crashes: 38%

Crashed into Tree
Number of Crashes: 92
Percent of Crashes: 18%

- Aggressive Driving
  Number of Crashes: 15
  Percent of Crashes: 16%
- Disregard Other Traffic Sign/Pavement Markings
  Number of Crashes: 39
  Percent of Crashes: 42%
- Roadway Departure
  Number of Crashes: 27
  Percent of Crashes: 29%
- Other Contributing Action
  Number of Crashes: 4
  Percent of Crashes: 4%
- Other Contributing Factor
  Number of Crashes: 27
  Percent of Crashes: 29%

= Notable Percentage
Municipal Signalized Angle Intersection Crashes
(Top 10 Municipalities)
Fatal and Serious Injury Crash Tree

Location: Municipal Roads
Date range: 2018 to 2020
Number of Crashes: 98

Four-Legged Intersection
Number of Crashes: 85
Percent of Crashes: 87%

- Aggressive Driving
  Number of Crashes: 9
  Percent of Crashes: 11%

- Disregard Other Traffic
  Sign/Pavement Markings
  Number of Crashes: 22
  Percent of Crashes: 26%

- Disregard Traffic Control
  Number of Crashes: 36
  Percent of Crashes: 42%

- Roadway Departure
  Number of Crashes: 1
  Percent of Crashes: 1%

- Other Contributing Action
  Number of Crashes: 3
  Percent of Crashes: 4%

- Other Contributing Factor
  Number of Crashes: 14
  Percent of Crashes: 16%

Three-Legged Intersection
Number of Crashes: 10
Percent of Crashes: 10%

- Aggressive Driving
  Number of Crashes: 1
  Percent of Crashes: 10%

- Disregard Other Traffic
  Sign/Pavement Markings
  Number of Crashes: 6
  Percent of Crashes: 60%

- Disregard Traffic Control
  Number of Crashes: 2
  Percent of Crashes: 20%

- Other Contributing Factor
  Number of Crashes: 1
  Percent of Crashes: 10%

Unspecified
Number of Crashes: 3
Percent of Crashes: 3%

- Disregard Other Traffic
  Sign/Pavement Markings
  Number of Crashes: 2
  Percent of Crashes: 67%

- Other Contributing Factor
  Number of Crashes: 1
  Percent of Crashes: 33%

= Notable Percentage
Location: State Roads
Date range: 2018 to 2020
Number of Crashes: 183

Five-Point, or More
Number of Crashes: 5
Percent of Crashes: 3%

Four-Legged Intersection
Number of Crashes: 126
Percent of Crashes: 69%

Three-Legged Intersection
Number of Crashes: 38
Percent of Crashes: 21%

Aggressive Driving
Number of Crashes: 1
Percent of Crashes: 20%

Disregard Other Traffic Sign/Pavement Markings
Number of Crashes: 3
Percent of Crashes: 20%

Disregard Traffic Control
Number of Crashes: 3
Percent of Crashes: 20%

Other Contributing Action
Number of Crashes: 1
Percent of Crashes: 20%

Other Contributing Factor
Number of Crashes: 1
Percent of Crashes: 20%

Aggressive Driving
Number of Crashes: 5
Percent of Crashes: 4%

Disregard Other Traffic Sign/Pavement Markings
Number of Crashes: 62
Percent of Crashes: 49%

Disregard Traffic Control
Number of Crashes: 46
Percent of Crashes: 37%

Other Contributing Action
Number of Crashes: 2
Percent of Crashes: 2%

Other Contributing Factor
Number of Crashes: 11
Percent of Crashes: 9%

Aggressive Driving
Number of Crashes: 3
Percent of Crashes: 8%

Disregard Other Traffic Sign/Pavement Markings
Number of Crashes: 24
Percent of Crashes: 63%

Disregard Traffic Control
Number of Crashes: 9
Percent of Crashes: 24%

Other Contributing Factor
Number of Crashes: 2
Percent of Crashes: 5%
<table>
<thead>
<tr>
<th>Municipality</th>
<th>A</th>
<th>K</th>
<th>Total Crashes</th>
<th>Crash Percent</th>
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<td>New London</td>
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<tr>
<td>Ellington</td>
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<tr>
<td>Berlin</td>
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<tr>
<td><strong>Total</strong></td>
<td>291</td>
<td>30</td>
<td>321</td>
<td>100%</td>
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</tbody>
</table>
Top Ten Municipalities Angle Crashes at Intersection
Fatal and Serious Injury Crash Tree

Location: Municipal Roads
Date range: 2018 to 2020
Number of Crashes: 98

Four-Legged Intersection
Number of Crashes: 85
Percent of Crashes: 87%
- Aggressive Driving
  Number of Crashes: 9
  Percent of Crashes: 11%
- Disregard Other Traffic
  Sign/Pavement Markings
  Number of Crashes: 22
  Percent of Crashes: 26%
- Disregard Traffic Control
  Number of Crashes: 36
  Percent of Crashes: 42%
- Roadway Departure
  Number of Crashes: 1
  Percent of Crashes: 1%
- Other Contributing Action
  Number of Crashes: 3
  Percent of Crashes: 4%
- Other Contributing Factor
  Number of Crashes: 14
  Percent of Crashes: 16%

Three-Legged Intersection
Number of Crashes: 10
Percent of Crashes: 10%
- Aggressive Driving
  Number of Crashes: 1
  Percent of Crashes: 10%
- Disregard Other Traffic
  Sign/Pavement Markings
  Number of Crashes: 6
  Percent of Crashes: 60%
- Disregard Traffic Control
  Number of Crashes: 2
  Percent of Crashes: 20%
- Other Contributing Factor
  Number of Crashes: 1
  Percent of Crashes: 10%

Unspecified
Number of Crashes: 3
Percent of Crashes: 3%
- Disregard Other Traffic
  Sign/Pavement Markings
  Number of Crashes: 2
  Percent of Crashes: 67%
- Other Contributing Factor
  Number of Crashes: 1
  Percent of Crashes: 33%

= Notable Percentage
## Connecticut Bike/Ped Fatal and Serious Injury Crash Location

**Date range:** 2018 to 2020

**Number of Crashes:** 771

### Location: Connecticut

<table>
<thead>
<tr>
<th>Segment</th>
<th>Number of Crashes</th>
<th>Percent of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal</td>
<td>427</td>
<td>55%</td>
</tr>
<tr>
<td>State</td>
<td>264</td>
<td>34%</td>
</tr>
<tr>
<td>Other/Unknown</td>
<td>110</td>
<td>14%</td>
</tr>
</tbody>
</table>

### Percent of All Crashes

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Crashes</th>
<th>Percent of All Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal</td>
<td>427</td>
<td>55%</td>
</tr>
<tr>
<td>State</td>
<td>264</td>
<td>34%</td>
</tr>
<tr>
<td>Other/Unknown</td>
<td>110</td>
<td>14%</td>
</tr>
</tbody>
</table>

### Porcent of Crashes

<table>
<thead>
<tr>
<th>Location</th>
<th>Number of Crashes</th>
<th>Percent of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal</td>
<td>172</td>
<td>60%</td>
</tr>
<tr>
<td>State</td>
<td>142</td>
<td>51%</td>
</tr>
<tr>
<td>Other/Unknown</td>
<td>30</td>
<td>11%</td>
</tr>
</tbody>
</table>

### Number of Crashes

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Crashes</th>
<th>Percent of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal</td>
<td>172</td>
<td>60%</td>
</tr>
<tr>
<td>State</td>
<td>142</td>
<td>51%</td>
</tr>
<tr>
<td>Other/Unknown</td>
<td>30</td>
<td>11%</td>
</tr>
</tbody>
</table>

### Example

- **In Roadway - Other:**
  - Number of Crashes: 142
  - Percent of Crashes: 51%
- **State:**
  - Number of Crashes: 142
  - Percent of Crashes: 51%
- **Other/Unknown:**
  - Number of Crashes: 30
  - Percent of Crashes: 11%

---

**Number of Crashes:** 771

### Municipal

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Crashes</th>
<th>Percent of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossing/Waiting to Cross</td>
<td>172</td>
<td>60%</td>
</tr>
<tr>
<td>Walking with Traffic</td>
<td>35</td>
<td>26%</td>
</tr>
<tr>
<td>Other/Unknown</td>
<td>13</td>
<td>4%</td>
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</table>

### State

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Crashes</th>
<th>Percent of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossing/Waiting to Cross</td>
<td>142</td>
<td>51%</td>
</tr>
<tr>
<td>Walking with Traffic</td>
<td>29</td>
<td>26%</td>
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<td>Other/Unknown</td>
<td>2</td>
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### Other/Unknown

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Crashes</th>
<th>Percent of Crashes</th>
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</thead>
<tbody>
<tr>
<td>Crossing/Waiting to Cross</td>
<td>30</td>
<td>11%</td>
</tr>
<tr>
<td>Walking with Traffic</td>
<td>13</td>
<td>5%</td>
</tr>
<tr>
<td>Other/Unknown</td>
<td>1</td>
<td>0.4%</td>
</tr>
</tbody>
</table>

---

### Notable Percentage

- **Crossing/Waiting to Cross (Municipal):** 71%
- **Walking with Traffic (State):** 26%
- **Other/Unknown (Municipal):** 4%

---

### Connecticut Bike/Ped Fatal and Serious Injury Crash Location

<table>
<thead>
<tr>
<th>Location</th>
<th>Number of Crashes</th>
<th>Percent of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal</td>
<td>427</td>
<td>55%</td>
</tr>
<tr>
<td>State</td>
<td>264</td>
<td>34%</td>
</tr>
<tr>
<td>Other/Unknown</td>
<td>110</td>
<td>14%</td>
</tr>
</tbody>
</table>

### Percent of All Crashes

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Crashes</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Municipal</td>
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</tr>
<tr>
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<td>34%</td>
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<tr>
<td>Other/Unknown</td>
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<td>14%</td>
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### Porcent of Crashes

<table>
<thead>
<tr>
<th>Location</th>
<th>Number of Crashes</th>
<th>Percent of Crashes</th>
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<tbody>
<tr>
<td>Municipal</td>
<td>172</td>
<td>60%</td>
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<tr>
<td>State</td>
<td>142</td>
<td>51%</td>
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<tr>
<td>Other/Unknown</td>
<td>30</td>
<td>11%</td>
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### Number of Crashes

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<thead>
<tr>
<th>Type</th>
<th>Number of Crashes</th>
<th>Percent of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal</td>
<td>172</td>
<td>60%</td>
</tr>
<tr>
<td>State</td>
<td>142</td>
<td>51%</td>
</tr>
<tr>
<td>Other/Unknown</td>
<td>30</td>
<td>11%</td>
</tr>
</tbody>
</table>

### Example

- **In Roadway - Other:**
  - Number of Crashes: 142
  - Percent of Crashes: 51%
- **State:**
  - Number of Crashes: 142
  - Percent of Crashes: 51%
- **Other/Unknown:**
  - Number of Crashes: 30
  - Percent of Crashes: 11%

---

**Number of Crashes:** 771

### Municipal

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Crashes</th>
<th>Percent of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossing/Waiting to Cross</td>
<td>172</td>
<td>60%</td>
</tr>
<tr>
<td>Walking with Traffic</td>
<td>35</td>
<td>26%</td>
</tr>
<tr>
<td>Other/Unknown</td>
<td>13</td>
<td>4%</td>
</tr>
</tbody>
</table>

### State

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Crashes</th>
<th>Percent of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossing/Waiting to Cross</td>
<td>142</td>
<td>51%</td>
</tr>
<tr>
<td>Walking with Traffic</td>
<td>29</td>
<td>26%</td>
</tr>
<tr>
<td>Other/Unknown</td>
<td>2</td>
<td>1%</td>
</tr>
</tbody>
</table>

### Other/Unknown

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Crashes</th>
<th>Percent of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossing/Waiting to Cross</td>
<td>30</td>
<td>11%</td>
</tr>
<tr>
<td>Walking with Traffic</td>
<td>13</td>
<td>5%</td>
</tr>
<tr>
<td>Other/Unknown</td>
<td>1</td>
<td>0.4%</td>
</tr>
</tbody>
</table>

---

### Notable Percentage

- **Crossing/Waiting to Cross (Municipal):** 71%
- **Walking with Traffic (State):** 26%
- **Other/Unknown (Municipal):** 4%
District 2 Fatal and Serious Injury Crash Tree

Location: District 2
Date range: 2018 to 2020
Number of Crashes: 473

Municipal Road
Number of Crashes: 111
Percent of Crashes: 23%

State
Number of Crashes: 348
Percent of Crashes: 74%

Unknown
Number of Crashes: 14
Percent of Crashes: 3%

Intersection
Number of Crashes: 113
Percent of Crashes: 23%

Segment
Number of Crashes: 197
Percent of Crashes: 41%

Interstate
Number of Crashes: 38
Percent of Crashes: 8%

CT/US Route
Number of Crashes: 310
Percent of Crashes: 65%

Segment
Number of Crashes: 85
Percent of Crashes: 77%

Intersection
Number of Crashes: 26
Percent of Crashes: 23%

Segment
Number of Crashes: 38
Percent of Crashes: 100%

Angle
Number of Crashes: 58
Percent of Crashes: 15%

Fixed Object
Number of Crashes: 10
Percent of Crashes: 13%

Front to Front
Number of Crashes: 6
Percent of Crashes: 8%

Sideswipe
Number of Crashes: 9
Percent of Crashes: 11%

Pedestrian/Bicyclist
Number of Crashes: 11
Percent of Crashes: 36%

Segment
Number of Crashes: 20
Percent of Crashes: 18%

Angle
Number of Crashes: 19
Percent of Crashes: 10%

Fixed Object
Number of Crashes: 95
Percent of Crashes: 47%

Front to Front
Number of Crashes: 37
Percent of Crashes: 19%

Sideswipe
Number of Crashes: 4
Percent of Crashes: 4%

Pedestrian/Bicyclist
Number of Crashes: 11
Percent of Crashes: 6%

Segment
Number of Crashes: 7
Percent of Crashes: 11%

Angle
Number of Crashes: 0
Percent of Crashes: 0%

Fixed Object
Number of Crashes: 0
Percent of Crashes: 0%

Front to Front
Number of Crashes: 7
Percent of Crashes: 13%

Sideswipe
Number of Crashes: 4
Percent of Crashes: 8%

Pedestrian/Bicyclist
Number of Crashes: 0
Percent of Crashes: 0%

Segment
Number of Crashes: 2
Percent of Crashes: 2%

Angle
Number of Crashes: 1
Percent of Crashes: 1%

Fixed Object
Number of Crashes: 0
Percent of Crashes: 0%

Front to Front
Number of Crashes: 1
Percent of Crashes: 2%

Sideswipe
Number of Crashes: 2
Percent of Crashes: 4%

Pedestrian/Bicyclist
Number of Crashes: 0
Percent of Crashes: 0%

Segment
Number of Crashes: 4
Percent of Crashes: 4%

Angle
Number of Crashes: 0
Percent of Crashes: 0%

Fixed Object
Number of Crashes: 0
Percent of Crashes: 0%

Front to Front
Number of Crashes: 1
Percent of Crashes: 2%

Sideswipe
Number of Crashes: 2
Percent of Crashes: 4%

Pedestrian/Bicyclist
Number of Crashes: 0
Percent of Crashes: 0%

Segment
Number of Crashes: 1
Percent of Crashes: 1%

Angle
Number of Crashes: 0
Percent of Crashes: 0%

Fixed Object
Number of Crashes: 0
Percent of Crashes: 0%

Front to Front
Number of Crashes: 1
Percent of Crashes: 2%

Sideswipe
Number of Crashes: 2
Percent of Crashes: 4%

Pedestrian/Bicyclist
Number of Crashes: 0
Percent of Crashes: 0%

Note: Notable Percentage
District 3 Fatal and Serious Injury Crash Tree

Location: District 3  
Date range: 2018 to 2020  
Number of Crashes: 1631

- Municipal Road  
  Number of Crashes: 803  
  Percent of Crashes: 49%

- CT/US Route  
  Number of Crashes: 689  
  Percent of Crashes: 42%

- Interstate  
  Number of Crashes: 84  
  Percent of Crashes: 11%

- Unknown  
  Number of Crashes: 55  
  Percent of Crashes: 3%

- Intersection  
  Number of Crashes: 418  
  Percent of Crashes: 52%

  - Angle  
    Number of Crashes: 146  
    Percent of Crashes: 35%

  - Front to Front  
    Number of Crashes: 24  
    Percent of Crashes: 6%

  - Front to Rear  
    Number of Crashes: 43  
    Percent of Crashes: 10%

  - Motor Veh. in Operation  
    Number of Crashes: 25  
    Percent of Crashes: 6%

  - Non-Fixed Object  
    Number of Crashes: 11  
    Percent of Crashes: 3%

  - Non-Collision  
    Number of Crashes: 8  
    Percent of Crashes: 2%

  - Pedestrian/Bicyclist  
    Number of Crashes: 95  
    Percent of Crashes: 23%

  - Sideswipe  
    Number of Crashes: 16  
    Percent of Crashes: 4%

- Segment  
  Number of Crashes: 383  
  Percent of Crashes: 48%

  - Angle  
    Number of Crashes: 27  
    Percent of Crashes: 7%

  - Front to Front  
    Number of Crashes: 30  
    Percent of Crashes: 8%

  - Front to Rear  
    Number of Crashes: 35  
    Percent of Crashes: 9%

  - Motor Veh. in Operation  
    Number of Crashes: 6  
    Percent of Crashes: 2%

  - Non-Fixed Object  
    Number of Crashes: 15  
    Percent of Crashes: 4%

  - Non-Collision  
    Number of Crashes: 22  
    Percent of Crashes: 6%

  - Pedestrian/Bicyclist  
    Number of Crashes: 97  
    Percent of Crashes: 25%

  - Sideswipe  
    Number of Crashes: 14  
    Percent of Crashes: 4%

- Intersection  
  Number of Crashes: 339  
  Percent of Crashes: 49%

  - Angle  
    Number of Crashes: 152  
    Percent of Crashes: 45%

  - Front to Front  
    Number of Crashes: 18  
    Percent of Crashes: 5%

  - Front to Rear  
    Number of Crashes: 42  
    Percent of Crashes: 12%

  - Motor Veh. in Operation  
    Number of Crashes: 12  
    Percent of Crashes: 4%

  - Non-Fixed Object  
    Number of Crashes: 9  
    Percent of Crashes: 3%

  - Non-Collision  
    Number of Crashes: 8  
    Percent of Crashes: 2%

  - Pedestrian/Bicyclist  
    Number of Crashes: 59  
    Percent of Crashes: 17%

  - Sideswipe  
    Number of Crashes: 13  
    Percent of Crashes: 4%

- Segment  
  Number of Crashes: 350  
  Percent of Crashes: 51%

  - Angle  
    Number of Crashes: 147  
    Percent of Crashes: 43%

  - Front to Front  
    Number of Crashes: 47  
    Percent of Crashes: 13%

  - Front to Rear  
    Number of Crashes: 44  
    Percent of Crashes: 13%

  - Motor Veh. in Operation  
    Number of Crashes: 11  
    Percent of Crashes: 3%

  - Non-Fixed Object  
    Number of Crashes: 4  
    Percent of Crashes: 1%

  - Non-Collision  
    Number of Crashes: 21  
    Percent of Crashes: 6%

  - Pedestrian/Bicyclist  
    Number of Crashes: 65  
    Percent of Crashes: 19%

  - Sideswipe  
    Number of Crashes: 27  
    Percent of Crashes: 8%

- Ramp Junction  
  Number of Crashes: 14  
  Percent of Crashes: 17%

  - Angle  
    Number of Crashes: 8  
    Percent of Crashes: 57%

  - Front to Front  
    Number of Crashes: 1  
    Percent of Crashes: 7%

  - Front to Rear  
    Number of Crashes: 0  
    Percent of Crashes: 0%

  - Motor Veh. in Operation  
    Number of Crashes: 0  
    Percent of Crashes: 0%

  - Non-Fixed Object  
    Number of Crashes: 0  
    Percent of Crashes: 0%

  - Non-Collision  
    Number of Crashes: 0  
    Percent of Crashes: 0%

  - Pedestrian/Bicyclist  
    Number of Crashes: 1  
    Percent of Crashes: 7%

  - Sideswipe  
    Number of Crashes: 0  
    Percent of Crashes: 0%

- Segment  
  Number of Crashes: 70  
  Percent of Crashes: 83%

  - Angle  
    Number of Crashes: 25  
    Percent of Crashes: 36%

  - Front to Front  
    Number of Crashes: 3  
    Percent of Crashes: 4%

  - Front to Rear  
    Number of Crashes: 0  
    Percent of Crashes: 0%

  - Motor Veh. in Operation  
    Number of Crashes: 0  
    Percent of Crashes: 0%

  - Non-Fixed Object  
    Number of Crashes: 0  
    Percent of Crashes: 0%

  - Non-Collision  
    Number of Crashes: 0  
    Percent of Crashes: 0%

  - Pedestrian/Bicyclist  
    Number of Crashes: 1  
    Percent of Crashes: 13%

  - Sideswipe  
    Number of Crashes: 4  
    Percent of Crashes: 6%
### CRCOG Fatal and Serious Injury Crash Tree

**Location:** CRCOG  
**Date range:** 2018 to 2020  
**Number of Crashes:** 1140

<table>
<thead>
<tr>
<th>Location</th>
<th>Number of Crashes</th>
<th>Percent of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal</td>
<td>563</td>
<td>49%</td>
</tr>
<tr>
<td>State</td>
<td>538</td>
<td>47%</td>
</tr>
<tr>
<td>Interstate</td>
<td>74</td>
<td>7%</td>
</tr>
<tr>
<td>Unknown</td>
<td>1</td>
<td>-</td>
</tr>
</tbody>
</table>

**Interchange:** 283  
**Percent of Crashes:** 50%

**Segment:** 279  
**Percent of Crashes:** 50%

**Angle:** 114  
**Percent of Crashes:** 40%

**Fixed Object:** 42  
**Percent of Crashes:** 15%

**Front to Front:** 15  
**Percent of Crashes:** 5%

**Front to Rear:** 11  
**Percent of Crashes:** 4%

**Motor Veh. in Operation:** 7  
**Percent of Crashes:** 2%

**Non-Collision:** 6  
**Percent of Crashes:** 2%

**Pedestrian/Bicyclist:** 76  
**Percent of Crashes:** 27%

**Sideswipe:** 12  
**Percent of Crashes:** 4%

**Intersection:** 204  
**Percent of Crashes:** 44%

**Angle:** 107  
**Percent of Crashes:** 52%

**Fixed Object:** 123  
**Percent of Crashes:** 44%

**Front to Front:** 13  
**Percent of Crashes:** 5%

**Front to Rear:** 22  
**Percent of Crashes:** 8%

**Motor Veh. in Operation:** 3  
**Percent of Crashes:** 1%

**Non-Collision:** 4  
**Percent of Crashes:** 1%

**Non-Fixed Object:** 15  
**Percent of Crashes:** 5%

**Pedestrian/Bicyclist:** 23  
**Percent of Crashes:** 11%

**Sideswipe:** 2  
**Percent of Crashes:** 50%

**Segment:** 259  
**Percent of Crashes:** 56%

**Angle:** 25  
**Percent of Crashes:** 10%

**Fixed Object:** 110  
**Percent of Crashes:** 42%

**Front to Front:** 9  
**Percent of Crashes:** 4%

**Front to Rear:** 25  
**Percent of Crashes:** 12%

**Motor Veh. in Operation:** 4  
**Percent of Crashes:** 3%

**Non-Collision:** 2  
**Percent of Crashes:** 1%

**Non-Fixed Object:** 2  
**Percent of Crashes:** 1%

**Pedestrian/Bicyclist:** 32  
**Percent of Crashes:** 12%

**Sideswipe:** 6  
**Percent of Crashes:** 22%

**Segment:** 68  
**Percent of Crashes:** 92%

**Angle:** 2  
**Percent of Crashes:** 3%

**Fixed Object:** 32  
**Percent of Crashes:** 47%

**Front to Front:** 1  
**Percent of Crashes:** 8%

**Front to Rear:** 2  
**Percent of Crashes:** 17%

**Motor Veh. in Operation:** 1  
**Percent of Crashes:** 22%

**Non-Fixed Object:** 0  
**Percent of Crashes:** 0%

**Non-Collision:** 0  
**Percent of Crashes:** 0%

**Pedestrian/Bicyclist:** 0  
**Percent of Crashes:** 0%

= Notable Percentage
NHCOG Fatal and Serious Injury Crash Tree

Location: NHCOG
Date range: 2018 to 2020
Number of Crashes: 119

Municipal
Number of Crashes: 34
Percent of Crashes: 29%

State
Number of Crashes: 82
Percent of Crashes: 69%

Unknown
Number of Crashes: 3
Percent of Crashes: 2%

Municipal Road
Number of Crashes: 34
Percent of Crashes: 100%
Percent of All Crashes: 29%

CT/US Route
Number of Crashes: 82
Percent of Crashes: 100%
Percent of All Crashes: 69%

Intersection
Number of Crashes: 8
Percent of Crashes: 24%

Segment
Number of Crashes: 26
Percent of Crashes: 76%

Intersection
Number of Crashes: 26
Percent of Crashes: 32%

Segment
Number of Crashes: 56
Percent of Crashes: 68%

Angle
Number of Crashes: 2
Percent of Crashes: 25%

Fixed Object
Number of Crashes: 11
Percent of Crashes: 42%

Motor Veh. in Operation
Number of Crashes: 1
Percent of Crashes: 4%

Non-Collision
Number of Crashes: 7
Percent of Crashes: 27%

Pedestrian/Bicyclist
Number of Crashes: 4
Percent of Crashes: 15%

Sideswipe
Number of Crashes: 1
Percent of Crashes: 4%

Angle
Number of Crashes: 11
Percent of Crashes: 42%

Fixed Object
Number of Crashes: 5
Percent of Crashes: 19%

Front to Front
Number of Crashes: 1
Percent of Crashes: 8%

Front to Rear
Number of Crashes: 2
Percent of Crashes: 8%

Non-Collision
Number of Crashes: 1
Percent of Crashes: 4%

Pedestrian/Bicyclist
Number of Crashes: 3
Percent of Crashes: 12%

Sideswipe
Number of Crashes: 2
Percent of Crashes: 8%

Angle
Number of Crashes: 3
Percent of Crashes: 5%

Fixed Object
Number of Crashes: 25
Percent of Crashes: 45%

Front to Front
Number of Crashes: 11
Percent of Crashes: 20%

Front to Rear
Number of Crashes: 2
Percent of Crashes: 4%

Motor Veh. in Operation
Number of Crashes: 1
Percent of Crashes: 2%

Non-Collision
Number of Crashes: 1
Percent of Crashes: 2%

Pedestrian/Bicyclist
Number of Crashes: 8
Percent of Crashes: 14%

Sideswipe
Number of Crashes: 3
Percent of Crashes: 5%
NVCOG Fatal and Serious Injury Crash Tree

Location: NVCOG
Date range: 2018 to 2020
Number of Crashes: 536

Municipal
Number of Crashes: 254
Percent of Crashes: 47%

State
Number of Crashes: 261
Percent of Crashes: 49%

Unknown
Number of Crashes: 21
Percent of Crashes: 4%

Intersection
Number of Crashes: 91
Percent of Crashes: 17%

Segment
Number of Crashes: 163
Percent of Crashes: 30%

Intersection
Number of Crashes: 105
Percent of Crashes: 19%

Segment
Number of Crashes: 139
Percent of Crashes: 25%

Ramp Junction
Number of Crashes: 1
Percent of Crashes: 0%

Segment
Number of Crashes: 16
Percent of Crashes: 3%

Angle
Number of Crashes: 27
Percent of Crashes: 5%

Fixed Object
Number of Crashes: 24
Percent of Crashes: 5%

Front to Front
Number of Crashes: 21
Percent of Crashes: 4%

Front to Rear
Number of Crashes: 17
Percent of Crashes: 3%

Motor Veh. in Operation
Number of Crashes: 2
Percent of Crashes: 1%

Non-Fixed Object
Number of Crashes: 3
Percent of Crashes: 1%

Non-Collision
Number of Crashes: 9
Percent of Crashes: 2%

Pedestrian/Bicyclist
Number of Crashes: 31
Percent of Crashes: 6%

Sideswipe
Number of Crashes: 3
Percent of Crashes: 2%

Angle
Number of Crashes: 50
Percent of Crashes: 7%

Fixed Object
Number of Crashes: 10
Percent of Crashes: 2%

Front to Front
Number of Crashes: 22
Percent of Crashes: 4%

Front to Rear
Number of Crashes: 7
Percent of Crashes: 1%

Motor Veh. in Operation
Number of Crashes: 3
Percent of Crashes: 1%

Non-Fixed Object
Number of Crashes: 2
Percent of Crashes: 1%

Non-Collision
Number of Crashes: 3
Percent of Crashes: 1%

Pedestrian/Bicyclist
Number of Crashes: 14
Percent of Crashes: 3%

Sideswipe
Number of Crashes: 6
Percent of Crashes: 1%

Angle
Number of Crashes: 12
Percent of Crashes: 2%

Fixed Object
Number of Crashes: 5
Percent of Crashes: 1%

Front to Front
Number of Crashes: 11
Percent of Crashes: 2%

Front to Rear
Number of Crashes: 8
Percent of Crashes: 1%

Motor Veh. in Operation
Number of Crashes: 6
Percent of Crashes: 1%

Non-Fixed Object
Number of Crashes: 1
Percent of Crashes: 1%

Non-Collision
Number of Crashes: 10
Percent of Crashes: 2%

Pedestrian/Bicyclist
Number of Crashes: 17
Percent of Crashes: 3%

Sideswipe
Number of Crashes: 6
Percent of Crashes: 1%

Angle
Number of Crashes: 1
Percent of Crashes: 1%

Fixed Object
Number of Crashes: 0
Percent of Crashes: 0%

Front to Front
Number of Crashes: 1
Percent of Crashes: 1%

Front to Rear
Number of Crashes: 6
Percent of Crashes: 1%

Motor Veh. in Operation
Number of Crashes: 1
Percent of Crashes: 1%

Non-Fixed Object
Number of Crashes: 2
Percent of Crashes: 1%

Non-Collision
Number of Crashes: 0
Percent of Crashes: 0%

Pedestrian/Bicyclist
Number of Crashes: 0
Percent of Crashes: 0%

Sideswipe
Number of Crashes: 0
Percent of Crashes: 0%

= Notable Percentage
Location: RiverCOG
Date range: 2018 to 2020
Number of Crashes: 160

Municipal
Number of Crashes: 39
Percent of Crashes: 24%

State
Number of Crashes: 114
Percent of Crashes: 71%

Unknown
Number of Crashes: 57
Percent of Crashes: 4%

Intersection
Number of Crashes: 14
Percent of Crashes: 36%

Segment
Number of Crashes: 25
Percent of Crashes: 64%

Intersection
Number of Crashes: 37
Percent of Crashes: 39%

Segment
Number of Crashes: 59
Percent of Crashes: 61%

Segment
Number of Crashes: 18
Percent of Crashes: 100%

Angle
Number of Crashes: 5
Percent of Crashes: 4%

Fixed Object
Number of Crashes: 16
Percent of Crashes: 64%

Front to Front
Number of Crashes: 1
Percent of Crashes: 4%

Motor Veh. in Operation
Number of Crashes: 2
Percent of Crashes: 5%

Non-Collision
Number of Crashes: 2
Percent of Crashes: 5%

Pedestrian/Bicyclist
Number of Crashes: 1
Percent of Crashes: 4%

Pedestrian/Bicyclist
Number of Crashes: 4
Percent of Crashes: 11%

Pedestrian/Bicyclist
Number of Crashes: 3
Percent of Crashes: 5%

Non-Collision
Number of Crashes: 2
Percent of Crashes: 5%

Non-Fixed Object
Number of Crashes: 2
Percent of Crashes: 5%

Sideswipe
Number of Crashes: 3
Percent of Crashes: 5%

Angle
Number of Crashes: 1
Percent of Crashes: 4%

Fixed Object
Number of Crashes: 9
Percent of Crashes: 6%

Front to Front
Number of Crashes: 1
Percent of Crashes: 4%

Motor Veh. in Operation
Number of Crashes: 2
Percent of Crashes: 5%

Non-Fixed Object
Number of Crashes: 2
Percent of Crashes: 5%

Sideswipe
Number of Crashes: 1
Percent of Crashes: 4%

Angle
Number of Crashes: 7
Percent of Crashes: 12%

Fixed Object
Number of Crashes: 24
Percent of Crashes: 41%

Front to Front
Number of Crashes: 16
Percent of Crashes: 27%

Motor Veh. in Operation
Number of Crashes: 1
Percent of Crashes: 2%

Non-Collision
Number of Crashes: 1
Percent of Crashes: 2%

Pedestrian/Bicyclist
Number of Crashes: 0
Percent of Crashes: 0%

Segment
Number of Crashes: 18
Percent of Crashes: 100%

Angle
Number of Crashes: 1
Percent of Crashes: 4%

Fixed Object
Number of Crashes: 9
Percent of Crashes: 6%

Front to Front
Number of Crashes: 1
Percent of Crashes: 4%

Motor Veh. in Operation
Number of Crashes: 2
Percent of Crashes: 5%

Non-Fixed Object
Number of Crashes: 2
Percent of Crashes: 5%

Sideswipe
Number of Crashes: 1
Percent of Crashes: 4%

Angle
Number of Crashes: 1
Percent of Crashes: 4%

Fixed Object
Number of Crashes: 9
Percent of Crashes: 6%

Front to Front
Number of Crashes: 1
Percent of Crashes: 4%

Motor Veh. in Operation
Number of Crashes: 2
Percent of Crashes: 5%

Non-Fixed Object
Number of Crashes: 2
Percent of Crashes: 5%

Sideswipe
Number of Crashes: 1
Percent of Crashes: 4%

Angle
Number of Crashes: 1
Percent of Crashes: 4%

Fixed Object
Number of Crashes: 9
Percent of Crashes: 6%

Front to Front
Number of Crashes: 1
Percent of Crashes: 4%

Motor Veh. in Operation
Number of Crashes: 2
Percent of Crashes: 5%

Non-Fixed Object
Number of Crashes: 2
Percent of Crashes: 5%

Sideswipe
Number of Crashes: 1
Percent of Crashes: 4%
SECCOG Fatal and Serious Injury Crash Tree

Location: SECCOG
Date range: 2018 to 2020
Number of Crashes: 264

Municipal
Number of Crashes: 76
Percent of Crashes: 28%

State
Number of Crashes: 181
Percent of Crashes: 69%

Unknown
Number of Crashes: 7
Percent of Crashes: 2%

Intersection
Number of Crashes: 21
Percent of Crashes: 28%

Segment
Number of Crashes: 55
Percent of Crashes: 72%

CT/US Route
Number of Crashes: 165
Percent of Crashes: 86%
Percent of All Crashes: 61%

Interstate
Number of Crashes: 25
Percent of Crashes: 14%
Percent of All Crashes: 9%

Angle
Number of Crashes: 5
Percent of Crashes: 24%

Fixed Object
Number of Crashes: 6
Percent of Crashes: 29%

Motor Veh. in Operation
Number of Crashes: 1
Percent of Crashes: 5%

Non-Collision
Number of Crashes: 2
Percent of Crashes: 10%

Pedestrian/Bicyclist
Number of Crashes: 3
Percent of Crashes: 14%

Sideswipe
Number of Crashes: 2
Percent of Crashes: 10%

Front to Front
Number of Crashes: 1
Percent of Crashes: 5%

Front to Rear
Number of Crashes: 3
Percent of Crashes: 5%

Non-Fixed Object
Number of Crashes: 2
Percent of Crashes: 2%

Non-Collision
Number of Crashes: 3
Percent of Crashes: 5%

Motor Veh. in Operation
Number of Crashes: 2
Percent of Crashes: 4%

Fixed Object
Number of Crashes: 29
Percent of Crashes: 53%

Front to Front
Number of Crashes: 3
Percent of Crashes: 5%

Front to Rear
Number of Crashes: 3
Percent of Crashes: 5%

Motor Veh. in Operation
Number of Crashes: 1
Percent of Crashes: 2%

Fixed Object
Number of Crashes: 2
Percent of Crashes: 4%

Angle
Number of Crashes: 34
Percent of Crashes: 52%

Fixed Object
Number of Crashes: 6
Percent of Crashes: 9%

Front to Front
Number of Crashes: 3
Percent of Crashes: 5%

Front to Rear
Number of Crashes: 10
Percent of Crashes: 15%

Non-Fixed Object
Number of Crashes: 2
Percent of Crashes: 2%

Non-Collision
Number of Crashes: 3
Percent of Crashes: 5%

Pedestrian/Bicyclist
Number of Crashes: 6
Percent of Crashes: 9%

Motor Veh. in Operation
Number of Crashes: 0
Percent of Crashes: 0%

Fixed Object
Number of Crashes: 38
Percent of Crashes: 12%

Front to Front
Number of Crashes: 18
Percent of Crashes: 20%

Front to Rear
Number of Crashes: 7
Percent of Crashes: 8%

Non-Fixed Object
Number of Crashes: 13
Percent of Crashes: 52%

Non-Collision
Number of Crashes: 0
Percent of Crashes: 0%

Pedestrian/Bicyclist
Number of Crashes: 0
Percent of Crashes: 0%

Sideswipe
Number of Crashes: 5
Percent of Crashes: 9%

Motor Veh. in Operation
Number of Crashes: 0
Percent of Crashes: 0%

Fixed Object
Number of Crashes: 2
Percent of Crashes: 4%

Front to Front
Number of Crashes: 0
Percent of Crashes: 0%

Front to Rear
Number of Crashes: 5
Percent of Crashes: 9%

Pedestrian/Bicyclist
Number of Crashes: 6
Percent of Crashes: 9%

Sideswipe
Number of Crashes: 2
Percent of Crashes: 3%

Motor Veh. in Operation
Number of Crashes: 0
Percent of Crashes: 0%

Sideswipe
Number of Crashes: 0
Percent of Crashes: 0%

Pedestrian/Bicyclist
Number of Crashes: 0
Percent of Crashes: 0%

Motor Veh. in Operation
Number of Crashes: 0
Percent of Crashes: 0%

Sideswipe
Number of Crashes: 0
Percent of Crashes: 0%

Pedestrian/Bicyclist
Number of Crashes: 0
Percent of Crashes: 0%

Sideswipe
Number of Crashes: 0
Percent of Crashes: 0%
WestCOG Fatal and Serious Injury Crash Tree

Location: WestCOG
Date range: 2018 to 2020
Number of Crashes: 553

Municipal
Number of Crashes: 246
Percent of Crashes: 44%

State
Number of Crashes: 275
Percent of Crashes: 50%

Unknown
Number of Crashes: 32
Percent of Crashes: 7%

Municipal Road
Number of Crashes: 246
Percent of All Crashes: 44%

Intersection
Number of Crashes: 104
Percent of Crashes: 42%

Segment
Number of Crashes: 140
Percent of Crashes: 57%

Intersection
Number of Crashes: 116
Percent of Crashes: 48%

Segment
Number of Crashes: 124
Percent of Crashes: 52%

Ramp Junction
Number of Crashes: 6
Percent of Crashes: 17%

Segment
Number of Crashes: 29
Percent of Crashes: 83%

Angle
Number of Crashes: 25
Percent of Crashes: 4%

Fixed Object
Number of Crashes: 24
Percent of Crashes: 4%

Front to Front
Number of Crashes: 5
Percent of Crashes: 5%

Front to Rear
Number of Crashes: 3
Percent of Crashes: 3%

Motor Veh. in Operation
Number of Crashes: 5
Percent of Crashes: 5%

Non-Fixed Object
Number of Crashes: 5
Percent of Crashes: 5%

Non-Collision
Number of Crashes: 3
Percent of Crashes: 3%

Pedestrian/Bicyclist
Number of Crashes: 33
Percent of Crashes: 32%

Sideswipe
Number of Crashes: 4
Percent of Crashes: 4%

Angle
Number of Crashes: 48
Percent of Crashes: 41%

Fixed Object
Number of Crashes: 12
Percent of Crashes: 10%

Front to Front
Number of Crashes: 14
Percent of Crashes: 12%

Front to Rear
Number of Crashes: 8
Percent of Crashes: 6%

Motor Veh. in Operation
Number of Crashes: 4
Percent of Crashes: 3%

Non-Fixed Object
Number of Crashes: 1
Percent of Crashes: 1%

Non-Collision
Number of Crashes: 6
Percent of Crashes: 5%

Pedestrian/Bicyclist
Number of Crashes: 28
Percent of Crashes: 20%

Sideswipe
Number of Crashes: 2
Percent of Crashes: 2%

Angle
Number of Crashes: 16
Percent of Crashes: 13%

Fixed Object
Number of Crashes: 41
Percent of Crashes: 33%

Front to Front
Number of Crashes: 25
Percent of Crashes: 20%

Front to Rear
Number of Crashes: 9
Percent of Crashes: 7%

Motor Veh. in Operation
Number of Crashes: 3
Percent of Crashes: 2%

Non-Fixed Object
Number of Crashes: 2
Percent of Crashes: 2%

Non-Collision
Number of Crashes: 8
Percent of Crashes: 6%

Pedestrian/Bicyclist
Number of Crashes: 15
Percent of Crashes: 12%

Sideswipe
Number of Crashes: 5
Percent of Crashes: 4%

Angle
Number of Crashes: 4
Percent of Crashes: 67%

Fixed Object
Number of Crashes: 1
Percent of Crashes: 17%

Front to Front
Number of Crashes: 0
Percent of Crashes: 0%

Front to Rear
Number of Crashes: 8
Percent of Crashes: 28%

Motor Veh. in Operation
Number of Crashes: 1
Percent of Crashes: 3%

Non-Fixed Object
Number of Crashes: 0
Percent of Crashes: 0%

Non-Collision
Number of Crashes: 0
Percent of Crashes: 0%

Pedestrian/Bicyclist
Number of Crashes: 0
Percent of Crashes: 0%

Sideswipe
Number of Crashes: 0
Percent of Crashes: 0%