State of Connecticut

Highway Safety Plan

Federal Fiscal Year 2022

PREPARED BY:

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Executive Summary

The goal of the Connecticut Highway Safety Program is to prevent roadway fatalities and injuries as a result of crashes related to driver behavior. Under the Highway Safety Act of 1966 (U.S. 23 USC- Chapter 4) the Governor is required to implement a highway safety program through a designated State agency suitably equipped and organized to carry out the program. An appointed Governor's Highway Safety Representative oversees the program and supporting Section 402 and 405 highway safety grant funds made available to the States to carry out their annual Highway Safety Plans. The Connecticut Highway Safety program is an extension of this Federal requirement. The Highway Safety Office (HSO) is located in the Connecticut Department of Transportation (CT-DOT) in the Bureau of Policy and Planning. **The primary objectives of the HSO are to plan, coordinate, and implement effective highway safety programs and to provide technical leadership, support and policy direction to highway safety partners.**

This planning document provides historic, trend, and the most current crash data available in addition to other State-provided data detailing highway safety in Connecticut. The identified problem areas dictate the State's highway safety goals, objectives, and planned countermeasures. The basis for this examination is Connecticut's motor vehicle crash experience for the calendar year 2019 in comparison to the previous year(s). Please see the Highway Safety Planning Process section for a further discussion of data sources used in this document. This document serves as Connecticut's application to the National Highway Traffic Safety Administration (NHTSA) for federal funds under Sections 402 and 405 of the Fixing America's Surface Transportation Act for the 2022 Federal Fiscal Year.

The HSO focuses on NHTSA program areas under the Federal 402 and 405 programs including Impaired Driving, Occupant Protection, Child Passenger Safety, Distracted Driving, Police Traffic Services, Speed, Motorcycle Safety, Traffic Records, Driver Groups, Bicycle and Pedestrian Safety and Work Zone Safety. These program areas provide funding for countermeasures to combat key problems identified in each section. Key priority areas include percentage of alcohol-related fatalities and injuries; percentage of unbelted fatalities, speed related fatalities and injuries; motorcycle fatalities and injuries; pedestrian fatalities and injuries; and, improving crash data collection and availability.

Major strategies include the execution of countermeasures developed to specifically target over-represented groups identified through data analysis. These strategies include participation in National "crack-down" mobilizations such as "Click it or Ticket" and "Drive Sober or Get Pulled Over" as well as the promotion of sustained enforcement year-round based on local problem identification by law enforcement agencies and other highway safety partners. Various training programs and technical support from law enforcement training based on better identification of impaired drivers, to more timely and accurate reporting of crash data, are implemented through the HSO. This helps to better identify areas where improvement will ultimately lead to less injury crashes and fatalities on Connecticut's roadways.

The major program areas of Impaired Driving, Occupant Protection, Speed Enforcement and

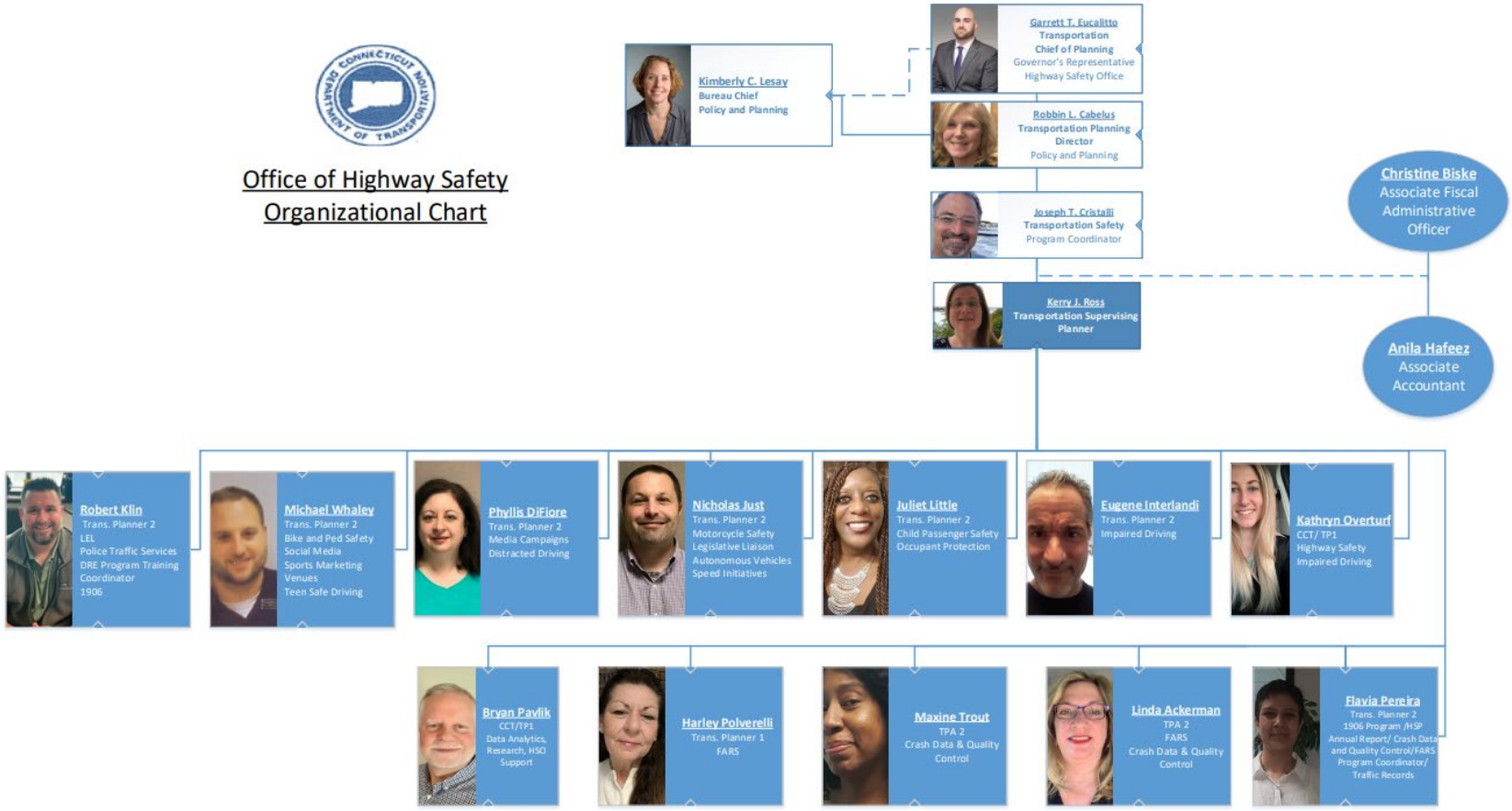
Distracted Driving, account for the majority of enforcement activities and paid media making up the largest component of high visibility and sustained enforcement efforts. Combined impaired driving and safety belt enforcement efforts are planned to effectively target these unsafe driving behaviors and achieve a high observed seat belt usage rate.

*Please note that the visual data pertaining to specific problem ID is located in the "Highway Safety Data Analysis" section, as well as in each respective program area.

Performance Measures		2014	2015	2016	2017	2018
Traffic Fatalities	Total	248	270	304	281	294
	Rural	60	46	37	44	39
	Urban	188	221	261	235	252
	Unknown	0	3	6	2	3
Fatalities per 100 Million Vehicles Miles Driven	Total	0.80	0.85	0.96	0.89	0.93
	Rural	1.92	1.46	1.17	1.40	1.23
	Urban	0.67	0.78	0.92	0.83	0.89
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	136	155	174	163	173
	Restrained	50	68	73	81	74
	Unrestrained	48	68	65	53	69
	Unknown	38	19	36	29	30
Alcohol-Impaired Driving Fatalities		97	100	114	119	115
Speeding-Related Fatalities		69	77	82	90	90
Motorcyclist Fatalities	Total	55	55	52	57	49
	Helmeted	20	20	14	22	20
	Unhelmeted	32	33	36	33	28
	Unknown	3	2	2	2	1
Drivers Involved in Fatal Crashes	Total	338	374	442	379	415
	Aged under 15	1	0	1	0	0
	Aged 15-20	20	26	32	27	28
	Aged under 21	21	26	33	27	28
	Aged 21 and Over	314	344	396	347	378
	Unknown Age	3	4	13	5	9
Pedestrian Fatalities		47	46	59	49	60

Source: FARS Final Files 2015-2018; FARS Annual Report File 2019

Connecticut Department of Transportation
Office of Highway Safety
Organizational Chart



Highway Safety Planning Process

HIGHWAY SAFETY PLANNING PROCESS

Data Sources and Processes

The Department prepares this annual planning document to address a set of identified and defined highway and traffic safety problems. This problem identification process begins early in the calendar year with the examination of a variety of traffic and roadway related data. The analysis of this data identifies both general and specific patterns of concern and, from a review of historical patterns, results in a projection of future data trends. Other problems and deficiencies are identified through programmatic review.

Problem Identification takes place on multiple levels. The first and earliest form of problem identification begins with reviewing projects from the previous fiscal year and requesting project level input from highway safety partners. This process may include sending out a project concept letter to stakeholders, partners and program managers; or in some program areas, holding meetings with project directors and stakeholders.

A major part of this process is to enlist the cooperation of highway safety partners who will facilitate the implementation of countermeasures. In addition, local political subdivisions and State agencies are routinely and systematically encouraged to identify municipal, regional, and State-level highway safety problems in order to propose specific countermeasures that address these problems.

Priority areas are then ranked by the Principal Highway Safety Coordinator and staff to develop projects in accordance with available funding. For example, the Impaired Driving Program Manager, Occupant Protection Program Manager and Distracted Driving Program Manager, use ranking systems developed by the HSO data analysis contractor to determine funding levels for state and municipal police department High Visibility Enforcement (HVE) overtime and equipment grants.

Program objectives and countermeasures are further developed based on problem identification. For example, restrictions on grant-funded impaired driving enforcement are intended to focus activity on over-represented times, locations, and demographic and geographic areas. While this process is based upon identified problem areas, solicitation includes both targeted and broad-based outreach to law enforcement agencies.

The HSO understands that accurate and timely traffic/crash of statewide data; the creation of realistic and achievable targets; the implementation of functional countermeasures; the utilization of applicable metrics; and the election of projected outcomes are the classic components of effective strategic plan. Connecting and blending each of these steps is essential to the creation and implementation of a systematic and successful statewide plan to reduce crashes, injuries and fatalities on Connecticut's roadways. Graphic data analysis, mapping and distribution of pertinent data and information promote increased effectiveness in the deployment of resources. When available, using real time data to identify on-going or emerging

traffic safety issues increases the possibility of achieving a successful resolution. This is accomplished in the following ways:

Stakeholder input - Requests for local problem identifications are sent annually, to all highway safety stakeholders including 94 Municipal Law Enforcement Agencies, 53 Resident State Troopers, 11 State Police Troops, one (1) State Police Headquarters Traffic Unit, eight (8) University Police Departments and nine (9) Regional Councils of Government.

Crash Data Analysis/Problem Identification - The data is analyzed by the HSO data contractor to identify major problem areas, over-represented groups, demographics, and other "drill-down" factors in an attempt to determine who, what, where, when and why crashes with fatalities and injuries are taking place. FARS data, annual observation belt use surveys, awareness surveys, injury, licensing and population, registration, citation and arrest/adjudication data, toxicology, Crash Outcome Data Evaluation System (CODES), as well as state VMT data are all used in this process.

To assist in analyzing and setting performance measures and targets, this data includes a five-year moving average to further normalize data trends over time and includes a projection based on the five-year moving average. The program manager(s) and Principal Highway Safety Coordinator set targets based on these projections, as well as priority ranking of specific highway safety problems and available funding. The NHTSA regional program manager is consulted during the goal setting process.

Countermeasure Selection - Priority areas are then ranked by the Principal Highway Safety Coordinator and staff to develop projects in accordance with available funding. Countermeasures such as High Visibility Enforcement are then paired with priority areas. For example, the Impaired Driving Program Manager, Occupant Protection Program Manager and Distracted Driving Program Manager use ranking systems developed by the HSO data analysis contractor to determine funding levels for state and municipal police department High Visibility Enforcement overtime and equipment grants. Please see these sections to see how these crash indices are used to prioritize funding levels based upon problem ID.

Program objectives and countermeasures are further developed based on problem identification. For example, restrictions on grant-funded impaired driving enforcement are intended to focus activity on over-represented times, locations, and demographic and geographic areas. While this process is based upon identified problem areas, solicitation includes both targeted and broad-based outreach to law enforcement agencies.

Project Implementation - Projects are selected using criteria including response to identified problems, potential for impacting performance targets, innovation, clear objectives, adequate evaluation plans and cost-effective budgets. Sub-grantees are selected based on an ability to demonstrate significant programmatic impact based on data driven problem analysis.

Monitoring and Continuous Follow Up and Adjustment of the Enforcement Plan - Traffic safety problems may be resolved with short term solutions or may continue for extended periods of time. To ensure accurate measurement of progress and to assess the current status of the targeted traffic safety condition, a clear and systematic evaluation process must be conducted at predetermined scheduled intervals. Consistent measurement and assessment will ensure the project is achieving the objectives it was designed to address and allows the agency to adjust and amend strategies to retain effectiveness. Monitoring and evaluation allow for prudent adjustments in strategies and tactics, if appropriate. Some traffic safety projects may be successfully measured and evaluated on a quarterly basis.

Still other projects may need monthly, weekly or daily scrutiny to accurately assess progress. As previously mentioned, the timeliness of the evaluation schedule should be incorporated into the initial development of strategic countermeasures as prescribed in the Policy and Procedure Manual for the Connecticut Highway Safety Office. This is a live document and is updated, as needed.

Data Driven Approaches to Crime in Traffic Safety (DDACTS) - In addition, the Connecticut State Police are using the DDACTS model to identify and implement enforcement in areas shown to have higher crash rates. Municipal agencies will use DDACTS to identify traffic safety problem identification. A successful, dynamic traffic safety program becomes more efficient and effective when employing all seven of the DDACTS guiding principles. Once a traffic safety condition has been identified and diagnosed, a carefully crafted strategy, employing the appropriate countermeasures must be implemented with clearly specified targets and objectives.

Media – Media is an important component of the HSO's efforts to reach out to the driving public. To aid in this goal, the HSO has several avenues and partnerships with local hospitals and other organizations to disperse the messaging to reach the target audience. With the ongoing Pandemic, the civil incidences that occurred around the country in the year 2020 and the passage of the Police Accountability Bill in Connecticut, reliance on media for messaging has been even more important than before.

The HSO works with media companies to increase public awareness prior to and during the major national campaigns for alcohol-impaired driving, distracted driving, seat belt safety, speed and aggressive driving, through TV, radio, internet, social media, advertising at the sports venues. Outdoor advertising includes billboards, bus panels and variable message boards. Public outreach is also conducted at different sites including sports venues, concert and entertainment venues, racing facilities, state colleges, high school sports championships and festivals through tabling events and/or additional media efforts. The HSO works with different area hospitals to spread awareness through educational campaigns about pedestrian and bicyclist safety through the Watch for Me CT program, child passenger safety efforts, impaired driving related issues etc. The HSO also partners with entities such as MADD and programs such as 'Choices Matter' to spread awareness about underage impaired driving, especially targeting youth and high school students. The 'Save a life Tour' program targets high school students to spread awareness about the dangers of distracted driving. In addition, the HSO also started a new partnership with AARP to

specifically reach out to drivers and pedestrians of age 65 and older, due to increased fatalities and serious injuries in this age group.

The HSO participates in group projects with partners including but not limited to Injury Prevention Centers, Police Departments, City Officials, Department of Public Health to set-up focus groups to study and develop messaging campaigns that resonates with the demographic(s) that is being targeted. In addition to statewide media, such messages are dispersed to the public through avenues such as town websites, newsletters to gain wide outreach. Surveys are conducted to research how people get their news and information, and the different ways in which people consume and engage with a variety of platforms, especially with the lifestyle and daily travel changes due to the pandemic.

The Commissioner and the Deputy Commissioner of the Connecticut Department of Transportation, as well as the HSO staff, participate periodically in press releases and interviews on news channels and radio outlets to promote traffic safety related to specific program areas. There is a coordinated effort between the State Police, the HSO, and other traffic safety partners including but not limited to AAA, Department of Motor Vehicles, Injury Prevention Centers and others in Connecticut to promote traffic safety. Police agencies also engage their communities through the dissemination of traffic safety information through local press releases and public service announcements.

The Connecticut HSO will continue to build upon the work, in FY2022. The HSO will look at creating a separate section dedicated to media, for the next planning period to outline all the media efforts undertaken by Connecticut and develop a comprehensive strategic approach.

Processes Participants

The National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) continue to provide leadership and technical assistance. Various state agencies are active participants, including Office of the Governor and Lieutenant Governor, Department of Emergency Services and Public Protection/State Police, State Police Toxicology Laboratory, Department of Mental Health and Addiction Services, Department of Public Health, Department of Motor Vehicles, Federal Motor Carrier Safety Administration (FMCSA), Division of Criminal Justice (including the Centralized Infractions Bureau), Office of the Chief State's Attorney, and Office of Policy and Management. Municipal law enforcement agencies, through coordinated efforts with the Connecticut Police Chiefs Association, are also essential partners. Regional and municipal planning agencies and organizations, including the Capitol Region Council of Governments (CRCOG) assist greatly in the planning of traffic records projects. State colleges and universities including the University of Connecticut and Central Connecticut State University are key partners in traffic records projects. Schools, civic and non-profit groups including Mothers Against Drunk Driving, the Connecticut Coalition to Stop Underage Drinking, SAFE KIDS, Connecticut Motorcycle Riders Association, American Automobile Association (AAA), Connecticut Interscholastic Athletic Conference, Boys and Girls Club, The Governor's Prevention Partnership, Yale New Haven, St. Francis, Lawrence Memorial and Hartford Hospitals and private

sector and business organizations all serve as cooperative partners. Connecticut also actively participates as a member in the Governor's Highway Safety Association, Transportation Research Board and the National Association of State Motorcycle Safety Administrators.

Expanded Partnerships – To address NHTSA's suggestion to incorporate public health approach into the highway safety planning and programming process, the HSO will work with the Connecticut Department of Public Health (DPH) to explore the opportunities for traffic Safety outreach and education to over-represented populations. The HSO will work with the Connecticut Safety Research Center (CTSRC) at the University of Connecticut in conjunction with the DPH to share and analyze hospital and EMS data related to the motor vehicle crashes and injuries and develop appropriate strategies to jointly address this public/highway safety concern. The HSO will re-investigate partnering with the local health departments to expand outreach about traffic safety. The HSO will also discuss with NHTSA Region 2 the prospect of putting together a pilot initiative in one of the over-represented location in the State of Connecticut.

Description of Highway Safety Problems

Problem identification takes place when the most recent crash, injury and fatality data become available (currently 2019 crash data). The data is analyzed by the HSO data contractor to identify major problem areas, over-represented groups, demographics, and other "drill-down" factors in an attempt to determine who, what, where, when, and why crashes with fatalities and injuries are taking place. FARS data, annual observation belt use surveys, awareness surveys, injury, licensing and population, registration, citation and arrest/adjudication data, toxicology, CODES, as well as state VMT data are all used in this process.

In addition, the HSO data analysis contractor generates weighted crash data indices using crash, population, vehicle mileage, enforcement and other data to aid in analysis. Projects are selected using criteria that include response to identified problems, potential for impacting performance targets, innovation, clear objectives, adequate evaluation plans and cost-effective budgets. Subgrantees are selected based on an ability to demonstrate significant programmatic impact based on data driven problem analysis.

Due to 2019 FARS Final File data unavailability, some numbers in this plan may be underrepresented. The most recent, finalized FARS data was used wherever possible (total number of fatalities, number of pedestrians killed, number of motorcyclists killed etc.). The 2019 Fatality data in this plan is sourced from the FARS Annual Report File.

To assist in analyzing and setting performance measures and targets, this data includes a five-year moving average to further normalize data trends over time and includes a projection based on the five- year moving average. The program manager(s) and Principal Highway Safety Coordinator set targets based on these projections, as well as priority ranking of specific highway

safety problems and available funding. The NHTSA regional program manager is consulted during the goal setting process. Targets are generally set for one (1) year beyond the current planning period. This is meant to allow for the impacts of current year programming to have an effect on driver behavior and to be reflected in corresponding crash data.

Priority areas are then ranked by the Principal Highway Safety Coordinator and staff to develop projects in accordance with available funding. For example, the Impaired Driving Program Manager, Occupant Protection Program Manager and Distracted Driving Program Manager use ranking systems developed by the HSO data analysis contractor to determine funding levels for state and municipal police department HVE overtime and equipment grants.

Program objectives and countermeasures are further developed based on problem identification. For example, restrictions on grant-funded impaired driving enforcement are intended to focus activity on over-represented times, locations, and demographic and geographic areas. While this process is based upon identified problem areas, solicitation includes both targeted and broad-based outreach to law enforcement agencies.

Projects are selected using criteria that include response to identified problems, potential for impacting performance targets, innovation, clear objectives, adequate evaluation plans and cost-effective budgets. Subgrantees are selected based on an ability to demonstrate significant programmatic impact based on data driven problem analysis.

Methods for Project Selection

A major part of this process is to enlist the cooperation of highway safety partners who will facilitate the implementation of countermeasures. In addition, local political subdivisions and State agencies are routinely and systematically encouraged to identify municipal, regional, and State-level highway safety problems in order to propose specific countermeasures that address these problems.

Requests for local problem identifications are sent annually, to all highway safety stakeholders including 94 Municipal law enforcement agencies, 53 Resident State Troopers, 11 State Police Troops, one (1) State Police Headquarters Traffic Unit, eight (8) University Police Departments and nine (9) Regional Councils of Government.

In addition, HSO staff met with several local municipalities to discuss DUI plans for their jurisdictions. Other meetings were held with the State Department of Emergency Services and Public Protection and the Office of the Chief State's Attorney in order to establish a cooperative working partnership.

The Traffic Records Coordinating Committee (TRCC) provides project level information with regard to developing accurate and complete traffic records data in a timely manner, ultimately leading to a reduction in traffic fatalities, injuries, and crashes. The TRCC will work to achieve this goal through proposed project concepts.

Motorcycle safety professionals including motorcycle safety instructors, dealers, and other rider groups met in February 2017 to discuss countermeasures to reduce motorcycle crashes. A general consensus was reached to focus HSO efforts on rider training as the best countermeasure that suited all of the interests. A renewed focus was put on returning riders and getting those who hadn't taken advanced training to do so.

List of Information and Data Sources

FARS data, crash and injury data, annual observation belt use surveys, awareness surveys, injury, licensing and population, registration, citation and arrest/adjudication data, toxicology, CODES, state VMT data and focus groups.

The HSO data analysis contractor generates weighted crash data indices using crash, population, vehicle mileage, enforcement and other data to aid in analysis.

Description of Outcomes regarding SHSP/HSIP Coordination

As required under MAP-21 legislation, the goal of this planning document is to complement and coordinate with the State's Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Plan (HSIP). This process will use complementary funding wherever possible to improve safety on highway and transportation systems through projects that address the "4 E's" – Education, Engineering Enforcement and Emergency Medical Services. Areas such as pedestrians, bicyclists, teen drivers (impaired driving) and distracted driving will be targeted under this coordinated process and will account for the overlap of countermeasures in their respective areas. At the time of publication of this document, the 2017 SHSP process was approved and accepted by the Federal Highway Administration (FHWA). Please note the above concerning shared goal setting coordination already taking place across these documents. The FFY2022 HSP reflects targets in the SHSP/HSIP for this planning cycle.

SHSP Emphasis Areas:

1. Infrastructure (Roadway Departure and Intersections)
2. Non-Motorized Users
3. Driver Behavior (Unbelted, Substance-Involved, Speeding, Aggressive Driving and Distracted Driving)
4. Young Drivers
5. Motorcyclists
6. Incident Management

Tier II/Secondary Emphasis Areas:

1. Traffic Records and Information Systems
2. Rail-Highway Grade Crossings
3. Work Zones
4. Commercial Vehicles

Risk Assessment

The HSO will evaluate each sub recipient's risk of non-compliance with Federal Statutes, regulations, and the terms and conditions of the sub-award for the purposes of determining the appropriate sub-recipient monitoring.

The HSO reviews each subgrantee to determine if the grant recipient has received similar sub-awards, results of previous audits, if personnel or systems have changed substantially, whether previous applications and reporting have been consistently on time and accurate and followed the authorized purposes of the grant award. Subgrantees are ranked based on these criteria and determined to be low, medium or high risk and an assessed need for monitoring is determined.

Match Calculation

Match is provided in various ways, depending on the nature of the grant/subgrantee. The majority of matching funds are obtained through program match provided by the partnering state agencies such as the Department of Motor Vehicles and the Department of Emergency Services and Public Protection (Connecticut State Police) through non-grant funded activity (i.e. enforcement activity, e.g. citation data).

Additional sources of match:

- Cash match provided by subgrantee (subtracted from reimbursable expense)
- In-kind match i.e. salaries not paid through grant fund/equipment used for project

Indirect Rate

Unless otherwise stated as part of the project description, indirect rates will not be paid to subgrantees. Projects that include indirect costs per a federally approved negotiated rate will be determined upon grant submission. This amount will be identified in the project agreement.

Local Benefit

If applicable, share to local benefit will be determined by the HSO when subgrantees submit proposed grants for the 2022 Federal Fiscal Year (FFY). The HSO will continue to prioritize requests from municipal police departments and subgrantees working at the local level to receive 402 and 154 funds.

Maintenance of Effort

The HSO will continue to track maintenance of effort on an annual basis to be made available for auditing purposes.

Connecticut Highway Safety Timeline

January-February

Analyze previous year projects and seek partner input. Send latest crash data for analysis to HSO data contractor to begin problem identification process.

March-April

Review partner input, receive data analysis from HSO data contractor. Complete problem ID, review performance measures and begin setting performance targets and objectives based on proposed/planned tasks and activities.

May-June

Finalize performance targets and objectives and plan countermeasures based on partner input and planned NHTSA mobilization schedules. Countermeasures include activities outlined in proposed tasks/projects. Prioritize and plan projects based on anticipated project funding levels and carry-forward funds.

July

The HSP submission deadline is July 1st of each calendar year, unless specified otherwise. The planning process is completed by gaining approval from the Governor's Highway Safety Representative and NHTSA. NHTSA reviews and approves the HSP by August/September of each year.

August-December

Upon HSP acceptance from NHTSA, the HSO execute, monitor and analyze projects for the current federal fiscal year.
Annual Evaluation Report is submitted by December 31st for the previous federal fiscal year.

Demographic Information

STATE OF CONNECTICUT DEMOGRAPHICS

Connecticut Facts

State Capitol:	Hartford
Largest City (Population 2019):	Bridgeport (144,365)
Counties:	8
Boroughs:	9
Towns (including cities):	169
Cities:	21
Land Area:	4,845 mi^2
Annual Miles of Travel Per-Driver CT:	12,117 (2019)
Daily Vehicle Miles Traveled:	86,577,672 (2019)
Annual Vehicle Miles Traveled:	31,600,850,280 (2019)

Miles of Roads (2019)
21,577.40 - Public Roads
4,130.94 - State Roads
346.34 - Interstate Roads

Connecticut Police Departments

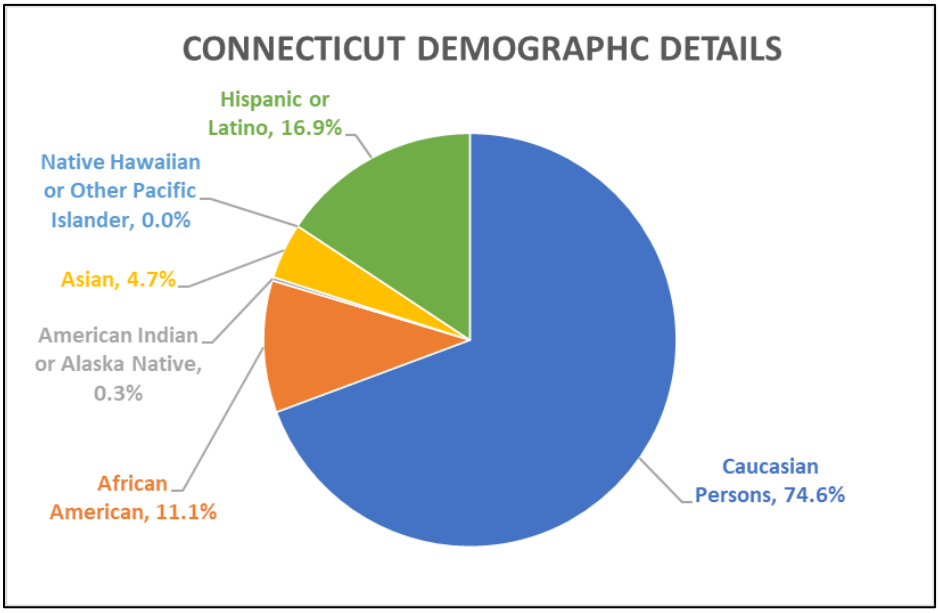
State Troops:	11
Local Town Agencies/ Municipal Police Departments:	94
Resident Trooper Towns:	53
University Police Departments:	8
Tribal Police Departments:	2

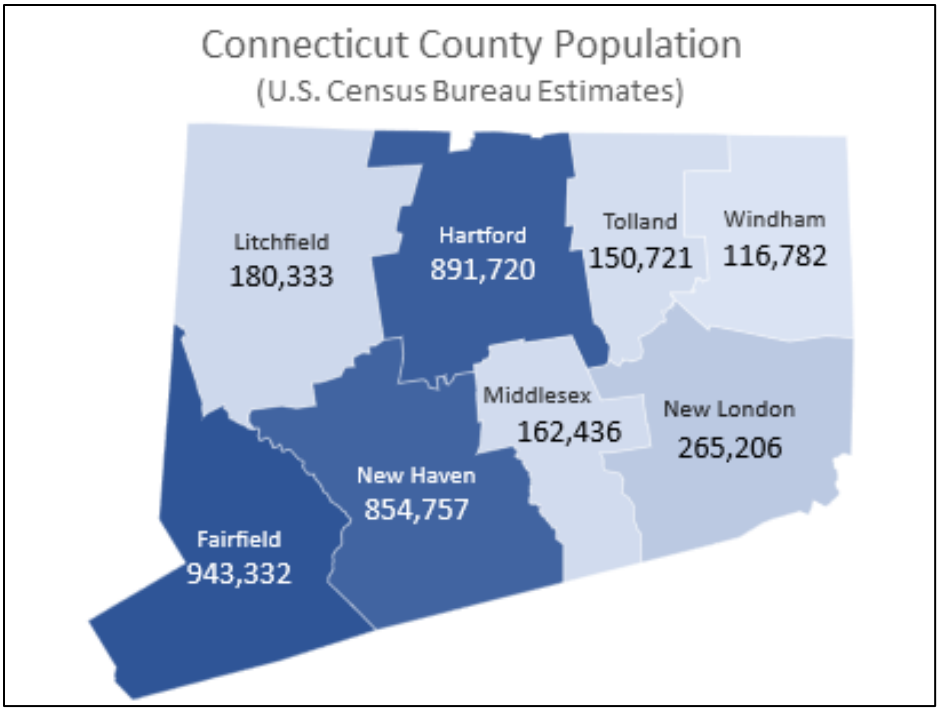
State Police Barracks by Towns

Troop A - Southbury
Troop B - Canaan
Troop C - Tolland
Troop D - Danielson
Troop E - Montville
Troop F - Westbrook
Troop G - Bridgeport
Troop H - Hartford
Troop I - Bethany
Troop K - Colchester
Troop L - Litchfield

Connecticut Population 2019 (US Census Bureau Estimates)

	Connecticut	Region	USA
Population Estimate (2019)	**3,565,287**	**14,845,063**	**328,239,523**
Under 5 Years Old (2019)	**5.1%**	**5.0%**	**5.9%**
Under 18 Years Old (2019)	**20.4%**	**19.5%**	**22.2%**
65 Years Old and Older (2019)	**17.6%**	**17.9%**	**16.5%**
American Indian or Alaska Native	**0.3%**	**0.3%**	**0.9%**
Asian	**4.7%**	**5.0%**	**5.7%**
Black / African American	**11.1%**	**7.2%**	**12.8%**
Hispanic or Latino	**16.9%**	**11.6%**	**18.4%**
Native Hawaiian or Other Pacific Islander	**0.0%**	**0.0%**	**0.2%**
White / Caucasian Persons	**74.6%**	**80.2%**	**72.0%**




Connecticut County Population
(U.S. Census Bureau Estimates)
Litchfield
180,333
Hartford
891,720
Tolland
150,721
Windham
116,782
Middlesex
162,436
New London
265,206
New Haven
854,757
Fairfield
943,332

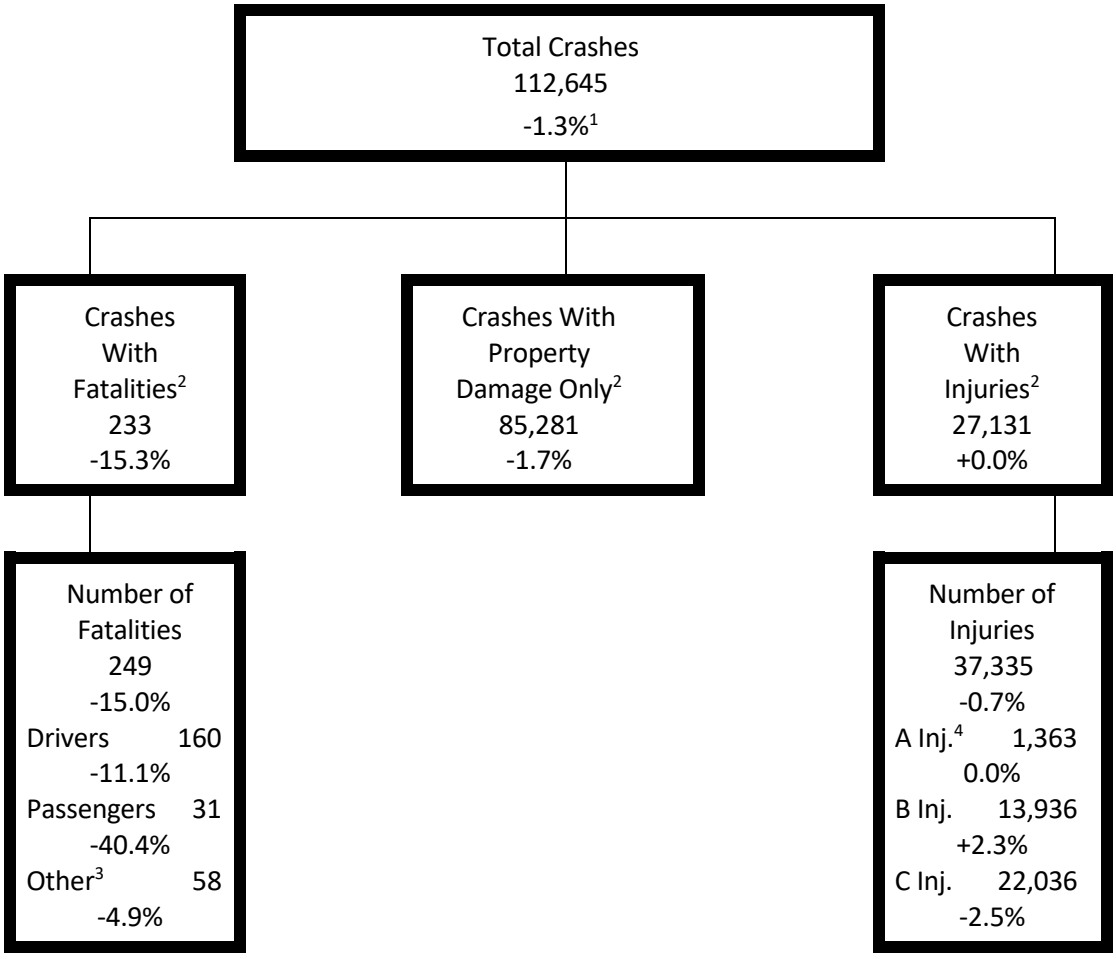
Highway Safety Data Analysis

HIGHWAY SAFETY DATA ANALYSIS

Figure 1 shows Connecticut's motor vehicle crash experience for the year 2019 and compares it with the prior year. Overall, the number of police reported crashes in the State decreased (-1.3%) compared to the year 2018. A decrease was observed in property damage only crashes (-1.7%), injury crashes remained stable (+0.0%), and fatal crashes showed a decrease in 2019 compared to 2018 (-15.3%).

In 2019, there were 233 fatal crashes in which 249 persons were killed. The fatality total was 15.0% lower than in the previous year. Serious "A" injuries remained stable (0.0%) in 2019, while "B" level injuries increased (+2.3 %) and "C" level injuries decreased (-2.5%).

Figure 1. 2019 Connecticut Motor Vehicle Crash Profile



1. Percent change 2019 vs. 2018
2. Data on fatal crashes are from the NHTSA Fatality Analysis Reporting System (FARS). Data on injury and property damage only crashes are from the Connecticut Crash Data Repository
3. "Other" includes pedestrians, bicyclists and other non-motorists
4. Injury severity codes: "A" = severe injury, "B" = moderate injury, "C" = minor injury

2019 Crash Rates

Table 1 shows Connecticut's fatality and injury rates for 2019 based on population, licensed drivers and vehicle miles of travel, along with comparable rates for the United States. The table indicates that the State's fatality rates are below national levels. Connecticut's fatality rate was 7.0 fatalities per 100,000 population compared to 11.0 per 100,000 population for the U.S. as a whole. Connecticut's fatality rate per 100 million miles of travel was 0.8 compared to the national figure of 1.1 fatalities per 100 million miles of travel. The non-fatal injury crash rates in Connecticut were higher than those for the nation as a whole.

Table 1. Connecticut and U.S. 2019 Fatality and Injury Rates

CT Data for 2019	Rate Base	Fatality Rate	Injury Rate
Population 3,565,287	**Per 100,000 Population**	CT: 7.0 US: 11.0	CT: 1,047 US: 835
Licensed Drivers 2,608,061	**Per 100,000 Licensed Drivers**	CT: 9.5 US: 15.8	CT: 1,432 US: 1,198
Vehicle Miles of Travel 31,601,000,000	**Per 100 Million Miles of Travel**	CT: 0.8 US: 1.1	CT: 118 US: 84

Sources: U.S. Census Bureau; NHTSA; Federal Highway Administration (FHWA); CT Crash Data Repository

* FHWA does not include restricted licenses in their count—recent upgrades in CT teen driving laws may lower their number of persons licensed to FHWA and inflate the rate.

Crash Trends

Table 2, Figure 2 and Figure 3 contains data on the annual number of fatal crashes, the number of persons killed, injury crashes, and the number injured for the 22-year period from 1998 to 2019. Also shown are the number of licensed drivers and annual vehicle miles of travel for the State. The table shows that the 249 fatalities recorded in 2019, are the lowest in five years and fourth lowest figure in the 22-year period. Fatalities decreased from 293 in 2018, a 15.0% drop. The injuries total (37,335) in 2019 is the ninth lowest figure in the period reported and the second lowest figure in the last five years. The number of severe injuries ("A" injuries) reported (1,363) in 2019, is the second lowest figure reported in 22 years.

In the 233 fatal crashes that occurred in 2019, 64 were reported as speeding-related and 45 were reported as driving under the influence of alcohol, medication or other drugs. Of the vehicles involved in fatal crashes, 140 were automobiles, 116 were light trucks (including 66 SUVs, 15 vans, and 34 pickup trucks), and 50 were motorcycles.

Of the 249 fatalities that occurred in 2019, 57 (23%) were non-occupants such as pedestrians and bicyclists, 145 (58%) were vehicle occupants, and 46 (18%) were motorcyclists.

Table 2. Trend Data 1998-2019

Year	Fatal Crashes	Killed	Injury Crashes	Injured				Miles of Travel (100 Million)	Licensed Drivers (1000)
				All	A Injury	B Injury	C Injury		
1998	306	329	31,470	47,115	4,187	11,481	31,447	293.2	2,349.3
1999	270	301	32,909	49,304	3,927	12,229	33,148	299.3	2,373.7
2000	318	342	34,449	51,260	3,976	12,245	35,039	307.6	2,652.6
2001	285	312	34,133	50,449	3,598	12,052	34,799	308.4	2,650.4
2002	298	322	31,634	47,049	2,997	11,226	32,826	312.1	2,672.8
2003	277	298	30,952	45,046	2,731	10,881	31,434	314.3	2,659.9
2004	280	294	30,863	44,267	2,683	10,487	31,097	316.1	2,694.6
2005	262	278	29,429	41,657	2,465	10,442	28,750	316.8	2,740.3
2006	293	311	27,367	38,955	2,415	10,950	25,590	317.4	2,805.1
2007	269	296	27,367	38,955	2,415	10,950	25,590	320.5	2,848.6
2008	279	302	26,050	36,386	2,311	11,384	22,691	317.4	2,883.3
2009	211	224	25,720	36,447	2,155	10,981	23,311	314.2	2,916.1
2010	299	320	24,457	34,476	2,033	11,150	21,293	312.9	2,934.6
2011	208	221	24,436	34,186	1,673	9,602	22,911	312.0	2,986.3
2012	248	264	23,690	33,388	1,779	8,826	22,783	312.7	2,485.7
2013	265	286	23,249	32,324	1,523	8,389	22,412	309.4	2,534.1
2014	234	248	22,796	31,845	1,356	8,681	21,808	311.9	2,140.1
2015	257	270	25,818	35,908	1,526	12,272	22,110	316.0	2,566.1
2016	292	304	27,676	38,650	1,689	13,828	23,033	316.4	2,611.0
2017	263	281	27,304	37,908	1,641	13,889	22,378	315.0	2,587.0
2018	275	293	27,126	37,592	1,363	13,619	22,610	316.0	2,605.6
2019	233	249	27,131	37,335	1,363	13,936	22,036	316.0	2,608.1

Sources: Fatal crash and fatality figures, FARS Final Files 1998-2018, Annual Report File 2019; Injury Data, CT Crash Data Repository.

Figure 2. Graphic Representation of Injury Data from Table 2

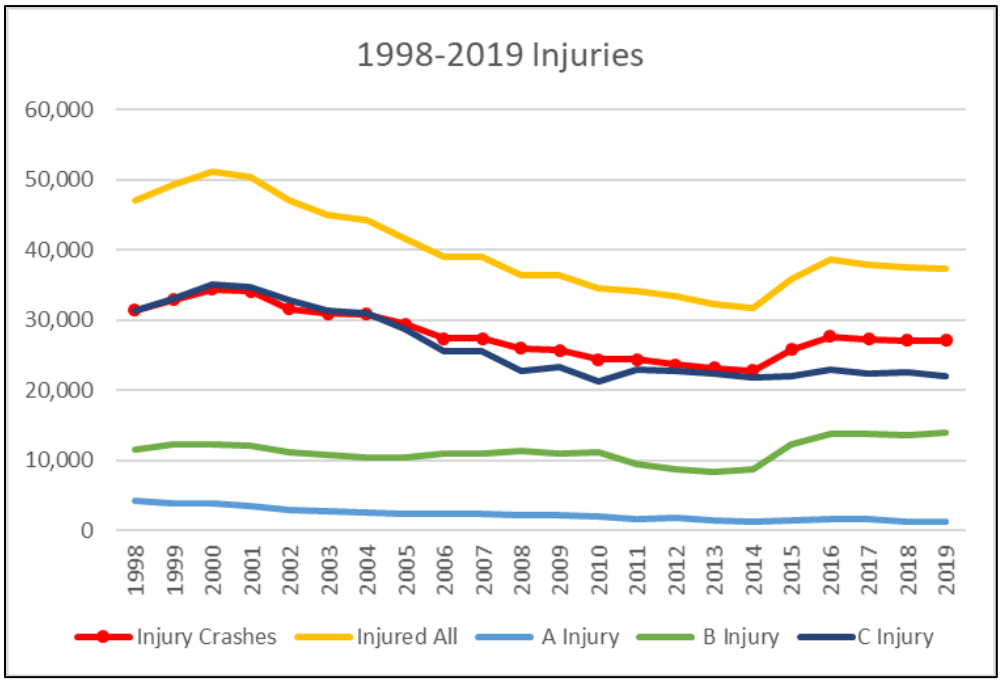


Figure 3. Graphic Representation of Fatality Data from Table 2

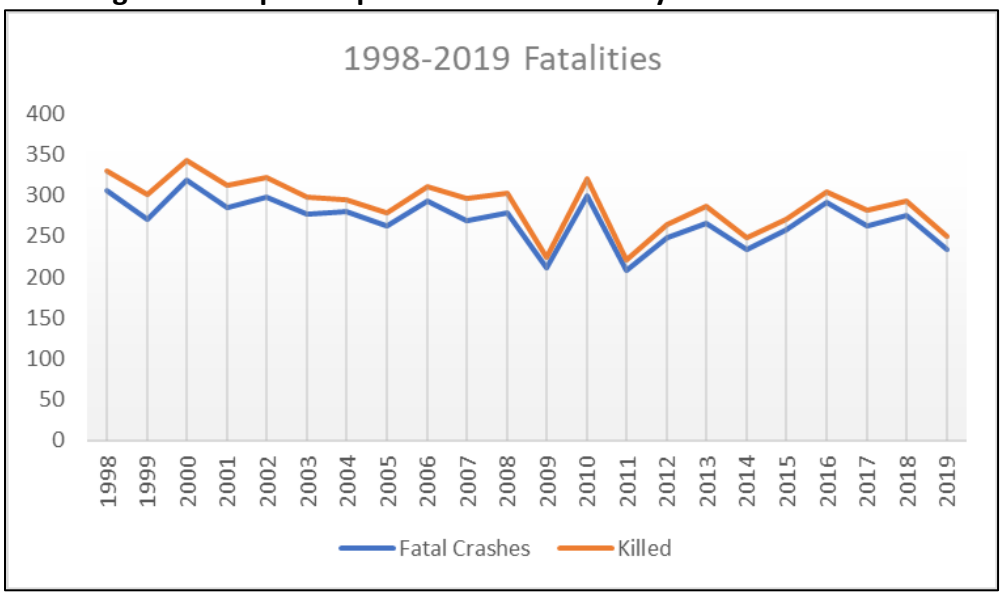
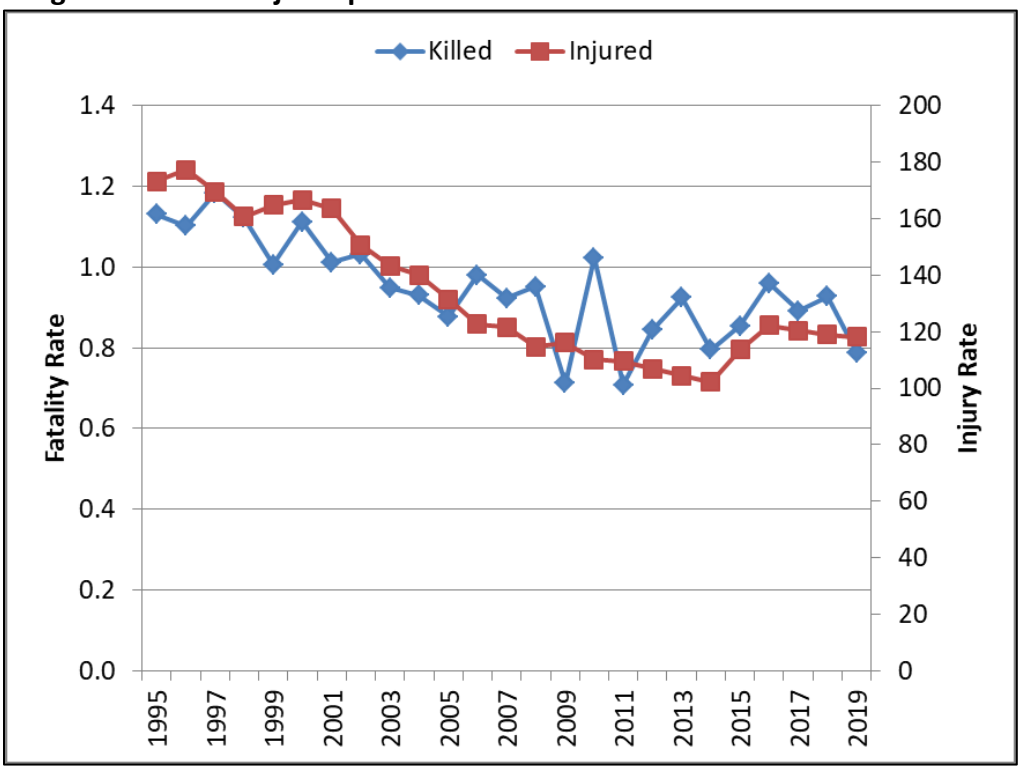


Figure 4 shows the trends in Connecticut's fatality and injury rates per 100 million vehicle miles traveled over the 1995 to 2019 period. The fatality rates generally declined during the 1990s and into the 2000s, reached a historic low of 0.70 fatalities per 100 million miles in 2009 and 2011. Since 2015, a decreasing trend is observed, settling at 0.8 in 2019. The injury rates increased slightly through the 1990s and have been on a declining trend since 2000, reaching an all-time low of 102 injuries per 100M miles traveled in 2014, increasing until 2017, and declining since to reach 118 in 2019.

Figure 4. Killed & Injured per 100 Million Vehicle Miles Traveled: 1995-2019



Sources: Fatal crash and fatality figures are from the FARS Final Files 1995-2018, FARS Annual Report File 2019; Injury Data from CT Crash Data Repository.

Table 3 shows fatal, injury, and property damage-only crash rates per 100,000 population in Connecticut's eight counties during the 2015 to 2019 period, while Table 4 and Figure 6 presents total number of fatalities by county. Not surprisingly, the greatest number of fatalities tend to occur in the most populous counties of New Haven, Hartford, and Fairfield (Table 4). In Figure 6 darker shaded colors on the map indicate higher concentrations of fatal crashes. These higher concentration towns are noticeably situated along the interstates and major highways of the State. On the other hand, in recent years, Fairfield and Hartford counties generally have had fatal population-based crash rates that are below the statewide figures. Figure 5 shows graphic representation of average fatal crash rates from Table 3.

Table 3. Crash Rates by County

County	Crash Type	Rates per 100,000 Population by Year				
		2015	2016	2017	2018	2019
Fairfield	**Fatal**	3.6	7.2	6.1	4.4	3.0
	Injury	703.9	759.4	733.5	758.9	764.9
	Property Damage	2,728.4	2,804.7	2,797.2	2,802.0	2,735.1
Hartford	**Fatal**	6.8	6.6	6.1	7.3	6.8
	Injury	792.8	853.4	840.4	834.4	830.4
	Property Damage	2,270.4	2,438.3	2,416.2	2,386.9	2,384.3
Litchfield	**Fatal**	11.4	8.8	9.3	12.7	8.9
	Injury	502.7	548.3	591.7	531.7	522.4
	Property Damage	1,712.9	1,684.3	1,781.2	1,785.1	1,697.4
Middlesex	**Fatal**	12.2	11.0	6.1	8.0	7.4
	Injury	499.8	535.1	549.5	542.2	535.6
	Property Damage	1,902.9	1,915.2	1,804.7	1,852.1	1,745.3
New Haven	**Fatal**	7.2	9.1	8.3	9.4	7.1
	Injury	895.3	966.4	955.0	945.1	953.8
	Property Damage	2,741.9	2,821.8	2,824.5	2,769.4	2,735.7
New London	**Fatal**	9.9	9.3	9.7	8.6	10.9
	Injury	545.9	554.5	546.0	521.8	523.0
	Property Damage	2,028.2	2,003.3	2,092.7	2,018.5	1,958.9
Tolland	**Fatal**	9.9	7.9	7.3	9.9	6.6
	Injury	403.5	471.8	425.2	412.1	434.6
	Property Damage	1,375.6	1,375.7	1,465.7	1,369.6	1,414.5
Windham	**Fatal**	14.6	13.8	12.9	11.1	13.7
	Injury	441.8	455.3	434.0	470.0	430.7
	Property Damage	1,250.7	1,335.7	1,313.2	1,330.5	1,380.3
Statewide	**Fatal**	7.0	8.1	7.4	7.7	6.5
	Injury	718.0	770.8	763.4	759.3	761.0
	Property Damage	2,365.9	2,441.1	2,462.8	2,428.4	2,392.0

Sources: FARS Final Files 2015-2018, FARS Annual Report File 2019; Connecticut Crash Data Repository

Figure 5. 2015-2019 Average Fatal Crash Rates by County per 100,000 Population

(Graphic Representation of Average Fatal Crash Rates from Table 3)

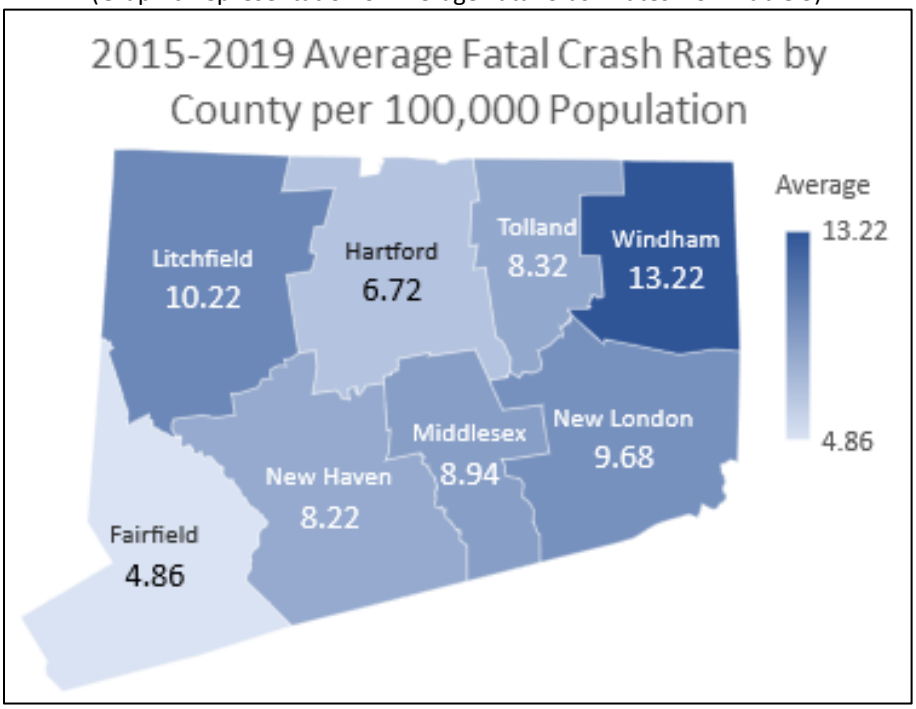


Table 4. Connecticut Fatalities by County

County	2015	2016	2017	2018	2019
Fairfield	35	73	59	45	31
Hartford	63	60	60	70	64
Litchfield	22	16	20	25	17
Middlesex	21	18	10	15	13
New Haven	65	82	77	85	63
New London	29	27	28	24	34
Tolland	17	12	12	16	10
Windham	18	16	15	13	17
Total	**270**	**304**	**281**	**293**	**249**

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Figure 6. 2015-2019 Connecticut Fatalities by County

(Graphic Representation of Data from Table 4)

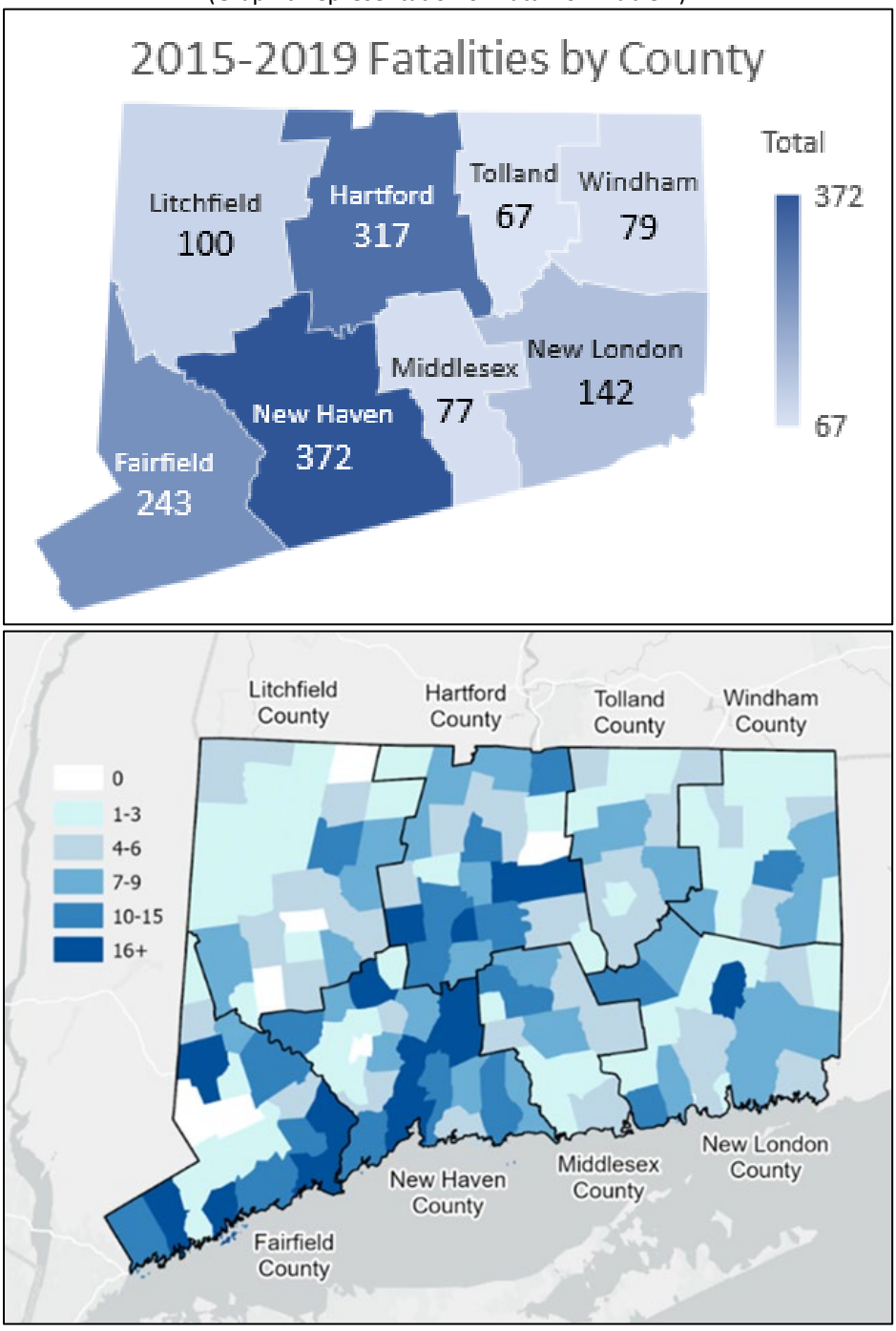
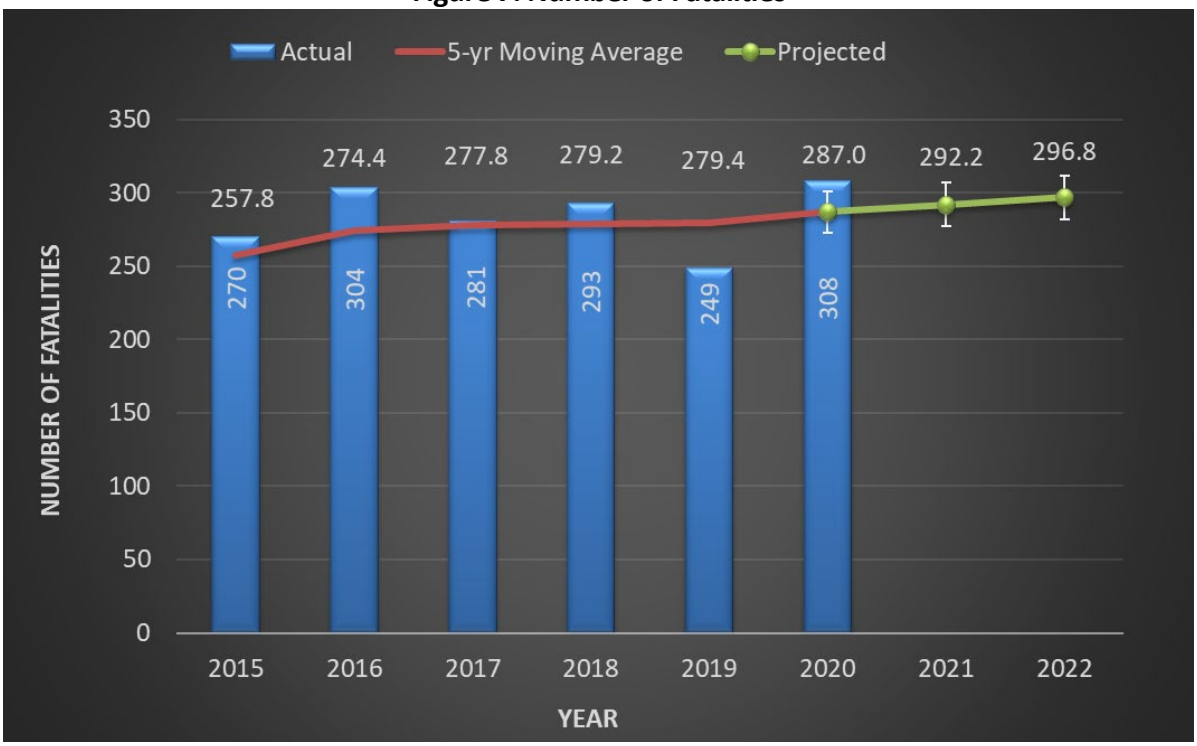


Figure 7 shows Connecticut's fatalities for the years 2015 to 2020, the five-year moving averages, and projects this trend through 2022. If Connecticut's moving averages trend for 2015 to 2020 continues, the projection would be 292.2 fatalities in 2021, and 296.8 fatalities in 2022. If the fatality rate per 100 million vehicle miles of travel continues (Figure 8), it would project to 0.923 in 2021, and 0.936 in 2022. Figure 11 shows the fatalities per 100,000 population.

Figure 9 shows the trend in serious "A" injuries based on 2015 to 2020 data. If that trend continues, it will project to 1,460.4 "A" injuries in 2021, and 1439.9 in 2022. Figure 10 shows the "A" injury rate per 100 million miles of travel would project to 4.649 in 2021, and 4.582 in 2022.

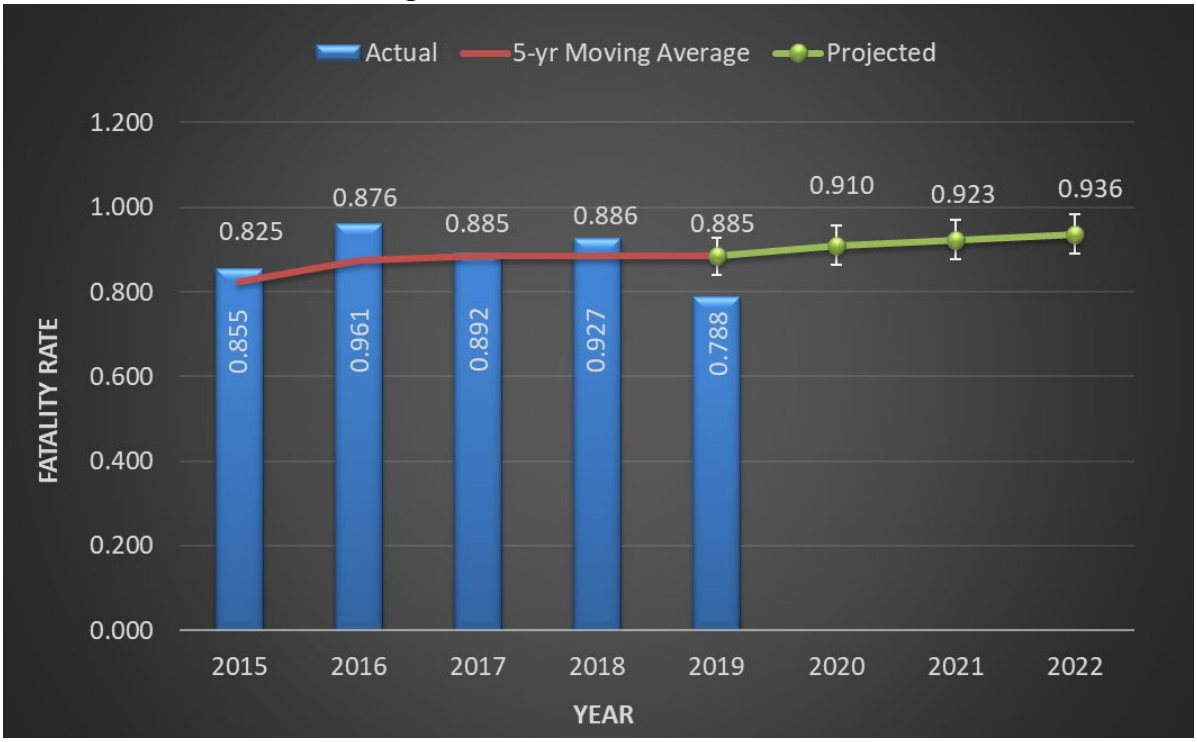
Note that, the data for 2020 has not been included in the Figure 8 and 10 data analysis due to unavailability of the 2020 Vehicle Miles Traveled information at the time of preparation of this document.

Figure 7. Number of Fatalities



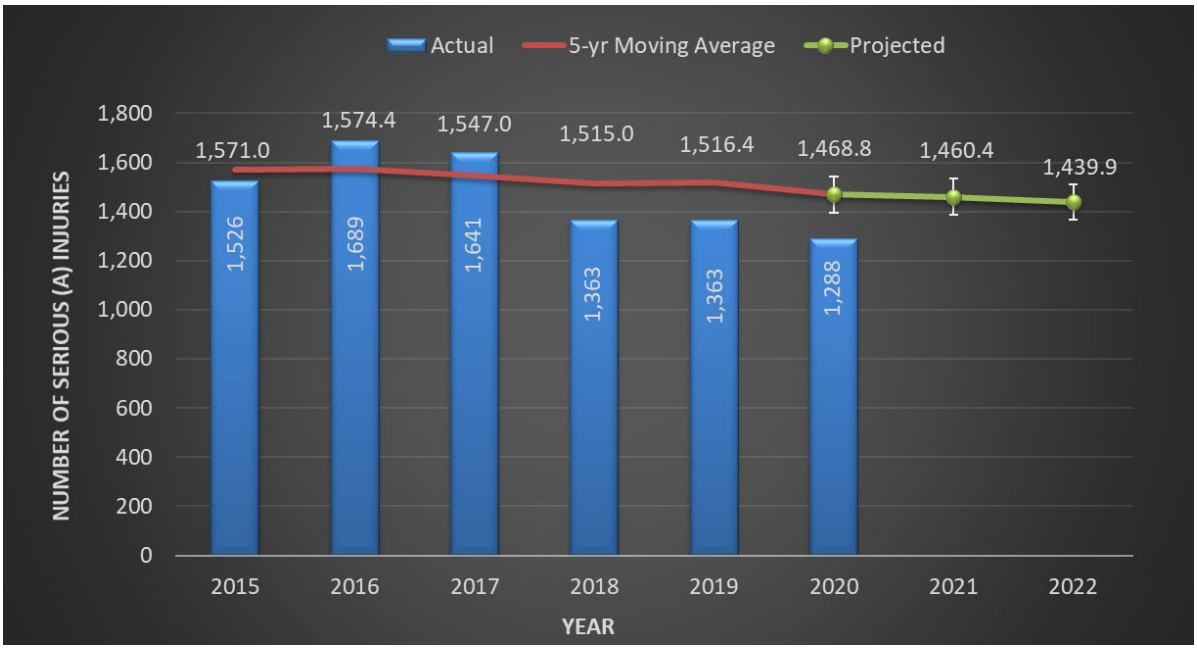
Source: FARS final files 2015-2018, FARS Annual Report File 2019, Preliminary 2020 CT-DOT Data as of 03/15/21

Figure 8. Fatalities Per 100M VMT



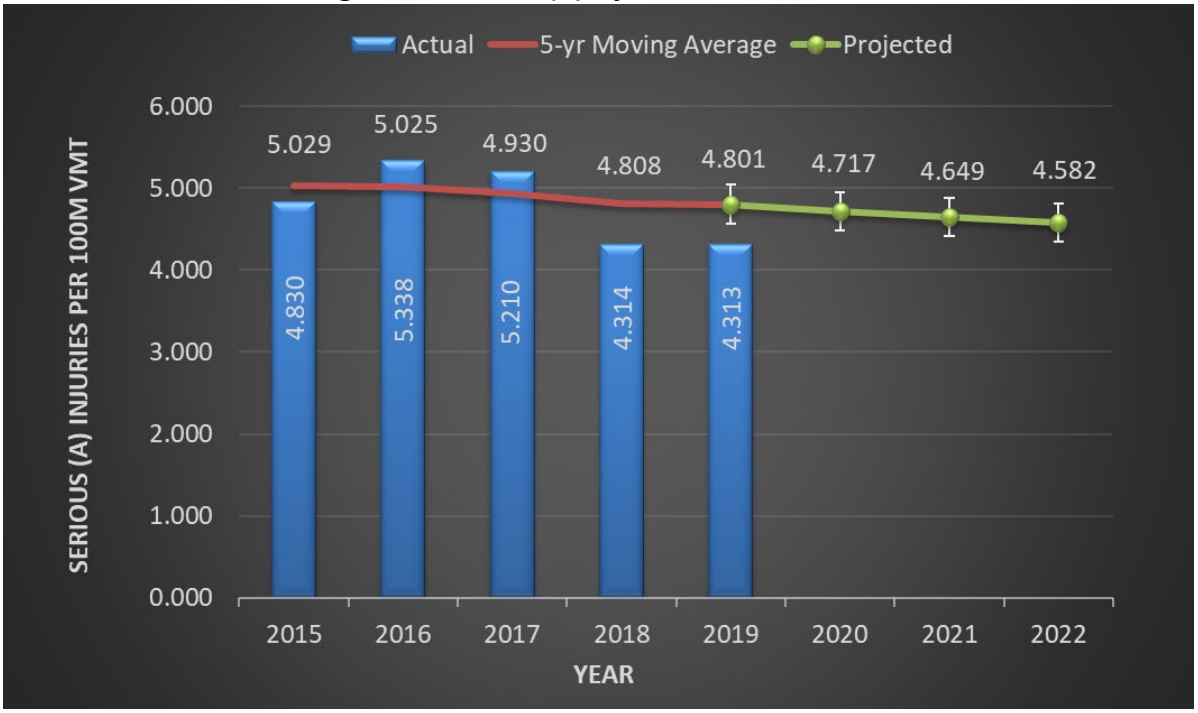
Source: FARS final files 2015-2018, FARS Annual Report File 2019

Figure 9. Number of Serious (A) Injuries



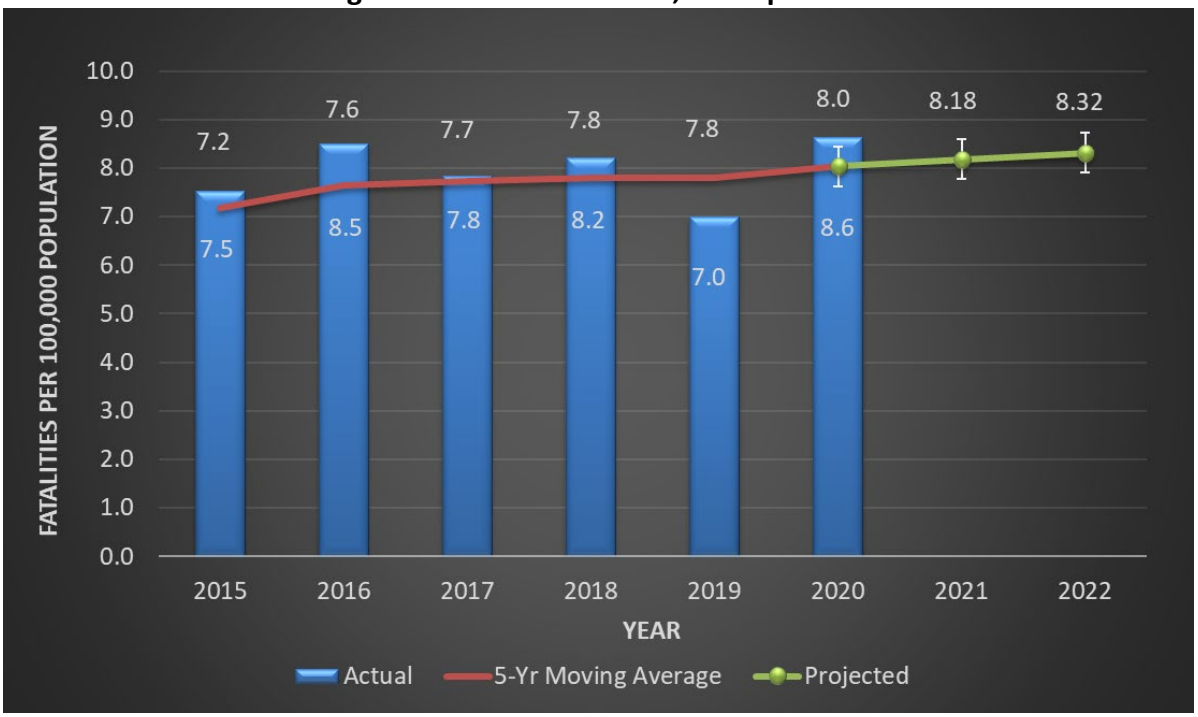
Source: Connecticut Crash Data Repository as of 03/15/21; 2020 data is preliminary

Figure 10. Serious (A) Injuries Per 100M VMT



Source: Connecticut Crash Data Repository as of 03/15/21

Figure 11. Fatalities Per 100,000 Population



Source: FARS final files 2015-2018, FARS Annual Report File 2019, Preliminary 2020 CT-DOT Data as of 03/15/21

Table 5 and Figure 12 shows the race and ethnicity distribution for fatal injuries in Connecticut from 2015-2019. Percentages for each group have fluctuated over the years. The gender distribution of male vs female fatal injuries has fluctuated between 68 – 71% in males and 26 - 30% in females from 2015 - 2019.

The percent fatal injuries in the Asian population were highest in 2017 at 1.8% and lowest in 2016 at 1.0% whereas the percent fatal injuries in the African American population were the highest in 2018 at 18.8% and lowest in 2015 at 10.4%. The year 2018 also had the highest traffic fatalities for the Hispanic population at 18.8% and lowest in 2017 at 16.1%. The fatal injuries were lowest for the Caucasian population in 2018 at 59.0% and highest in the year 2019 at 68.1%.

With respect to the population distribution for the different race and ethnic groups in Connecticut during 2018 and 2019, the percent fatal injuries in Asians decreased from -2.9% in 2018 to -3.5% in 2019. In the African American population, the percent fatal injuries decreased from 7.8% in 2018 compared to -0.2% in 2019 whereas the percent fatal injuries in the Hispanic population decreased from 2.3% in 2018 compared to -0.4% in 2019. The percent fatal injuries in Caucasians increased from -16.2% in 2018 to -6.5% in 2019.

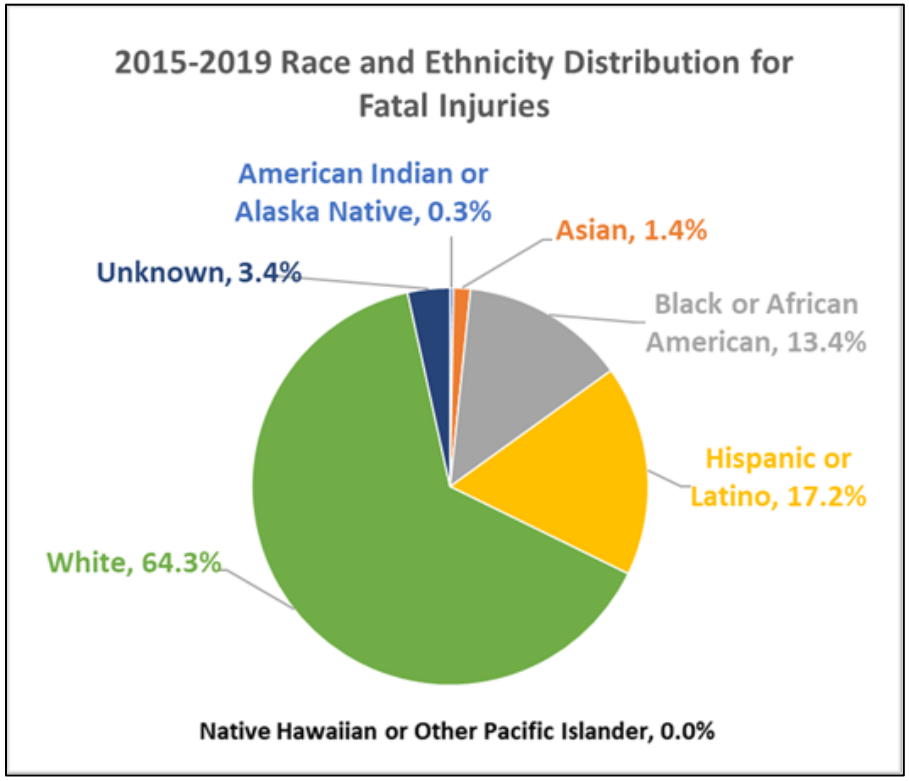
Table 5. 2015 -2019 Race and Ethnicity Distribution for Fatal Injuries in Connecticut

Year	Sex		Race and Ethnicity						
	Male	Female	American Indian or Alaska Native	Asian	Black or African American	Hispanic or Latino	Native Hawaiian or Other Pacific Islander	White	Unknown
2015	67.8%	27.0%	1.1%	1.1%	10.4%	17.8%	0.0%	64.4%	5.2%
2016	70.5%	25.8%	0.3%	1.0%	11.6%	16.6%	0.0%	66.2%	4.3%
2017	69.3%	28.2%	0.0%	1.8%	15.0%	16.1%	0.0%	64.3%	2.9%
2018	68.6%	29.7%	0.0%	1.7%	18.8%	18.8%	0.0%	59.0%	1.7%
2019	69.4%	27.8%	0.0%	1.2%	10.9%	16.5%	0.0%	68.1%	3.2%

Data Source: Connecticut Department of Public Health. Note: 'Unknown' includes the records that could not be obtained due to varying reasons

Figure 12. 2015-2019 Race and Ethnicity Distribution for Fatal Injuries

(Graphic Representation of Data from Table 5)



Performance Report

The program level Performance Report describes the progress towards meeting State performance target(s) for each program area identified in the HSP 2021.

	Performance Measure	Target Period / Target Year(s)	Target Value FFY21 HSP	Progress
1	C-1) Number of traffic fatalities (FARS)	5 years 2017-2021	270	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 years 2017-2021	1360	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	5 years 2017-2021	0.85	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 years 2017-2021	61	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 years 2017-2021	109	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	5 years 2017-2021	82	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	5 years 2017-2021	54	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 years 2017-2021	32	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 years 2017-2021	28	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	5 years 2017-2021	52	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	5 years 2017-2021	3	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual / 2021	94%	In Progress
13	Number of agencies participating in Distracted Driving High Visibility Enforcement	Annual / 2021	60	Not met
14	Percentage of Citations adjudicated through On-Line Disposition System and posted to Driver History File	Annual / 2021	80%	Not met
15	Percentage of Law Enforcement Agencies Participating in the Use of E-Citation	Annual / 2021	80%	Not Met
16	Traffic Stop Data Collection	Annual / 2021	100%	In Progress

Performance Measure C-1: Number of Traffic Fatalities

Progress: In Progress

Program-Area-Level Report: The performance target for traffic fatalities was 270 for the HSP 2021 planning period. The 2015-2019 five-year moving average, which includes the latest five years of FARS data, is 279.4 fatalities and showing an increasing trend based on the current preliminary 2020 State data. Based on the 5-year moving average projection using the available data, the potential to meet the target (2017-2021) looks difficult. In 2020, despite the drop in traffic volume due to the COVID-19 pandemic, the number of fatalities observed on Connecticut roadways did not decline in proportion to the drop in traffic volume. With Stay-at-Home orders in place in Connecticut, the public took to activities such as walking, bicycling, motorcycling, etc. which offered social distancing. The preliminary data for 2020 shows the number of motorcyclists, pedestrian, bicyclist and motor vehicle fatalities increased in 2020, compared to 2019. Please refer to the Performance Plan section of the HSP 2022 for the supporting data and data analysis.

Performance Measure C-2: Number of Serious Injuries in Traffic Crashes

Progress: In Progress

Program-Area-Level Report: The performance target for serious (A) injuries was 1,360 for the HSP 2021 planning period. The 2015-2019 five-year moving average, which includes the latest five years of FARS data, is 1516.4 serious injuries and showing a decreasing trend based on the current preliminary 2020 State data. However, based on the 5-year moving average projection using the available data, the potential to meet the target (2017-2021) looks difficult. Please refer to the Performance Plan section of the HSP 2022 for the supporting data and data analysis.

Performance Measure C-3: Fatalities/VMT

Progress: In Progress

Program-Area-Level Report: The performance target for fatality rate was 0.850 for the HSP 2021 planning period. The 2015-2019 five-year moving average, which includes the latest five years of FARS data, is 0.885 fatality rate and shows an increasing trend. In 2020, despite the drop in traffic volume due to the COVID-19 pandemic, the number of fatalities observed on Connecticut roadways did not decline in proportion to the drop in traffic volume. There is a possibility that the fatality rate in 2020 will be higher than the past few years due to lower Vehicle Miles Traveled

(VMT) and increase in the number of fatalities. The data for 2020 has not been included in the data analysis due to unavailability of the 2020 VMT information at the time of preparation of this document. Based on the 5-year moving average projection using the available data, the potential to meet the target (2017-2021) looks difficult. Please refer to the Performance Plan section of the HSP 2022 for the supporting data and data analysis.

Performance Measure C-4: Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions

Progress: In Progress

Program-Area-Level Report: The performance target for the number of unrestrained passenger vehicle occupant fatalities, all seat positions, was to maintain the five-year moving average of 61 fatalities for the HSP 2021 planning period. The 2015-2019 five-year moving average, which includes the latest five years of FARS data, is 63 fatalities and is projected to stay relatively flat based on the current preliminary 2020 State data. The 5-year moving average projection of 63 fatalities for 2021 is close to the target number of 61 fatalities and there is a chance the target could be met based on the annual 2021 numbers (currently unavailable). Please refer to the Performance Plan section of the HSP 2022 for the supporting data and data analysis.

Performance Measure C-5: Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and Above

Progress: In Progress

Program-Area-Level Report: The performance target for the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above, was to maintain the five-year moving average of 109 fatalities for the HSP 2021 planning period. The 2015-2019 five-year moving average, which includes the latest five years of FARS data, is 110. Connecticut is cautiously optimistic about achieving the five-year average target by December 31, 2021. Please refer to the Performance Plan section of the HSP 2022 for the supporting data and data analysis. The preliminary 2020 State data was not included in the analysis due to uncertainty of the data for this measure.

Performance Measure C-6: Number of Speeding-Related Fatalities

Progress: In Progress

Program-Area-Level Report: The performance target for the number of speeding-related fatalities was to maintain the five-year moving average of 82 fatalities for the HSP 2021 planning period. The 2015-2019 five-year moving average, which includes the latest five years of FARS data, is 83. Connecticut is cautiously optimistic about achieving the five-year average target by December 31, 2021. Please refer to the Performance Plan section of the HSP 2022 for the supporting data and data analysis. The preliminary 2020 State data was not included in the analysis due to uncertainty of the data for this measure.

Performance Measure C-7: Number of Motorcyclist Fatalities

Progress: In Progress

Program-Area-Level Report: The performance target for the number of motorcyclist fatalities was to maintain the five-year moving average of 54 fatalities for the HSP 2021 planning period. The 2015-2019 five-year moving average, which includes the latest five years of FARS data, is 52 fatalities and is projected to stay flat based on the current preliminary 2020 State data. Connecticut is cautiously optimistic about achieving the five-year average target by December 31, 2021. Please refer to the Performance Plan section of the HSP 2022 for the supporting data and data analysis.

Performance Measure C-8: Number of Unhelmeted Motorcyclist Fatalities

Progress: In Progress

Program-Area-Level Report: The performance target for the number of unhelmeted motorcyclist fatalities was to maintain the five-year moving average of 32 fatalities for the HSP 2021 planning period. The 2015-2019 five-year moving average, which includes the latest five years of FARS data, is 32 fatalities and the current preliminary 2020 State data suggest a decreasing trend. Connecticut is cautiously optimistic about achieving the five-year average target by December 31, 2021. Please refer to the Performance Plan section of the HSP 2022 for the supporting data and data analysis.

Performance Measure C-9: Number of drivers age 20 or younger involved in fatal crashes

Progress: In Progress

Program-Area-Level Report: The performance target for the number of drivers age 20 or younger involved in fatal crashes, was to maintain the five-year moving average of 28 fatalities for the HSP 2021 planning period. The 2015-2019 five-year moving average, which includes the latest five years of FARS data, is 32 fatalities and showing an increasing trend based on the current preliminary 2020 State data. Based on the 5-year moving average projection using the available data, the potential to meet the target (2017-2021) looks difficult. Please refer to the Performance Plan section of the HSP 2022 for the supporting data and data analysis.

Performance Measure C-10: Number of Pedestrian Fatalities

Progress: In Progress

Program-Area-Level Report: The performance target for the number of pedestrian fatalities, was to maintain the five-year moving average of 52 fatalities for the HSP 2021 planning period. The 2015-2019 five-year moving average, which includes the latest five years of FARS data, is 53 fatalities and showing an increasing trend based on the current preliminary 2020 State data. Unfortunately, these numbers have mirrored the national numbers with an upward trend. In 2020, despite the drop in traffic volume due to the COVID-19 pandemic, the number of pedestrian fatalities observed on Connecticut roadways did not decline in proportion to the drop in traffic volume. With Stay-at-Home orders in place in Connecticut, the public took to activities such as walking, bicycling, motorcycling etc. which offered social distancing. The preliminary data for 2020 shows the number of pedestrian fatalities increased in 2020, compared to 2019. Based on the 5-year moving average projection using the available data, the potential to meet the target (2017-2021) looks difficult. Please refer to the Performance Plan section of the HSP 2022 for the supporting data and data analysis.

Performance Measure C-11: Number of Bicyclists Fatalities

Progress: In Progress

Program-Area-Level Report: The performance target for the number of bicyclists' fatalities, was to maintain the five-year moving average of three (3) fatalities for the HSP 2021 planning period.

The 2015-2019 five-year moving average, which includes the latest five years of FARS data, is three (3) fatalities. Based on the current preliminary 2020 State data, there is an increase in bicyclist fatalities but the five-year moving average projection for 2021 is 3.19 fatalities. Connecticut is cautiously optimistic about achieving the five-year average target by December 31, 2021. Please refer to the Performance Plan section of the HSP 2022 for the supporting data and data analysis.

Performance Measure B-1: Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Program-Area-Level Report: The NHTSA CARES Act Waiver Notice issued on April 9, 2020, waived the requirement to conduct the annual seat belt survey in 2020. Therefore, the HSO did not conduct the 2020 seat belt survey and used the 2019 observed seat belt use rate to set the target for 2021.

The performance target for the observed seat belt use for passenger vehicles, front seat outboard occupants, was 94% in 2021. The 2021 seat belt use survey was planned for the month of May 2021, the results of which won't be available until the end of Summer or early Fall of 2021.

Performance Measure: Number of agencies participating in Distracted Driving High Visibility Enforcement

Progress: Not Met

Program-Area-Level Report: The performance target for the number of agencies participating in Distracted Driving High Visibility Enforcement, was 60 in 2021. For FFY2021, the Distracted Driving campaign was planned for October 1-15, 2020 and the entire month of April 2021. Fifty (50) police agencies were approved grants to participate.

Performance Measure: Percentage of Citations adjudicated through On-Line Disposition System and posted to Driver History File

Progress: Not met

Program-Area-Level Report: The performance target for this measure was to decrease the time it takes to adjudicate and post the outcome to the Driver History File to 80 percent in 2021.

The Connecticut Traffic Records Coordinating Committee (TRCC) continued to focus on the Electronic Citation and Adjudication System. An On-Line Adjudication System was deployed which allows for timely adjudicating and disposition of motor vehicle violation with immediate posting to Driver History File. The On-line Adjudication System which enables individuals who pled "not guilty" to an infraction to participate in the court electronically process, rather than be required to physically appear in court (not including trials). Currently available in all locations in the State, the online dockets have reduced costs, improved the quality and timeliness of hearings, and improved the convenience and efficiency of the process for both the court and the individual who receives the infraction. These adjudications results are subsequently available in a timely manner to members of the highway safety community for use in subsequent offender sanctioning, training, and education of high-risk driver populations. Prosecutors have real time access to driver histories, pending cases and registration information to consider when disposing infractions. Disposition results are now entered immediately to the Drive History File.

C/A-T-2- Citation/Adjudication Timeliness – The mean number of days from the date a citation is issued to the date the citation/adjudication disposition is entered into the Driver Record file. *Connecticut's method for calculation is the total number of days and hours from Citation adjudication disposition to posting of the disposition outcome to the Driver History File.* The mean number of days reduced from 1.227 days in 2017-2018, to 0.274 days in 2018-2019, which is a 77.62% improvement. The mean number of days further reduced to 0.0703 days in 2019-2020, which is a 74.40% improvement compared to the 2018-2019 period or a 95% improvement compared to the 2017-2018 period. However, due to the COVID-19 Pandemic, the Citation traffic violations that were disposed on-line by the court during this period decreased by 41.14% (7,890 citation in 2019-2020 compared to 4,644 citations in 2020-2021) and the time it takes for the adjudication increased by 133.87% (0.070 days to 0.164 days per citation).

Performance Measure	04/01/2017 to 03/31/2018	04/01/2018 to 03/31/2019	04/01/2019 to 03/31/2020	04/01/2020 to 03/31/2021
Reduced the number of days from Citation Issuance to when Disposition is entered in Driver History File	1.227642276 days	0.274798928 days	0.07034221 days	0.16451335 days
Change	-	-77.62%	-74.40%	133.87%
Improvement (Reduction)	-	77.62%	74.40%	-133.87%

Performance Measure: Percentage of Law Enforcement Agencies Participating in the Use of E-Citation

Progress: Not Met

Program-Area-Level Report: The performance target for this measure was to increase the number of law enforcement agencies using the E-Citation system to 80% in 2021. Out of 95 Police Agencies, currently there are 59 agencies using the E-Citation system (58 Municipal and one University Police Department) and 36 agencies are still using the paper tickets. 62% of the Police Agencies are currently using E-Citation which is an increase of 1% from the previous year. Eight law enforcement agencies are in the process of transitioning from a paper-based citation to an electronic citation platform. Connecticut State Police also uses E-Citation. The COVID-19 pandemic slowed the progress due to delays in obtaining and installing the equipment, software and resolving issues with the police agency vendors. Please refer to the Performance Plan section of the HSP 2022 for the supporting data.

Performance Measure: Traffic Stop Data Collection

Progress: In Progress

Program-Area-Level Report: The performance target for the traffic stop data collection performance measure was to have 100% of the 107 police agencies that collect and submit traffic stop records, do so electronically during 2021. At present, 106 of the 107 police agencies report data electronically at the time of the stop, which equals to 99% of the police agencies submitting

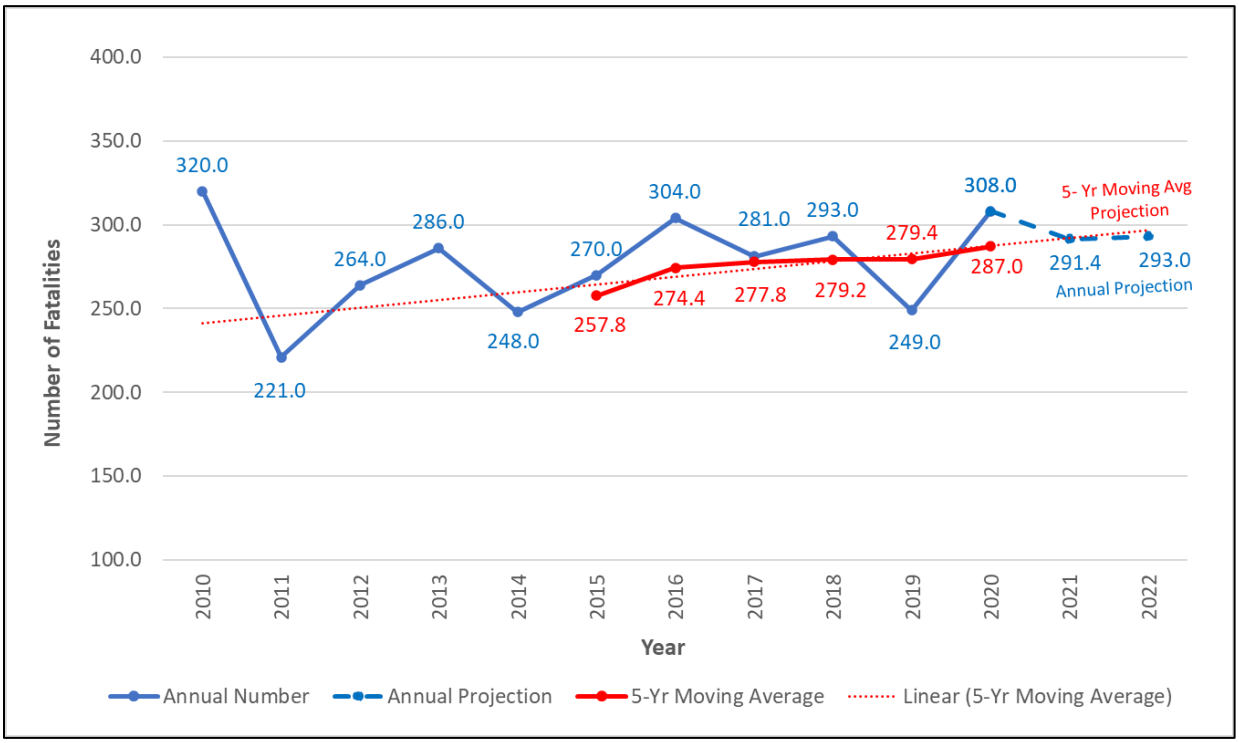
data electronically. Please refer to the Performance Plan section of the HSP 2022 for the supporting data.

Performance Plan

The Performance Plan lists the highway safety performance targets for 2022

	Performance Measure	Target Period	Target Start Year	Target End Year	Target Value FY22 HSP
1	C-1) Number of traffic fatalities (FARS)	5 year	2018	2022	270
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 year	2018	2022	1300
3	C-3) Fatalities/VMT (FARS, FHWA)	5 year	2018	2022	0.850
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 year	2018	2022	63
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 year	2018	2022	110
6	C-6) Number of speeding-related fatalities (FARS)	5 year	2018	2022	83
7	C-7) Number of motorcyclist fatalities (FARS)	5 year	2018	2022	52
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 year	2018	2022	30
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 year	2018	2022	32
10	C-10) Number of pedestrian fatalities (FARS)	5 year	2018	2022	53
11	C-11) Number of bicyclists fatalities (FARS)	5 year	2018	2022	3
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2022	2022	94%
13	Distracted Driver Fatalities	5 year	2018	2022	10
14	Percentage of Citations adjudicated through On-Line Disposition System and posted to Driver History File	Annual	2022	2022	80%
15	Percentage of Law Enforcement Agencies Participating in the Use of E-Citation	Annual	2022	2022	80%
16	Traffic Stop Data Collection	Annual	2022	2022	100%

Performance Measure C-1: Number of Traffic Fatalities

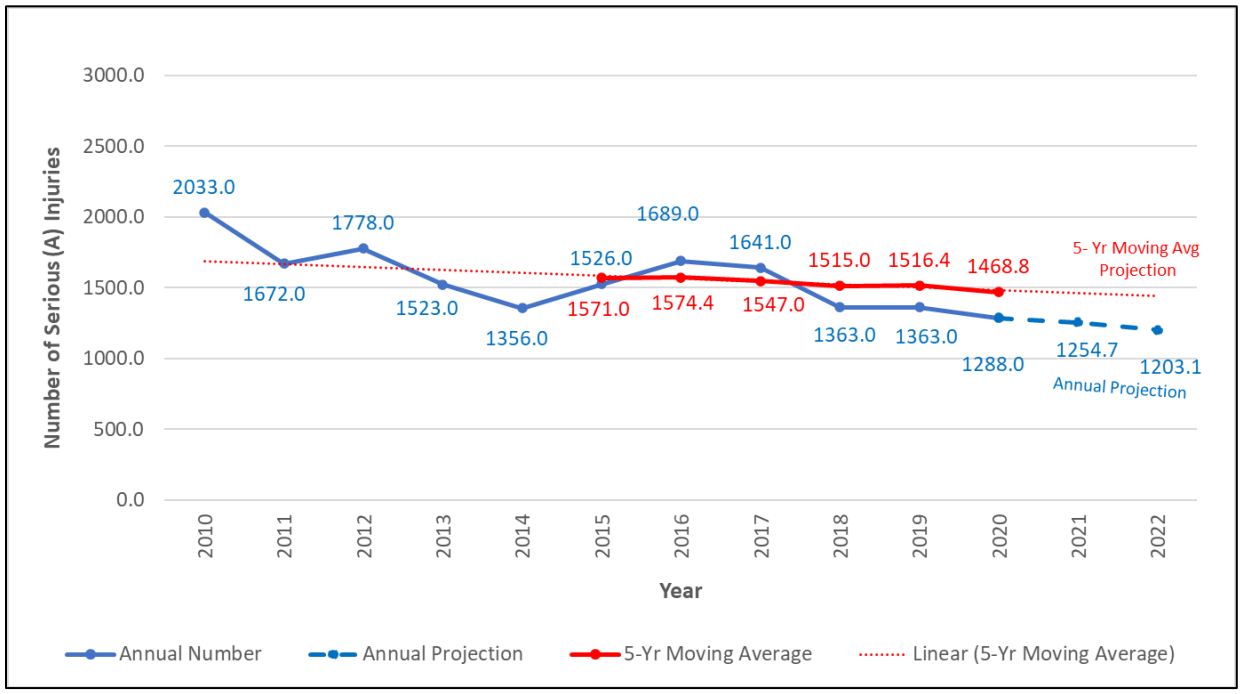


Source: FARS Final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CT-DOT Data as of 03/15/21

Performance Target: Reduce the number of fatalities to 270 (2018-2022 moving average) by 2022.

Performance Target Justification: The annual number of fatalities have fluctuated from year to year. Although the five-year moving average projection and the annual projection suggests a fatality number around 293, CT-DOT wants to set an aggressive target that will move the State back toward annual fatality levels experienced in 2015 or less. With safety related infrastructure projects as well as enforcement, media and educational campaigns, there was a dip in the number of fatalities in 2019. With increasing pedestrian fatalities in the past couple of years, CT-DOT adopted pedestrian safety as a high priority, and it has a major program to improve safety and expand opportunities for walking and bicycling. Several safety-related infrastructure projects were undertaken by CT-DOT Traffic Safety Engineering from 2015 – 2020 to improve the conspicuity of traffic control devices for non-motorized road users including but not limited to marked crosswalk enhancements and other signing. In addition, several traffic safety-related legislative changes are forthcoming. Connecticut remains committed to these goals and is optimistic that we will be able to lower the fatality numbers. CT-DOT recognizes that 2020 was an unusual year with the COVID-19 pandemic which resulted in higher than expected traffic fatalities when the traffic volume was significantly lower. This was an unexpected consequence observed in most of the states in the U.S.

Performance Measure C-2: Number of Serious Injuries in Traffic Crashes



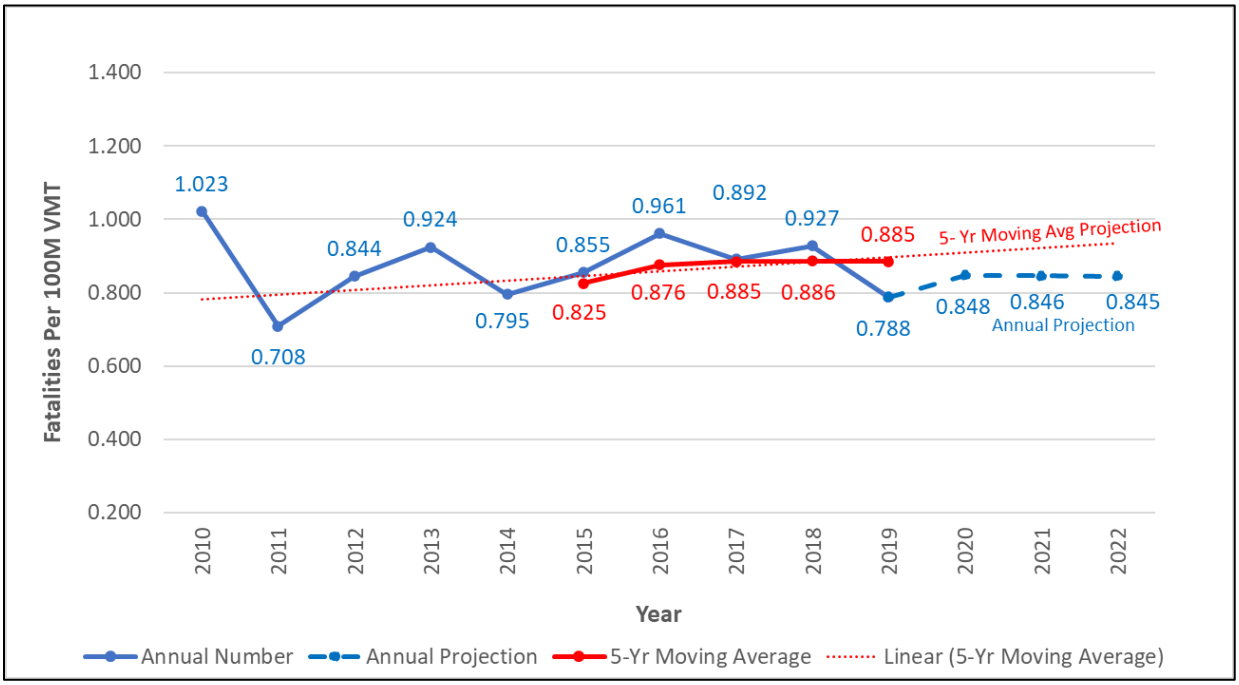
Source: CT Crash Data Repository as of 03/15/21; 2020 data is preliminary

Note: The definition of "Serious (A) Injury" was changed in 2015 to match MMUCC 4th edition. Prior to 2015, Serious (A) Injury was defined as Incapacitating Injury (prevents return to normal). In 2015, a Serious (A) Injury was defined as any injury other than fatal which results in one or more of the following: severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over 10% or more of the body); unconsciousness when taken from the crash scene; paralysis

Performance Target: Reduce the Serious (A) Injuries to 1300.0 (2018-2022 moving average) by 2022.

Performance Target Justification: The annual numbers of serious injuries have shown a downward trend since a high point of 2,033 serious injuries in the year 2010 and the annual projection of 1,203 serious injuries for the year 2022, suggest the downward trend to continue. The five-year moving average trend is also projected to slightly decrease or stay relatively flat during the 2022 planning period with a projected number of 1,439 serious injuries in 2022. Nonetheless, there is still a large difference between the 5-year average trendline and the annual regression analysis forecast. CT-DOT wants to set an aggressive target that will move the State back toward annual serious injury levels experienced in 2014 or lower. Although the number of serious injuries observed in 2020 were lower than any of the previous years, it is a preliminary number and we have to be conscious of the fact that it was a very unusual year with the COVID-19 pandemic.

Performance Measure C-3: Fatalities/100M VMT



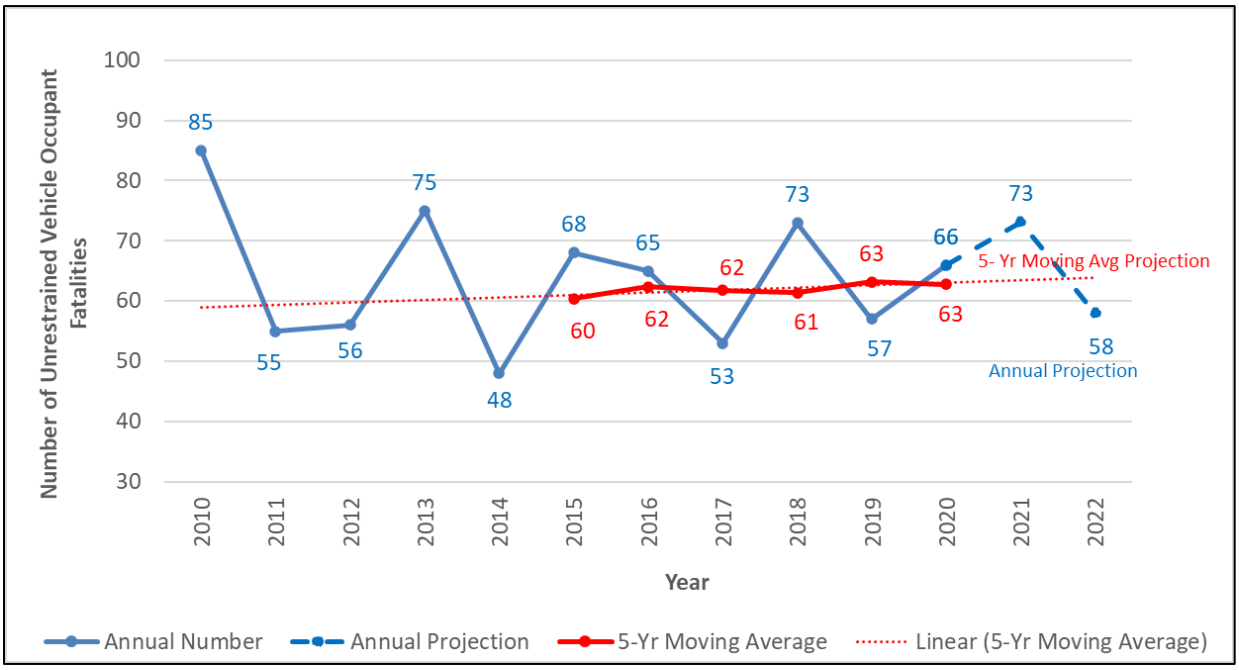
Source: FARS Final files 2010-2018, FARS Annual Report File 2019

Note: The data for 2020 has not been included in the data analysis due to unavailability of the 2020 Vehicle Miles Traveled information at the time of preparation of this document.

Performance Target: Reduce the fatalities/100M VMT to 0.850 (2018-2022 moving average) by 2022.

Performance Target Justification: The annual fatality rate has fluctuated from year to year. The two trendlines in the graph for the annual projection and the 5-year moving average suggest the actual value would fall between 0.845 and 0.936. Based on the safety-related infrastructure projects undertaken by CT-DOT Traffic Safety Engineering from 2015 – 2020, traffic safety related legislative changes as well as the enforcement and educational campaigns, Connecticut is optimistic that we will be able to achieve a fatality rate of 0.850 during the 2022 planning period. The preliminary data for the year 2020 has not been included in the data analysis due to unavailability of the 2020 Vehicle Miles Traveled information at the time of preparation of this document. We have to be cognizant of the changes that occurred in the traffic patterns during the COVID-19 pandemic. CT-DOT preliminary data suggest that there was significant drop in traffic volume during the COVID-19 pandemic yet there was an increase in traffic fatalities which will likely result in higher fatality rate for 2020. However, CT-DOT has chosen to set an aggressive target.

Performance Measure C-4: Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions

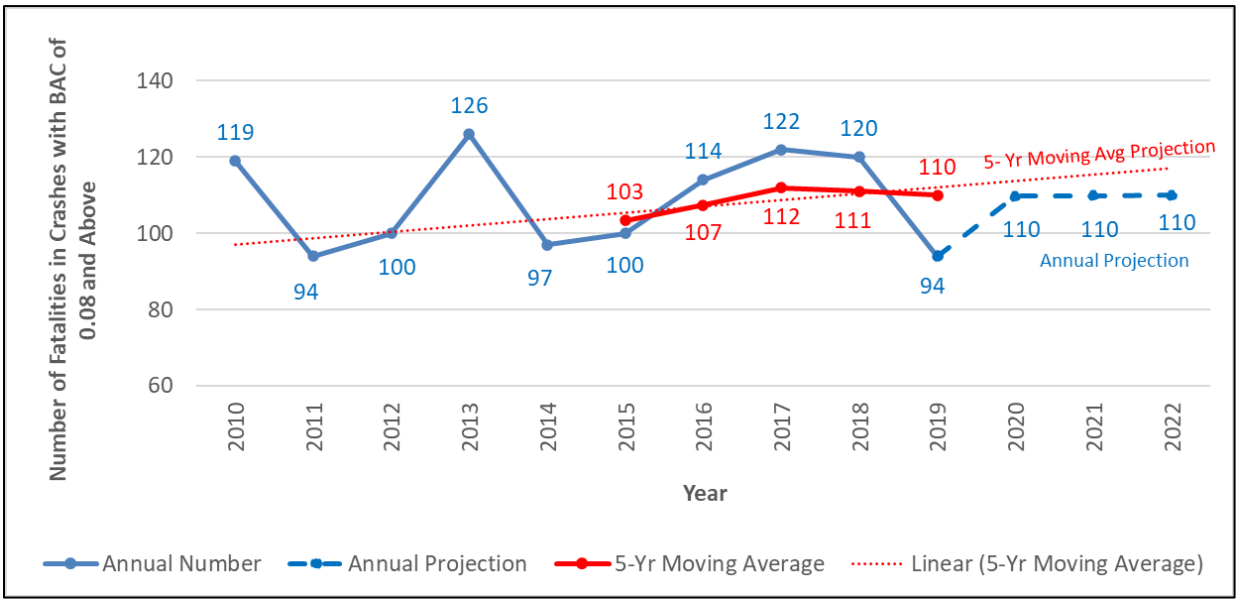


Source: FARS Final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CT Crash Data Repository Data as of as of 03/11/21

Performance Target: To maintain the five-year moving average of 63 (2015-2019) unrestrained vehicle occupant fatalities during the HSP 2022 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The annual preliminary State data for 2020 suggests an increase in the number of unrestrained vehicle occupant fatalities, however the five-year moving average trend is predicted to remain relatively flat for the 2022 planning period. The annual projection for the year 2022 also suggests a drop in the unrestrained vehicle occupant fatalities. As such, Connecticut has chosen a maintenance target.

Performance Measure C-5: Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above

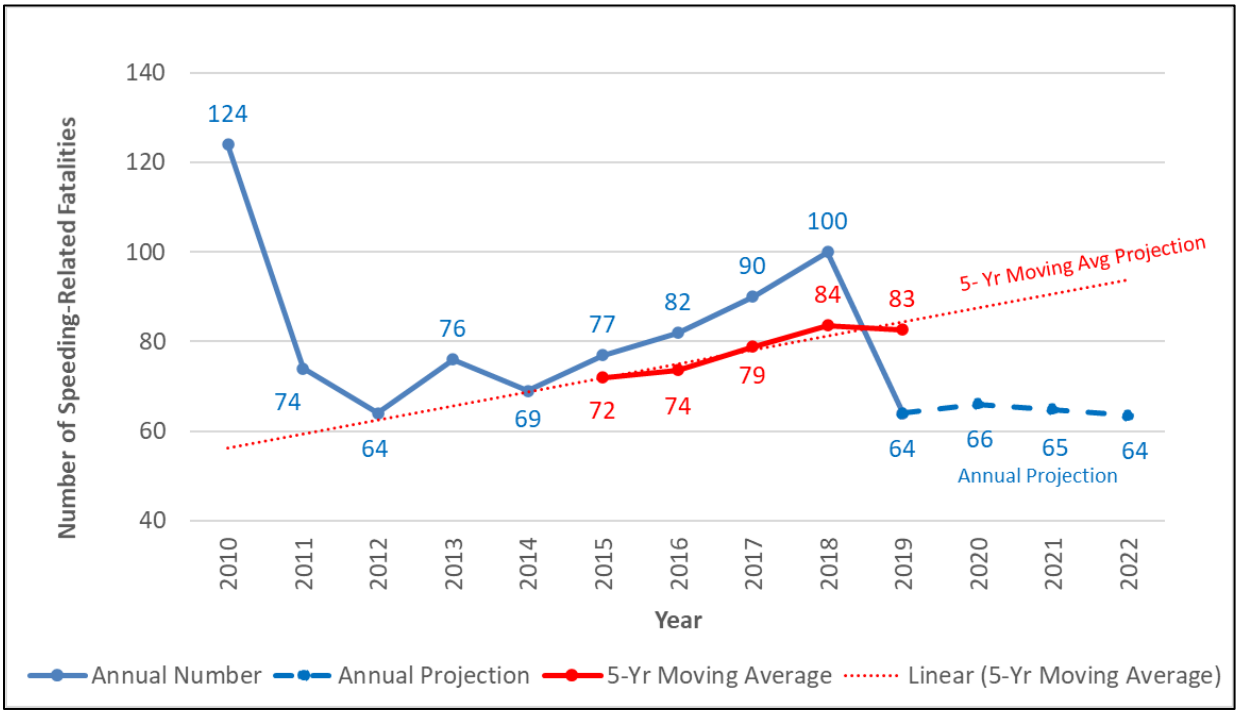


Source: FARS Final files 2010-2018, FARS Annual Report File 2019

Performance Target: To maintain the five-year moving average of 110 (2015-2019) alcohol impaired driving fatalities (BAC = 0.08+) during the HSP 2022 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The five-year moving average trend projects this measure to slightly increase to 117 alcohol impaired driving fatalities during the 2022 planning period. However, the annual projection for the year 2022 suggest that the alcohol impaired fatalities will be at 110. As such, Connecticut has chosen a maintenance target. The preliminary 2020 State data was not included in the analysis due to uncertainty of the data for this measure at this time.

Performance Measure C-6: Number of Speeding-Related Fatalities

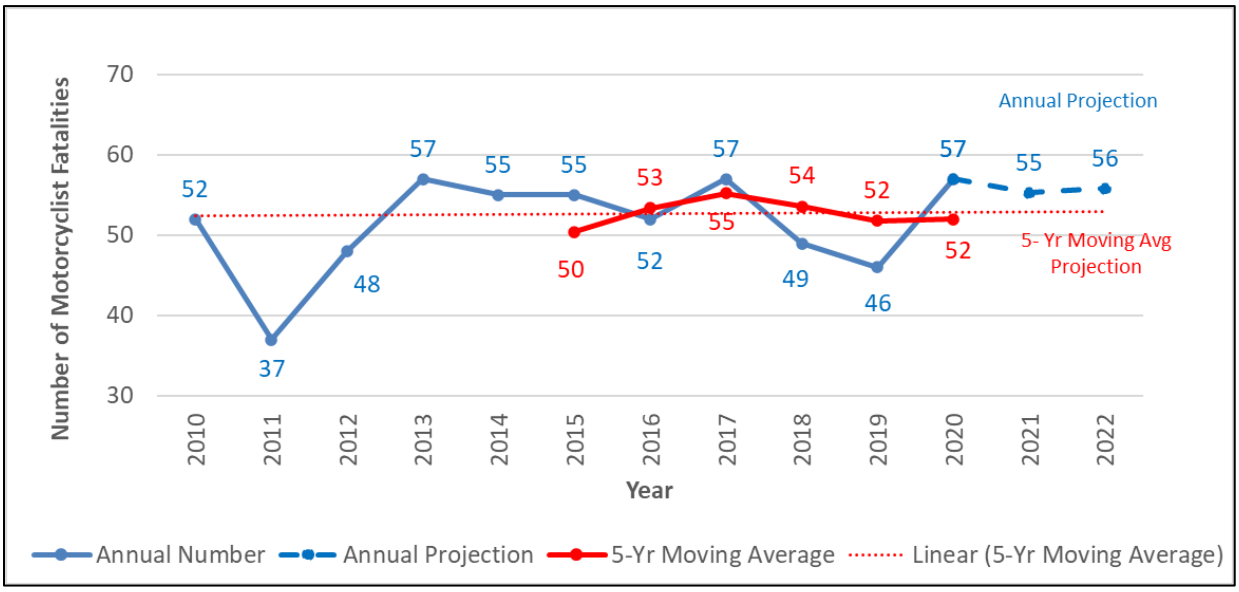


Source: FARS Final files 2010-2018, FARS Annual Report File 2019

Performance Target: To maintain the five-year moving average of 83 (2015–2019) speeding-related fatalities during the HSP 2022 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The five-year moving average trend for speed-related fatalities is projected to increase to 94 speeding-related fatalities for the 2022 planning period. However, the annual projection suggests that the year 2022 speeding-related fatalities will stay the same as in the year 2019. As such, Connecticut has chosen a maintenance target. The preliminary 2020 State data was not included in the analysis due to uncertainty of the data for this measure at this time.

Performance Measure C-7: Number of Motorcyclist Fatalities

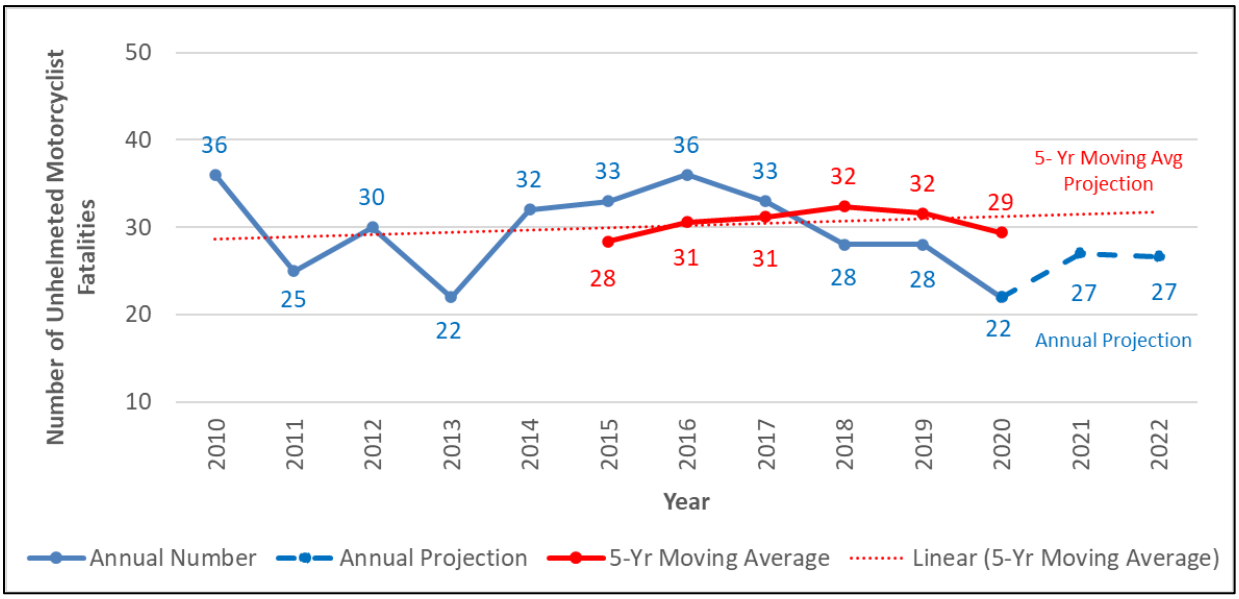


Source: FARS final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CT-DOT Data as of 03/22/21

Performance Target: To maintain the five-year moving average of 52 (2015-2019) motorcyclist fatalities during the HSP 2022 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The annual preliminary State data for the year 2020 shows an increase in motorcyclist fatalities. The annual projection for the year 2022 suggests that the motorcyclist fatalities will be 56. However, the five-year moving average trend is predicted to remain flat or increase slightly to 53 motorcyclist fatalities for the 2022 planning period. As such, Connecticut has chosen a maintenance target.

Performance Measure C-8: Number of Unhelmeted Motorcyclist Fatalities

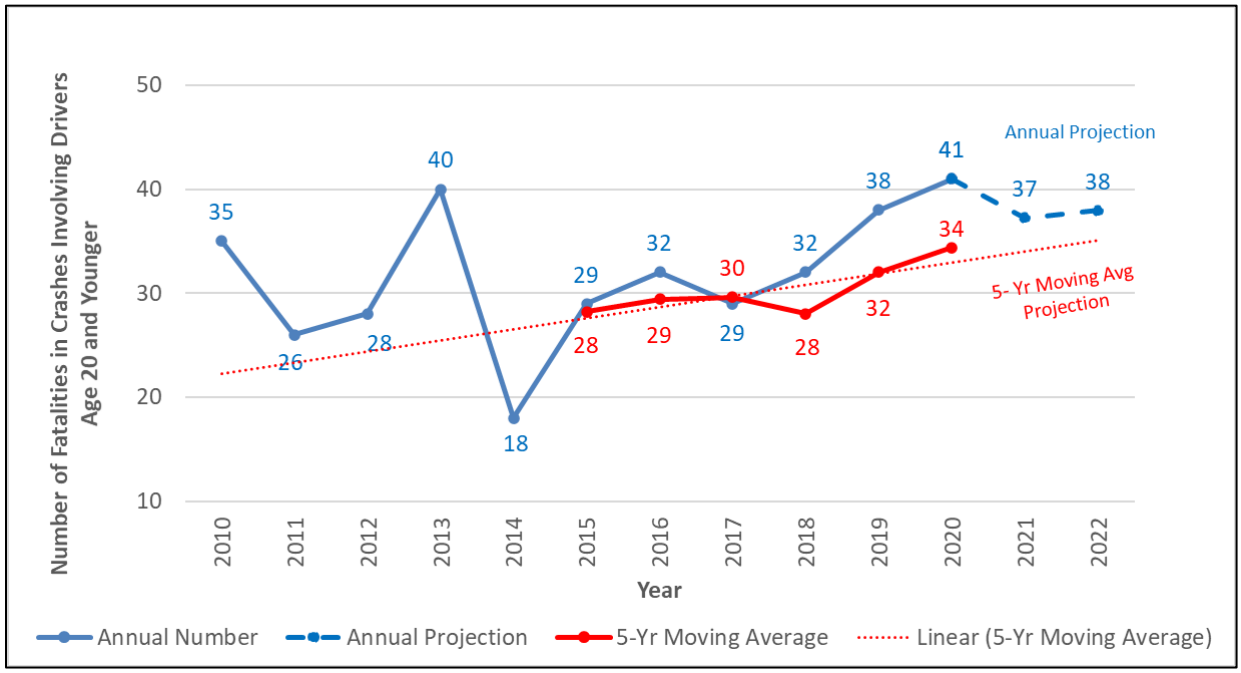


Source: FARS final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CT Crash Data Repository
Data as of 03/11/21

Performance Target: Reduce the unhelmeted motorcyclist fatalities to 30 (2018-2022 moving average) by 2022.

Performance Target Justification: There has been a progressive drop in the number of unhelmeted motorcyclist fatalities since the year 2017. The annual projection for the year 2022 predicts 27 fatalities, whereas the 5-year moving average suggests 32 fatalities in 2022. With increased focus on public/driver education and awareness about motorcycle riders as well as efforts to increase motorcyclist trainings, Connecticut hopes to reduce the unhelmeted motorcyclist fatalities to 30 (2018-2022 moving average) during the 2022 HSP Planning period.

Performance Measure C-9: Number of drivers age 20 or younger involved in fatal crashes*

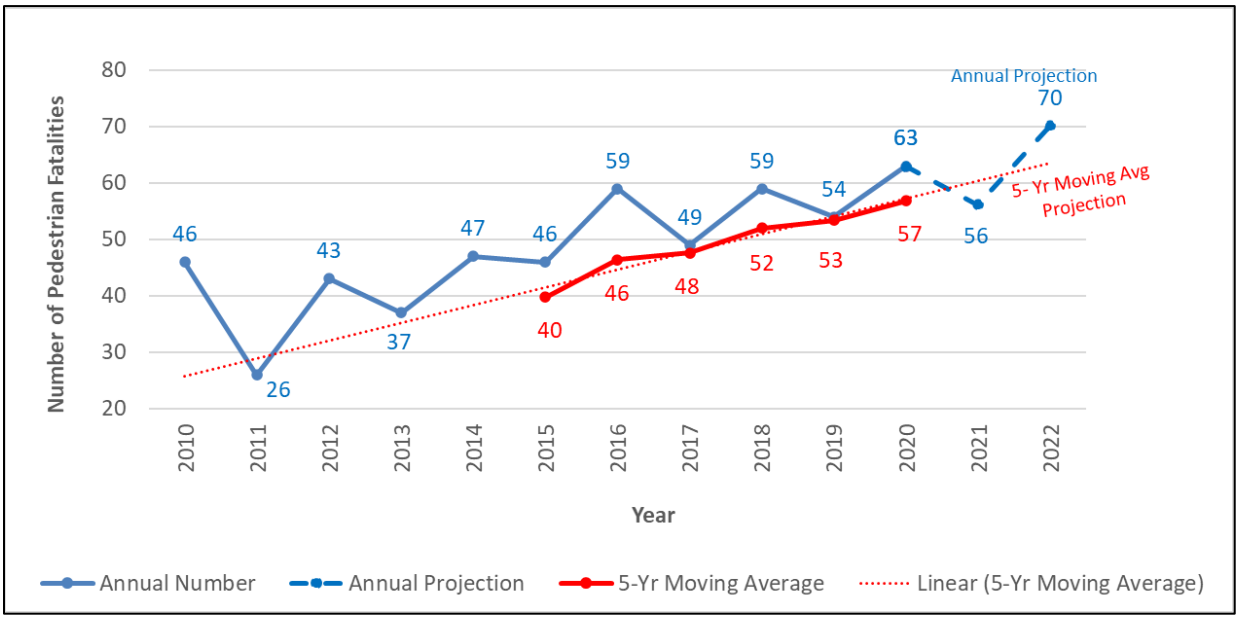


Source: FARS final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CT Crash Data Repository Data as of 03/11/21. *The graph shows number of fatalities in crashes involving drivers age 20 and younger.

Performance Target: To maintain the five-year moving average of 32 (2015-2019) fatalities involving drivers aged 20 or younger during the HSP 2022 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The actual 2020 preliminary State data as well as the five-year moving average trend suggest an increase in fatalities involving drivers aged 20 or younger compared to the previous years. The annual projection for the year 2022 is 38 fatalities and the projected five-year moving average for 2022 is 35 fatalities. As such, Connecticut has chosen a maintenance target.

Performance Measure C-10: Number of Pedestrian Fatalities

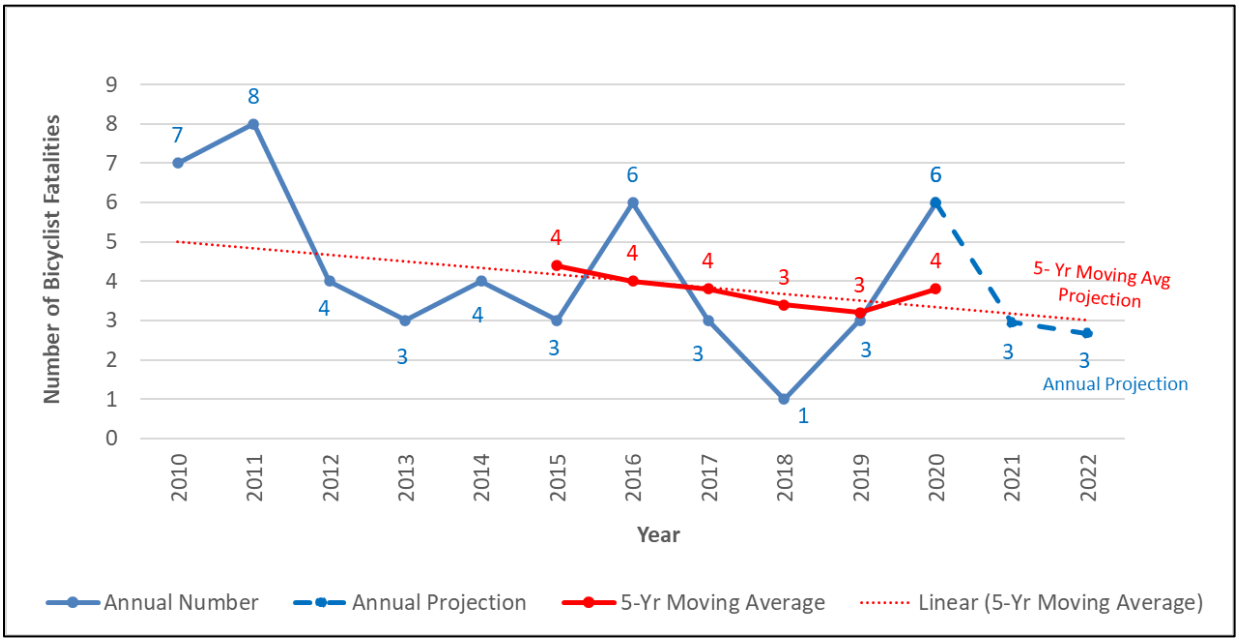


Source: FARS final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CT-DOT Data as of 03/15/21

Performance Target: To maintain the five-year moving average of 53 (2015-2019) pedestrian fatalities during the HSP 2022 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The annual 2020 preliminary State data shows an increase in pedestrian fatalities compared to 2019. The annual projection for 2022 is 70 fatalities and the projected five-year moving average for 2022 is 64 fatalities. The year 2020 was unusual with the COVID-19 pandemic and increased pedestrian fatalities were recorded nationally. With increasing pedestrian fatalities over the past couple of years, CT-DOT adopted pedestrian safety as a high priority, and it has a major program to improve safety and expand opportunities for walking and bicycling. Legislative changes along with media and educational campaigns by the HSO, several safety-related infrastructure projects were undertaken by CT-DOT Traffic Safety Engineering from 2015 – 2020 to improve the conspicuity of traffic control devices for non-motorized road users including but not limited to marked crosswalk enhancements and other signing. Connecticut remains committed to these goals and is optimistic that we will be able to lower the pedestrian fatality numbers.

Performance Measure C-11: Number of Bicyclists Fatalities

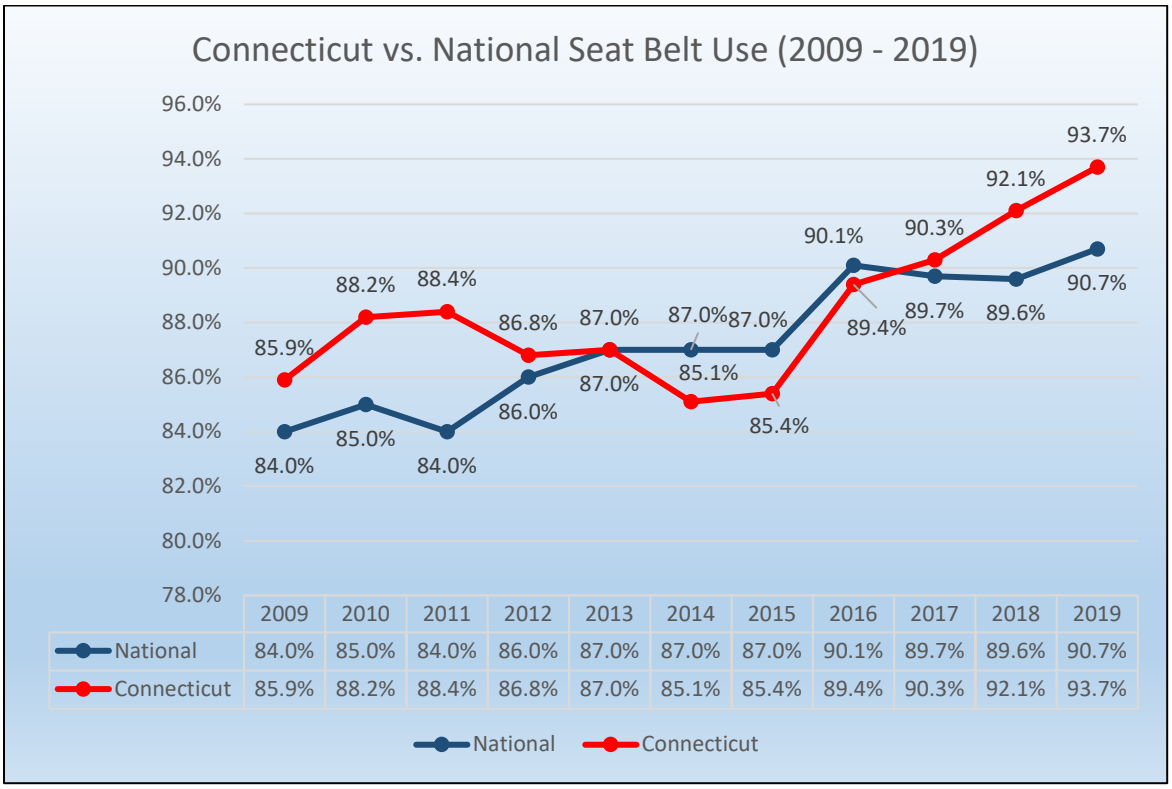


Source: FARS final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CT-DOT Data as of 03/15/21

Performance Target: To maintain the five-year (2015-2019) moving average of three (3) bicyclist fatalities during the HSP 2022 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The annual 2020 preliminary State data shows an increase in bicyclist fatalities compared to 2019. However, the five-year moving average projection as well as the annual projection suggests that the bicyclist fatalities will decrease to around three during the 2022 planning period. As such, Connecticut has chosen a maintenance target.

Performance Measure B-1: Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

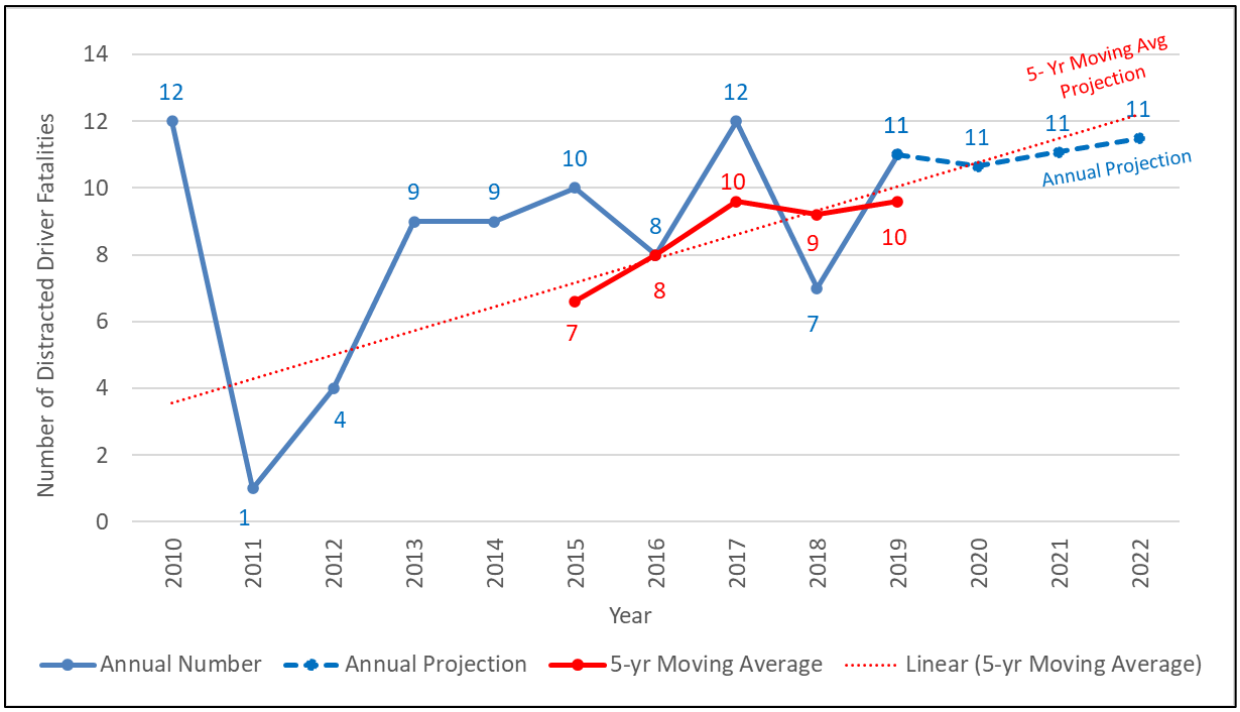


	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
National	84.0%	85.0%	84.0%	86.0%	87.0%	87.0%	87.0%	90.1%	89.7%	89.6%	90.7%
Connecticut	85.9%	88.2%	88.4%	86.8%	87.0%	85.1%	85.4%	89.4%	90.3%	92.1%	93.7%

Performance Target: To attain a statewide observed seat belt use rate of 94.0% or above in 2022.

Performance Target Justification: Observed seat belt use rate peaked in Connecticut in 2019, to 93.7%. The NHTSA CARES Act Waiver Notice issued on April 9, 2020, waived the requirement to conduct the annual seat belt survey in 2020. Therefore, the HSO did not conduct the 2020 seat belt survey due to the ongoing COVID-19 pandemic and used the 2019 observed seat belt use rate data to set the performance target of 94% for 2021. Connecticut chooses to maintain the 2021 target of 94% seat belt use rate during the 2022 planning period.

Performance Measure: Distracted Driver Fatalities



Source: FARS final files 2010-2018, FARS Annual Report File 2019

Performance Target: To maintain the five-year (2015-2019) moving average of 10 distracted driver fatalities during the HSP 2022 planning period.

Performance Target Justification: This is a new performance measure for distracted driving. The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The number of distracted driver fatalities have fluctuated over the years. The annual projection suggest that number of distracted driver fatalities will be relatively flat for the next couple of years at 11 fatalities for 2022. The five-year moving average projection shows an increase with 12 fatalities for the year 2022. As such, Connecticut has chosen a maintenance target. The preliminary 2020 State data was not included in the analysis due to uncertainty of the data for this measure at this time.

Performance Measure: Percentage of Citations Adjudicated through On-Line Disposition System and Posted to Driver History File

Performance Target: To decrease the time it takes to adjudicate and post the outcome to the Driver History File to 80% in 2022.

Performance Target Justification: This is based on the C/A-T-2 model performance measure.

Due to the COVID-19 Pandemic, the percentage of citations adjudicated through on-line disposition by the court during this period decreased by 41.14% (7,890 citation in 2019-2020 compared to 4,644 citations in 2020-2021) and the time it takes for the adjudication increased by 133.87% (0.070 days to 0.164 days per citation).

The performance target for FY 2022 is to improve the time it takes to adjudicate a citation through the On-Line Disposition System and when it is posted to the Driver History File from 74.40% to 80%. The current baseline period to be use for the measurement is from April 1, 2019, to March 31, 2020, which has a total of 7,890 citations processed and recorded to the Driver History File with an average number of days per citation of 0.070342. This was a decrease from the previous time period of April 1, 2018, to March 31, 2019, which had 2,238 citations with an average number of days per citation at 0.274798928.

Performance Measure	04/01/2017 to 03/31/2018	04/01/2018 to 03/31/2019	04/01/2019 to 03/31/2020	04/01/2020 to 03/31/2021
Reduced the number of days from Citation Issuance to when Disposition is entered in Driver History File	1.227642276 days	0.274798928 days	0.07034221 days	0.16451335 days
Change	-	-77.62%	-74.40%	133.87%
Improvement (Reduction)	-	77.62%	74.40%	-133.87%

Performance Measure: Percentage of Law Enforcement Agencies Participating in the Use of E-Citation

Performance Target: To increase the number of law enforcement agencies using the E-Citation system to 80% in 2022.

Performance Target Justification: Connecticut's goal is to increase the number of agencies using the E-Citation system from the current 62 to 80% in the target period. Out of 95 law enforcement agencies, 59 agencies are using the E-Citation system and 36 agencies are still using the paper tickets. Building on the capability to submit attachments and the expansion of E-Citation to allow for direct submission of reports (both arrest and crash) and flag cases involving crashes for the prosecutor, the expected result is an increase in uniformity to 80% participation.

Law Enforcement Agencies Not Using E-Citation		
#	**Agency Name**	**E-Citation Status (Y= Yes; N= No)**
1	Avon	N; In the process of transitioning to E-Citation
2	Bethel	N
3	Bloomfield	N
4	Canton	N
5	Cromwell	N; In the process of transitioning to E-Citation
6	Darien	N
7	Derby	N
8	East Hampton	N; In the process of transitioning to E-Citation
9	East Lyme	N
10	East Windsor	N
11	Easton	N
12	Granby	N
13	Groton City	N
14	Groton Long Pt	N
15	Groton Town	N; In the process of transitioning to E-Citation
16	Hartford	N
17	Ledyard	N
18	Meriden	N
19	Middlebury	N
20	Middletown	N; In the process of transitioning to E-Citation

21	Milford	N
22	New Haven	N
23	New London	N
24	New Milford	N
25	Norwich	N
26	Old Saybrook	N
27	Plainfield	N; In the process of transitioning to E-Citation
28	Portland	N; In the process of transitioning to E-Citation
29	Putnam	N
30	Ridgefield	N
31	Stonington	N
32	Suffield	N
33	Vernon	N
34	Waterford	N
35	Westport	N; In the process of transitioning to E-Citation
36	Winchester	N

Law Enforcement Agencies Using E-Citation			
#	**Agency Name**	**#**	**Agency Name**
1	Ansonia PD	31	Orange
2	Berlin	32	Plainville
3	Branford	33	Plymouth
4	Bridgeport	34	Redding
5	Bristol	35	Rocky Hill
6	Brookfield	36	Seymour
7	Cheshire	37	Shelton
8	Clinton	38	Simsbury
9	Coventry	39	South Windsor
10	Danbury	40	Southington
11	East Hartford	41	Stamford
12	East Haven	42	Stratford
13	Enfield	43	Thomaston
14	Fairfield	44	Torrington
15	Farmington	45	Trumbull
16	Glastonbury	46	Wallingford
17	Greenwich	47	Waterbury
18	Guilford	48	Watertown
19	Hamden	49	West Hartford

20	Madison	50	West Haven
21	Manchester	51	Weston
22	Monroe	52	Wethersfield
23	Naugatuck	53	Willimantic
24	New Britain	54	Wilton
25	New Canaan	55	Windsor
26	Newington	56	Windsor Locks
27	Newtown	57	Wolcott
28	North Branford	58	Woodbridge
29	North Haven	59	CCSU
30	Norwalk		

Performance Measure: Traffic Stop Data Collection

Performance Target: To have 100% of the 107 police agencies that collect and submit traffic stop records electronically in 2022.

Performance Target Justification: At the outset of the project in 2012, only 27 police agencies were reporting traffic stop data to the State. Of those 27 agencies, most were not reporting electronically (less than 10). The current (updated) law that went into effect on October 1, 2013, required that police agencies submit data for each traffic stop in an electronic format on a monthly basis. At the time there were 105 police agencies that were required to submit traffic stop records. Currently, there are 107 police agencies that must submit traffic stop records. All data is to be submitted electronically, but that doesn't mean that all agencies are collecting data electronically at the time of the stop. Some departments collect records on paper forms and then have a records clerk enter the information into an electronic system. At present, 106 of the 107 police agencies report data electronically at the time of the stop. Below is a breakdown of the percentage of agencies that reported data (complied with the law) and the percentage of agencies that reported data electronically at the time of the stop (in other words, the information was not entered at a later date by a records clerk).

Reporting Year	Number of agencies required to report traffic stop records to the State	Percentage of agencies reporting data	Percentage of agencies reporting data electronically at time of stop
10/1/13 to 9/30/14	105	96%	76%
10/1/14 to 9/30/15	105	100%	81%
10/1/15 to 9/30/16	106	97%	93%
10/1/16 to 9/30/17	106	99%	93%
10/1/17 to 9/30/18	107	100%	94%
10/1/18 to 9/30/19	107	100%	97%
10/1/19 to 9/30/20	107	100%	98%
10/1/20 to Present	107	100%	99%

Certification:

The CT-DOT HSO certifies that the State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

GRANT PROGRAM ACTIVITY REPORT

A-1) Number of seat belt citations issued during grant-funded enforcement activities

Seat belt citations: 1,236

Fiscal Year: 2020

A-2) Number of impaired driving arrests made during grant-funded enforcement activities

Impaired driving arrests: 749

Fiscal Year: 2020

A-3) Number of speeding citations issued during grant-funded enforcement activities

Speeding citations: 6,683

Fiscal Year: 2020

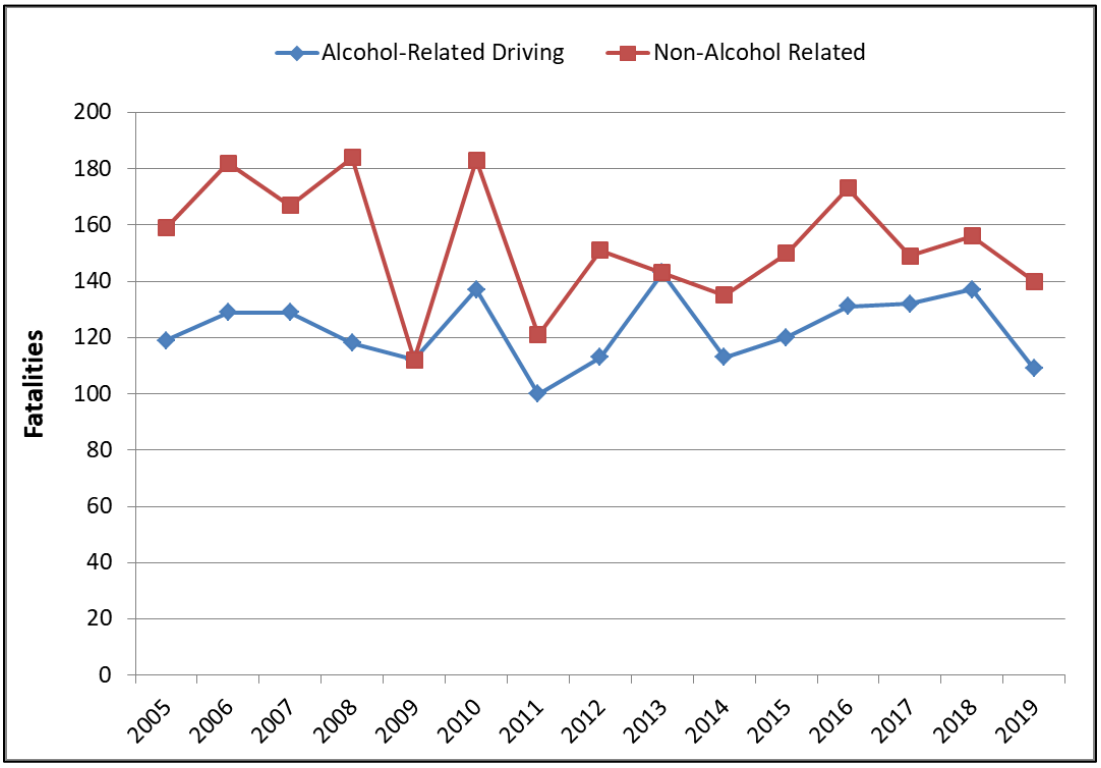
Program Areas

Impaired Driving

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS/ PROBLEM IDENTIFICATION

Alcohol-related driving **fatalities are fatalities involving drivers or motorcycle operators with a Blood Alcohol Content (BAC) of 0.01 or higher whereas *alcohol-impaired driving* fatalities are those fatalities involving drivers or motorcycle operators with a BAC of 0.08 of higher.** The 15-year trends in Connecticut's alcohol-related driving and non-alcohol-related driving fatalities are shown in Figure AL-1. Alcohol-related driving fatalities showed a generally decreasing trend until 2009. The year 2011 had the lowest number of alcohol-related driving fatalities (100), and then increased through 2013. Between 2014 and 2018, the trend has been moving upward before decreasing in 2019. There were 109 alcohol-related driving fatalities in 2019, the lowest number in the last five years and second lowest number in 15 years.

Figure AL-1. Fatalities by Alcohol Involvement, 2005-2019



Source: FARS Alcohol Imputed Data Final Files 2005-2018, FARS Annual Report File 2019

In 2019, Connecticut recorded BAC test results for 67% of fatally injured drivers and 14% of surviving drivers involved in fatal crashes. The state rate for fatally injured drivers was above the national figure of 65% whereas the State's rate for surviving driving was lower than the national figure of 24% (when it was known if the test was given).

Table AL-1 shows that the percentage of alcohol-related driving (BAC ≥ 0.01) fatalities in Connecticut during 2019 (44%) was higher than the national average of 33 percent. Thirty-seven percent (37%) of Connecticut's fatal crashes were estimated to have been alcohol-impaired driving crashes (BAC≥ 0.08), a higher rate than that seen nationwide (28%).

Table AL-1. Alcohol-Related (BAC ≥ 0.01+) Driving Fatalities/ Alcohol-Impaired (BAC ≥ 0.08+) Driving Crashes, 2019

	Connecticut	U.S.
Percentage of Alcohol-Related Driving Fatalities	43.9%	33.0%
Percentage of Alcohol-Impaired Driving Crashes	37.0%	27.8%

Source: FARS Imputed Alcohol Data Annual Report File 2019

When BAC test results are either not available or unknown, NHTSA employs a statistical model to estimate alcohol involvement. Multiple imputation data has been used in this Plan; Table AL-2 presents the imputed results. Note: using this method can produce slight differences in totals due to rounding.

Table AL-2. Alcohol-Impaired Driving Crashes/Fatalities

State of Connecticut	2015	2016	2017	2018	2019
Number of Alcohol-Impaired Driving Fatal *Crashes*	96	110	108	112	86
Percent Alcohol-Impaired Driving Fatal *Crashes*	37%	38%	41%	41%	37%
Number of Alcohol-Impaired Driving *Fatalities*	100	114	122	120	94
Percent Alcohol-Impaired Driving *Fatalities*	37%	38%	43%	41%	38%

Source: FARS Imputed Alcohol Data Final Files 2015-2018, FARS Annual Report File 2019

The number of alcohol-impaired driving fatal crashes fluctuated between 2015 and 2018 and settled at 86 in 2019, the lowest total in five years. The number of alcohol-impaired driving fatalities increased from 2015 to 2018, before dropping to 94 in 2019, the lowest number in five years. The percentage of all crashes related to alcohol-impaired driving was the lowest (tied with 2015) in the five-year period reviewed. The percentage of all fatalities related to alcohol-impaired driving was also the lowest (tied with 2015 and 2016) in five years. These figures, defined as a percentage of the total number of crashes and fatalities, remain unacceptably high and fluctuate from year to year. Table AL-3 shows Connecticut BAC test results for the years 2015 to 2019.

Table AL-3. BACs of Fatally Injured Drivers

BAC	2015	2016	2017	2018	2019
0.00	92	82	76	81	57
0.01-0.07	7	10	12	12	5
0.08 –Up	61	65	65	63	45
No/Unknown Result	22	41	31	24	53

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Table AL-4 shows the number of alcohol-related driving fatalities both by county and statewide for the years 2015 to 2019, the percentage of these that were known or estimated to have been alcohol-related, and the rate of alcohol-related driving fatalities per 100,000 population. Windham and Fairfield counties had the highest percentage of alcohol-related driving fatalities for the year 2019 (54% and 49%, respectively), followed by Tolland and Litchfield counties (49% and 48%, respectively). The statewide data at the bottom of the table indicate that, for the five-year period shown, the percentage of alcohol-related fatalities ranged from 43.2% to 46.9%.

New London, Litchfield, and Windham counties consistently have amongst the highest alcohol-related driving fatality rates per 100,000 of the population.

Table AL-4. Alcohol-Related (BAC ≥ 0.01+) Driving Fatalities by County

County	2015	2016	2017	2018	2019
Fairfield Total	35	73	59	45	31
% Alcohol	55.4%	37.9%	52.0%	35.8%	49.4%
Alcohol Rate/100,000	2.05	2.93	3.23	1.71	1.62
Hartford Total	63	60	60	70	64
% Alcohol	35.1%	47.5%	48.8%	40.3%	43.6%
Alcohol Rate/100,000	2.47	3.19	3.27	3.16	3.13
Litchfield Total	22	16	20	25	17
% Alcohol	55.0%	37.5%	48.0%	51.2%	47.6%
Alcohol Rate/100,000	6.59	3.29	5.27	7.07	4.49
Middlesex Total	21	18	10	15	13
% Alcohol	39.0%	46.7%	54.0%	44.0%	43.8%
Alcohol Rate/100,000	5.00	5.14	3.30	4.06	3.51
New Haven Total	65	82	77	85	63
% Alcohol	46.0%	46.0%	43.8%	49.3%	36.8%
Alcohol Rate/100,000	3.48	4.40	3.92	4.89	2.71
New London Total	29	27	28	24	34
% Alcohol	50.7%	53.0%	43.6%	61.3%	44.1%
Alcohol Rate/100,000	5.41	5.30	4.53	5.51	5.66
Tolland Total	17	12	12	16	10
% Alcohol	51.2%	40.8%	45.0%	51.3%	49.0%
Alcohol Rate/100,000	5.75	3.24	3.57	5.43	3.25

Windham Total	18	16	15	13	17
% Alcohol	28.9%	23.8%	36.0%	63.1%	53.5%
Alcohol Rate/100,000	4.46	3.27	4.64	7.01	7.79
Statewide					
Total Fatalities	270	304	281	293	249
% Alcohol	44.6%	43.2%	46.9%	46.7%	43.9%
Alcohol Rate/100,000	3.35	3.67	3.67	3.83	3.06

Source: FARS Imputed Alcohol Data Final Files 2015-2018, FARS Annual Report File 2019

The number of alcohol-related driving fatalities has increased statewide every year from 120 in 2015 to 137 in 2018, before dropping to 109 in 2019 (see Table AL-9). Overall fatalities have fluctuated from 270 in 2015 to 249 in 2019 (-7.8%). The percentage of fatalities that are alcohol-related was highest in 2017 (46.9%). The alcohol-related driving fatality rate has shown a decrease over the last five years, from 3.35 per 100,000 population in 2015 to 3.06 in 2019.

Table AL-5 shows the age groups of drinking drivers (BAC ≥ .01) killed during the five-year period from 2015 to 2019, along with the numbers of licensed drivers in these same age groups. The table also shows the rate of drinking drivers killed (fatalities per 100,000 licensed drivers).

The table indicates that persons between the ages of 25 and 44 made up 45% of the drinking drivers' fatalities. The table shows that approximately six percent of the fatally injured drinking drivers were under the legal drinking age.

The substantial over-representation (percent licensed drivers versus percent drivers killed) of the 21-24, 25-34, and 35-44-year age groups and the under-representation of the 55+ age group is also of significance.

Table AL-5. Fatally Injured Drunk Drivers by Age Group (BAC ≥ 0.01)

Age	Drinking Drivers Killed (2015-2019)		Licensed Drivers (2019)		Rate[3]
	Number[1]	Percent of Total	Number[2]	Percent of Total	
<16	0	0.0%	0	0.0%	n/a
16-20	23	5.8%	129,726	5.0%	17.9
21-24	54	13.6%	156,551	6.0%	34.4
25-34	106	26.7%	433,937	16.6%	24.4
35-44	73	18.4%	408,345	15.7%	17.9
45-54	71	17.9%	452,021	17.3%	15.7
55-64	44	11.0%	484,584	18.6%	9.0

65-69	12	2.9%	181,834	7.0%	6.4
>69	15	3.7%	361,063	13.8%	4.1
Total	397	100.0%	2,608,061	100.0%	15.2

1. Source: FARS, Imputed Alcohol Data Final Files 2015-2018, FARS Annual Report File 2019
2. Source: FHWA
3. Fatality rate per 100,000 Licensed Drivers

Table AL-6 shows additional characteristics of these drivers and their crashes. The table shows that the fatally injured drinking drivers were predominately males (82% overall) and were most often killed in single vehicle crashes (64%). Overall, 80% of the victims had valid licenses, 7% had a previous DUI conviction, and 92% were Connecticut residents. Approximately 67% of the fatalities took place on arterial type roadways, 19% were on collector roadways, and 14% were on local roadways. The second part of Table AL-6 shows that during the period of 2015-2019 drinking driver fatalities were most likely to have occurred during overnight periods on Saturdays and Sundays (these are likely in the overnight periods of Friday into Saturday and Saturday into Sunday). Friday, Saturday and Sunday account for approximately 58% of all alcohol-related driving fatalities. The table shows that 35% of the fatalities occurred during the late-night hours of midnight to 5:59am, 29% took place between 8:00pm and midnight, and 35% occurred during the daytime hours from 6:00am to 7:59pm

Table AL-6. Characteristics of Fatally Injured Drunk Drivers (BAC ≥ 0.01), 2015-2019

	2015 (N=76)	2016 (N=86)	2017 (N=86)	2018 (N=82)	2019 (N=67)	Total (N=397)
Age						
<21	6.7%	6.0%	3.7%	5.7%	7.9%	5.9%
21-34	32.1%	40.3%	42.3%	43.0%	43.3%	40.2%
35-49	30.5%	24.2%	29.4%	29.0%	29.8%	28.5%
50+	30.6%	29.5%	24.5%	22.3%	19.0%	25.4%
Sex						
Male	81.3%	84.7%	81.4%	79.2%	86.1%	82.4%
Female	18.7%	15.3%	18.6%	20.8%	13.9%	17.6%
Number of Vehicles						
Single Vehicle	71.6%	61.3%	60.1%	59.3%	68.4%	63.8%
Multiple Vehicle	28.4%	38.7%	39.9%	40.7%	31.6%	36.2%
License Valid	81.3%	82.9%	77.0%	88.7%	67.7%	80.0%
Previous DUI	4.6%	7.1%	8.2%	4.0%	10.5%	6.8%
Connecticut Resident	94.3%	95.7%	89.4%	87.9%	92.1%	91.8%
Road Type						
Arterial	73.1%	66.0%	73.3%	67.0%	52.7%	66.9%
Collector	14.7%	16.6%	12.5%	19.4%	34.3%	18.9%
Local	12.2%	17.4%	14.2%	13.6%	13.0%	14.2%

Source: FARS Alcohol Imputed Data Final Files 2015-2018, FARS Annual Report File 2019

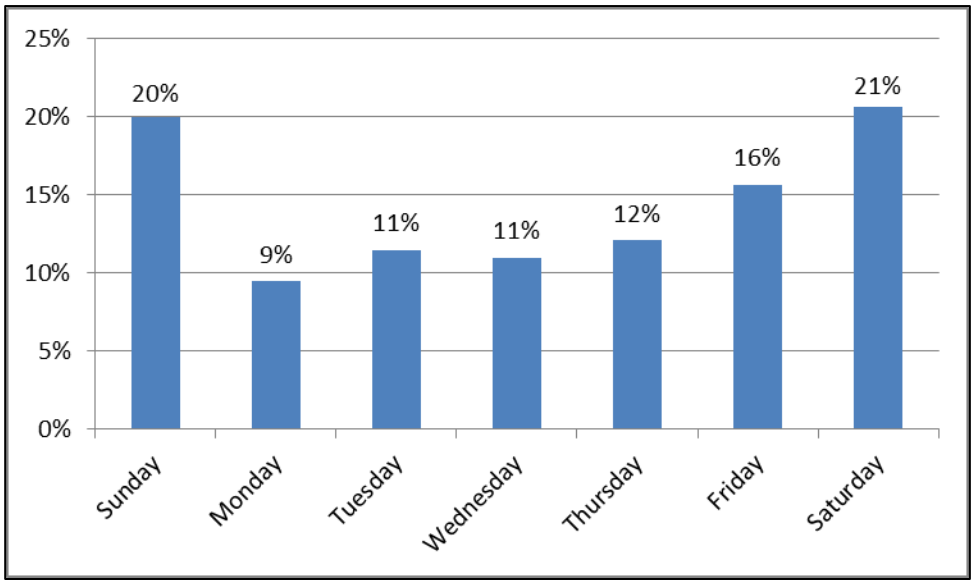
Table AL-6. Characteristics of Fatally Injured Drunk Drivers (BAC ≥ 0.01) 2015-2019 (Continued)

	2015 (N=76)	2016 (N=86)	2017 (N=86)	2018 (N=82)	2019 (N=67)	Total (N=397)
Day						
Sunday	27.1%	17.9%	20.0%	15.8%	20.1%	20.0%
Monday	9.4%	13.2%	9.8%	11.9%	5.5%	10.2%
Tuesday	8.9%	6.0%	13.0%	13.6%	7.6%	9.9%
Wednesday	11.9%	12.2%	8.2%	8.5%	7.3%	9.7%
Thursday	11.9%	11.8%	14.6%	10.9%	14.2%	12.7%
Friday	8.5%	15.1%	9.0%	11.9%	17.8%	12.3%
Saturday	22.4%	23.7%	25.6%	27.4%	27.4%	25.2%
Time						
Midnight-05:59	39.2%	40.3%	32.9%	33.3%	30.5%	35.4%
06:00-19:59	39.6%	30.1%	40.7%	28.3%	39.2%	35.4%
20:00-23:59	21.3%	29.6%	26.4%	38.5%	30.2%	29.3%
Month						
January	4.0%	5.8%	5.9%	8.1%	6.0%	6.0%
February	4.6%	7.4%	10.7%	7.6%	4.3%	7.1%
March	5.8%	9.5%	2.9%	2.4%	6.4%	5.4%
April	6.3%	7.0%	14.7%	9.1%	5.7%	8.7%
May	10.6%	8.6%	13.4%	10.3%	8.8%	10.4%
June	11.9%	12.9%	12.2%	8.7%	10.6%	11.3%
July	2.6%	11.3%	7.1%	14.9%	16.8%	10.4%
August	8.1%	9.6%	1.4%	8.7%	12.7%	7.9%
September	10.7%	8.4%	12.9%	10.1%	8.4%	10.2%
October	12.6%	6.0%	3.8%	5.0%	12.9%	7.7%
November	14.8%	6.0%	9.1%	6.1%	2.7%	7.8%
December	7.9%	7.4%	5.8%	8.9%	4.6%	7.0%

Source: FARS Alcohol Imputed Data Final Files 2015-2018, FARS Annual Report File 2019

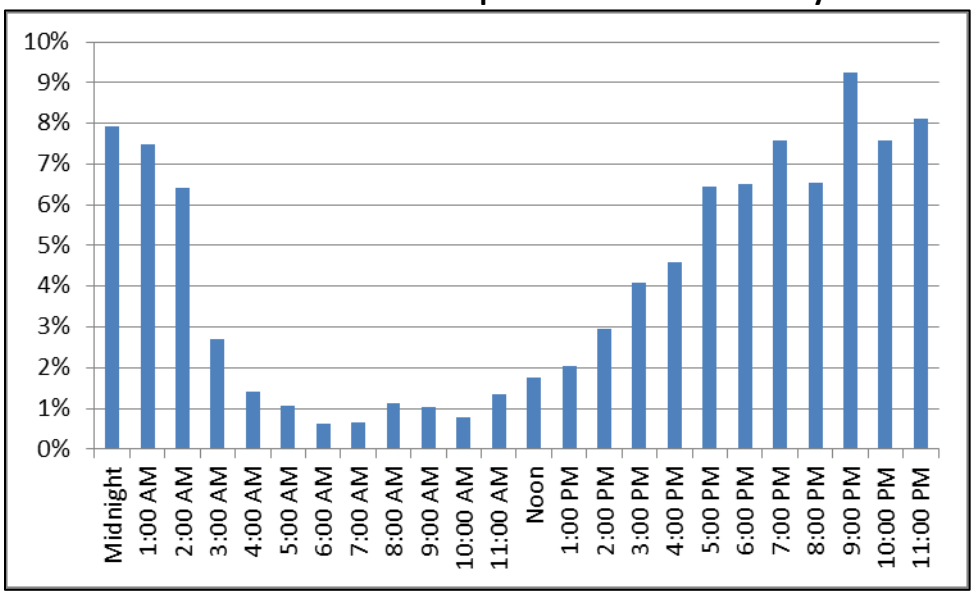
The distributions of crashes related to *alcohol, medication or other drugs* by time of day and day of week are shown in Figures AL-2 and AL-3. Note that 2015-2019 injury crash data reporting does not allow for separate computation of alcohol-related crashes from the more general impaired crashes. As such, the 2015-2019 impaired-related injury data presented here includes impairment related to alcohol, medication, or other drugs. Monday through Thursday have fewer crashes and the frequency then builds through the weekend days. The frequency of crashes builds up in the afternoon and evening hours, peaking during the 9pm to 2am period.

Figure AL-2. Alcohol-Related and Other Impaired-Related Crashes by Day of Week 2019



Source: Connecticut Crash Data Repository

Figure AL-3. Alcohol-Related and Other Impaired-Related Crashes by Time of Day 2019



Source: Connecticut Crash Data Repository

Table AL-7 shows the percentage of Connecticut non-fatal crashes in the year 2019 in which police reported that *alcohol, medication or other drugs* were involved. The table shows that alcohol, medication or other drugs is a greater factor in severe crashes than less severe crashes. For instance, 2019 results indicate 10 percent of "A"-injury crashes and five percent of "B"-injury crashes involved an impairing substance compared to three percent (3%) of "C"-injury and two percent (2%) of Property Damage Only crashes.

The lower percentage of impairing substance involvement in injury and property-damage only

crashes also reflects the general unstated policy of many law enforcement agencies that unless a DUI arrest is made, alcohol, medication or other drug involvement is not indicated as a contributing factor in the crash. Crashes which result in property damage only or B and C type injuries are generally less likely to involve alcohol, medication or other drugs.

Table AL-7. Percent of Crashes Police Reported Alcohol, Medication, or Other Drugs Involved

Maximum Severity Level	2019
A Injury	9.8%
B Injury	5.1%
C Injury	3.1%
No Injury	2.0%
Injury Crashes	4.2%
Total Crashes	2.6%

Source: Connecticut Crash Data Repository

Tables AL-8a and AL-8b are tables of statistical information utilized to determine alcohol related problem identification by town and utilized as part of the evaluation criteria in the awarding of Comprehensive DUI Enforcement Grants. Table AL-8a includes towns with municipal police departments and Table AL-8b includes towns under the jurisdiction of the Connecticut State Police.

Preusser Research Group (PRG) created a rank ordering of towns, from high to low alcohol crash problem. Separate ranks were created for resident trooper towns and towns with their own police department. There are at least two ways that a town's alcohol crashes could be deemed problematic: 1) a high number of crashes (i.e. "raw" number) or 2) a high rate of crashes by population. Larger cities are expected to have high number of crashes overall simply due to traffic volume and the addition of a crash rate per population allows for better comparison across towns. Thus, a large city may have a high crash number, but its crash rate per population may be fairly low. It was determined that both ratings (i.e., total crash and crash rate) need to be considered since investment in high crash areas and high crash rate areas may be effective in reducing alcohol related crashes.

Two factors were considered in determining if a crash was related to alcohol: 1) law enforcement determined that alcohol (or other drug) was a factor in the crash (AR; listed as "Alcohol Related" in the Table) and 2) single vehicle nighttime (SVN) crashes, as identified by NHTSA as a proxy for alcohol-related crashes. It should be noted that the current crash database does not distinguish between presence of alcohol or other drugs. Raw numbers and rate per population were calculated for both SVN and AR measures for each town using 5 years of state crash data (2015 to 2019).

PRG provided 3 rankings describing relative alcohol impairment issues in each town: a County-based rank, a State-based rank, and a Percentage of the Problem rank. The County-based rank looked at how each town ranked within its county using the average rank of ranks. That is, we ranked each town of a given county on each of the four measures (number of AR crashes, number

of SVN crashes, AR crash rate per population, and SVN crash rate per population) and averaged those ranks. Then, for each county, we ranked the towns again based on that average rank. This was repeated for all counties in the State.

The process was repeated to obtain a State-based rank, this time using all towns in the state (not within county) to create the second rank. The final rank (percentage of the problem) is also state-based and took each of the four values (AR crashes, SVN crashes, AR crash rate, and SVN crash rate) and converted them into a "percent of the problem." The "percent of the problem" was calculated by summing the scores of each category across all town (e.g., total number of SVN or total number of AR) and then divided each town's score by that total, thus giving the percent of a given measure that can be attributed that town. The four resulting percent scores were then averaged for each town and rank ordered to identify the worst and best towns. Individual rankings for each measure are also included separately by county and the whole state. Non-resident trooper (referred to as "Municipal" towns in the tables) crashes that were investigated by State Police were excluded. Thus, only crashes investigated by the department that would receive funding were included. Resident trooper town crashes used only crashes that were investigated by State Police. Resident Trooper investigated crashes are coded as State Police investigated in the crash database.

The HSO review of DUI enforcement grants is a comprehensive process which takes into account many different factors relating to a municipality's DUI statistics. The review process begins by documenting the municipality's scheduled participation in the NHTSA national mobilization campaigns. This includes determining the number of scheduled DUI checkpoints, if/how many expanded enforcement dates are proposed, and if any 'special event' enforcement will occur.

The second phase of the process is the review of the municipality's crash data, crash rankings, and crash statistics. This is done by using the PRGs crash ranking sheets which include all 169 Connecticut municipalities (see Tables AL-8a and AL-8b). The municipality's overall crash ranking is extracted from these lists and used to determine in which percentile the applying town ranks in Connecticut. The municipality's number of DUI arrests, alcohol related crashes, and alcohol related fatalities are then analyzed to determine if there are any trends or spikes in the data for a variety of possible reasons (i.e. increased enforcement, road work, multiple fatality crashes, etc.). The HSO then refers to the Fatality Analysis Reporting System (FARS) list to determine if the municipality has any outstanding reports that must be concluded prior to the grant process moving forward.

After this thorough review of the application and the related statistics, the HSO then looks to past applications and compares previous funding information with the municipality's DUI figures. It is determined how much of the federal funds previously obligated to the municipality were used, how many DUI arrests occurred in total per hour of enforcement, and the cost of each DUI based on the final billed amount of their funding. The figures are then analyzed, and it is concluded which municipalities are following through with scheduled enforcement and using the allotted funding appropriately.

Using all of this information the HSO then makes a formal decision on approving the application as submitted, approving the application at a lesser amount, or recommending that the applying municipality take steps to strengthen their application prior to resubmitting.

Table AL-8a. Impaired Driving Summary for Towns with Municipal Police Departments

2016-2020 Passenger Vehicles Injury Crashes

County	Town	Police Type	2019 Population	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)	Rank (N Night)	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)/ 100K Population	Rank (Rate Night)	Alcohol Related Crashes	Rank (N Alc Rel)	Alcohol Related Crashes/ 100K Population	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Cross County Ranks: Rank (N Night)	Rank (Rate Night)	Rank (N Alc Rel)	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank 2 (% Problem)
9	Waterbury	Municipal	107,568	543	1	504.8	1	198	1	184.1	9	3	1	1	5	2	25	8.25	**1**	**1**
1	Bridgeport	Municipal	144,399	356	1	246.5	3	200	1	138.5	7	3	2	2	32	1	51	21.5	**6**	**2**
9	New Haven	Municipal	130,250	343	2	263.3	7	181	2	139.0	14	6.25	3	3	26	4	50	20.75	**5**	**3**
3	Hartford	Municipal	122,105	259	1	212.1	8	192	1	157.2	13	5.75	3	4	51	3	39	24.25	**10**	**4**
1	Danbury	Municipal	84,694	215	2	253.9	2	134	3	158.2	2	2.25	1	5	28	7	38	19.5	**4**	**5**
3	Bristol	Municipal	59,947	140	2	233.5	4	124	4	206.8	5	3.75	1	8	40	9	15	18	**3**	**6**
1	Norwalk	Municipal	88,816	144	4	162.1	10	137	2	154.3	3	4.75	3	7	71	5	40	30.75	**17**	**7**
3	Manchester	Municipal	57,584	92	5	159.8	14	135	2	234.4	3	6	4	15	75	6	9	26.25	**11**	**8**
3	New Britain	Municipal	72,495	116	3	160.0	13	125	3	172.4	10	7.25	6	11	74	8	34	31.75	**20**	**9**
1	Stamford	Municipal	129,638	187	3	144.2	14	99	4	76.4	19	10	10	6	80	12	86	46	**40**	**10**
11	Norwich	Municipal	38,768	96	1	247.6	3	89	1	229.6	2	1.75	1	14	31	14	10	17.25	**2**	**11**
9	Meriden	Municipal	59,395	109	5	183.5	15	107	3	180.1	11	8.5	6	12	63	10	28	28.25	**14**	**12**
3	Southington	Municipal	43,834	97	4	221.3	6	84	5	191.6	6	5.25	2	13	43	15	19	22.5	**8**	**13**
9	Wallingford	Municipal	44,326	63	7	142.1	20	107	3	241.4	2	8	4	25	85	10	6	31.5	**19**	**14**
9	Orange	Municipal	13,926	58	8	416.5	2	34	13	244.1	1	6	2	28	8	47	5	22	**7**	**15**
3	East Windsor	Municipal	11,668	31	17	265.7	1	42	12	360.0	1	7.75	7	64	25	38	1	32	**21**	**16**
11	Stonington	Municipal	18,559	46	2	247.9	2	53	2	285.6	1	1.75	1	35	30	25	2	23	**9**	**17**
1	Fairfield	Municipal	62,045	83	5	133.8	16	95	5	153.1	4	7.5	4	17	90	13	42	40.5	**31**	**18**
13	Coventry	Municipal	12,407	40	3	322.4	3	34	2	274.0	1	2.25	1	44	16	47	3	27.5	**13**	**19**
9	Hamden	Municipal	60,556	129	3	213.0	11	53	6	87.5	20	10	11	9	50	25	81	41.25	**33**	**20**
9	West Haven	Municipal	54,620	117	4	214.2	10	52	8	95.2	17	9.75	9	10	49	28	75	40.5	**31**	**21**
9	Naugatuck	Municipal	31,108	55	10	176.8	16	66	5	212.2	5	9	8	31	68	19	13	32.75	**23**	**22**

9	Seymour	Municipal	16,437	47	11	285.9	5	37	12	225.1	4	8	4	33	21	43	11	27	**12**	**23**
5	New Milford	Municipal	26,805	67	1	250.0	6	47	2	175.3	3	3	1	22	29	34	31	29	**15**	**24**
5	Torrington	Municipal	34,044	66	2	193.9	11	60	1	176.2	2	4	3	23	61	20	30	33.5	**24**	**25**
3	Farmington	Municipal	25,497	61	8	239.2	3	47	10	184.3	7	7	5	26	37	34	24	30.25	**16**	**26**
9	Branford	Municipal	27,900	57	9	204.3	12	53	6	190.0	8	8.75	7	30	54	25	20	32.25	**22**	**27**
3	Enfield	Municipal	43,659	59	9	135.1	17	74	6	169.5	11	10.75	10	27	89	16	36	42	**35**	**28**
5	Plymouth	Municipal	11,598	41	4	353.5	4	22	4	189.7	1	3.25	2	43	14	65	21	35.75	**25**	**29**
1	Stratford	Municipal	51,849	75	6	144.7	13	69	6	133.1	9	8.5	7	18	79	17	56	42.5	**37**	**30**
9	Wolcott	Municipal	16,587	46	13	277.3	6	33	14	199.0	6	9.75	9	35	23	50	17	31.25	**18**	**31**
3	Plainville	Municipal	17,534	36	14	205.3	9	43	11	245.2	2	9	9	52	52	37	4	36.25	**27**	**32**
9	Ansonia	Municipal	18,654	37	16	198.3	14	44	11	235.9	3	11	12	49	60	36	8	38.25	**28**	**33**
9	Woodbridge	Municipal	8,750	32	18	365.7	3	17	20	194.3	7	12	13	62	12	74	18	41.5	**34**	**34**
13	Vernon	Municipal	29,359	42	2	143.1	7	60	1	204.4	2	3	2	42	83	20	16	40.25	**29**	**35**
3	Suffield	Municipal	15,814	38	12	240.3	2	33	17	208.7	4	8.75	8	45	35	50	14	36	**26**	**36**
3	West Hartford	Municipal	62,965	75	6	119.1	21	68	7	108.0	21	13.75	14	18	99	18	70	51.25	**47**	**37**
1	Newtown	Municipal	27,891	66	8	236.6	5	36	9	129.1	11	8.25	6	23	39	44	62	42	**35**	**38**
9	Milford	Municipal	54,747	88	6	160.7	18	50	10	91.3	19	13.25	14	16	72	32	78	49.5	**46**	**39**
11	Waterford	Municipal	18,746	34	5	181.4	6	41	4	218.7	3	4.5	3	55	65	39	12	42.75	**38**	**40**
3	Berlin	Municipal	20,436	46	10	225.1	5	34	16	166.4	12	10.75	10	35	42	47	37	40.25	**29**	**41**
1	Shelton	Municipal	41,129	55	9	133.7	17	58	7	141.0	6	9.75	8	31	91	23	49	48.5	**45**	**42**
7	Middletown	Municipal	46,258	58	1	125.4	5	59	1	127.5	4	2.75	2	28	96	22	63	52.25	**51**	**43**
9	East Haven	Municipal	28,569	38	14	133.0	21	52	8	182.0	10	13.25	14	45	92	28	27	48	**43**	**44**
11	New London	Municipal	26,858	37	3	137.8	8	50	3	186.2	4	4.5	3	49	87	32	22	47.5	**42**	**45**
3	East Hartford	Municipal	49,872	70	7	140.4	16	51	9	102.3	23	13.75	14	21	86	31	73	52.75	**53**	**46**
15	Plainfield	Municipal	15,125	33	2	218.2	5	28	2	185.1	1	2.5	1	60	46	60	23	47.25	**41**	**47**
3	Bloomfield	Municipal	21,211	46	10	216.9	7	31	18	146.2	14	12.25	12	35	47	54	45	45.25	**39**	**48**
3	Newington	Municipal	30,014	37	13	123.3	20	52	8	173.3	9	12.5	13	49	97	28	32	51.5	**49**	**49**
1	Darien	Municipal	21,728	44	10	202.5	6	32	10	147.3	5	7.75	5	40	55	53	44	48	**43**	**50**
7	Portland	Municipal	9,267	25	3	269.8	2	17	3	183.4	2	2.5	1	81	24	74	26	51.25	**47**	**51**

1	Greenwich	Municipal	62,840	71	7	113.0	19	54	8	85.9	16	12.5	13	20	101	24	83	57	**56**	**52**
9	North Haven	Municipal	23,683	47	11	198.5	13	31	15	130.9	16	13.75	16	33	59	54	60	51.5	**49**	**53**
7	Cromwell	Municipal	13,839	19	5	137.3	4	33	2	238.5	1	3	3	93	88	50	7	59.5	**57**	**54**
5	Watertown	Municipal	21,578	43	3	199.3	10	29	3	134.4	4	5	4	41	58	56	54	52.25	**51**	**55**
3	Windsor Locks	Municipal	12,854	26	20	202.3	11	23	21	178.9	8	15	16	77	56	64	29	56.5	**55**	**56**
9	North Branford	Municipal	14,146	31	19	219.1	9	21	18	148.5	13	14.75	17	64	45	68	43	55	**54**	**57**
1	Easton	Municipal	7,521	18	20	239.3	4	13	18	172.8	1	10.75	12	94	36	81	33	61	**60**	**58**
1	Monroe	Municipal	19,434	35	11	180.1	8	26	12	133.8	8	9.75	8	53	67	63	55	59.5	**57**	**59**
1	Brookfield	Municipal	16,973	34	12	200.3	7	22	13	129.6	10	10.5	11	55	57	65	61	59.5	**57**	**60**
3	Windsor	Municipal	28,733	34	15	118.3	22	39	13	135.7	18	17	17	55	100	40	53	62	**61**	**61**
9	Guilford	Municipal	22,133	33	17	149.1	19	29	16	131.0	15	16.75	18	60	78	56	59	63.25	**62**	**62**
15	Putnam	Municipal	9,389	17	5	181.1	6	16	3	170.4	2	4	5	97	66	77	35	68.75	**67**	**63**
9	Derby	Municipal	12,339	21	22	170.2	17	19	19	154.0	12	17.5	20	89	70	72	41	68	**64**	**64**
3	Rocky Hill	Municipal	20,115	26	20	129.3	18	29	19	144.2	16	18.25	18	77	94	56	47	68.5	**66**	**65**
1	Redding	Municipal	9,116	29	16	318.1	1	5	21	54.8	20	14.5	16	70	17	91	89	66.75	**63**	**66**
3	Canton	Municipal	10,254	21	24	204.8	10	14	23	136.5	17	18.5	19	89	53	79	52	68.25	**65**	**67**
3	Wethersfield	Municipal	26,008	24	23	92.3	24	38	14	146.1	15	19	20	82	106	41	46	68.75	**67**	**68**
7	East Hampton	Municipal	12,800	24	4	187.5	3	17	3	132.8	3	3.25	4	82	62	74	57	68.75	**67**	**69**
5	Thomaston	Municipal	7,535	18	6	238.9	8	9	6	119.4	6	6.5	5	94	38	88	64	71	**72**	**70**
15	Windham	Municipal	24,561	22	4	89.6	7	35	1	142.5	3	3.75	4	87	108	45	48	72	**76**	**71**
9	Cheshire	Municipal	28,937	38	14	131.3	22	27	17	93.3	18	17.75	21	45	93	61	77	69	**70**	**72**
9	Middlebury	Municipal	7,798	23	20	294.9	4	5	22	64.1	21	16.75	18	84	20	91	88	70.75	**71**	**73**
1	Wilton	Municipal	18,343	29	16	158.1	11	20	15	109.0	12	13.5	14	70	76	70	69	71.25	**74**	**74**
1	Bethel	Municipal	19,800	31	14	156.6	12	20	15	101.0	14	13.75	15	64	77	70	74	71.25	**74**	**75**
11	Groton	Municipal	38,436	35	4	91.1	9	35	5	91.1	5	5.75	5	53	107	45	79	71	**72**	**76**
3	Glastonbury	Municipal	34,482	27	18	78.3	25	38	14	110.2	20	19.25	21	74	110	41	68	73.25	**77**	**77**

3	Granby	Municipal	11,507	21	24	182.5	12	13	24	113.0	19	19.75	22	89	64	81	67	75.25	**80**	**78**
5	Winchester	Municipal	10,604	17	7	160.3	12	14	5	132.0	5	7.25	10	97	73	79	58	76.75	**82**	**79**
1	New Canaan	Municipal	20,233	29	16	143.3	15	19	17	93.9	15	15.75	19	70	82	72	76	75	**78**	**80**
3	South Windsor	Municipal	26,162	27	18	103.2	23	27	20	103.2	22	20.75	24	74	102	61	72	77.25	**83**	**81**
3	Simsbury	Municipal	25,395	32	16	126.0	19	22	22	86.6	24	20.25	23	62	95	65	82	76	**81**	**82**
1	Trumbull	Municipal	35,673	34	12	95.3	20	29	11	81.3	18	15.25	17	55	104	56	85	75	**78**	**83**
1	Weston	Municipal	10,252	18	20	175.6	9	11	20	107.3	13	15.5	18	94	69	87	71	80.25	**85**	**84**
1	Ridgefield	Municipal	24,959	30	15	120.2	18	21	14	84.1	17	16	20	68	98	68	84	79.5	**84**	**85**
11	Ledyard	Municipal	14,621	21	7	143.6	7	13	6	88.9	6	6.5	7	89	81	81	80	82.75	**86**	**86**
3	Avon	Municipal	18,276	26	20	142.3	15	12	25	65.7	25	21.25	25	77	84	84	87	83	**87**	**87**
7	Clinton	Municipal	12,925	12	6	92.8	7	15	5	116.1	6	6	6	104	105	78	66	88.25	**88**	**88**
7	Old Saybrook	Municipal	10,061	10	7	99.4	6	12	6	119.3	5	6	6	106	103	84	65	89.5	**89**	**89**
1	Westport	Municipal	28,491	23	19	80.7	21	12	19	42.1	21	20	21	84	109	84	91	92	**90**	**90**
9	Madison	Municipal	18,030	13	23	72.1	23	9	21	49.9	22	22.25	23	100	111	88	90	97.25	**91**	**91**
11	East Lyme	Municipal	18,462	7	9	37.9	12	6	7	32.5	7	8.75	10	110	114	90	92	101.5	**92**	**92**

Table AL-8b. Impaired Driving Summary for Towns under the jurisdiction of the Connecticut State Police

2016-2020 Passenger Vehicles Injury Crashes

														Cross County Ranks						
County	Town	Police Type	2019 Population	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)	Rank (N Night)	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)/ 100K Population	Rank (Rate Night)	Alcohol Related Crashes	Rank (N Alc Rel)	Alcohol Related Crashes/ 100K Population	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank (N Night)	Rank (Rate Night)	Rank (N Alc Rel)	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank 2 (% Prblem)
11	Preston	Resident	4,625	27	5	583.8	3	22	3	475.7	1	3	1	45	6	12	1	16	1	1
11	Montville	Resident	18,508	49	1	264.8	10	41	1	221.5	5	4.25	2	13	52	3	15	20.75	4	2
9	Southbury	Resident	19,571	52	5	265.7	4	31	3	158.4	2	3.5	1	11	51	7	30	24.75	8	3
15	Killingly	Resident	17,336	53	1	305.7	8	26	1	150.0	8	4.5	2	9	42	10	33	23.5	5	4
11	Lisbon	Resident	4,220	26	6	616.1	2	14	7	331.8	2	4.25	2	49	4	39	3	23.75	6	5
13	Mansfield	Resident	25,487	44	2	172.6	9	34	1	133.4	4	4	3	17	74	5	39	33.75	14	6
5	Litchfield	Resident	8,094	34	1	420.1	8	20	1	247.1	3	3.25	1	30	19	16	10	18.75	2	7
13	Tolland	Resident	14,618	49	1	335.2	4	21	2	143.7	3	2.5	1	13	35	15	35	24.5	7	8
11	Lebanon	Resident	7,144	31	3	433.9	5	18	5	252.0	4	4.25	2	35	18	20	8	20.25	3	9
11	Colchester	Resident	15,809	35	2	221.4	13	28	2	177.1	7	6	5	29	61	9	24	30.75	9	10
5	Harwinton	Resident	5,420	19	4	350.6	11	17	2	313.7	1	4.5	2	71	31	27	4	33.25	13	11
7	Westbrook	Resident	6,869	23	4	334.8	2	17	1	247.5	1	2	1	59	36	27	9	32.75	12	12
13	Stafford	Resident	11,893	34	3	285.9	6	18	3	151.3	2	3.5	2	30	47	20	32	32.25	11	13
11	Griswold	Resident	11,534	30	4	260.1	11	19	4	164.7	8	6.75	6	38	53	18	27	34	15	14
3	Marlborough	Resident	6,335	29	10	457.8	1	11	14	173.6	2	6.75	5	39	13	49	25	31.5	10	15
7	Haddam	Resident	8,193	37	2	451.6	1	10	5	122.1	5	3.25	3	24	14	56	49	35.75	16	16
7	East Haddam	Resident	8,997	27	3	300.1	3	15	2	166.7	2	2.5	2	45	43	35	26	37.25	17	17
9	Oxford	Resident	13,255	38	8	286.7	3	14	8	105.6	3	5.5	2	21	46	39	54	40	18	18
9	Bethany	Resident	5,548	21	14	378.5	1	11	10	198.3	1	6.5	4	65	26	49	20	40	18	19
5	Roxbury	Resident	2,152	12	9	557.6	3	5	9	232.3	5	6.5	3	96	7	96	14	53.25	24	20
11	North Stonington	Resident	5,196	18	10	346.4	7	11	8	211.7	6	7.75	8	75	32	49	18	43.5	20	21
15	Chaplin	Resident	2,239	10	11	446.6	1	6	10	268.0	1	5.75	3	109	15	83	7	53.5	25	22
5	Kent	Resident	2,777	17	5	612.2	2	4	11	144.0	10	7	4	77	5	105	34	55.25	28	23

3	Burlington	Resident	9,704	27	12	278.2	3	12	13	123.7	5	8.25	6	45	49	45	46	46.25	**21**	**24**
11	Old Lyme	Resident	7,306	25	7	342.2	8	9	9	123.2	9	8.25	9	53	34	63	47	49.25	**23**	**25**
5	New Hartford	Resident	6,656	23	2	345.6	12	9	4	135.2	12	7.5	5	59	33	63	38	48.25	**22**	**26**
5	Washington	Resident	3,428	11	10	320.9	13	8	5	233.4	4	8	7	102	40	73	13	57	**30**	**27**
5	Barkhamsted	Resident	3,606	13	7	360.5	10	7	6	194.1	8	7.75	6	89	28	76	21	53.5	**25**	**28**
5	Woodbury	Resident	9,502	21	3	221.0	16	12	3	126.3	14	9	9	65	62	45	42	53.5	**25**	**29**
3	East Granby	Resident	5,140	20	14	389.1	2	6	18	116.7	6	10	9	70	23	83	50	56.5	**29**	**30**
15	Brooklyn	Resident	8,272	14	6	169.2	12	13	3	157.2	7	7	6	86	76	43	31	59	**31**	**31**
9	Beacon Falls	Resident	6,222	22	13	353.6	2	5	18	80.4	4	9.25	10	63	30	96	65	63.5	**33**	**32**
13	Somers	Resident	10,784	25	5	231.8	7	8	5	74.2	8	6.25	6	53	59	73	71	64	**34**	**33**
1	New Fairfield	Resident	13,878	25	12	180.1	2	10	9	72.1	2	6.25	5	53	72	56	76	64.25	**35**	**34**
7	Durham	Resident	7,165	16	6	223.3	6	9	6	125.6	4	5.5	4	79	60	63	43	61.25	**32**	**35**
13	Ellington	Resident	16,467	24	6	145.7	11	11	4	66.8	10	7.75	9	57	84	49	81	67.75	**37**	**36**
13	Bolton	Resident	4,884	16	8	327.6	5	5	9	102.4	6	7	7	79	38	96	56	67.25	**36**	**37**
13	Andover	Resident	3,236	15	9	463.5	2	2	12	61.8	11	8.5	11	83	12	127	84	76.5	**43**	**38**
9	Prospect	Resident	9,702	21	14	216.5	5	7	13	72.2	7	9.75	12	65	63	76	75	69.75	**38**	**39**
5	Salisbury	Resident	3,600	10	14	277.8	15	5	9	138.9	11	12.25	13	109	50	96	36	72.75	**39**	**40**
1	Sherman	Resident	3,630	13	14	358.1	1	3	15	82.6	1	7.75	8	89	29	112	64	73.5	**40**	**41**
7	Middlefield	Resident	4,374	9	11	205.8	7	6	7	137.2	3	7	7	118	65	83	37	75.75	**42**	**42**
5	North Canaan	Resident	3,251	5	19	153.8	19	6	7	184.6	9	13.5	15	139	80	83	23	81.25	**45**	**43**
13	Hebron	Resident	9,504	17	7	178.9	8	7	6	73.7	9	7.5	8	77	73	76	72	74.5	**41**	**44**
13	Columbia	Resident	5,379	9	12	167.3	10	7	6	130.1	5	8.25	10	118	77	76	41	78	**44**	**45**
7	Deep River	Resident	4,443	9	11	202.6	9	5	8	112.5	6	8.5	10	118	68	96	51	83.25	**46**	**46**
7	Chester	Resident	4,213	12	9	284.8	4	3	9	71.2	8	7.5	8	96	48	112	79	83.75	**47**	**47**
7	Essex	Resident	6,668	16	6	240.0	5	3	9	45.0	10	7.5	8	79	55	112	94	85	**48**	**48**
11	Salem	Resident	4,083	10	15	244.9	12	3	14	73.5	11	13	13	109	54	112	73	87	**49**	**49**
11	Sprague	Resident	2,859	6	20	209.9	14	3	14	104.9	10	14.5	17	133	64	112	55	91	**51**	**50**
7	Killingworth	Resident	6,364	13	8	204.3	8	3	9	47.1	9	8.5	10	89	66	112	92	89.75	**50**	**51**
5	Bethlehem	Resident	3,402	4	21	117.6	21	3	12	88.2	17	17.75	19	143	92	112	63	102.5	**52**	**52**
5	Bridgewater	Resident	1,635	3	22	183.5	17	1	21	61.2	20	20	22	145	71	136	85	109.25	**53**	**53**

Table AL-9 provides an overview of the statistics for alcohol-impaired driving crashes in Connecticut.

Table AL-9. Statistics for Alcohol-Impaired Crashes in Connecticut

	2015	2016	2017	2018	2019
Alcohol-Impaired Driving Fatalities	100	114	122	120	94
Alcohol-Impaired Driving Fatal Crashes	96	110	108	112	86
Percent Alcohol-Impaired Driving Fatal Crashes	37.5%	37.7%	41.1%	40.7%	36.9%
Alcohol-Related Driving Fatalities	120	131	132	137	109
Percent Alcohol-Related Driving Fatalities	44.4%	43.1%	47.0%	46.8%	43.8%
Alcohol-Related Driving Fatalities per 100M VMT	0.38	0.41	0.42	0.43	0.34
Alcohol-Related Driving Injury Crashes*	1175	1280	1282	1083	1127
Percent Alcohol-Related Driving Injury Crashes	4.6%	4.8%	4.6%	4.0%	4.2%

*Impaired injury crash data includes impairment due to alcohol, medication, or other drugs

Drug Driving Data Analysis

The FARS Drugs data file identifies each specimen tested and its corresponding drug result as positive, negative, tested with unknown results, not tested, or unknown if tested. The nature of the specimen sampled (e.g., urine, oral fluid, blood) can vary across individuals and there is no consistent set of policies for drug testing across states, so results should be interpreted with caution (see https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812072 for details). Drugs test results may be reported for narcotic, depressant, stimulant, hallucinogen, cannabinoid, phencyclidine (PCP), anabolic steroid, inhalant, and other drugs. The tables that follow illustrate the trends in drivers and non-motorists who tested positive for drugs (i.e. positive result for any of the drug types listed above).

Table DR-1 shows that just over half (54.0%) of drivers involved in fatal crashes have been tested for drugs over the period 2015-2019, so it is difficult to estimate the "true" rate of drug-positive drivers and fatalities related to driver drug use. Overall, about a quarter of drivers involved in fatal crashes tested positive for drug (24.2%), with rates fluctuating from year to year. One quarter (24.9%) tested negative, five percent (4.9%) had unknown results despite being tested, 23 percent (23.4%) were untested, and the remainder (22.6%) had unknown test status (i.e., unknown if tested).

Table DR-1. Drivers Involved in Fatal Crashes – Drug Test Results

	2015	2016	2017	2018	2019	2015-19
N Drivers Involved	374	442	379	413	337	1,945
N Tested for Drugs	246	205	218	226	155	1,050
Percent Tested	65.8%	46.4%	57.5%	54.7%	46.0%	54.0%
N Negative for Drug	118	89	99	119	60	485
Percent Negative Results	31.6%	20.1%	26.1%	28.8%	17.8%	24.9%
N Positive for Drug	122	95	97	91	65	470
Percent Positive Results	32.6%	21.5%	25.6%	22.0%	19.3%	24.2%
N Tested, Results Unknown	6	21	22	16	30	95
Percent Tested, Results Unknown	1.6%	4.8%	5.8%	3.9%	8.9%	4.9%
N Not Tested	59	108	82	124	82	455
Percent Not Tested	15.8%	24.4%	21.6%	30.0%	24.3%	23.4%
N Unknown if Tested	69	129	79	63	100	440
Percent Unknown if Tested	18.4%	29.2%	20.8%	15.3%	29.7%	22.6%

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Of those drivers who were tested, 46 percent had positive results and 45 percent had negative results. Drug results were unknown for nine percent of tested drivers (Table DR-2).

Table DR-2. Known Drug Results for Drivers Involved in Fatal Crashes

Drivers Tested	2015 (N=246)	2016 (N=205)	2017 (N=218)	2018 (N=226)	2019 (N=155)	2015-19 (N=1,050)
% Known Negative	48.0%	43.4%	45.4%	52.7%	38.7%	46.2%
% Known Positive	49.6%	46.3%	44.5%	40.3%	41.9%	44.8%
% Tested, Results Unknown	2.4%	10.2%	10.1%	7.1%	19.4%	9.0%

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Table DR-3 shows that the number of drug-positive driving fatal crashes fluctuated between 2015 and 2018 and settled at 65 in 2019, the lowest total in five years. The number of drug-positive driving fatalities have also fluctuated between 2015 and 2017, dropped in 2018 and settled at 70 in 2019. Note that it is common for the annual report file (i.e. 2019) to have lower rates of alcohol and drug testing due to lags in laboratory reporting.

The percentage of crashes involving drug positive driving is approximately 35 percent for the five-year period reported but appears to be on a downward trend. The percentage of all fatalities involving drug positive driving follows a similar pattern. These figures, defined as a percentage of the total number of crashes and fatalities, remain high and fluctuate from year to year. Table DR-3 indicates the number of fatal crashes and fatalities involving a driver with positive drug test results.

Table DR-3. Fatal Crashes and Fatalities Involving Drug Positive Driving

State of Connecticut	2015	2016	2017	2018	2019
Number of Fatal Crashes Involving Drug Positive Driving	117	94	93	88	65
Percent Fatal Crashes Involving Drug Positive Driving	46%	32%	35%	32%	28%
Number of Fatalities Involving Drug Positive Driving	124	99	102	97	70
Percent Fatalities Involving Drug Positive Driving	46%	33%	36%	33%	28%

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Table DR-4 shows the drug testing results for fatally injured non-motorists. Testing rates were 80 percent or above from 2015-2018 (final FARS file), but lower (60%) for 2019 annual report file. Overall, 36 percent of fatally injured non-motorists had positive drug results, fluctuating from a low of 27 percent in 2017 to a high of 51 percent in 2015.

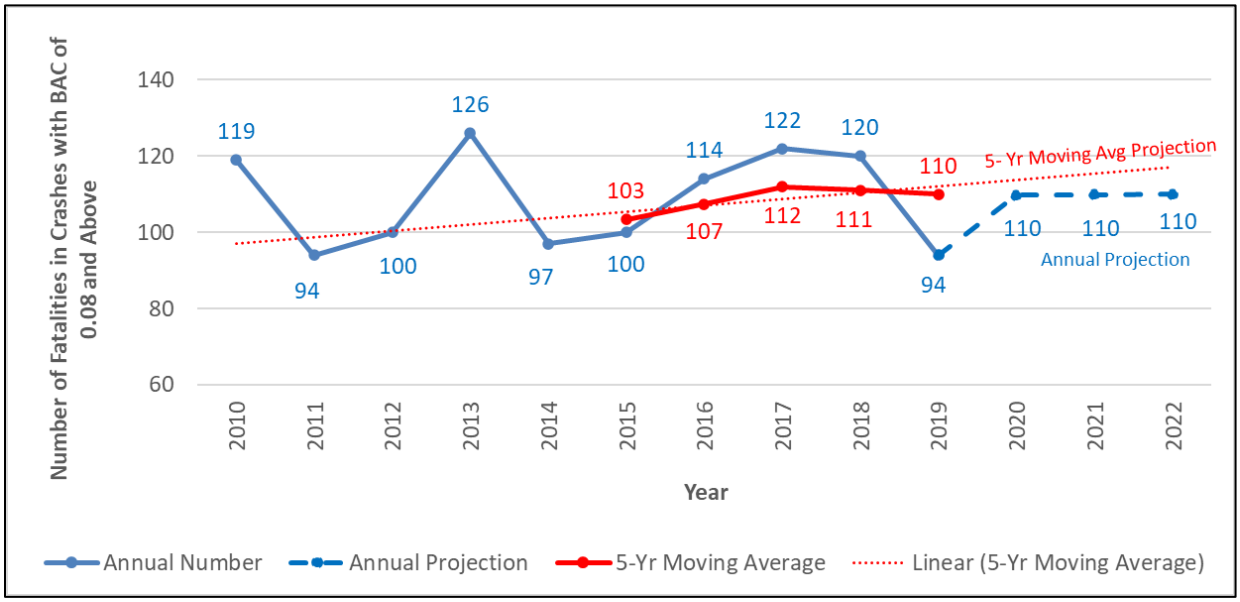
Table DR-4. Fatal Crashes and Fatalities Involving Drug Positive Driving

Non- Motorists Fatalities	2015	2016	2017	2018	2019
Non-Motorist Fatalities (N)	49	65	52	61	57
Percent Tested for Drugs	86%	80%	85%	85%	60%
Percent Non-Motorists with Positive Drug Results	51%	32%	27%	39%	28%

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

PERFORMANCE MEASURE

Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above (C-5)



Source: FARS Final files 2010-2018, FARS Annual Report File 2019

Performance Target: To maintain the five-year moving average of 110 (2015-2019) alcohol impaired driving fatalities (BAC = 0.08+) during the HSP 2022 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The five-year moving average trend projects this measure to slightly increase to 117 alcohol impaired driving fatalities during the 2022 planning period. However, the annual projection for the year 2022 suggest that the alcohol impaired fatalities will be at 110. As such, Connecticut has chosen a maintenance target. The preliminary 2020 State data was not included in the analysis due to uncertainty of the data for this measure at this time.

PLANNED COUNTERMEASURES

Countermeasure Strategy: Impaired Driving Administration

Project Safety Impact: The goal of this project is to reduce crashes involving impaired driving in Connecticut. This task will include coordination of activities and projects outlined in the impaired driving area.

Linkage Between Program Area: The coordination of the impaired driving projects is essential to reduce the number of serious and fatal crashes in Connecticut. Target goals will be identified for the number of DUI enforcement grants awarded and the number of law enforcement personnel trained.

Rationale: Funding will be provided for personnel, employee-related expenses and overtime, professional contracted data consultant services and additional outside professional services if the need arises, staff members travel, classroom and teaching materials, supplies and other related operating expenses. This funding will allow for the execution, coordination and monitoring of impaired driving projects.

Planned Activity 1: Impaired Driving Administration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi

Planned Activity Description: The task will include coordination of activities and projects outlined in the impaired driving program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional contracted data consultant services and additional outside professional services if the need arises, staff members travel, classroom and teaching materials, supplies and other related operating expenses. The majority of these projects will be used to fund salary while a small portion is used for staff travel along with travel for traffic safety professionals outside of the program staff members and program operating expenses.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-AL	0202-0704-AA	CT-DOT/HSO	Alcohol Program Management	$10,000

154-AL	0202-0722-AA	CT-DOT/HSO	Alcohol Program Management (154)	$50,000

Countermeasure Strategy: Publicized Sobriety Checkpoints 2.1; High Visibility Saturation Patrols 2.2 *Countermeasures That Work*

Project Safety Impact: Enforcement of Connecticut's impaired driving laws will have a positive impact on the reduction of impaired driving crashes. Impaired drivers will be detected and arrested through project activities. A data driven approach will be used for problem identification within participating towns. Data analysis allows police department grant recipients to identify problem locations in their town/city in order to best patrol high DUI crash areas. This countermeasure supplements other proposed strategies as visible deterrence with a direct threat of legal action.

Linkage Between Program Area: A strong enforcement presence of trained personnel, along with swift, upheld punishment will deter motorists from driving under the influence. In conjunction with all other proposed countermeasures, the continuance of enforcement will deter and apprehend offenders. Target goals for DUI crashes will be identified based on the DUI crash frequencies shown in the problem identification data. Target goals for DUI arrests will also be identified.

Rationale: The most significant deterrent to driving under the influence (DUI) of alcohol and/or drugs is the fear of being caught. Enforcement objectives will be accomplished through the Comprehensive DUI Enforcement Program, which will include funding sobriety checkpoints and/or roving patrols, and associated equipment purchases.

Planned Activity 1: DUI Overtime Enforcement and Equipment
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi / Robert Klin
Indirect Rate: The DESPP sub agreement will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission.

Planned Activity Description: High-visibility enforcement objectives will be accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law Enforcement agencies will be offered DUI overtime enforcement grants. In order to fulfill the Impaired Driving Program countermeasures, the HSO will make an extra effort to add additional saturation patrols and checkpoints during holiday crackdowns and weekends. These grants will be available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year-round sustained enforcement. Enforcement will be targeted at high DUI activity periods identified in the statewide problem identification and by municipal police departments based on specific community core hours of related alcohol activity through this task. The Highway Safety Office will make every effort to encourage DUI

checkpoint activity every weekend throughout the year. It is anticipated that approximately 50 agencies will participate as subgrantees and an estimated 100 DUI checkpoints and approximately 3,000 roving/saturation patrols will be conducted statewide throughout the fiscal year. Enforcement will target high risk regions and communities where DUI activity is known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes.

The HSO will continue to encourage regional cooperation and coordination of checkpoints. If equipment is needed for the performance of checkpoint or saturation patrol activities, funds may be awarded for the purchase of DUI related equipment. The equipment may be jointly utilized by regional traffic units (RTUs). Equipment examples include DUI mobile command vehicles for RTUs, breath-testing equipment, passive alcohol sensing flashlights, stimulus pens for horizontal gaze nystagmus (HGN) tests, checkpoint signage/portable lighting equipment and other eligible DUI-related enforcement equipment.

Impaired driving HVE campaigns will consist of enforcement mobilizations supported by media campaigns. The enforcement mobilizations will pair with various media campaigns during holiday periods throughout the year. The media campaigns will feature the NHTSA slogan "Drive Sober or Get Pulled Over." Enforcement mobilizations will also occur outside of holiday periods for year-round enforcement.

Enforcement mobilization:
Both State and municipal police will be eligible to participate in grant funded overtime enforcement for impaired driving enforcement. Municipal Police departments will be selected based on the "Impaired Driving Summary for Towns with Municipal Police Departments" tables, located in the problem identification section of the Impaired Driving program area (tables AL-8a and AL-8b). For federal fiscal year 2022, it is estimated that up to 50 agencies will participate in impaired driving enforcement mobilization.

The Connecticut State Police Traffic Services Unit will be eligible to apply for grant funded impaired driving overtime enforcement. State Police activities will take place on State Police patrolled interstates, state routes and local roads.

The following enforcement parameters will be required of participating state and municipal law enforcement agencies:

- DUI Sobriety Checkpoints – Checkpoint activities must be included in the approved grant and must be conducted on the dates specified in the approved grant. Changes to checkpoint dates must be approved by the Highway Safety Office for costs to be reimbursable. Checkpoint activities are limited to a maximum of 64 shift hours per checkpoint.

- Roving Patrols – Roving patrol activities must be included in the approved grant and must be conducted on specified dates and within specified hours. Municipal towns

are limited to a maximum of 16 shift hours per date. Resident trooper towns are limited to a maximum of 8 shift hours per date. The State Police will not be subject to shift hour limits per date but will still be subject to hours per shift limits.

- Enforcement Schedule
    - Enforcement schedules will vary by town based on each town's problem identification data. All enforcement must take place during the days and times specified in each town's approved grant.
    - Eligible enforcement dates are shown in each town's approved grant and generally consist of weekends and holiday periods. Dates not included in the grant are not eligible for enforcement.
    - Minimum of 4 hours per shift/Maximum of 8 hours per shift. Shifts less than 4 hours or greater than 8 hours may be approved for reimbursement, if proper justification is provided.

- Enforcement Locations
    - The State Police will patrol roadways under State Police jurisdiction. These roadways are generally limited access highways but may include other roads that are State Police patrolled.
    - Towns will patrol roadways under the police department's jurisdiction. Towns are required to provide information on locations with high DUI crash occurrences in the grant application. These locations must be based on each town's problem identification data. Enforcement activities will focus on these locations.

- Enforcement Schedule
    - October 2021 through September 2022

- Personnel
    - Participating personnel will vary by town and must comply with the program parameters shown in the approved grant.
    - Planned personnel activities must be provided in the grant application and must be approved for costs to be reimbursable.

- Project reporting
    - Hourly rates
    - Dates worked
    - Hours worked
    - Cost information
    - DUI arrest data and citation data
    - Supplementary narrative information

Media Component:
The HSO will work through a media contractor to purchase paid advertising across multiple media platforms to complement the National NHTSA media buy for the impaired driving campaign. This advertising will be purchased to run during holiday periods throughout the year and will feature NHTSA impaired driving messaging. The details about the media component are included under the 'DUI Media Campaign' planned activity description.

Intended Subrecipient(s): CT Department of Emergency Services and Public Protection (DESPP), Municipal Police Agencies, Resident Trooper Towns

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	0202-0722-ZZ	Municipal Police Agencies	Comprehensive DUI Enforcement & Equipment (ZZ)	$4,650,000
405d-1 (M5HVE)	0202-0743-1-ZZ	Municipal Police Agencies	Comprehensive DUI Enforcement & Equipment (ZZ)	$1,000,000
405d-1 (M5HVE)	0202-0743-1-DM	DESPP	Expanded DUI Enforcement & Equipment	$700,000

Planned Activity 2: Standardized Field Sobriety Training (SFST)
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi/Robert Klin

Planned Activity Description: Funding will be provided for judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement. It is anticipated that approximately ten (10) training sessions will be conducted, and 300 officers will be trained through this program. This task will ensure that NHTSA approved SFST procedures are implemented uniformly by practitioners throughout the state. The expansion of the SFST curriculum by the HSO sponsored trainings will provide law enforcement partners ample opportunity to become proficient in detecting operators who are under the influence of alcohol. Funding can include overtime, travel, and lodging. Funding will also be provided for SFST curriculum manuals, printed drug reference guide clipboards, SFST reference notebooks, and reimbursement for specified working lunches during portions of training. Funding can include overtime expenses, facility rental, working lunches, travel, and lodging for instructors, as well as materials to support this task, including SFST reference notebooks. SFST is crucial in the enforcement efforts of impaired driving. It is also a prerequisite for ARIDE training and for becoming a DRE. The HSO is funding SFST to increase the amount of specially trained officers to combat impaired driving. Furthermore, by offering this training, the HSO is expanding the pool of officers that ultimately wish to become DREs.

TRAINING CLASS	2018	2019	2020
SFST - Standardized Field Sobriety Training	21	164	54
ARIDE - Advanced Roadside Impaired Driving Enforcement	87	102	58
TOTAL Law Enforcement Trained	108	266	112

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	0202-0722-AB	CT-DOT/HSO	Alcohol Related Program Training	$50,000

Planned Activity 3: DRE Overtime Call Out and DRE Instructor Support
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Robert Klin
Indirect Rate: The DESPP sub agreement will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission.

Planned Activity Description: DRE call out objectives will be accomplished through c oordinated call out list that will be used to ensure that a DRE is called in, when needed, if an on-duty DRE is not available. Every effort will be made to utilize an on-duty DRE prior to calling someone in, to minimize overtime expenditures. Law Enforcement agencies will be offered DRE overtime call out enforcement grants. In order to fulfill the Impaired Driving Program countermeasures, the HSO will make an extra effort to add additional DRE's to saturation patrols and checkpoints. The HSO will offer law enforcement agencies with certified DRE's funding for overtime call outs that utilize the expertise of current certified DRE's.

Grant opportunities will also be made available for up to 11 Connecticut DRE instructors and will include the State Police and municipal police departments. Project activities will include the coordination of DRE/ARIDE/SFST training activities, ensuring compliance with DRE recertification requirements, overseeing the collection and transmission of electronic data collected through DRE evaluations and providing support to all current and newly trained Connecticut DREs throughout the state.

Intended Subrecipient(s): CT-DOT/HSO; Municipal Police Agencies; CT Department of Emergency Services and Public Protection (DESPP)

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PT	0202-0707-AI	CT-DOT/HSO	DRE Overtime Call-Out	$525,000
402-PT	0202-0707-AM	DESPP	DRE Instructor Support (2)	$70,000
402-PT	0202-0707-AN	Manchester	DRE Instructor Support	$35,000
402-PT	0202-0707-AO	Montville	DRE Instructor Support	$35,000
402-PT	0202-0707-AP	Newtown	DRE Instructor Support	$35,000
402-PT	0202-0707-AQ	Norwich	DRE Instructor Support	$35,000
402-PT	0202-0707-AR	South Windsor	DRE Instructor Support	$35,000
402-PT	0202-0707-AS	Waterford	DRE Instructor Support	$35,000
402-PT	0202-0707-AT	Southington	DRE Instructor Support	$35,000
402-PT	0202-0707-AU	New Milford	DRE Instructor Support	$35,000
402-PT	0202-0707-AV	New Britain	DRE Instructor Support	$35,000

Planned Activity 4: Toxicology Testing Program
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi
Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Planned Activity Description: This task will provide for a full-time Lab Assistant position at the State Toxicology Laboratory and would be divided equally between support of the Breath Alcohol Testing (BAT) program, and analysis of toxicology samples in DUI cases. Activities in BAT will include instrument evaluation and certification, training of instructors, coordinating statistical data, presenting expert testimony regarding alcohol testing in general and breath alcohol testing in specific.

This task will also provide funding for a full-time Secretary to provide administrative duties including, but not limited to, administrative reviews of forensic toxicology reports limited to impaired driving, case management of DUI and OCME cases related to impaired driving (e.g., correspondence, evaluation of case statistics, prioritization of casework), management of quality documents, management of case paperwork related to sample retention and disposition, JusticeTrax/LIMS data entry, Quality Assurance document coordination, and other duties as needed related to impaired driving cases.

Additionally, this task will provide for contractual forensic science examiners positions. The positions will be divided between support of the BAT program and analysis of toxicology samples.

These positions will be dedicated (100%) to Driving Under the Influence-related work within the Toxicology Unit of the Division of Scientific Services (DSS) laboratory.

This task will also provide funding for contractual services and supplies to be used for equipment maintenance and in toxicology testing of blood and urine samples of fatally injured motorists. Preventive service agreements will be purchased for the Shimadzu instrument, the Q-Exactive instrument and the LTQ instrument. These instruments are critical to the screening and analysis of DUID toxicological evidence. Operational consumables and supplies will also be purchased to supplement and support the DUID case analysis process.

Funding will also be provided for equipment to be used in support of the analysis of toxicology samples related to impaired driving cases. This equipment includes a Milli-Q, IQ-7003 water purification system and an Automated Extraction Machine to automate the extraction of DUID evidence samples.

Monthly reports will be submitted explaining casework breakdown related to DUI and non-DUI cases using both instrumentation and supplies. This breakdown will also demonstrate the estimated 72%-to-28% split between grant funding and Division of Scientific Services general fund funding for these purchases.

Intended Subrecipient(s): CT Department of Emergency Services and Public Protection (DESPP) - Division of Scientific Services

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405d-5 (M5BAC)	0202-0743-5-BQ	DESPP	Toxicology Lab Personnel	$590,000
405d-5 (M5BAC)	0202-0743-5-DO	DESPP	Toxicology Supplies	$84,000
405d-5 (M5BAC)	0202-0743-5-DN	DESPP	Warranties and Equipment	$417,000

Countermeasure Strategy: DWI Courts – Other Issues 3 . 1 *Countermeasures That Work*

Project Safety Impact: The funding for one full time Traffic Safety Resource Prosecutors (TSRPs) will provide for the ongoing training of prosecutors and other legal professionals. Prosecutors will be trained on reconstruction methodologies, operator ID issues, direct cross examination, evaluation of defense expert reports, toxicology and DUI specific trial skills. These training activities will increase the chances of the successful prosecution of DUI cases. Law enforcement will also be trained on impaired driving law and courtroom preparation.

Linkage Between Program Area: In conjunction with other countermeasure strategies, the prosecution of DUI and other drug/impaired related cases will reduce the number of offenders on the road through swift and severe punishment. With direct consequences to impaired driving behavior, high conviction rates will punish and deter future offenses. Target goals will be set for the number of training sessions held to address the countermeasure strategy.

Rationale: The TSRPs will assist in successfully prosecuting DUI and other drug/impaired related cases through training/education programs for professionals from all related fields. The TSRPs will also act in an advisory capacity to State and municipal law enforcement agencies and the Highway Safety Office on all DUI and/or impaired driving legislation.

Planned Activity 1: Traffic Safety Resource Prosecutor (TSRP)
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi/Robert Klin

Planned Activity Description: One Statewide Traffic Safety Resource Prosecutor (TSRP) position will be funded within the Office of the Chief State's Attorney. The TSRP will assist in successfully prosecuting DUI and other drug/impaired related cases through training/education programs for professionals from all related fields and provide monthly activity reports. This training will include up to two (2) Statewide Prosecutor's meeting (s) and up to 15 local geographical area trainings. The groups include but are not limited to, prosecutors, law enforcement personnel and hearing officers. The TSRP will also act in an advisory capacity to State and municipal law enforcement agencies and the Highway Safety Office on all DUI and/or impaired driving legislation. The TSRP will also develop and update training manuals aiding successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. The TSRP will coordinate and conduct two (2) DUI Investigation and Trial Advocacy Trainings for non-specialized DUI State prosecutors and judges to educate them in reconstruction methodologies, operator ID issues, direct cross examination, evaluation of defense expert reports, toxicology and DUI specific trial skills.

Intended Subrecipient(s): Division of Criminal Justice, Office of the Chief State's Attorney

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405d-1 (M5HVE)	0202-0743-1-AC	CT Judicial	TSRP	$250,000

Countermeasure Strategy: Mass Media Campaigns 5.2 *Countermeasures That Work*

Project Safety Impact: The goal of the mass media campaigns countermeasure is to spread awareness and education of the dangers of impaired driving. This education aims to prevent

people from getting behind the wheel while impaired through television, radio, billboards, Internet, and bus panels. Specific times of year will utilize messages to deter impaired driving, along with targeting demographics with over-represented alcohol related crashes.

Linkage Between Program Area: Media campaigns, in conjunction with all other countermeasures, allow for a comprehensive approach to impaired driving prevention. Education regarding the dangers of impaired driving, trained law enforcement in high visibility patrols and intensive consequences if caught aim to deter individuals from performing risky driving behavior. Target goals will be established to reach those crash demographic groups that are over-represented in DUI crashes as identified in the problem identification data.

Rationale: Statewide media messages will reach a large population of travelers during holiday periods, which often have increased impaired driving crashes. Well-recognized phrases deliver short but intentional messages of the consequences and dangers of impaired driving. These messages will be delivered through different mediums, including healthcare professionals from trauma centers. This allows for a different perspective and aims to reach parents as well as children in order to best influence safe driving behavior.

Planned Activity 1: DUI Media Campaign
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi/Phyllis DiFiore/ Michael Whaley

Planned Activity Description: Funding will be used for paid advertising in support of NHTSA scheduled crackdown periods (i.e. Thanksgiving/Christmas/New Year's, Memorial Day, July 4th and Labor Day holiday crackdown periods). Paid advertising in the form of television, radio, internet, billboards and bus panels in support of national holiday mobilizations (i.e. "Drive Sober or Get Pulled Over" and specific holiday messaging) will be utilized to compliment associated enforcement and is the major component of this activity. Also included are special holiday periods which NHTSA has identified as high-risk periods for increased impaired driving including Super Bowl Sunday, St. Patrick's Day and Cinco de Mayo. Paid media buys will include the development of a creative concept and images targeting the over-represented alcohol-related crash demographic of 21 to 34-year-old males and will include a bi-lingual component for Spanish speaking audiences. Equity issues are at the forefront of Connecticut's communities and will be addressed through media campaigns such as billboards, bus panels etc. in densely populated urban core areas and underserved communities. Throughout all of campaigns, diversity, equity and inclusion will be a focus, not just on headlines, but in imagery, concept and language as well. Equity issues will be addressed through all of the media tactics, and with focus on densely populated urban core areas or underserved communities. The HSO understands the importance of telling the stories that shape perceptions and the culture at large.

Paid media buys will also promote awareness of alcohol-related issues including but not limited to increased criminal penalties for DUI with a child in the vehicle. In accordance with NHTSA messaging, the focus will be placed on the fear of being caught and receiving substantial penalties. Earned media, supplementing paid buys, will be sought by inviting television reporters

to live checkpoints and ride-along on DUI patrols for broadcast. Media will be tracked and measured through required reports from media agencies and attitude and awareness surveys conducted. DMV attitudes and awareness surveys results show that close to 60% of those surveyed are aware of impaired driving enforcement through media campaigns.

Advertising impaired driving messages (including "Drive Sober or Get Pulled Over", "Buzzed Driving is Drunk Driving" and "Fans Don't Let Fans Drive Drunk") in the form of signage, in-event promotions and message specific promotions related to the respective partners will also be purchased at the following venues: Dunkin' Donuts Park, Hartford XL Center, Bridgeport's Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Lime Rock Park, Stafford Motor Speedway and Thompson International Speedway.

Anticipated Media Campaign Costs:

- Thanksgiving, Christmas, New Year's crackdown (November 18, 2021 - January 1, 2022) - $1,000,000
- Memorial Day/July 4th/Labor Day crackdown (May 26, 2022 to September 5, 2022) – $300,000
- Super Bowl, St. Patrick's Day, Cinco de Mayo, etc. (various dates) - $200,000
- Venue Advertising (October 1, 2021 – September 30, 2022) - $700,000
- Spanish Language Media Campaign – Comprehensive Media campaigns to be used in conjunction with crackdown and mobilization advertising buys – $300,000

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-PM	0202-0720-AA	CT-DOT/HSO	DUI Media Campaign	$2,500,000

Planned Activity 2: Healthcare Heroes Against Impaired Driving: A Hospital-based Impaired Driving Messaging Approach to Behavior Change

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi/Kathryn Overturf

Planned Activity Description: It has long been urged that in modeling safe driving behavior, health professionals can encourage parents, and furthermore children, to adopt safe behaviors on the road. This is a new initiative and will involve four level 1 trauma centers for FFY2021 at the outset: Hartford Hospital, Connecticut Children's Medical Center, Yale New Haven Hospital, and St. Francis Hospital. Taking the lead, the Injury Prevention Centre at the Hartford Hospital along with the Hartford Hospital Trauma Center, proposes the creation of a new impaired (alcohol, drugs, marijuana) driving prevention campaign that magnifies the voice of healthcare

providers, capitalizing on the power of their voice during this COVID and post-COVID period. The campaign will consist of the creation of new creative materials in print, graphics, video, and audio formats. The campaign will create a free-standing website that serves as a home for the campaign and features leading healthcare heroes. The media campaign will be evaluated with both process and behavioral metrics. The Injury Prevention Centre at the Hartford Hospital will provide staff time to work with media organizations to create the campaign and will also be responsible for evaluating the effectiveness of the campaign. A full-time program coordinator is responsible for executing the campaign with a focus on a presence in high-risk communities including but not limited to communities of color, communities with lower socioeconomic status etc. and among stakeholder groups across the state through virtual outreach and education. The Injury Prevention Centre at the Hartford Hospital will be responsible for reviewing all survey responses and determining the effectiveness of the campaign. The Injury Prevention Centre at the Hartford hospital will lead the campaign providing direction and guidance to the other level 1 trauma centers across the State along with media for a broader statewide impact.

In order to know if the campaign is successfully able to positively influence behaviors, a subset of the target group will be surveyed. Using the Theory of Planned Behavior (Ajzen, 1991), which seeks to predict behavior based on one's attitudes and beliefs, a set of survey questions that measure norms, attitudes, perceived behavior control, and intentions around impaired and distracted driving will be created. This will reveal past attitudes and behaviors as well as future intentions. To measure overall impact of the campaign, the survey will also ask questions to ascertain participants' feelings about the content after viewing. The campaign will seek to determine if participants found the messaging informative, interesting, helpful, sincere, trustworthy, enjoyable, and shareable. Participants will be provided with a pre-survey to measure their attitudes, beliefs, and intentions before exposure to campaign messaging. A post-survey given after viewing will measure belief changes as a result of the material. Additionally, varying campaign content will be shown to measure which provokes a stronger "intent to change" response, so the most impactful messaging can be used in further distribution. Finally, the demographic data from each survey respondent, including age, gender, vehicle type, crash history and traffic ticket record will be collected. This can inform the analysis related to likelihood to engage in risky driving behavior and uncover patterns among groups of people. Traditional process metrics that assess the reach of the campaign will also be collected.

Intended Subrecipient(s): Hartford Hospital

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405d-1 (M5HVE)	0202-0743-1-AB	Hartford Hospital	Healthcare Heroes Against Impaired Driving	$600,000

Planned Activity 3: Safe States DUI Media Campaign

Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Flavia Pereira / Phyllis DiFiore

Planned Activity Description: In 2019, Connecticut had almost 44% alcohol-related driving fatalities compared to the 33% for the rest of U.S. However, Connecticut's overall fatal crash rate per 100,000 people is 7.0, compared to the national average of 11.0. What this reveal is that while Connecticut has made great strides in reducing risk for all drivers, a disproportionate number of fatal crashes involve alcohol.

In 2020, Connecticut Children's Medical Center (CCMC) received the Driver Behavior Change Seed Grant from Safe States to assemble a multi-disciplinary, multi-agency Safety Team that worked together to develop a new and novel media messaging campaign around alcohol impaired driving. The team began by examining data on crash fatalities involving alcohol and used Connecticut statistics to identify the population demographics of the most common offenders. Using the knowledge of public health practitioners, transportation planners, and communications specialists, messaging and a communications strategy designed to impact the behavior of the target groups was developed. This strategy was then evaluated using marketing focus groups to learn what messages resonated the most with the target audiences and through which medium. This allowed to further fine-tune the messaging for maximum impact.

In FY 2022, the investment of Safe States in developing behavioral based messaging will be leveraged in the creation of a full-fledged paid media campaign. The campaign will be focused on the demographic of 21-34-year males (group with the highest incidence of crashing while impaired with alcohol in CT) and 51-69-year males (group with rising numbers of crashes while impaired with alcohol in CT). The following shows the cost distribution for the project.

Media Campaign Media planning and buying, management, execution, optimization, and reporting for: digital media (display, paid social, pre-roll), cable and broadcast TV, radio, and out of home (billboards, etc.)	$450,000
Account Service and Social Media Social media strategy and planning, content creation, and posting for organic and paid media	$30,000
Website Create and maintain website	$20,000
Total	$500,000

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-PM	0202-0720-AB	CT-DOT/HSO	Safe States DUI	$500,000

			Media Campaign	

Countermeasure Strategy: Administrative License Revocation or Suspension 1.1

Countermeasures That Work

Project Safety Impact: Administrative Per Se Hearing Attorneys are utilized to provide legal counsel and representation for the DMV, supporting the arresting officer during DMV Administrative Per Se Hearings. This results in fewer DUI-related license suspensions being overturned during the Per Se Hearing process. This in turn will result in more administrative license suspensions and increased use of ignition interlock devices (IIDs) aimed at changing the behavior of offenders and reducing recidivism.

Linkage Between Program Area: In order to reduce recidivism and prevent impaired individuals from driving, consequences are essential to uphold. The threat of license suspension, use of ignition interlock devices and court appearances are crucial to the linkage between getting arrested and having swift, severe punishments which are not easily overturned. Target goals will be set for the numbers of cases reviewed and hearings attended to address the countermeasure strategy.

Rationale: The inconvenience of having a suspended license will reduce the risk of driving impaired due to the fear of getting caught. For individuals that are arrested, and the use of ignition interlock devices are required, the mandatory use of the IID aims to change the behavior of the offender.

Planned Activity 1: Administrative Per Se Hearing Attorney(s)
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi
Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Planned Activity Description: Funding will be provided to the Department of Motor Vehicle (DMV) for two (2) Administrative Per Se Hearing Attorneys. Funding these positions provides legal counsel and representation for the DMV, thereby supporting the arresting officer during DMV Administrative Per Se hearings. By having counsel advocate on behalf of the DMV and the officer, fewer DUI-related license suspensions will be overturned during the Per Se Hearing process and this in turn will result in more administrative license suspensions and increased use of Ignition Interlock Devices (IIDs) aimed at changing the behavior of offenders and reducing recidivism. In addition, these attorneys are utilized to conduct targeted formal training for law enforcement officers to increase the probability that a DUI arrest will result in a license suspension. DMV conducts approximately 18 dockets of hearings each week. This is necessary due to the statutory window for hearing eligibility. The schedule is as follows: Connecticut has greatly expanded its Ignition Interlock Device (IID) program. Legislation which went into effect

in July 2015 ties the IID program to the administrative suspension of a license. Specifically, it expands IID usage to persons who receive a first DUI administrative suspension, even if those persons are eligible for a diversion program and will not ultimately face a DUI conviction. The DMV is responsible for monitoring violations of the IID program and must offer a hearing to anyone who contests a violation. Activities under this task will also include DMV representation at IID violation hearings, IID vendor oversight and administrative oversight of components of the IID program, such as gathering data and developing tracking reports. It will also include law enforcement training about the devices and how to detect circumvention and other noncompliance. Monthly case reporting to the HSO will be required for project monitoring and reimbursement.

Funding will also be provided for the purchase of laptop computers and Cisco WebEx user licenses for the two Administrative Per Se Hearing Attorneys. The laptops and licenses will be used to conduct Per Se hearings remotely through the Cisco WebEx application. Any funds awarded for the purchase of laptops and Cisco WebEx user licenses will be included as part of the Administrative Per Se Hearing Attorney(s) project.

Intended Subrecipient(s): CT Department of Motor Vehicles (DMV)

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	0202-0722-EH	DMV	Administrative Per Se Hearing Attorneys	$525,000

Planned Activity 2: Ignition Interlock Device (IID) Staff Positions
Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi
Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Planned Activity Description: Funding will be provided for two (2) positions at the Connecticut Department of Motor Vehicles. They will be trained to understand sanctioning process, Connecticut ignition interlock law and procedure. Once proficient, they will answer Driver Services customer e-mails and phone calls, review documents, including the driving history, prepare correspondence and process changes to driver history including restorations. The personnel will also review the requests for reconsideration but the determination for the violations to be removed or referred for administrative review is done at a hearing. To continue to effectively administer the expansion of the IID Program, DMV is seeking to continue funding for these two (2) positions.

Intended Subrecipient(s): CT Department of Motor Vehicles (DMV)

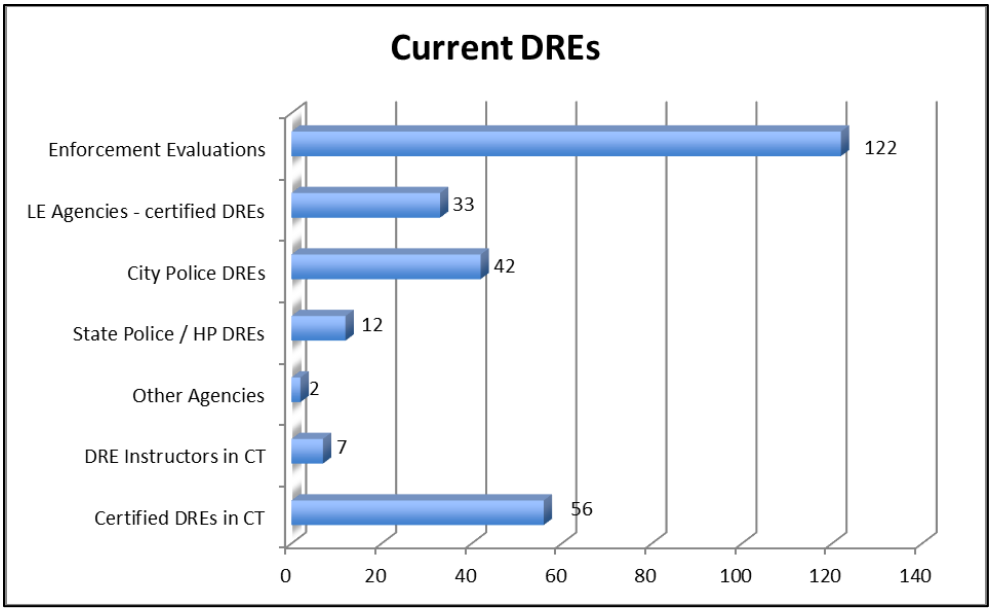
Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	0202-0722-EI	DMV	Ignition Interlock Device Staff Positions	$200,000

Countermeasure Strategy: Enforcement of Drug-Impaired Driving 7.1 *Countermeasures That Work*

Project Safety Impact: Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, the enforcement and adjudication of the drugged driving laws and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set. Under this countermeasure strategy, planned activities related to improving the ability of law enforcement officers to detect and arrest drivers operating a motor vehicle under the influence of drugs through training will be supported.

Linkage Between Program Area: The data analysis conducted under the problem identification task indicates that the problem of drugs and driving has fluctuated over the years. However, Connecticut may soon legalize marijuana and the potential of increase in drug-related driving issues cannot be ignored. A priority for the 2022 Fiscal year is to provide Advanced Roadside Impaired Driving Enforcement (ARIDE) training and continue training for the State of Connecticut's ongoing Drug Evaluation and Classification (DEC) Program. The goal of the DEC program is to train and certify law enforcement officers in drug recognition and provide the foundational training opportunity to become a Drug Recognition Expert (DRE). This certification will allow the qualified officer to effectively evaluate someone suspected of operating a motor vehicle under the influence of alcohol and/or drugs. Without the existence of DREs, it would be much tougher for officers to determine whether a driver is under the influence of drugs or not. The need for more DREs is even more pressing with the recent legislation to legalize marijuana in Connecticut.



Data Source: Institute for Traffic Safety Management and Research (ITSMR), CT-DOT

Rationale: There is a pressing need to develop and implement initiatives to address drug driving and distinguish alcohol-impaired driving vs drug-impaired driving.

Planned Activity 1: Drug Evaluation and Classification Program (DECP)
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Robert Klin

Planned Activity Description: Funding will be provided to train personnel in the latest methods of drug evaluation and classification and certify law enforcement officials as Drug Recognition Experts (DRE). The HSO will be working with NHTSA and the Highway Safety Advisory Committee of the International Association of Chiefs of Police (IACP) to participate in the development and national expansion of this DRE program. Once the request for training dates have been approved by the IACP, Connecticut will be able to host approximately two (2) training sessions during the fiscal year and in turn up to 36 additional officers may become certified DREs. Also included in this task is recertification and instructor training for approximately five instructor candidates. The DECP State coordinator will coordinate two 2-day recertification courses taught by a qualified DRE trainer. This task will ensure that IACP approved DRE's evaluations are implemented uniformly by practitioners throughout the State. Site monitoring visit to DRE course and field certification locations will be conducted. Funding can include overtime expenses, travel and lodging for instructors as well as DRE Course and Field certification materials to support this task, including special testing (Drug Check) kits with working lunch.

The purchase of DRE kits will be used by the certified Drug Recognition Experts. This directly supports the DRE training program and provides expert field material for newly trained DRE's. The kit contains eight separate items and must be assembled and contained within a carrying

case. These DRE kits will only be distributed to law enforcement officers who have completed the DRE Field certifications. One (1) durable nylon bag containing items such as: Portable Breath Testing (PBT), UV light, Sphygmomanometer, Stethoscope, Penlight, (Duracell/Rayovac, Not Streamlight), Pupilometer, Digital Thermometer including 50 sleeves, magnified light, AA and AAA batteries, 51 6GB flash drives for student manuals and study papers, Drug Identification Bible, drug matrix form, and a printed drug reference guide clipboard. All of these items will be used as tools to gather Probable Cause, in addition to the Standardized Field Sobriety Test, when they are used properly in the hands of a trained and certified DRE officer. Purchase of tablets will be provided to new DRE's to expedite the reporting to the national tracking system. Tablets will remain state property and will be subject to monitoring evaluation activity. Tablet purchases will be in compliance with the Buy America Act.

Intended Subrecipient(s): CT-DOT/HSO; State and municipal law enforcement agencies; State and local DREs.

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PT	0202-0707-AL	CT-DOT/HSO	DRE Training	$150,000
405d-1 (M5HVE)	0202-0743-1-BM	CT-DOT/HSO	Drug Recognition Expert Field Kits	$170,000
405d-1 (M5HVE)	0202-0743-1-DK	UConn/CTSRC	Tablets, Software, and Evaluation for DRE Program	$150,000

The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance targets, availability of funding and overall priority level.

Occupant Protection (OP) And Child Passenger Safety (CPS)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS / PROBLEM INDENTIFICATION

The primary goals of the occupant protection programs are to increase the observed statewide seat belt use rate and to decrease unrestrained occupant injuries and fatalities. The strategies identified for accomplishing these goals include rear seat belt law, strengthening existing legislation, high visibility enforcement and public information and education.

A Seatbelt Working Group was created in 2014 to assist the HSO increase Connecticut's belt use rate. The Working Group is represented by state and local law enforcement, Preusser Research Groups, Cashman & Katz Media Consultant, AAA, Department of Public Health, hospitals and the HSO. As a result of the Working Group a change has been made to the media to educate Connecticut on the fines for not wearing a seatbelt. A combination of adding the fines to the media campaign and encouraging law enforcement agencies to increase enforcement should continue to help raise Connecticut's belt use rate.

Problem Identification: Child Passenger Safety / Child Restraints

Table OP-1 shows observed restraint use for children ages zero (0) to three (3) years from the State's child restraint observations. A resample of sites was performed in 2017 in lieu of a child restraint survey. These new sites better reflect child restraint use across the state and may not be comparable to previous years. As such it is recommended that results of the 2018 and subsequent surveys not be compared to previous years. Despite the coronavirus pandemic, a survey was conducted in 2020 but the results may not be representative given the unusual circumstances of that year (not a compliant survey). The table indicates that in 2020, 88% of children under age four were being restrained and 100% were in the rear seat of their vehicles. Young children are less likely to be restrained when their driver is not belted (75.8% versus 89.2% when the driver is belted). Child restraint use has increased by 18 percentage points since the first child restraint survey was performed. More than 99% of young children are now riding in the rear seat of their vehicles.

Table OP-1. Child Restraint Use (Age 0 to 3 Years) 1997 and 2013-2020

	Baseline 1997	2013	2014	2015	2016	2018	2019	2020
	(N=247)	(N=358)	(N=362)	(N=165)	(N=163)	(N=392)	(N=165)	(N= 212)
Child Restraint Use	70.4%	89.5%	91.1%	93.9%	90.8%	92.4%	93.3%	88.2%
Driver Belt Use	63.6%	94.4%	91.7%	90.3%	95.7%	93.6%	90.7%	90.1%
When Driver Belted	80.3%	90.1%	92.0%	94.0%	91.0%	94.6%	94.6%	89.2%
When Driver Not Belted	56.3%	83.3%	82.1%	93.3%	83.3%	60.0%	78.6%	75.0%
Children in: Front Seat	23.9%	13.7%	17.4%	1.2%	0.6%	0.6%	0.0%	0.0%
Children in: Rear Seat	76.1%	86.3%	82.6%	98.8%	99.4%	99.4%	100.0%	100.0%

Source: Connecticut Bellwether Seat Belt and Child Restraint Observations. Observations were first conducted in 1997 and as such 1997 is considered the baseline year for these data. In 2017, a resampling of the sites was performed instead of the survey.

A key challenge in problem identification in child passenger safety is the availability of research and analysis of data to identify specific groups of motorists who do not comply with the law. Currently, there are deficiencies in obtaining the necessary information to identify children that are not properly restrained.

Problem Identification: Occupant Protection

The latest scientific survey of belt observations was conducted in June 2019. It provides the most accurate and reliable statewide estimate of seat belt use available in Connecticut that is comparable to the 1995 baseline estimate accredited by NHTSA in September of 1998 and the statewide survey conducted in 1998. The results of statewide belt observations for the last ten (10) years are detailed in Table OP-2. Due to the coronavirus pandemic, there was no official 2020 statewide survey, so 2019 results are reported here. Seat belt use was 94% in 2019, the highest level ever.

Table OP-2. Statewide Scientific Observations

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Total	88%	88%	87%	87%	85%	85%	89%	90%	92%	94%

Source: Connecticut Department of Transportation Statewide Scientific Observations rounded to the nearest whole number

Table OP-3 shows driver and front seat passenger seat belt use rates in 2019 as a function of vehicle, location, and personal characteristics. The year 2012 is used as comparison since it corresponds to the last redesign. Observed seat belt use was highest in SUVs and cars, and lowest in pick-up trucks. Seat belt use was highest on interstates and lowest on local roads, higher among females than males and higher for Caucasians than non-Caucasians. Statewide seat belt use increased by seven percentage points from 2012 (the year of the last redesign) to 2019 (87% to 94%). Comparing 2019 results with those from 2012 shows that seat belt use increased in every category.

Table OP-3. Observed Driver and Front Seat Passenger Seat Belt Use-2012 & 2019

	Drivers		Passengers	
	2012	2019	2012	2019
Vehicle Type				
Passenger Car	88.8%	93.3%	87.8%	95.0%
Pick Up Truck	80.1%	86.6%	77.8%	92.8%
SUV	90.4%	95.9%	89.7%	96.1%
Van	90.6%	92.6%	90.3%	95.2%
Roadway Type				
Interstate	89.8%	94.8%	89.5%	94.9%
Principal Arterial	88.0%	93.9%	86.8%	94.3%
Minor Arterial	88.0%	92.1%	87.4%	92.4%
Collector	88.2%	93.0%	87.7%	93.6%
Local Road	86.1%	92.2%	84.8%	92.3%
Gender				
Male	86.8%	91.9%	84.9%	93.7%
Female	90.8%	95.7%	89.5%	96.0%
Race				
Caucasian	88.9%	93.7%	88.2%	95.6%

Non-Caucasian	83.4%	91.6%	83.1%	90.8%

Source: Connecticut Department of Transportation Statewide Scientific Observations

Table OP-4 shows belt use in fatally injured passenger vehicle occupants as a function of time of day. Belt use rates are consistently lower at night than during the daytime. Over the period 2015-2019, daytime belt use in fatal crashes has been 17 percentage points higher than nighttime belt use.

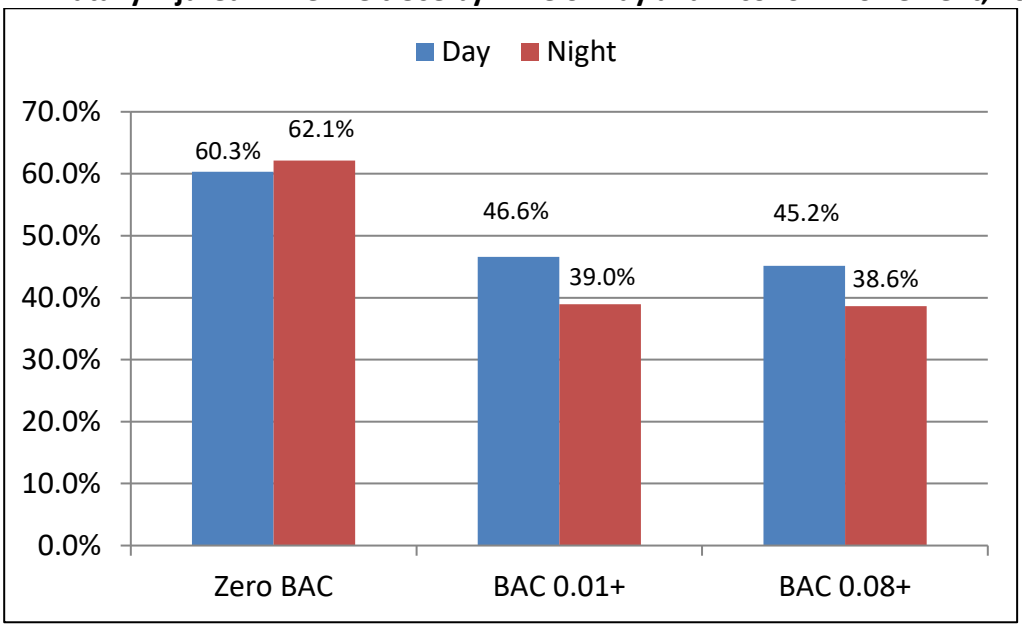
Table OP-4. Percent of Belt Use by Time of Day, Fatally Injured Passenger Vehicle Occupants, 2015-2019

% belted	2015	2016	2017	2018	2019	2015-19
Day (5:00am - 8:59pm)	57.7%	56.6%	68.8%	56.1%	57.3%	59.3%
Night (9:00pm to 4:59am)	39.7%	45.3%	48.1%	40.0%	33.3%	41.9%

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Figure OP-1 shows that, in addition to time of day, alcohol involvement is a factor to be considered in seat belt use by fatally injured drivers. Indeed, daytime seat belt use by drivers with zero BAC is 14 percentage points higher than drivers with BAC of 0.01 or above, and 15 percentage points higher than impaired drivers (BAC ≥ 0.08). A similar trend is seen at night. Seat belt use for drivers with zero BAC at night is 23 percentage points higher than drivers with BAC of 0.01 and above, and 24 percentage points higher than impaired drivers.

Figure OP-1. Fatally Injured Driver Belt Use by Time of Day and Alcohol Involvement, 2015-2019



Source: FARS

Table OP-5 shows driver seat belt use among those killed or seriously injured ("A" injury) on a county-by-county basis in 2019. The data indicate that seat belt use in serious crashes varies around the State, ranging from a low of 57% in New London County to a high of 85% in Tolland County. Table OP-6 shows that belt use in passenger vehicle fatalities has increased between 2018 (41.3%) and 2019 (42.3%).

Table OP-5. Driver Belt Use by Injury and County, 2019

Driver Injury	Fairfield	Hartford	Litchfield	Middlesex	New Haven	New London	Tolland	Windham
Killed or A Injury	79.3%	64.3%	67.5%	66.7%	72.9%	56.8%	85.0%	70.6%

Source: Connecticut Crash Data Repository

Table OP-6. Belt Use in Passenger Vehicle Fatalities, 2017-2019

	2017		2018		2019	
	N	Percent	N	Percent	N	Percent
Belt	81	49.7%	71	41.3%	58	42.3%
No Belt	53	32.5%	73	42.4%	57	41.6%
Unknown	29	17.8%	28	16.3%	22	16.1%
Total	163	100.0%	172	100.0%	137	100.0%

Source: FARS Final Files 2017-2018, FARS Annual Report File 2019

Table OP-7 shows the towns with people injured or killed by rank. Preusser Research Group rank ordered towns based on belt use in fatal and severe injury (K and A on the KABCO scale) crashes. These crash severities were selected because they tend to have more accurate coding of seatbelt use in the crash report than less severe crashes. Belt use in passenger vehicles for crashes over the five-year period from 2016 to 2020 (excluding crashes occurring on Interstates likely to be investigated by State Police) were used in the ranks. Data from individuals in child restraints and those with unknown restraint use were excluded. Towns with fewer than 20 eligible occupants (i.e. with known lap or shoulder belt use) in the 5-year period were excluded from being ranked.

Several different measurements of belt use were used to determine a final town ranking. Specifically, separate rankings occurred for number of unbelted occupants, percent belt use, number of unbelted occupants per town population and number of unbelted occupants per town VMT. The ranks of each of these measures were averaged to provide a final rank. The final rank gave a higher weight to raw number of unbelted individuals by counting it twice in the average. Thus, the number of unbelted counted as 40 percent of the weighted final rank and each of the other three (percent belt use, unbelted per population and, unbelted per VMT) accounted as 20 percent each toward the final ranking. This method was selected because the sheer number of unbelted individuals with severe or fatal injury was deemed to be a more important indicator of the problem, but the other measurements are still important in understanding which towns have an occupant protection problem.

Table OP-7. Belt Use by Seriously and Fatally Injured Occupants by Town, 2016-2020

Town	County	Dept Type	Belted	Unbelted	Total	Percent Belted	Rate per 10k pop	Rate per 100k vmt	Rank Order
Bridgeport	Fairfield	Municipal	203	55	258	21%	53.00	17.00	1
Orange	New Haven	Municipal	37	17	54	31%	4.00	38.00	2
Hartford	Hartford	Municipal	196	44	240	18%	60.00	40.00	3
Suffield	Hartford	Municipal	22	16	38	42%	8.00	2.00	4
New Milford	Litchfield	Municipal	30	20	50	40%	18.00	11.00	5
Waterbury	New Haven	Municipal	110	57	167	34%	35.00	22.00	5
Bloomfield	Hartford	Municipal	37	12	49	24%	33.00	29.00	7
Bristol	Hartford	Municipal	48	23	71	32%	52.00	16.00	8
New Haven	New Haven	Municipal	216	36	252	14%	85.00	46.00	9
Meriden	New Haven	Municipal	83	22	105	21%	56.00	47.00	10
Wolcott	New Haven	Municipal	16	14	30	47%	11.00	1.00	11
Coventry	Tolland	Municipal	14	10	24	42%	14.00	10.00	12
Stratford	Fairfield	Municipal	46	17	63	27%	66.00	53.00	13
Portland	Middlesex	Municipal	12	8	20	40%	10.00	9.00	14
Weston	Fairfield	Municipal	13	7	20	35%	22.00	4.00	16

Southington	Hartford	Municipal	24	26	50	52%	30.00	41.00	17
Watertown	Litchfield	Municipal	19	11	30	37%	39.00	35.00	18
Canton	Hartford	Municipal	27	5	32	16%	40.00	28.00	19
Seymour	New Haven	Municipal	14	10	24	42%	28.00	31.00	19
Plymouth	Litchfield	Municipal	14	6	20	30%	37.00	12.00	21
Naugatuck	New Haven	Municipal	14	13	27	48%	48.00	21.00	22
Torrington	Litchfield	Municipal	21	12	33	36%	62.00	33.00	23
Granby	Hartford	Municipal	14	6	20	30%	36.00	24.00	24
Plainville	Hartford	Municipal	18	9	27	33%	38.00	56.00	25
Berlin	Hartford	Municipal	24	9	33	27%	44.00	70.00	28
New Britain	Hartford	Municipal	26	22	48	46%	75.00	34.00	28
Shelton	Fairfield	Municipal	42	11	53	21%	90.00	71.00	30
Stonington	New London	Municipal	21	8	29	28%	46.00	65.00	31
North Haven	New Haven	Municipal	19	15	34	44%	26.00	82.00	33
Woodbridge	New Haven	Municipal	25	5	30	17%	32.00	72.00	35
Brookfield	Fairfield	Municipal	16	7	23	30%	49.00	49.00	36
Danbury	Fairfield	Municipal	39	23	62	37%	87.00	69.00	37
Manchester	Hartford	Municipal	35	16	51	31%	83.00	83.00	38
Stamford	Fairfield	Municipal	93	17	110	15%	128.00	90.00	38
Trumbull	Fairfield	Municipal	18	15	33	45%	47.00	73.00	42
Wallingford	New Haven	Municipal	45	12	57	21%	88.00	100.00	43
Fairfield	Fairfield	Municipal	62	12	74	16%	106.00	107.00	46
Norwich	New London	Municipal	28	10	38	26%	93.00	77.00	47
Newtown	Fairfield	Municipal	26	9	35	26%	69.00	101.00	50
Middletown	Middlesex	Municipal	42	10	52	19%	102.00	103.00	51
Hamden	New Haven	Municipal	56	9	65	14%	122.00	86.00	52
East Hartford	Hartford	Municipal	35	11	46	24%	101.00	102.00	53
North Branford	New Haven	Municipal	16	4	20	20%	80.00	51.00	56
Glastonbury	Hartford	Municipal	16	10	26	38%	78.00	84.00	57
Vernon	Tolland	Municipal	32	7	39	18%	95.00	95.00	59
Windsor	Hartford	Municipal	25	9	34	26%	73.00	118.00	59
Groton	New London	Municipal	18	10	28	36%	92.00	78.00	61
Enfield	Hartford	Municipal	20	10	30	33%	100.00	92.00	63
Monroe	Fairfield	Municipal	17	5	22	23%	94.00	57.00	65
Norwalk	Fairfield	Municipal	33	12	45	27%	127.00	111.00	69
Ridgefield	Fairfield	Municipal	23	5	28	18%	105.00	75.00	70
Farmington	Hartford	Municipal	55	6	61	10%	98.00	120.00	72
Cheshire	New Haven	Municipal	15	8	23	35%	84.00	89.00	74

Milford	New Haven	Municipal	74	8	82	10%	124.00	129.00	76
Newington	Hartford	Municipal	34	5	39	13%	111.00	99.00	80
West Haven	New Haven	Municipal	24	6	30	20%	131.00	104.00	84
Branford	New Haven	Municipal	14	6	20	30%	103.00	109.00	85
South Windsor	Hartford	Municipal	20	4	24	17%	118.00	114.00	91
New Canaan	Fairfield	Municipal	21	3	24	13%	123.00	119.00	100
West Hartford	Hartford	Municipal	20	5	25	20%	137.00	131.00	102
Wethersfield	Hartford	Municipal	22	3	25	12%	130.00	137.00	106
Westport	Fairfield	Municipal	22	3	25	12%	134.00	140.00	112
Greenwich	Fairfield	Municipal	23	2	25	8%	144.00	144.00	126
Waterford	New London	Municipal	25	0	25	0%	145.00	145.00	147
Towns with Less Than 20 Crashes; Municipal Police									
Winchester	Litchfield	Municipal	11	8	19	42%	17.00	5.00	15
Easton	Fairfield	Municipal	12	5	17	29%	23.00	25.00	25
Thomaston	Litchfield	Municipal	5	8	13	62%	7.00	13.00	27
Redding	Fairfield	Municipal	6	7	13	54%	16.00	7.00	31
Putnam	Windham	Municipal	8	6	14	43%	25.00	27.00	40
Windham	Windham	Municipal	9	9	18	50%	57.00	19.00	41
Ledyard	New London	Municipal	8	7	15	47%	41.00	20.00	44
Wilton	Fairfield	Municipal	12	6	18	33%	67.00	60.00	54
Simsbury	Hartford	Municipal	13	6	19	32%	97.00	52.00	67
Ansonia	New Haven	Municipal	8	5	13	38%	89.00	37.00	76
East Windsor	Hartford	Municipal	10	4	14	29%	64.00	81.00	79
New London	New London	Municipal	11	5	16	31%	107.00	67.00	83
Middlebury	New Haven	Municipal	11	3	14	21%	51.00	121.00	86
Derby	New Haven	Municipal	6	4	10	40%	68.00	74.00	87
Bethel	Fairfield	Municipal	15	3	18	17%	119.00	96.00	93
Avon	Hartford	Municipal	13	3	16	19%	113.00	97.00	95
Old Saybrook	Middlesex	Municipal	8	3	11	27%	77.00	115.00	97
Cromwell	Middlesex	Municipal	8	4	12	33%	79.00	128.00	99
Madison	New Haven	Municipal	11	3	14	21%	112.00	127.00	109
Clinton	Middlesex	Municipal	4	3	7	43%	99.00	98.00	115
Darien	Fairfield	Municipal	6	3	9	33%	126.00	134.00	120
East Hampton	Middlesex	Municipal	16	1	17	6%	138.00	125.00	124
Windsor Locks	Hartford	Municipal	4	2	6	33%	116.00	112.00	127
Plainfield	Windham	Municipal	14	1	15	7%	140.00	141.00	132

Guilford	New Haven	Municipal	14	1	15	7%	143.00	142.00	135
Rocky Hill	Hartford	Municipal	13	1	14	7%	142.00	143.00	137
East Haven	New Haven	Municipal	5	0	5	0%	145.00	145.00	147
East Lyme	New London	Municipal	1	2	3	67%	132.00	136.00	168
Towns with Less Than 20 Crashes; Resident Trooper Towns									
Burlington	Hartford	Resident	8	6	14	43%	27.00	15.00	34
Litchfield	Litchfield	Resident	8	6	14	43%	19.00	44.00	45
Marlborough	Hartford	Resident	4	7	11	64%	6.00	42.00	48
Washington	Litchfield	Resident	4	3	7	43%	9.00	26.00	55
Chaplin	Windham	Resident	2	3	5	60%	3.00	6.00	57
Salisbury	Litchfield	Resident	3	3	6	50%	12.00	23.00	64
Harwinton	Litchfield	Resident	5	4	9	44%	20.00	45.00	66
Preston	New London	Resident	6	3	9	33%	24.00	61.00	67
Barkhamsted	Litchfield	Resident	3	3	6	50%	13.00	36.00	71
Brooklyn	Windham	Resident	6	3	9	33%	59.00	39.00	73
North Stonington	New London	Resident	4	4	8	50%	15.00	66.00	75
Colchester	New London	Resident	13	5	18	28%	71.00	91.00	76
Haddam	Middlesex	Resident	14	3	17	18%	58.00	105.00	81
Lisbon	New London	Resident	3	3	6	50%	21.00	55.00	82
East Haddam	Middlesex	Resident	3	3	6	50%	65.00	43.00	88
East Granby	Hartford	Resident	1	3	4	75%	31.00	59.00	89
Columbia	Tolland	Resident	4	2	6	33%	55.00	58.00	90
Roxbury	Litchfield	Resident	2	1	3	33%	43.00	50.00	92
Griswold	New London	Resident	2	4	6	67%	63.00	63.00	96
Mansfield	Tolland	Resident	8	4	12	33%	115.00	93.00	100
North Canaan	Litchfield	Resident	3	1	4	25%	74.00	64.00	102
Lebanon	New London	Resident	5	2	7	29%	81.00	85.00	104
Woodbury	Litchfield	Resident	7	2	9	22%	104.00	79.00	105
Southbury	New Haven	Resident	13	3	16	19%	117.00	132.00	106
Bolton	Tolland	Resident	3	2	5	40%	50.00	87.00	109
Killingworth	Middlesex	Resident	2	2	4	50%	72.00	48.00	111
Durham	Middlesex	Resident	3	2	5	40%	82.00	68.00	114
Essex	Middlesex	Resident	2	2	4	50%	76.00	76.00	116
Killingly	Windham	Resident	5	3	8	38%	109.00	123.00	117
Tolland	Tolland	Resident	1	4	5	80%	86.00	122.00	119
Oxford	New Haven	Resident	4	2	6	33%	120.00	94.00	121
Kent	Litchfield	Resident	0	1	1	100%	61.00	62.00	122
Somers	Tolland	Resident	6	1	7	14%	136.00	116.00	125

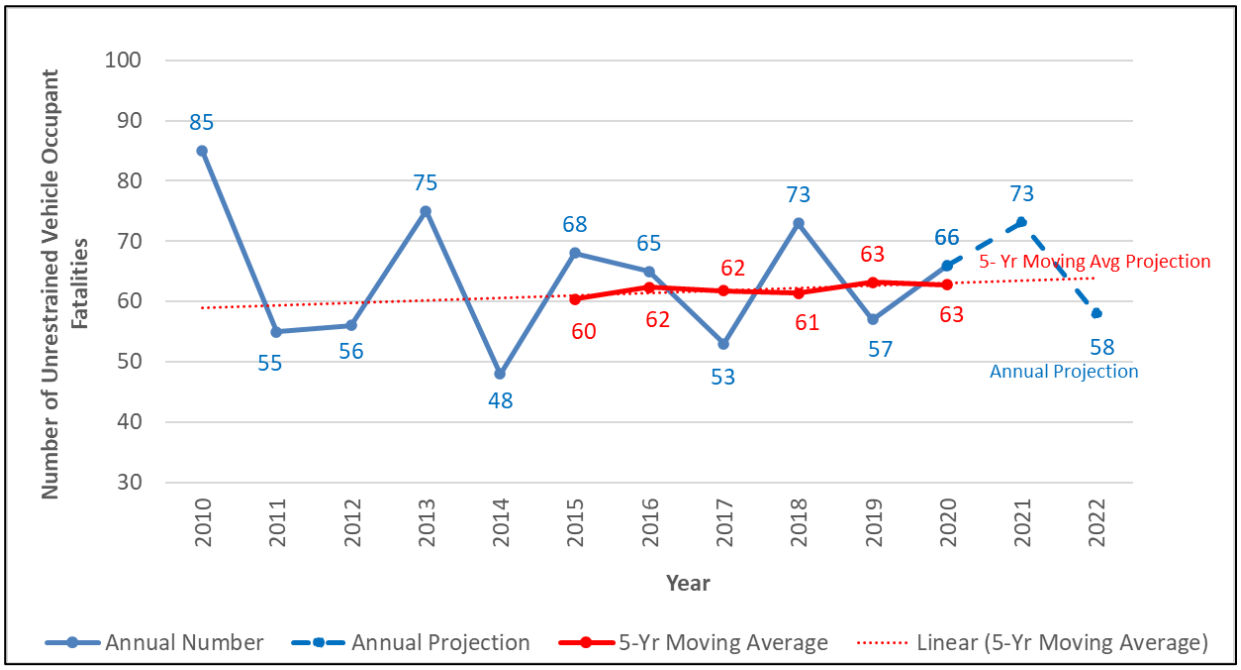
Montville	New London	Resident	4	3	7	43%	114.00	130.00	128
Hebron	Tolland	Resident	6	1	7	14%	135.00	124.00	129
New Hartford	Litchfield	Resident	4	1	5	20%	121.00	126.00	130
Bethany	New Haven	Resident	2	1	3	33%	108.00	110.00	133
Stafford	Tolland	Resident	2	2	4	50%	110.00	88.00	134
Beacon Falls	New Haven	Resident	0	2	2	100%	70.00	106.00	136
Ellington	Tolland	Resident	3	1	4	25%	141.00	133.00	139
Bethlehem	Litchfield	Resident	0	0	0		145.00	145.00	140
New Fairfield	Fairfield	Resident	2	1	3	33%	139.00	113.00	140
Andover	Tolland	Resident	4	0	4	0%	145.00	145.00	147
Bridgewater	Litchfield	Resident	1	0	1	0%	145.00	145.00	147
Deep River	Middlesex	Resident	3	0	3	0%	145.00	145.00	147
Middlefield	Middlesex	Resident	1	0	1	0%	145.00	145.00	147
Old Lyme	New London	Resident	8	0	8	0%	145.00	145.00	147
Prospect	New Haven	Resident	5	0	5	0%	145.00	145.00	147
Salem	New London	Resident	8	0	8	0%	145.00	145.00	147
Sherman	Fairfield	Resident	1	0	1	0%	145.00	145.00	147
Sprague	New London	Resident	1	0	1	0%	145.00	145.00	147
Chester	Middlesex	Resident	1	1	2	50%	96.00	117.00	167
Westbrook	Middlesex	Resident	0	1	1	100%	125.00	139.00	169
Towns with Less Than 20 Crashes; State Police									
Voluntown	New London	State	3	4	7	57%	2.00	3.00	49
Cornwall	Litchfield	State	1	3	4	75%	1.00	8.00	62
Scotland	Windham	State	1	1	2	50%	29.00	18.00	93
Hartland	Hartford	State	1	1	2	50%	42.00	14.00	98
Eastford	Windham	State	1	1	2	50%	34.00	54.00	106
Lyme	New London	State	0	1	1	100%	45.00	30.00	113
Sharon	Litchfield	State	1	1	2	50%	54.00	80.00	118
Sterling	Windham	State	0	1	1	100%	91.00	32.00	122
Union	Tolland	State	0	1	1	100%	5.00	138.00	131
Woodstock	Windham	State	2	1	3	33%	129.00	108.00	138
Bozrah	New London	State	0	0	0		145.00	145.00	140
Morris	Litchfield	State	0	0	0		145.00	145.00	140
Warren	Litchfield	State	0	0	0		145.00	145.00	140
Willington	Tolland	State	0	0	0		145.00	145.00	140
Ashford	Windham	State	4	0	4	0%	145.00	145.00	147
Canaan	Litchfield	State	4	0	4	0%	145.00	145.00	147
Canterbury	Windham	State	5	0	5	0%	145.00	145.00	147
Colebrook	Litchfield	State	1	0	1	0%	145.00	145.00	147

Franklin	New London	State	3	0	3	0%	145.00	145.00	147
Goshen	Litchfield	State	3	0	3	0%	145.00	145.00	147
Hampton	Windham	State	2	0	2	0%	145.00	145.00	147
Norfolk	Litchfield	State	3	0	3	0%	145.00	145.00	147
Pomfret	Windham	State	3	0	3	0%	145.00	145.00	147
Thompson	Windham	State	0	1	1	100%	133.00	135.00	170
Mashantucket	n/a	n/a	0	0	0		145.00	145.00	140

Note: The ranking was developed using seat belt use data from 2016 - 2020 and 2019 population and 2019 VMT information. The population and VMT information were not available for 2020 at the time of data analysis.

PERFORMANCE MEASURES

Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (C-4)

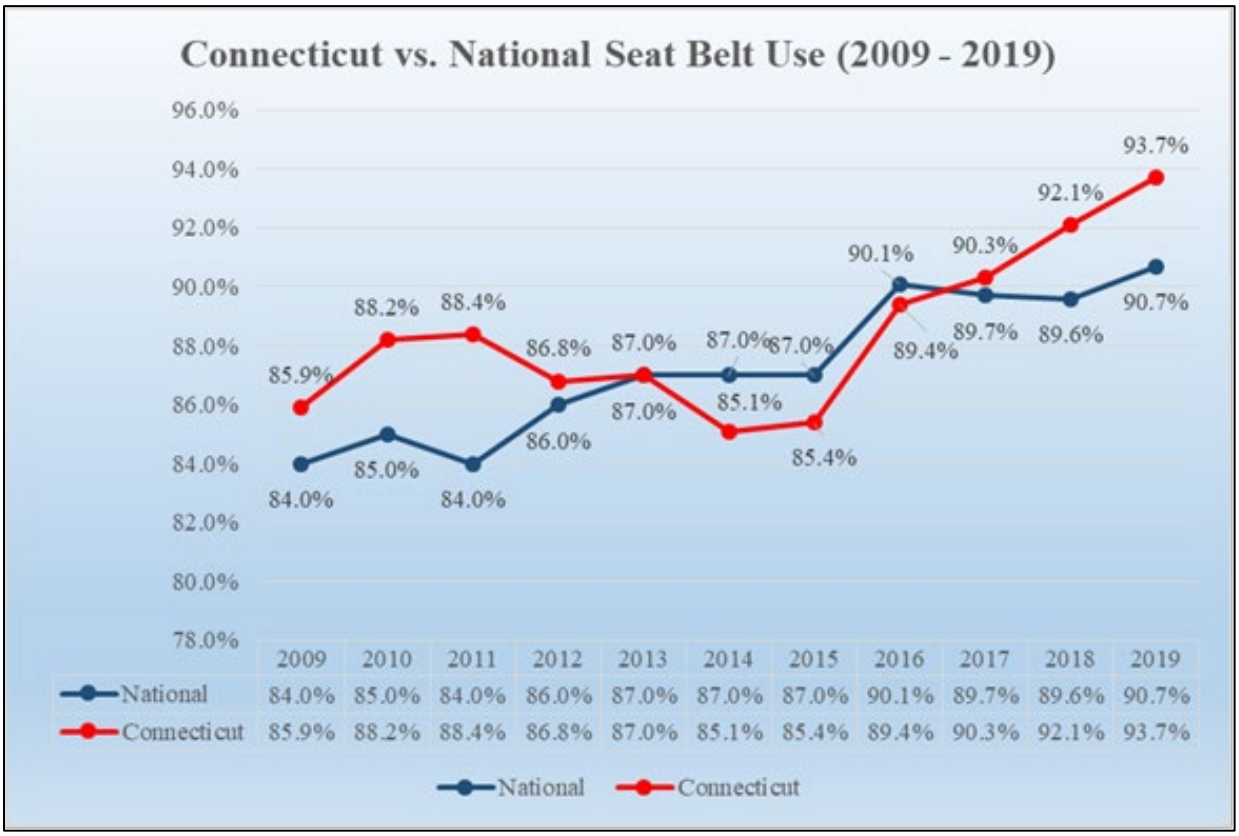


Source: FARS Final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CT-DOT Data as of 03/11/21

Performance Target: To maintain the five-year moving average of 63 (2015-2019) unrestrained vehicle occupant fatalities during the HSP 2022 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The annual preliminary State data for 2020 suggests an increase in the number of unrestrained vehicle occupant fatalities, however the five-year moving average trend is predicted to remain relatively flat for the 2022 planning period. The annual projection for the year 2022 also suggests a drop in the unrestrained vehicle occupant fatalities. As such, Connecticut has chosen a maintenance target.

Observed seat belt use for passenger vehicles, front seat outboard occupants (B-1)



Performance Target: To attain a statewide observed seat belt use rate of 94.0% or above in 2022.

Performance Target Justification: Observed seat belt use rate peaked in Connecticut in 2019, to 93.7%. The NHTSA CARES Act Waiver Notice issued on April 9, 2020, waived the requirement to conduct the annual seat belt survey in 2020. Therefore, the HSO did not conduct the 2020 seat belt survey due to the ongoing COVID-19 pandemic and used the 2019 observed seat belt use rate data to set the performance target of 94% for 2021. Connecticut chooses to maintain the 2021 target of 94% seat belt use rate during the 2022 planning period.

PLANNED COUNTERMEASURES

Planned Countermeasures for Occupant Protection

Countermeasure Strategy: Occupant Protection Program Administration

Project Safety Impacts: The goal of this project is to increase seat belt use in Connecticut. This project will include coordination of activities and projects outlined in the occupant protection/child passenger safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office.

Linkage Between Program Area: To increase seat belt use in Connecticut, statewide coordination of program activities, development and facilitation of public information and education projects is essential.

Rationale: Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services. Travel expenses for training and to attend outreach events, and other related operating expenses. This project may be used to fund salary and a small portion is used for travel and operating expenses.

Planned activity 1: Occupant Protection Program Administration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

Planned Activity Description: The goal of this project is to increase seat belt use in Connecticut. This project will include coordination of activities and projects outlined in the occupant protection/child passenger safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services. Travel expenses for training and to attend outreach events, and other related operating expenses. This project may be used to fund salary and a small portion is used for travel and operating expenses.

Intended Subrecipient(s): CT-DOT/HSO

Funding Sources:

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	0202-0702-AA	CT-DOT/HSO	OP Program Administration	$5,000

Countermeasure Strategy: Short- term, High Visibility Belt Law Enforcement (Observation surveys) 2.1 *Countermeasures That Work*

Project Safety Impact: High-visibility seat belt enforcement usually consists of short, intense periods of enforcement using checkpoints and saturation patrols. To be most effective, law enforcement activity needs to be well publicized through paid and earned media. This increases the perception among the driving population that unbelted drivers will be stopped and cited. The data-driven, performance-based approach to increasing compliance with the State's seat belt laws by focusing on the high-risk and urban communities in the State requires access to the appropriate data, as well as the technical capabilities to perform the analysis and interpret the results.

Linkage Between Program Area: Although seat belt use rate in CT continues to improve, there are motorist who fail to comply with the seat belt law. The HSO will continue to focus efforts on increased seat belt usage. High visibility seat belt enforcement provides a proven means of doing so. In an effort to achieve a decrease in unrestrained vehicle occupants the HSO will provide funding for law enforcement to participate in occupant protection campaigns. This countermeasure strategy and planned activities are expected to continue to produce positive results.

Rationale: Short-term, high visibility seat belt enforcement programs increase seat belt use, especially in locations with lower use rates. Additionally, these increases in seat belt use are usually sustained even after the enforcement campaign ends.

Planned Activity 1: Click It or Ticket Enforcement
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little
Indirect Rate: The DESPP project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Planned Activity Description: The goal of this project is to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols. This project provides funding for enforcement of occupant protection laws through the Selective Traffic Enforcement Program or WAVE in conjunction with the national "Click It or Ticket" mobilization (May and November) including checkpoints and roving/saturation patrols. The WAVE is an enforcement activity that takes place during the National Occupant Protection efforts. Law enforcement agencies will report a pre, post-enforcement survey to the HSO office. We are increasing the focus on the top towns based on data from Connecticut's *2019 Seat Belt Use Report*. Increased effort will focus on low seat belt use towns through increased enforcement and education. This will be accomplished through analysis of crash and observation data to identify towns and areas where low belt use by motorists can best be addressed (see Table OP-7 in the problem ID section of this area). This analysis focuses on the combination of low belt use towns identified through observation

surveys and pairs it with ranked analysis of unbelted crashes and fatalities as well as population and VMT data over a five-year period. This process serves to prioritize funding opportunities for 40-60 participating law enforcement agencies. The HSO will offer greater funding priority to towns and agencies that show the greatest need in this area. This increased focus on low belt use and unbelted crashes will not preclude the HSO from continuing historical practice of attempting to achieve statewide law enforcement participation during national mobilizations.

The Click It or Ticket HVE campaign will coincide with NHTSA's National Enforcement Mobilization. This enforcement mobilization will pair an enforcement mobilization with a media campaign using the NHTSA slogan "Click It or Ticket."

Enforcement mobilization:
Both State and municipal police will be selected to participate in grant funded overtime enforcement of Connecticut's seat belt campaign for drivers. Municipal Police departments will be selected based on unbelted related fatal and injury crash data and seat belt citations issued, located in the Problem ID section of this area (Table OP-7). For federal fiscal year 2022, there will be 40-60 agencies selected to participate in this enforcement mobilization.

The Connecticut State Police Traffic Unit will be able to apply for grant funded overtime enforcement to take place on interstates, state routes and local roads, where possible.

The following enforcement parameters will be required of participating municipal law enforcement agencies:

- CIOT checkpoint or roving-type enforcement strategy

- Enforcement Schedule
  - Daytime Enforcement – Daytime enforcement changes with seasonal patterns. Enforcement must take place during daylight hours
  - 7 days per week eligible
  - Minimum of 4 hours shifts/Maximum 8-hour shifts
  - Must include at least 1 AM/PM peak drive time (7am-10am/3pm-5pm seasonal) on weekdays. If possible, the HSO would encourage both the AM/PM peak drive times as enforcement times but agencies must enforce during at least 1.

- Enforcement Schedule
  - Fall Wave: November to December
  - Spring Wave: May to June

- Personnel
  - Minimum of 2 Officers/Maximum of 8
  - Participating agencies are required to take part in earned media activity

related to CIOT. This could include the following:

- Hosting a kick-off press event
- Notification of media outlets through the use of interview opportunities, press releases and media advisories
- Use of approved talking points

- Training
  - Participating Agencies must participate in training programs sponsored by the HSO
  - Anticipated training activities are to include the following
  - Enforcement strategies piloted by other Connecticut Law Enforcement Agencies
  - Earned media training
  - Grant application and reporting training

- Project reporting
  - Hours worked
  - Citation data
  - Pre- and Post-Enforcement Survey
  - Activity Report Summary - Narrative

Media Component:
The HSO will work through a media contractor to purchase ad space across multiple media platforms to compliment the National NHTSA media buy "Click It or Ticket". This advertising will be purchased to run during the fall and spring Waves.

Observation Component:
The HSO may choose to fund observation research to test the effectiveness of HVE campaigns. The observation will follow designs tested during NHTSA run research projects and seatbelt observations.

Intended Subrecipient(s): Municipal Police Agencies

Funding Sources:

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	0202-0702-ZZ	Municipal Police Agencies	Click It or Ticket Enforcement (ZZ)	$800,000

Planned Activity 2: Occupant Protection Enforcement/ Connecticut State Police

Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little
Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Planned Activity Description: The goal of this project is to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols by the Connecticut State Police. This project provides funding for enforcement of occupant protection laws through the NHTSA's national "Click It or Ticket" mobilization (May and November) including focused patrols and roving/saturation patrols. The Connecticut State Police covers 82 of the State's 169 towns that do not have their own police departments. The enforcement activities will consist of both spot check points and roving patrol enforcement throughout the state. The State Police Public Information Office will provide the activity totals to the media to act as a deterrent to those drivers who choose not to obey the state's seat belt and child safety seat laws. Increased effort will focus on low seat belt use areas through increased enforcement and education.

The Connecticut State Police-Traffic Services Unit (CSP-TSU) applies a data-driven approach when conducting traffic enforcement. CSP CAD/RMS personnel in partnership with NEXGEN Public Safety Solutions, assess CSP produced data from crashes and traffic stops. This information is then provided to CSP-TSU with heat maps showing the actual days of the week and time periods where the crashes and/or violations related to occupant protection are occurring.

CSP-TSU uses this information when completing occupant protection grant applications to ensure that the problem areas are addressed. The specific portions of the interstate highways and cities selected, reflect areas that have experienced high numbers of crashes related to occupant protection with the specific violation identified as a contributing factor. These areas often have been selected due to Troopers having identified significant violations of the law and subsequent issuance of infractions.

The participating Connecticut State Police Unit(s)/Troops will mirror the enforcement parameters as those for municipal departments described in 'Planned Activity 1: Click It or Ticket Enforcement' above but will not be restricted to interstates. The Connecticut State Police Traffic Unit will be able to apply for grant funded overtime enforcement to take place on interstates, state routes and local roads, where possible. CSP will be encouraged to use innovative enforcement strategies on interstate roadways as there has not been comprehensive HVE on this roadway type.

Intended Subrecipient(s): CT Department of Emergency Services and Public Protection (DESPP)

Funding Sources:

Funding Source	Project Number	Agency	Title	$ Amount
405b-1 (M1HVE)	0202-0741-1-AC	DESPP	Occupant Protection Enforcement	$150,000

Countermeasure Strategy:

- **Communications and Outreach Strategies for Older Children 6.1** *Countermeasures That Work*
- **Communications and Outreach Strategies for Child Restraint and Booster Seat Use 6.2** *Countermeasures That Work*
- **Communications and Outreach for School Programs 7.1** *Countermeasures That Work*
- **Communications and Outreach for Inspection Station 7.2** *Countermeasures That Work*

Project Safety Impact: Communications and outreach strategies aim to ensure that all children use restraints that are appropriate for the child's age and weight. Greater awareness among motorists about the proper installation and use of child safety seats is important. Studies show that misuse of child restraints is common. Fitting stations provide parents with "hands on" assistance from certified CPS technicians regarding appropriate use of child restraints.

Linkage Between Program Area: It is extremely important for the HSO to continue to focus efforts on increased seat belt usage through effective outreach and specialized communication, to impact the rate of restraint and booster seat use and decrease unrestrained passenger vehicle occupant fatalities.

Rationale: Tailored communication and outreach can significantly increase correct restraint and booster seat use. Children whose parents received "hands on" assistance with child restraints were significantly more likely to be properly restrained than children whose parents did not receive such assistance.

Planned Activity 1: Waterbury Area Traffic Safety Program
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

Planned Activity Description: This task provides funding for the Waterbury Area Traffic Safety Program Administration. This program provides support to the HSO in the dissemination of educational programs and materials, specifically in the area of occupant protection. This program allows the HSO to work with low-income families as well as residents in underserved communities to provide support and information on the importance of child passenger safety. This task also provides support for approximately six (6) Child

Passenger Safety Technician training classes and supplies for fitting stations to assure that all technicians are provided with the latest available information on changes and updates in the certification process. This includes curriculum, approved practices, child safety seat and booster seat engineering and hardware, as well as informational materials. This task will provide funding for travel, coordinating, and implementation. This task also provides funding for an assistant to work with the coordinator teaching additional certification and update classes. To help with car seat signoffs to maintain technicians' certification while enhancing the CPS program for the State.

Intended Subrecipient(s): Waterbury Police Department

Funding Sources:

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	0202-0702-AD	Waterbury PD	Waterbury Area Traffic Safety Program	$200,000

Countermeasure Strategy: Communications and Outreach Supporting Enforcement 3.1 *Countermeasures That Work*

Project Safety Impact: It is important to demonstrate the importance of wearing a seat belt and how it works to keep occupants safer inside the vehicle.

Linkage Between Program Area: Providing public education programs through in-person demonstrations.

Rationale: There is still a segment of the driving population that need to see the danger and injuries that can occur when not belted during a crash. Participating in these programs allows the public to experience the situation of a low impact crash. Education and outreach programs such as these, help increase seat belt use and decrease the number of fatalities and injuries.

Planned Activity 1: Safety Belt Convincer/Rollover Simulator Education and Equipment
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little
Indirect Rate: The DESPP project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Planned Activity Description: The goal of this task is to increase seat belt compliance, which will reduce the number of injuries and fatalities statewide and to increase public education programs through physical demonstrations. The Convincer demonstrates a low-speed crash and allows the rider to feel how the seat belt restraint system works to protect them in a car crash. The Rollover simulator allows the public to view the ejection of crash

dummies as a direct result of the failure to use seat belts. Funding for this project will be used to have the Seat Belt Convincer and Rollover Simulators demonstrations conducted at schools, fairs, places of employment and community events with a focus on having demonstrations conducted at schools in underserved communities. Utilizing the Convincer and the Rollover Simulator, the Connecticut State Police are able to demonstrate visually and physically the value of wearing a seat belt.

The goal of this task is to also purchase a seatbelt convincer to be used by law enforcement to increase seat belt compliance, which will reduce the number of injuries and fatalities. The purchase of this equipment will allow increase demonstrations to be held at approximately 80 more education programs, school events, health and safety fairs and community events.

Intended Subrecipient(s): CT Department of Emergency Services and Public Protection (DESPP)

Funding Sources:

Funding Source	Project Number	Agency	Title	$ Amount
405b-2 (M1PE)	0202-0741-2-AE	DESPP	Convincer/Rollover Simulator Education and Equipment	$200,000

Planned Activity 2: Occupant Protection Media Buy and Earned Media
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

Planned Activity Description: The goal of this task is to reduce the number of unbelted fatalities and serious injury by increasing awareness of Connecticut drivers and passengers as to the dangers of not wearing safety belts or using proper child safety restraints. The project provides funding for paid media to support national "Click it or Ticket" enforcement mobilizations and year-round social norming belt messaging. This project will also include a bi-lingual component for Spanish speaking audiences.

Equity issues are at the forefront of Connecticut's communities and will be addressed through media campaigns such as billboards, bus panels etc. in densely populated urban core areas and underserved communities. Throughout all of the HSO campaigns, diversity, equity and inclusion will be a focus, not just on headlines, but in imagery, concept and language as well. Equity issues will be addressed through all of our media tactics, and in particular, in densely populated urban core areas or underserved communities. The HSO understands the importance of telling the stories that shape perceptions and the culture at large.

Funding will be used for paid media to purchase TV ads, radio spots, print, outdoor, bus panels,

gas stations, malls, movie theaters and web advertising will be purchased through the HSO media consultant. The consultant will also develop Connecticut specific media messages on the importance of using seat belts. Media effectiveness will be tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted at local DMV's. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

Anticipated Media Campaign:

- Click It or Ticket HVE media buy (national mobilization): May 2022 - $500,000
- Buckle Up CT: Year-round campaign of social norming messaging - $400,000

Public outreach at sporting and concert venues, health and safety fairs and civic organizations will be conducted under this task. Target audience will be comprised of underrepresented groups from seatbelt observation surveys and focus group results including males 18-34-year-old, pick-up truck drivers, Spanish language speaking residents and young drivers.

The following media is value added from the Impaired Driving media purchase and funding does not come out of this project. Advertising safety belt messages (including "Click It or Ticket", "Buckle Up Connecticut" and "Seat Belts Save Lives") in the form of signage, in-event promotions and message specific promotions related to the respective partners will also be purchased at the following venues: Dunkin Donuts Park, Hartford XL Center, Bridgeport's Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Lime Rock Park, Stafford Motor Speedway, Thompson International Speedway and the Ives Center.

Intended Subrecipient(s): CT-DOT/HSO

Funding Sources:

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	0202-0702-AE	CT-DOT/HSO	Occupant Protection Media Buy	$100,000
405b-2 (M1PE)	0202-0741-2-AD	CT-DOT/HSO	Occupant Protection Media Buy	$800,000

Planned Activity 3: Occupant Protection Public Information and Education
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

Planned Activity Description: The goal of this task is to educate drivers and passengers on the importance of wearing their seat belts. This project is to purchase educational materials to be distributed at health and safety fairs, school events and other public outreach events.

Public information and education efforts will be conducted through a variety of public outreach venues. Safety belt messages and images including “Click It or Ticket”, “Buckle Up Connecticut” and “Seat Belts Save Lives” that are prominently placed at several of the States sports venues (including but not limited to Dunkin Donuts Park, Hartford XL Center, Bridgeport’s Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Ives Center, Lime Rock Park, Stafford Motor Speedway and the Thompson International Speedway) through the paid media project. In support of the visual messages, public outreach will be conducted at these venues through tabling occasions which will provide the opportunity to educate motorists about the importance of safety belt use for themselves and their passengers. This project will include for the purchase of brochures and citation holders to be used during HVE.
Please note this task does not include the purchase of ANY promotional items.

Intended Subrecipient(s): CT-DOT/HSO

Funding Sources:

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	0202-0702-AF	CT-DOT/HSO	Occupant Protection PI&E	$10,000

Planned Countermeasures for Child Passenger Safety / Child Restraint

Countermeasure Strategy: Child Restraint Administration

Project Safety Impact: The goal of this project is to increase Child Passenger Safety in Connecticut. This project will include coordination of activities and projects outlined in the occupant protection/child passenger safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office.

Linkage Between Program Area: To increase child Passenger Safety in Connecticut, statewide coordination of program activities, development and facilitation of public information and education projects is essential.

Rationale: Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services. Travel expenses for training and to attend outreach events, and other related operating expenses. This project may be used to fund salary and a small portion is used for travel and operating expenses.

Planned Activity 1: Child Restraint Administration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

Planned Activity Description: This initiative will include coordination of activities and projects as outlined in the Occupant Protection/Child Restraint Program area, training, travel, development, promotion and distribution of public information materials, supplies and provide for a community outreach coordinator. To establish a Child Passenger Safety Advisory Board for the purpose of addressing and raising awareness of the importance of safe and proper transportation of children. Reports will be supplied to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office.

Intended Subrecipient(s): CT-DOT/HSO, CPS Partners

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	0202-0709-AA	CT-DOT/HSO	Child Restraint Administration	$5,000

Countermeasure Strategy: Training to maintain sufficient number of Child Safety Seat Technicians

Project Safety Impact: Projected traffic safety impact as a result of countermeasures selected in this area include slowing the increasing number of unrestrained occupants in crashes; and, greater awareness among motorists of the proper installation and use of child safety seats.

Linkage Between Program Area: Efforts to educate the public about the importance and correct use of child restraint systems as children grow and "graduate" from rear-facing, forward facing, booster seats and adult seat belts, will promote greater compliance.

Rationale: Promotion of proper child safety restraint use will take place through technical support for child safety seat installation professionals.

Planned Activity 1: Child Passenger Safety Support - Training
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

Planned Activity Description: This task provides support for child passenger safety technical update training for current certified technicians. Completion of this course helps technicians to maintain their certification by earning the required CEU's necessary for recertification. Child Passenger Safety Basic Awareness Course - the participants who successfully complete this class will have developed a basic awareness of child passenger safety issues and practice. Conduct at least one (1) training session or update course for transporting children with special health care needs. This training would be provided for child passenger safety technicians/instructors to provide the latest information on curriculum changes regarding transporting children with special health care needs. It is anticipated up to 15 technicians could attend this training.

This task may also provide funding for technicians to attend national conferences.

Intended Subrecipient(s): CT-DOT/HSO

Funding Sources:

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	0202-0709-AB	CT-DOT/HSO	CPS Training	$20,000

Countermeasure Strategy: Other Strategies for Inspection Stations 7.1 *Countermeasures That Work*

Project Safety Impact: The HSO is very active in the field of child passenger safety and has programs that support child passenger safety efforts in the state. The program provides support

so that parents/caregivers can receive education and equipment to properly transport children. Projected traffic safety impact as a result of countermeasures selected in this area include slowing the increasing number of unrestrained occupants in crashes; and, greater awareness among motorists of the proper installation and use of child safety seats.

Linkage Between Program Area: Fitting stations must have a current certified child passenger safety technician on site.

Rationale: All persons inspecting and/or installing child restraints and/or educating parents/caregivers on their proper use must be current certified technicians.

Planned Activity 1: Child Passenger Safety Support – Fitting Stations

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Juliet Little

Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Planned Activity Description: The goal of this task is solely to support in order to maintain fitting stations to increase proper child restraint use statewide. Equity issues are at the forefront of HSO activities. This support will include materials, supplies as well as child safety seats. Technicians will perform safety seat checks while educating caregivers to reduce the misuse and/or non- use of child safety seats and dispel incorrect information regarding child passenger safety. Technicians will explain how to select the correct seat not only for the vehicle but for the caregiver. Fitting stations that receive funds through this grant must participate in CPS Week. These grants are meant to serve all communities with a focus on the underserved communities as they provide for mini grants to serve multiple fitting stations.

Intended Subrecipient(s): Connecticut Children's Medical Center / Yale New Haven Children's Hospital

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	0202-0709-AC	Connecticut Children's Medical Center	CPS Fitting Stations Support	$75,000
402-CR	0202-0709-AD	Yale New Haven Children's Hospital	CPS Fitting Stations Support	$100,000

Countermeasure Strategy: Per FAST ACT requirements, states are required to have an active network of child restraint inspection stations that service the majority of the State's population

Project Safety Impact: Projected traffic safety impact as a result of countermeasures selected in this area include slowing the increasing number of unrestrained occupants in crashes; and, greater awareness among motorists of the proper installation and use of child safety seats.

Linkage Between Program Area: Efforts to educate the public about the importance and correct use of child restraint systems as children grow and "graduate" from rear-facing, forward facing, booster seats and adult seat belts, will promote greater compliance. The strategies will include educational programs, outreach events and public information campaigns directed towards the general public (i.e., Child Passenger Safety Week); with an emphasis on groups identified as having low safety belt usage rates due to the demonstrated lack of child restraint.

Rationale: Tailored communication and outreach can significantly increase correct restraint and booster seat use. Children whose parents received "hands on" assistance with child restraints are significantly more likely to be properly restrained than children whose parents did not receive such assistance.

Planned Activity 1: Yale New Haven Children's Hospital Community Traffic Safety Program
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

Planned Activity Description: This traffic safety program will conduct educational programs, check-up events, conduct certification, renewal and update classes as well as host sign-off sessions to maintain technicians, assist in establishing inspection stations in cities/towns that not only have large populations but reach underserved minority populations and communities of low socioeconomic status. This task will fund or partially fund a coordinator position to assist parents and other caregivers by providing education and raising awareness to get families and communities more involved in child passenger safety. This program will address proper car seat, booster seat and seat belt usage to begin the process of ensuring passenger safety into adulthood. This program will conduct checkup events, run certification classes as well as other child passenger safety education programs and events.

Intended Subrecipient(s): Yale New Haven Children's Hospital

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	0202-0709-AE	Yale New Haven Children's Hospital	Community Traffic Safety Program	$150,000

Countermeasure Strategy: Educational Campaign

Project Safety Impact: Promote child safety by increasing awareness of the issue of hot cars.

Linkage Between Program Area: Continue to promote child safety through effective outreach and specialized communication.

Rationale: Continue to focus efforts to prevent child heat strokes in hot cars.

Planned Activity 1: "Look Before You Lock, Where's Baby"
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little
Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Planned Activity Description: The "Look Before You Lock, Where's Baby " Education Campaign is to increase child safety by delivering safety messages to increase awareness of the issue of hot cars and to provide strategies for parents and caregivers to be reminded not to forget children, or to leave them purposefully, in a motor vehicle unattended. The HSO will partner with the Injury Prevention Center at Connecticut Children's Medical Center to administer the program. The Injury Prevention Center uses their vast expertise in the development and selection of safety related material. They reach out to day care facilities during the months of April through September to increase awareness of the issue of hot cars and host Summer Safety press conferences to emphasize and draw attention to the issue. The campaign will utilize television, radio, billboards, newspapers, online media, social media, community education, bus panels in densely populated urban core areas and underserved communities and outreach to businesses.

Intended Subrecipient(s): Injury Prevention Center at the Connecticut Children's Medical Center

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	0202-0702-AG	Connecticut Children's Medical Center	Look Before You Lock Education Campaign	$225,000

The dollar amounts for each planned activity are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance targets, availability of funding and overall priority level.

Police Traffic Services (PTS)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS / PROBLEM IDENTIFICATION

Crash reporting in Connecticut via the Police Report 1 or PR-1 only allowed for one (1) contributing factor to be assigned to a crash; this accounts for the major difference between contributing factors listed in Connecticut Department of Transportation data versus FARS data. This issue has since been addressed through the development of a MMUCC compliant crash reporting form. This change is reflected in 2015 and later crash data.

Among injury crashes in Connecticut during 2019, Table PT-1 shows the predominant contributing factors related to aggressive driving: following too closely; failure to yield the right-of-way; operating in inattentive, careless, negligent or erratic manner; violating stop sign; and violating traffic light. Percentages are based on number of known factors assigned to involved drivers (may include up to four factors per driver).

Table PT-1. Aggressive Driving Contributing Factors in 2019 Injury Crashes

	Injury Crashes		Fatal Crashes		PDO Crashes	
	Number	%	Number	%	Number	%
Followed Too Closely	8,583	17.1%	6	1.7%	24,328	16.0%
Failed to Yield Right-of-Way	3,642	7.3%	9	2.6%	7,987	5.3%
Operated Motor Vehicle in Inattentive, Careless, Negligent, or Erratic Manner	774	1.5%	17	4.8%	1,942	1.3%
Ran Stop Sign	957	1.9%	3	0.9%	1,771	1.2%
Ran Red Light	978	1.9%	7	2.0%	1,235	0.8%

Source: Connecticut Crash Data Repository

During the 2015 to 2019 period, the most prevalent driver-related factors in fatal crashes (Table PT-2) were “speed-related” and “failure to keep in proper lane.” In 2019, “speed-related” was identified in 19 percent of fatal crashes, “under the influence of alcohol, drugs, or medication” in 13 percent, and “aggressive driving/road rage” in 12 percent of the fatal crashes. The data in Table PT-2 may involve up to four factors per driver thus the yearly total may add up to more than 100%. **As Highway Safety issues continue to emerge, distracted driving/handheld mobile electronic device use has been a consistently recognized factor leading to crashes, injuries and fatalities.** Table PT-2 indicates that “driver distracted by” was a driver-related factor in four percent (4%) of fatal crashes.

Table PT-2. Drivers Involved in Fatal Crashes/Related Factors of Drivers

Factors	2015 (N=374)	2016 (N=442)	2017 (N=379)	2018 (N=415)	2019 (N=339)
Speed-related	19.8%	17.3%	18.2%	21.4%	18.9%
Failure to keep in Proper Lane	6.3%	15.7%	14.1%	11.6%	9.4%
Under the Influence of Alcohol, Drugs or Medication	13.2%	7.6%	7.9%	14.2%	13.3%
Operating vehicle in erratic, reckless, careless or negligent manner	5.6%	8.5%	6.0%	9.6%	6.8%
Aggressive Driving / Road Rage	4.2%	4.4%	8.1%	5.1%	11.5%
Failure to Yield Right-of-Way	3.7%	3.5%	3.9%	4.6%	3.5%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officer	4.0%	2.3%	2.5%	2.2%	2.7%
Driver's vision obscured by…	2.4%	2.8%	2.1%	3.9%	1.8%
Driver distracted by…	2.6%	1.8%	2.5%	1.9%	4.1%
Following Improperly	2.9%	2.5%	1.6%	1.9%	1.8%
Overcorrecting	1.1%	2.1%	2.5%	2.2%	1.8%
Drowsy, asleep, fatigued, ill, or blackout	2.1%	0.7%	0.5%	2.7%	1.8%
Driving wrong way on one-way trafficway or wrong side of the road	1.3%	1.6%	0.9%	1.4%	2.1%
None (No factor reported)	62.4%	58.2%	36.3%	53.0%	49.0%
Other	11.6%	5.3%	3.2%	5.3%	5.3%
Unknown	2.9%	8.3%	15.2%	14.2%	15.9%

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Table PT-3 indicates that more than half of speeding-related fatal crashes in the period 2015 to 2019 involved a driver with a positive BAC. Overall, 59% of speeding-related crashes involved a driver with a BAC of 0.01 or above and 54% of speeding-related crashes involved an impaired driver (BAC of 0.08 or above).

Table PT-3. Speeding-Related Fatal Crashes by Alcohol Involvement

	2015	2016	2017	2018	2019	2015-19
N Speeding-Related Crashes						
Zero BAC	31	33	35	36	23	157
BAC ≥ 0.01	44	43	46	53	41	227
BAC ≥ 0.08	40	39	42	48	38	207
% Speeding-Related Crashes						
Zero BAC	41.1%	43.3%	42.8%	40.1%	36.3%	40.9%
BAC ≥ 0.01	58.9%	56.7%	57.2%	59.9%	63.8%	59.1%
BAC ≥ 0.08	52.8%	51.5%	52.2%	54.3%	58.9%	53.8%

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Over the five-year period of 2015 to 2019, the greatest proportion of fatalities (36.5%) occurred on roads with a posted speed limit of 30 mph or less, followed by roads with limits of 35 or 40 mph (23.0%) and 45 or 50 mph (17.0%). Details are included in Table PT-4.

Table PT-4. Fatalities by Posted Speed Limit

Posted Speed Limit	2015 (N=270)	2016 (N=304)	2017 (N=281)	2018 (N=293)	2019 (N=249)	Total (N=1,397)
30 mph or less	81	125	110	106	88	36.5%
35 or 40 mph	67	65	66	62	61	23.0%
45 or 50 mph	43	53	46	54	41	17.0%
55 mph	26	24	23	29	20	8.7%
60+ mph	43	28	25	39	31	11.9%
No statutory limit	2	7	7	2	3	1.5%
Unknown	8	2	4	1	5	1.4%

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Table PT-5 and Figure PT-1 represents (based on MMUCC 2017-2019) the top 25 municipalities where speed-related crashes took place. The HSO will focus the majority of major-cities speed grants on larger municipalities where the majority of these crashes occur. Other participating municipal departments may be selected based on past grant performance and/or a demonstrated need through additional problem identification provided as part of a specific grant application.

Table PT-5. Speed Crashes by Town

City/Town	2017	2018	2019	Total
Bridgeport	457	480	393	1330
Waterbury	493	468	350	1311
Middletown	230	221	180	631
Danbury	214	203	198	615
New Britain	191	185	166	542
New Haven	224	158	158	540
Meriden	170	176	135	481
Wethersfield	136	129	160	425
Norwalk	140	134	127	401
Hamden	116	129	133	378
East Hartford	132	123	95	350
Bristol	141	112	93	346
Hartford	115	87	115	317
Fairfield	114	88	113	315
Greenwich	176	89	48	313
Shelton	107	100	106	313
Norwich	106	99	102	307
Wallingford	117	108	74	299
West Haven	113	100	86	299
Trumbull	119	96	76	291
Stamford	92	86	90	268
West Hartford	99	83	77	259
Torrington	92	94	72	258
Seymour	88	99	69	256
Manchester	110	61	80	251

Source: Connecticut Crash Data Repository
This data excludes interstates

Figure PT-1. Speed Crashes by Town

(Graphic Representation of Data in Table PT-5)

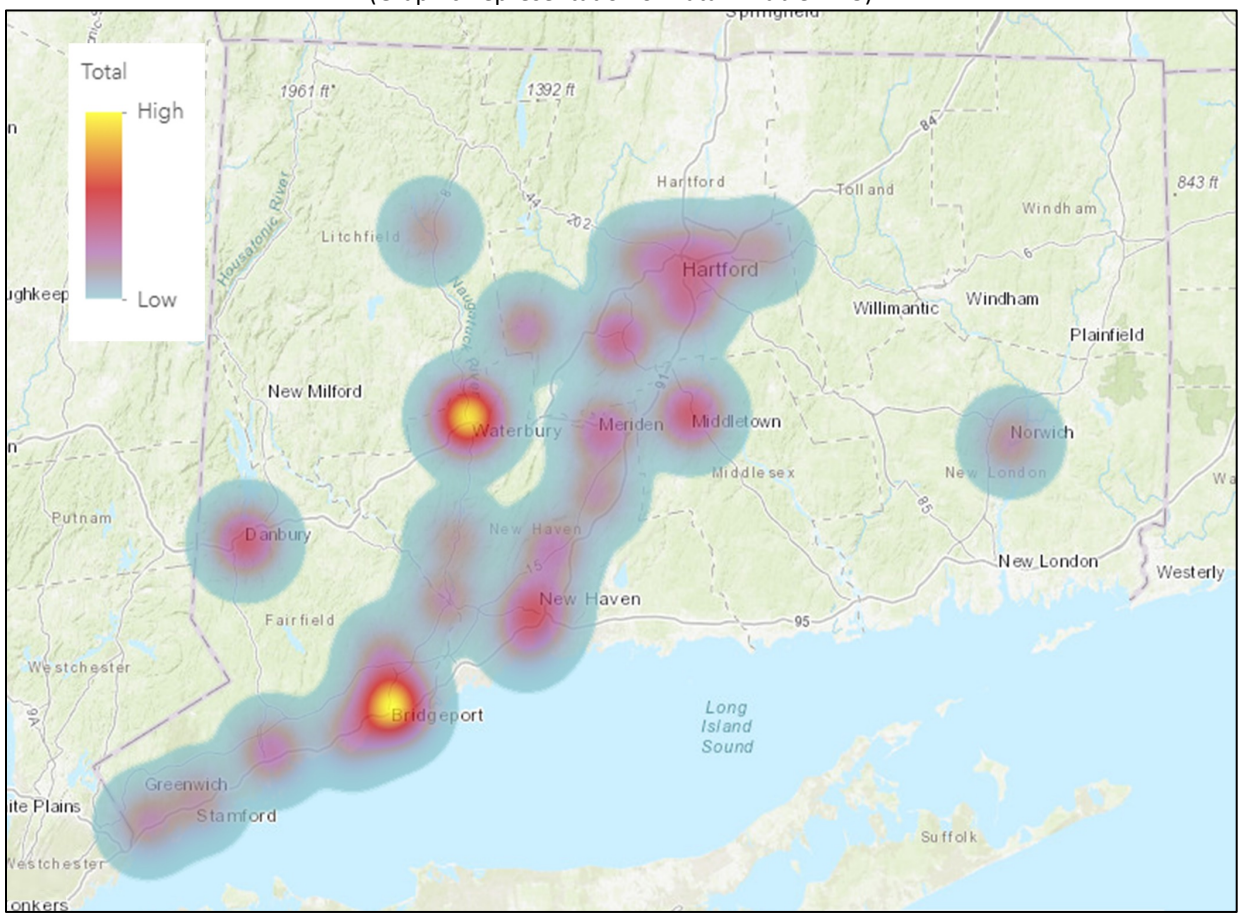


Table PT-6 provides an overview of the statistics for speed-related crashes in Connecticut vs U.S. In 2019, Connecticut had a higher percentage of speed-related fatal crashes than the U.S. as whole. The overall number of speeding related fatalities in 2019 was the lowest in five years.

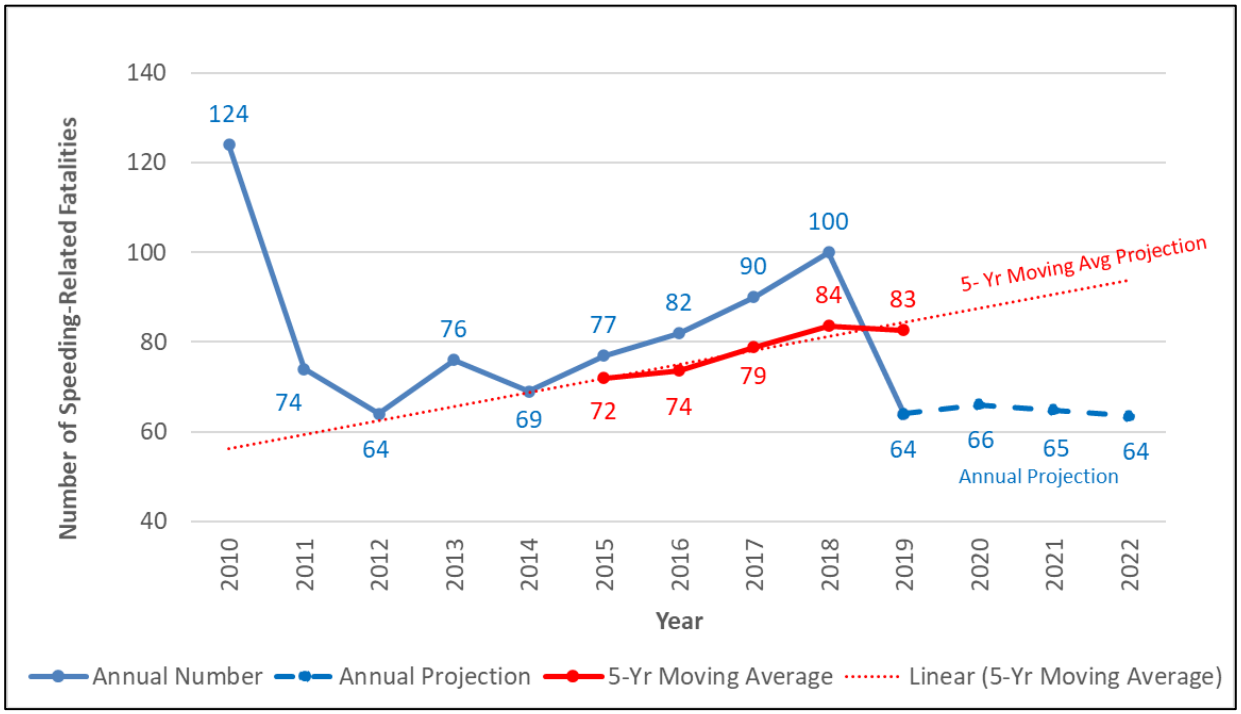
Table PT-6. Statistics for Speed-Related Crashes in Connecticut vs U.S.

	2015	2016	2017	2018	2019
% CT Speed-Related Fatal Crashes	29.2%	25.7%	30.8%	32.4%	27.5%
% U.S. Speed-Related Fatal Crashes	26.8%	26.7%	25.9%	25.5%	25.7%
% CT Speed-Related Injury Crashes	10.4%	9.7%	10.0%	9.7%	9.2%
Speeding Related Fatalities in CT	77	82	90	100	64

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

PERFORMANCE MEASURES

Number of Speeding-Related Fatalities (C-6)



Source: FARS Final files 2010-2018, FARS Annual Report File 2019

Performance Target: To maintain the five-year moving average of 83 (2015–2019) speeding-related fatalities during the HSP 2022 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The five-year moving average trend for speed-related fatalities is projected to increase to 94 speeding-related fatalities for the 2022 planning period. However, the annual projection suggests that the year 2022 speeding-related fatalities will stay the same as in the year 2019. As such, Connecticut has chosen a maintenance target. The preliminary 2020 State data was not included in the analysis due to uncertainty of the data for this measure at this time.

PLANNED COUNTERMEASURES

The countermeasures for this program area directly correlate to the problem ID data listed above. Countermeasures are based on proven programs and often selected from NHTSA's *Countermeasures That Wo*rk and sharing of best practices at national safety conferences such as the International Association of Chiefs of Police, Governor's Highway Safety Association and Lifesavers as well as Transportation Safety Institute training courses.

Countermeasure Strategy: Police Traffic Services Program Administration

Project Safety Impact: Police Traffic Services serves to support the maintenance and function of the Law Enforcement Liaison (LEL) position within the HSO. The function of the LEL is to support and address other traffic safety initiatives outlined in this plan. Speeding related crashes, injuries and fatalities will be addressed through funding High Visibility Enforcement (HVE) projects. Speed Problem ID data will be used to select agencies to participate in speed-related enforcement through various methods including dedicated high visibility speed enforcement grants to achieve the goals listed above.

Linkage Between Program Area: The LEL is the link between the HSO, law enforcement agencies, and other safety partners. The LEL helps organize enforcement efforts during national mobilizations as well as local campaigns. Without the LELs involvement, there could be an increase in speed/traffic related fatalities on Connecticut's roadways.

Rationale: Evidence-based traffic safety enforcement programs, including High Visibility Enforcement (HVE) campaigns, are strategies that have been proven to help decrease the amount of speeding violations, crashes, and fatalities.

Planned Activity 1: Police Traffic Services Program Administration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Robert V. Klin

Planned Activity Description: The task will include statewide coordination of program activities, support to other program areas in the HSO including oversight of enforcement components of both local and/or national mobilizations and crackdown periods, law enforcement training, development and facilitation of public information and education projects, and provide status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, membership dues for International Association of Chiefs of Police (IACP), travel, materials, supplies, and other related operating expenses. This project is used to fund a portion of travel and operating expenses for activities and projects outlined in the police traffic services program area.

Intended Subrecipient(s): HSO program staff and state and municipal law enforcement agencies

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PT	0202-0707-AA	CT-DOT/HSO	PTS Administration	$5,000

Countermeasure Strategy: Aggressive Driving and Speeding High Visibility Enforcement 2.2 *Countermeasures That Work*

Project Safety Impact: The Aggressive driving and Speeding High Visibility Enforcement countermeasure strategy focuses on the enforcement of violations of Connecticut Traffic Law as determined to be "speed related" based on data analysis by the HSO data contractor, Preusser Research Group. This includes citation and crash data for following too closely; improper lane changing; and speeding. High Visibility Enforcement is the basic strategy used to deter and reduce these dangerous and illegal driving behaviors that contribute to crashes, fatalities and injuries on Connecticut's roadways.

Linkage Between Program Area: Providing resources to Municipal and State Police agencies makes this type of enforcement possible by allowing LEA's to put more officers on the roadway to enforce speed and aggressive driving laws. Without these additional resources may LEA's would be unable to conduct saturation enforcement.

Rationale: Evidence-based traffic safety enforcement programs - including High Visibility Enforcement (HVE) campaigns, are strategies that have been proven to help decrease the amount of speeding violations, crashes, and fatalities.

Planned Activity 1: Speed and Aggressive Driving Enforcement
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Nicholas Just
Indirect Rate: The DESPP project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Planned Activity Description: This task provides funding for High Visibility Enforcement speed and aggressive driving grants. Speed and aggressive driving enforcement will focus on the contributing factors identified in the problem identification write-up for PTS. Municipal and State Police agencies will be chosen for funding, based on the severity of the speed and aggressive driving problems identified with data analysis by the HSO data contractor, Preusser Research Group. This task will address speed related crashes, injuries and fatalities in the urban areas. The HSO will consider 5-15 grant submissions from police agencies identifying specific speed and aggressive driving related crash data within their jurisdictions, substantiated by enforcement and crash data. The projects are meant to be comprehensive

speed grants funded at $20,000 - $60,000 for urban areas and cities that have identified speed as a problem. Areas with high population, high traffic volumes and roadways with low posted speed limits led to the selection of urban areas and larger cities as the most likely areas where speed and aggressive driving enforcement can impact the greatest number of speed related crashes. DESPP may use $15,000 to purchase five Kustom Signals Eagle dual Ka band radar. The radars will allow Traffic Services to replace old units and enable them to enforce speed laws more effectively.

The Speed and Aggressive Driving HVE campaign will coincide with Connecticut's deadliest months for Speed and Aggressive Driving crashes. Enforcement mobilization will pair with a media campaign using the slogan "When Speeding Kills, It's Never an Accident."

Enforcement mobilization:
Both State and municipal police will be selected to participate in grant funded overtime enforcement of Connecticut's speed and aggressive driving laws. Municipal Police departments will be selected based on speed and aggressive driving data, located in the Problem ID section of this area. For federal fiscal year 2022, there will up to 15 agencies selected to participate in this enforcement mobilization.

The Connecticut State Police Traffic Unit will be able to apply for grant funded overtime enforcement to take place on interstates, state routes and local roads, where possible.

The following enforcement parameters will be required of participating State and municipal law enforcement agencies:

- Enforcement Schedule
  - Day or Night – Enforcement can take place during daylight or nighttime hours, justification in grant application
  - 7 days per week eligible
  - Maximum 8 officers per enforcement activity 8-hour shifts
  - July 1, 2022/September 5, 2022

- Enforcement Locations
  - Spotter/non-spotter enforcement can be done in teams or individually.
  - Spotter/self-initiated is not roving, should include officer finding a covert location advantageous to the observation of speeding.
  - Enforcement locations should be included in grant applications with narrative for rationale as to why locations were chosen

- Personnel
  - Maximum of 8 officers per enforcement activity 8-hour shifts
  - Provide justification for requested personnel based on enforcement plan

- Project Reporting
  - Hours worked
  - Citation data
  - Signed time sheets for OT enforcement
  - Activity Report Summary - Narrative

Media Component:
The HSO will work through a media contractor to purchase ad space across multiple media platforms to compliment the HVE enforcement mobilization. This advertising will be purchased to run during the months of July and August. The details about the media component are included under the 'Speed and Aggressive Driving High Visibility Enforcement Media Buy' planned activity description.

Intended Subrecipient(s): Municipal police agencies and CT Department of Emergency Services and Public Protection (DESPP)

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-SE	0202-0706-ZZ	Municipal Police Agencies	Speed and Aggressive Driving Enforcement (ZZ)	$775,000
405d-ii-3 (M7*SE)	0202-0740-3-AK	DESPP	Speed and Aggressive Driving Enforcement and Equipment	$190,000

Countermeasure Strategy: Communications and Outreach Supporting Enforcement 4.1
Countermeasures That Work

Project Safety Impact: high-visibility public information and education outreach efforts are an essential component of all successful highway safety programs. The primary purpose of the Statewide Speed and Aggressive Driving Media Buy strategy is to raise public awareness and educate the public about the importance of traffic safety in their lives and ultimately to convince the public to change their attitudes and driving behaviors resulting in safer highways for everyone. The development and delivery of traffic safety messages through social media networks and more traditional outlets including radio, television and print media will be supported. The coordination and delivery of a comprehensive program for Connecticut which addresses current traffic safety issues and supports traffic safety programs at the state and local levels will have a major positive impact on highway safety in the state.

Linkage Between Program Area: The planned activities conducted under the data-driven Statewide Speed and Aggressive Driving Media Buy strategy will focus on raising public

awareness of the state's traffic safety priorities. These priorities are determined through the problem identification process conducted under each of the program areas. Statewide media efforts are a key component of a comprehensive approach to improving traffic safety. Publicizing enforcement and other countermeasure strategies implemented to address traffic safety problems greatly expands the coverage and potential impact of these programs and supports progress toward the achievement of the performance targets that have been set. Sufficient funds are allocated for the effective implementation of this countermeasure strategy and the associated activities that are planned.

Rationale: Communications and outreach is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving safety on Connecticut's roadways. Publicity and media support are essential components and key to the success of high-visibility enforcement.

Planned Activity 1: Speed and Aggressive Driving High Visibility Enforcement Media Buy
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Nicholas Just / Phyllis DiFiore

Planned Activity Description: The goal of this project is for a Speed Enforcement Program media campaign for the HSO. This campaign will increase awareness of the dangers of speeding on Connecticut roads. Running this media campaign in concurrence with the high visibility enforcement activity of our law enforcement partners in Connecticut's major cities is the most effective way of obtaining results. The media campaign may include cable television, outdoor digital billboards, internet, internet radio, social media, digital banners, gas stations, movie theaters, print, and malls.

The objectives of this media campaign include creating, developing, and implementing a realistic and effective "speeding" marketing/communications strategy for the HSO. The marketing firm will be responsible for conducting research on demographics, developing communication materials, and evaluating the awareness campaigns. Provide continued assistance to the HSO during their public information campaigns. Incorporate market research into the development of the HSO's public information and education campaigns in order to more effectively reach the target populations. Survey results from the HSO data contractor support media strategies in conjunction with HVE. The attitude and awareness surveys conducted at the DMV suggests that nearly 70% of those surveyed believe that when a car is pulled over during daylight that it is speeding related and nearly 50% believed the same during night-time stops. This belief along with HVE and media is a powerful behavior modifier. This media will be purchased both English and Spanish Language.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount

405e-6 (M8*PM)	0202-0745-6-AB	CT-DOT/HSO	HVE Speed Campaign Media Buy	$250,000

Countermeasure Strategy: *Prevention, Intervention, Communications and Outreach* 5.0 *Countermeasures That Work*

Project Safety Impact: Public outreach through social norming and various media messaging is an important avenue towards educating and informing the public of traffic safety initiatives. Informational campaigns raise the level of public awareness towards a particular issue(s) and educate drivers on the importance of traffic safety.

Linkage Between Program Area: Public intervention and information strategies will help lower the number of crashes by making drivers further aware of various traffic safety initiatives.

Rationale: Public outreach, information, and education campaigns are the best way to impact large audiences. Using the Connecticut Police Chiefs Association as a conduit further strengthens the partnership between the HSO and law enforcement.

Planned Activity 1: Connecticut Police Chiefs Associations – Public Information and Education
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Robert V. Klin / Phyllis DiFiore

Planned Activity Description: Partnering with CPCA for Public Safety Messaging (PSA) media buys. One component of this task will be a PSA for the "Holiday Safety" media buy during Thanksgiving through New Year's. The second component of this task will be a "Back to School" drive safely spot, and media buy. Messaging will focus on Impaired Driving, anti-speeding, Distracted Driving, Pedestrian and Occupant Protection. The media campaigns may include cable television, outdoor digital billboards, internet, internet radio, social media, digital banners, gas stations, movie theaters, print, and malls.

Intended Subrecipient(s): CT Police Chief Association (CPCA)

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PM	0202-0711-AC	CPCA	Holiday & Back to School Safety Media Buy	$200,000

Countermeasure Strategy: Racial Profiling Data Collection

Project Safety Impact: Develop a methodology on how to best identify racial and ethnic disparities in traffic stops and evaluate the results of such data. Improve the transparency of traffic enforcement to build public trust for law enforcement.

Linkage Between Program Area: Traffic stops are a big part of traffic safety and enforcement.

Rationale: Collect, maintain, evaluate, and provide public access to traffic stop data.

Planned Activity 1: 1906 Racial Profiling
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Robert V. Klin / Kathryn Overturf
Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Problem Identification: Since May of 2012, the Institute for Municipal and Regional Policy has developed and implemented the Connecticut Racial Profiling Prohibition Project. The project, with guidance from several national experts on racial profiling, developed a new standardized method to efficiently and effectively collect racial profiling data from traffic stops. The project also worked to develop a system that will inform government officials, the public at large and police agencies of the information that is availed through the data collection process.

Planned Activity Description:
Below is an outline of the next phase of the project and major goals.

Goals/Objectives:

- Collect, maintain, and provide public access to traffic stop data
- Evaluate the results of such data

1. Enhance the current analytical system to look at other factors that may impact racial and ethnic disparities in traffic stops. Those other factors might include better understanding driver behavior, special police campaigns (distracted driving, Click-it or Ticket, etc.), crime, or accident rates across racial and ethnic groups.
2. Enhance the statistical methodology to test for distributional equality in stop dispositions by incorporating data collected by the Centralized Infractions Bureau.
3. Implement a border discontinuity analysis to evaluate changes in driving demographics/populations between bordering communities.
4. Implement a methodology based on the Veil of Darkness method, but which tests for discrimination with surface visibility. This method would test for discrimination using a measure of horizontal surface visibility obtained through the Automated Weather Observation System.

5. Update all methodologies that rely on census data to reflect changes from the 2020 census.
6. Continue to work with national experts and the academic community to develop additional analytical tools to better understand how to best identify racial and ethnic disparities in traffic stops.
7. Publish annual analysis of additional traffic stop information collected. In addition, conduct an in-depth analysis on any department that is identified as having statistically significant racial and ethnic disparities in traffic stops. The in-depth analysis may include mapping traffic stops and analyzing information by neighborhood. It may also include incorporating localized crime and accident data into the analysis along with any other locally relevant factors.
8. Finish development of an early warning system for law enforcement administrators that will allow law enforcement administrators to analyze individual officer data and department trends prior to an annual report being published.
9. Work with the Connecticut Criminal Justice Information System and records management system vendors to expand and modify the current data collection system. On October 1, 2020, Connecticut law changed to remove law enforcements ability to conduct consent searches. Therefore, the search information fields need to be updated to address this change.
10. Increase the number of departments utilizing the electronic citation/warning system.
11. Work with the Connecticut Data Collaborative to enhance the public website that currently releases traffic stop records on a quarterly basis to a system that will automatically update traffic stop records on a monthly basis.
12. Improve the on-line data portal for public consumption of the traffic stop data to include additional analytical tools. Currently, the site is capable of summarizing traffic stop data and allowing users to download raw traffic stop information. Enhancements can be made to allow users to analyze traffic stops for a selected period using any of the benchmarks developed by researchers.

Intended Subrecipient(s): Institute for Municipal and Regional Policy at the University of Connecticut

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
1906 (F1906ER)	0202-0725-AA	University of Connecticut	Racial Profiling Prohibition	$650,000

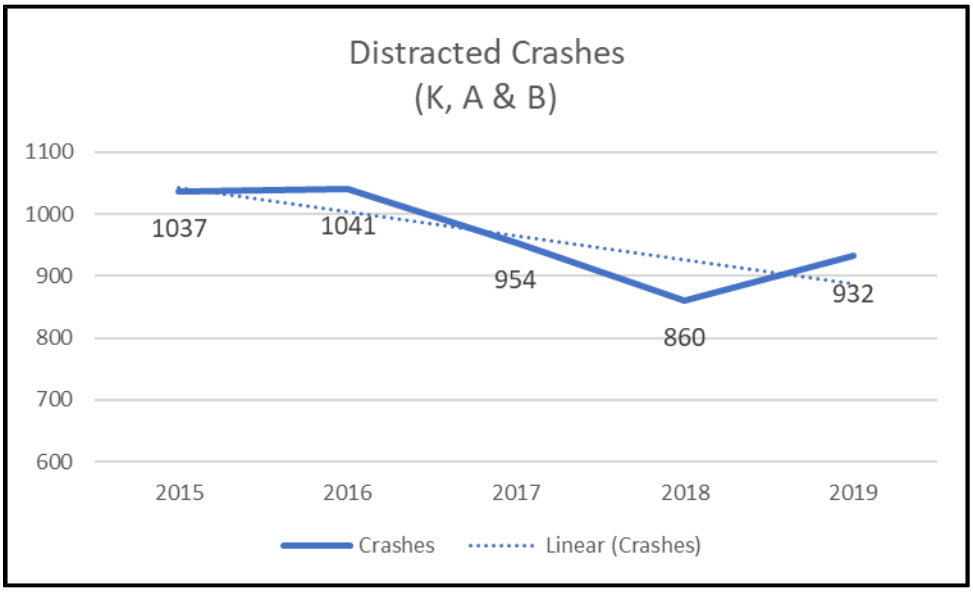
Distracted Driving (DD)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS / PROBLEM IDENTIFICATION

To date, identifying the role distracted driving has played in fatality and injury crashes has been a challenge in Connecticut, due to the way crash data is collected and the nature of law enforcement's ability to determine the role of distraction as crash causation. This is especially true for the role mobile electronic devices play in causing crashes. Often, data on crashes caused by drivers distracted by a mobile phone can only be collected in very serious crashes with injuries and fatalities or where witness testimony exists. For this reason, the crash data available may underreport the number of crashes caused by distracted drivers. Generally, three percent (3%) of all crashes, two percent (2%) of fatal crashes and four percent (4%) of injury crashes are attributed to some form of driver distraction in the State of Connecticut.

Crashes where police indicated distraction/inattention were examined for the years 2015 (the earliest year available) to 2019 in Figure DD-1. Only crashes where the most severe injury was at least a "B" on the KABCO scale were included. B crashes made up about 91% of the 4,824 crashes included in this data. The data include distraction from sources other than cell phone use, similar to the criteria used by NHTSA to report on distracted affected incidents for fatal crashes (that is, we attempted to make the non-fatal data comparable with the NHTSA fatal data reported below). Crashes were trending downward from 2016-2018 but did increase in 2019 (preliminary 2020 data indicates a decrease; data not included).

Figure DD-1. Distracted Driving Crashes from 2015-2019



Source: CT Crash Data Repository

Table DD-1 shows that most crashes occurred in Hartford County (24%) followed by New Haven (21%), Fairfield (19%), New London (12%), Litchfield (9%), Tolland (6%), Middlesex (5%) and Windham (4%) counties. Most of the percentages were in line with expectations based on VMT distribution across the counties. That is, in most cases the percent of distracted crashes in a county was similar (+/- 2 percentage points) to the percent of the VMT in those counties. Fairfield

County crashes were 5 percentage points below the expected (24% of the VMT and 19% of the distracted crashes) whereas Litchfield County had 5% of the VMT but nearly 9% of the distracted crashes. New London County was also overrepresented in distracted crashes (9% of the VMT and 12% of the distracted crashes).

Table DD-1. Distracted Driving Crashes by County/VMT (2015 -2019)

County	% VMT (2017)	% Distracted Driving Crashes
Fairfield	24%	19%
Hartford	25%	24%
Litchfield	5%	9%
Middlesex	6%	5%
New Haven	23%	21%
New London	9%	12%
Tolland	5%	6%
Windham	3%	4%

Source: CT Crash Data Repository

Table DD-2. shows that most distracted driving crashes occurred on Minor Arterial roadways (30%) followed by Other Principal Arterials (22%), Local roadways (15%), Major Collectors (14%), Interstates (10%), Other Freeways (8%) and Minor Collectors (1%). The pattern of crashes was far off from what might be expected based on VMT distribution across Connecticut's roadway functional classes. For instance, Interstates contain 33% of traffic volume but only accounted for 10% of the crashes. Minor Arterials however account for 18% of the volume and 30% of the distracted crashes. Whether these discrepancies indicate a different propensity for driving while distracted across different roadway types, differential reporting by State Police versus municipal police, or a differential risk of crashing while driving distracted by functional class, or something else, is unknown. It should be noted that State Police accounted for 30% of the reported distracted crashes.

Table DD-2. Distracted Driving Crashes by Roadway Functional Class (2015-2019)

Functional Class	% VMT	% Distracted Driving Crashes*
Interstates	33%	10%
Other Freeways	14%	8%
Other Principal Arterial	14%	22%
Minor Arterial	18%	30%
Major collector	11%	14%
Minor Collector	1%	1%
Local	10%	15%

Source: CT Crash Data Repository
Note: * 4.5% unknown

Table DD-3 shows that the most frequent hours for distracted crashes are between the hours of 2pm and 5pm (with all of these hours accounting for about 8% of the crashes each—all other hours accounted for less than 8% each). Friday crashes were the most frequent (17%) and Sunday crashes were least frequent (13%) as shown in Table DD-4. The Table DD-5 shows that the months of May through October shared the highest incidents of distracted crashes with each having about over 9% of the crashes. January and February had the lowest number with each month accounting for about 6% of the crashes.

Table DD-3. Distracted Driving Crashes by Time of Day (2015-2019)

Hour	N	%		Hour	N	%
Midnight	118	2%		Noon	286	6%
1:00 AM	110	2%		1:00 PM	292	6%
2:00 AM	102	2%		2:00 PM	388	8%
3:00 AM	60	1%		3:00 PM	369	8%
4:00 AM	34	1%		4:00 PM	407	8%
5:00 AM	52	1%		5:00 PM	410	8%
6:00 AM	120	2%		6:00 PM	276	6%
7:00 AM	208	4%		7:00 PM	184	4%
8:00 AM	226	5%		8:00 PM	170	4%
9:00 AM	192	4%		9:00 PM	149	3%
10:00 AM	191	4%		10:00 PM	135	3%
11:00 AM	236	5%		11:00 PM	109	2%

Source: CT Crash Data Repository

Table DD-4. Distracted Driving Crashes by Day of Week (2015-2019)

Day of Week	N	Percent
Sunday	620	13%
Monday	636	13%
Tuesday	635	13%
Wednesday	699	14%
Thursday	720	15%
Friday	817	17%
Saturday	697	14%

Source: CT Crash Data Repository

Table DD-5. Distracted Driving Crashes by Month of Year (2015-2019)

Month	N	Percent
Jan	280	6%
Feb	284	6%
Mar	358	7%
Apr	375	8%
May	499	10%
Jun	447	9%
Jul	501	10%
Aug	458	9%
Sep	442	9%
Oct	462	10%
Nov	373	8%
Dec	345	7%

Source: CT Crash Data Repository

In order to effectively allocate 405(e) funds to multiple areas including enforcement mobilizations, the HSO chose to use an index of a combination of factors to best identify where the largest volumes of crashes, non-interstate roadway use, and population centers intersect. The goal of which is to target suspected locations where distraction as a result of handheld mobile phone use by drivers leads to crashes; and to identify areas where enforcement of Connecticut's handheld mobile phone for drivers can be effective.

The index below combines the following data, weighted and ranked to determine areas where traffic volumes are highest, and the most crashes occur by town:

- Fatal and injury crashes 2016-2020 (Interstates Removed)
- Daily Vehicle Miles Traveled (DVMT) (2019) (most recent available at time of production)
- Population (2019)
- Crash rate per DVMT
- Crash Rate per population

In Table DD-6, Preusser Research Group, ranked towns in terms of their presumed distracted driving crash incidences. A study by AAA foundation showed that crashes resulting from distracted driving are more likely to fall into certain categories of crashes (see https://aaafoundation.org/wp-content/uploads/2018/01/CellPhoneCrashRisk_FINAL.pdf) Specifically *run off road* and *rear end* crashes were used as a proxy for distracted driving. A proxy was needed because it is rare for officers to indicate distraction as a factor in crashes. Although it is not presumed that all such crashes are related to distracted driving, they serve as a valid indicator in that towns with more distracted driving would have more of these crashes compared to towns with fewer distracted drivers. Crashes of these two types, including all severity level (from fatal to

property damage only) over the five-year period from 2016 to 2020 were used to rank towns (interstate crashes typically investigated by State Police were excluded from the counts). Three measures of distraction were used to compute the rank: 1) number of crashes, 2) number of crashes per town population and, 3) number of crashes per town VMT. Towns were ranked on each of these measures and an average rank was computed. The number of crashes as a whole was deemed to be a more important measure of the distraction problem and was therefore counted twice in the (weighted) average rank such that the number of crashes accounted for 50 percent of the rank and crashes per population and crashes per VMT counted for 25 percent each.

This data set, along with additional factors (past HVE grant performance and participation, ability to meet section 405 match requirements, ability to develop and report on earned media campaigns, maintenance of current FARS reporting) will be used to prioritize municipal police departments chosen to work grant funded HVE campaigns. The HSO will also make consideration for departments who provide creative project concepts and evidence that identifies distracted driving crashes related to hand-held mobile use that may not have been identified in the current problem identification index.

The Connecticut State Police will be given a separate project to conduct HVE distracted driving enforcement on both interstates and local roads.

Table DD-6. Crash Rank by Town/Population/Non-Interstate Roadway Data

Town	Dept Type	Total 2016-20	Pop (2019)	DVMT (2019)	Crashes/ pop	Crashes/VMT	Rank N	Rank pop	Rank VMT	Average Rank	Final Rank
New Haven	Municipal	14866	130250	2019082	0.1141	0.0074	1	7	1	2.5	1
Waterbury	Municipal	9844	107568	1963235	0.0915	0.0050	4	18	6	8	2
Hartford	Municipal	9903	122105	2151564	0.0811	0.0046	3	23	8	9.25	3
Hamden	Municipal	4775	60556	893596	0.0789	0.0053	8	28	4	12	4
Bridgeport	Municipal	10179	144399	1673382	0.0705	0.0061	2	44	2	12.5	5
Orange	Municipal	3204	13926	790410	0.2301	0.0041	18	3	13	13	6
Danbury	Municipal	6788	84694	1833025	0.0801	0.0037	6	25	19	14	7
Bristol	Municipal	4091	59947	692622	0.0682	0.0059	10	51	3	18.5	8
Newington	Municipal	2480	26805	626218	0.0925	0.0040	26	17	14	20.75	9
Stamford	Municipal	7452	129638	1769486	0.0575	0.0042	5	75	11	24	10
Meriden	Municipal	4164	59395	1373534	0.0701	0.0030	9	45	35	24.5	11
Norwich	Municipal	3009	38768	902004	0.0776	0.0033	22	29	26	24.75	12
Berlin	Municipal	2143	20436	723263	0.1049	0.0030	32	10	37	27.75	13
Middletown	Municipal	3515	46258	1327933	0.0760	0.0026	14	36	50	28.5	14
Norwalk	Municipal	5485	88816	1756026	0.0618	0.0031	7	67	33	28.5	14
West Hartford	Municipal	2774	6869	1170108	0.4038	0.0024	24	1	67	29	16
Stratford	Municipal	3434	51849	1150465	0.0662	0.0030	15	54	36	30	17
New London	Municipal	2035	30014	390352	0.0678	0.0052	33	52	5	30.75	18
Torrington	Municipal	2234	34044	528055	0.0656	0.0042	30	56	10	31.5	19
Bloomfield	Municipal	1694	21211	506044	0.0799	0.0033	38	27	24	31.75	20
East Hartford	Municipal	3052	12800	1459521	0.2384	0.0021	20	2	87	32.25	21
Trumbull	Municipal	3026	35673	1275581	0.0848	0.0024	21	21	66	32.25	21
New Milford	Municipal	1943	26858	535641	0.0723	0.0036	35	39	21	32.5	23
Derby	Municipal	1258	12339	342030	0.1020	0.0037	52	12	20	34	24
West Haven	Municipal	3361	62965	806532	0.0534	0.0042	16	92	12	34	24
New Britain	Municipal	3719	72495	968852	0.0513	0.0038	12	101	16	35.25	26

Farmington	Municipal	2456	25497	1078241	0.0963	0.0023	28	13	75	36	27
North Haven	Municipal	2862	23683	1439269	0.1208	0.0020	23	6	99	37.75	28
Fairfield	Municipal	3965	62045	1674694	0.0639	0.0024	11	63	68	38.25	29
Plainville	Municipal	1631	17534	638155	0.0930	0.0026	41	16	55	38.25	29
Wallingford	Municipal	3196	44326	1515513	0.0721	0.0021	19	41	86	41.25	31
Manchester	Municipal	3555	57584	1559994	0.0617	0.0023	13	68	74	42	32
Wilton	Municipal	1325	18343	435876	0.0722	0.0030	48	40	34	42.5	33
Southington	Municipal	2462	26162	1296198	0.0941	0.0019	27	15	106	43.75	34
Shelton	Municipal	2454	41129	916843	0.0597	0.0027	29	70	48	44	35
Seymour	Municipal	1253	16437	434769	0.0762	0.0029	53	35	40	45.25	36
Thomaston	Municipal	774	7535	220300	0.1027	0.0035	74	11	22	45.25	36
Naugatuck	Municipal	1678	31108	442728	0.0539	0.0038	39	89	17	46	38
Wethersfield	Municipal	1940	26008	914814	0.0746	0.0021	36	37	84	48.25	39
Monroe	Municipal	1202	19434	358565	0.0619	0.0034	55	66	23	49.75	40
Westport	Municipal	2202	28491	1221380	0.0773	0.0018	31	31	110	50.75	41
Windham	Municipal	1302	24561	287376	0.0530	0.0045	50	94	9	50.75	41
Ridgefield	Municipal	1386	24959	429551	0.0555	0.0032	46	84	28	51	43
Brookfield	Municipal	1173	16973	440999	0.0691	0.0027	58	49	49	53.5	44
Plymouth	Municipal	757	11598	162174	0.0653	0.0047	75	57	7	53.5	44
New Canaan	Municipal	1295	20233	534848	0.0640	0.0024	51	62	62	56.5	46
Bethel	Municipal	1111	19800	350202	0.0561	0.0032	61	80	32	58.5	47
Newtown	Municipal	1952	27891	1180425	0.0700	0.0017	34	46	125	59.75	48
Avon	Municipal	1049	18276	356929	0.0574	0.0029	64	76	38	60.5	49
Woodbridge	Municipal	832	8750	417269	0.0951	0.0020	68	14	98	62	50
Greenwich	Municipal	3336	62840	2000587	0.0531	0.0017	17	93	124	62.75	51
Canton	Municipal	661	10254	206843	0.0645	0.0032	81	61	30	63.25	52
Glastonbury	Municipal	1916	34482	980985	0.0556	0.0020	37	83	101	64.5	53
Waterford	Municipal	1311	18746	756451	0.0699	0.0017	49	47	118	65.75	54
Ansonia	Municipal	892	18654	229591	0.0478	0.0039	67	116	15	66.25	55
Watertown	Municipal	1176	21578	490223	0.0545	0.0024	57	88	63	66.25	55

Vernon	Municipal	1611	29359	800519	0.0549	0.0020	42	87	95	66.5	57
Stonington	Municipal	1198	18559	615823	0.0646	0.0019	56	60	102	68.5	59
Wolcott	Municipal	801	16587	212282	0.0483	0.0038	72	112	18	68.5	59
Coventry	Municipal	684	12407	235992	0.0551	0.0029	80	86	39	71.25	61
Milford	Municipal	2668	54747	1618737	0.0487	0.0016	25	110	126	71.5	62
Winchester	Municipal	585	10604	179762	0.0552	0.0033	89	85	27	72.5	64
South Windsor	Municipal	1162	19571	617526	0.0594	0.0019	59	71	108	74.25	67
Cromwell	Municipal	1065	13839	802586	0.0770	0.0013	62	33	141	74.5	68
East Haven	Municipal	1216	49872	378056	0.0244	0.0032	54	164	29	75.25	69
Redding	Municipal	507	9116	158928	0.0556	0.0032	95	82	31	75.75	71
Simsbury	Municipal	1064	25395	402134	0.0419	0.0026	63	132	51	77.25	72
Suffield	Municipal	728	15814	266533	0.0460	0.0027	77	120	46	80	74
Groton	Municipal	1633	38436	911276	0.0425	0.0018	40	128	113	80.25	75
Cheshire	Municipal	1400	28937	832060	0.0484	0.0017	45	111	122	80.75	76
Branford	Municipal	1375	27900	839861	0.0493	0.0016	47	108	127	82.25	77
Ledyard	Municipal	648	14621	229022	0.0443	0.0028	82	126	42	83	80
Old Saybrook	Municipal	695	10061	479976	0.0691	0.0014	79	50	136	86	82
East Hampton	Municipal	476	8997	187298	0.0529	0.0025	101	95	56	88.25	84
Windsor	Municipal	1435	28733	1603986	0.0499	0.0009	44	106	165	89.75	86
Easton	Municipal	495	11668	177640	0.0424	0.0028	99	129	44	92.75	90
Windsor Locks	Municipal	620	12854	300509	0.0482	0.0021	84	113	90	92.75	90
Portland	Municipal	460	9267	187865	0.0496	0.0024	102	107	61	93	92
Enfield	Municipal	1498	43659	1060590	0.0343	0.0014	43	150	138	93.5	93
North Branford	Municipal	596	14146	267518	0.0421	0.0022	88	131	77	96	96
Middlebury	Municipal	554	7798	544289	0.0710	0.0010	93	43	160	97.25	98
Putnam	Municipal	495	9389	247310	0.0527	0.0020	99	97	96	97.75	100
East Windsor	Municipal	738	18462	381488	0.0400	0.0019	76	136	104	98	101
Darien	Municipal	920	21728	792447	0.0423	0.0012	66	130	153	103.75	105
Guilford	Municipal	826	22133	657470	0.0373	0.0013	70	145	147	108	109
Granby	Municipal	430	11507	212569	0.0374	0.0020	105	144	92	111.5	114

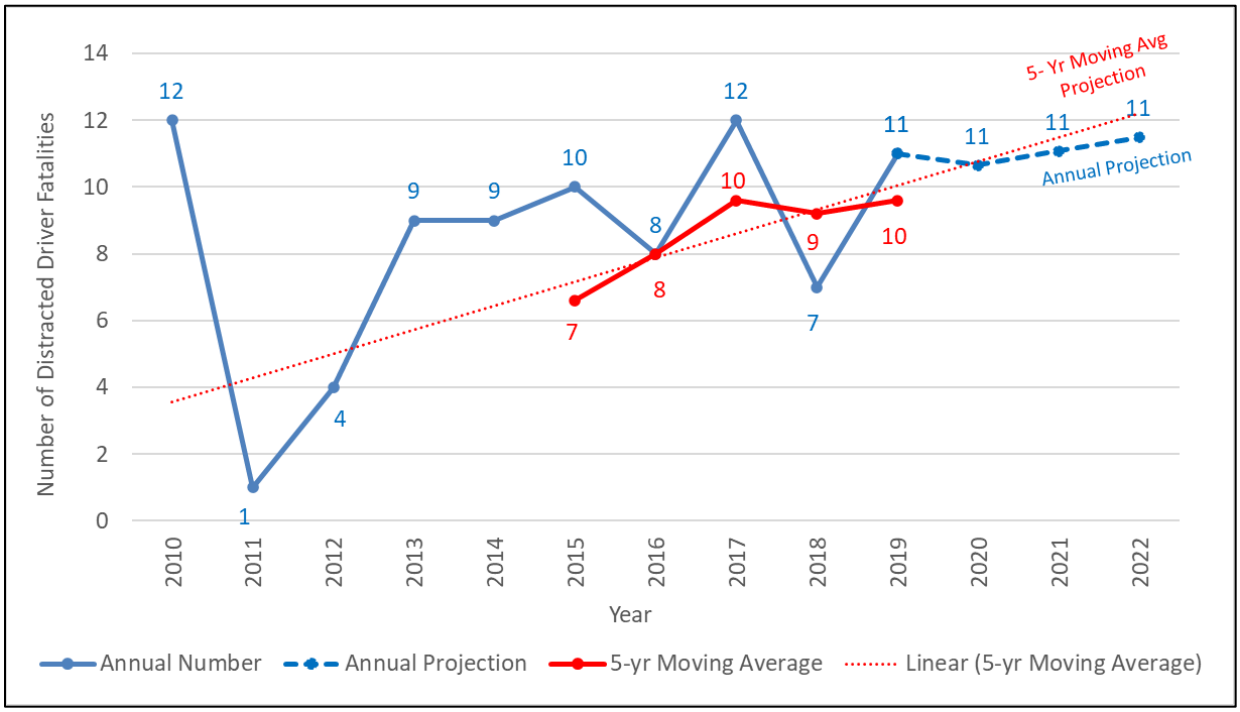
Rocky Hill	Municipal	728	20115	812618	0.0362	0.0009	77	148	164	116.5	127
Plainfield	Municipal	582	15125	461217	0.0385	0.0013	90	143	146	117.25	130
East Lyme	Municipal	617	28569	579214	0.0216	0.0011	86	166	158	124	137
Madison	Municipal	577	18030	586799	0.0320	0.0010	92	155	162	125.25	141
Clinton	Municipal	384	12925	358286	0.0297	0.0011	109	158	156	133	150
Weston	Municipal	258	10252	145822	0.0252	0.0018	130	163	115	134.5	153
Resident Trooper Towns											
Preston	Resident	503	4625	219365	0.1088	0.0023	96	8	72	68	58
Litchfield	Resident	647	8094	321164	0.0799	0.0020	83	26	94	71.5	62
Mansfield	Resident	1157	25487	438654	0.0454	0.0026	60	122	52	73.5	65
Prospect	Resident	543	9702	162515	0.0560	0.0033	94	81	25	73.5	65
East Haddam	Resident	397	5140	150856	0.0772	0.0026	108	32	54	75.5	70
Salisbury	Resident	296	3600	104670	0.0822	0.0028	124	22	43	78.25	73
Harwinton	Resident	436	5420	218293	0.0804	0.0020	104	24	97	82.25	77
Oxford	Resident	620	13255	224306	0.0468	0.0028	84	118	45	82.75	79
Woodbury	Resident	496	9502	182662	0.0522	0.0027	97	100	47	85.25	81
Roxbury	Resident	184	2152	64654	0.0855	0.0028	144	20	41	87.25	83
New Hartford	Resident	418	6656	188282	0.0628	0.0022	106	65	79	89	85
Washington	Resident	263	3428	113358	0.0767	0.0023	128	34	70	90	87
Colchester	Resident	832	15809	521823	0.0526	0.0016	68	98	128	90.5	88
Montville	Resident	933	18508	620204	0.0504	0.0015	65	104	131	91.25	89
East Granby	Resident	324	1790	216056	0.1810	0.0015	120	4	132	94	94
Stafford	Resident	496	11893	200874	0.0417	0.0025	97	133	59	96.5	97
Barkhamsted	Resident	261	3606	134860	0.0724	0.0019	129	38	103	99.75	102
Killingly	Resident	795	17336	546420	0.0459	0.0015	73	121	134	100.25	103
Ellington	Resident	578	16467	258867	0.0351	0.0022	91	149	76	101.75	104
Durham	Resident	344	7165	157279	0.0480	0.0022	115	114	80	106	106
Marlborough	Resident	412	6335	351316	0.0650	0.0012	107	58	152	106	106
North Canaan	Resident	184	3251	74419	0.0566	0.0025	144	78	58	106	106
Beacon Falls	Resident	366	6222	272867	0.0588	0.0013	112	73	139	109	110

Chaplin	Resident	148	2239	67802	0.0661	0.0022	150	55	81	109	110
Haddam	Resident	460	8193	407781	0.0561	0.0011	102	79	154	109.25	112
Lebanon	Resident	358	7144	197151	0.0501	0.0018	114	105	109	110.5	113
Bethany	Resident	284	5548	139988	0.0512	0.0020	127	102	91	111.75	115
Brooklyn	Resident	325	8272	141034	0.0393	0.0023	119	138	71	111.75	115
Bolton	Resident	294	4884	199376	0.0602	0.0015	125	69	133	113	119
North Stonington	Resident	328	5196	308973	0.0631	0.0011	117	64	159	114.25	122
Southbury	Resident	825	43834	731632	0.0188	0.0011	71	167	155	116	125
Burlington	Resident	362	9704	179285	0.0373	0.0020	113	146	93	116.25	126
Tolland	Resident	602	14618	726913	0.0412	0.0008	87	134	166	118.5	131
Middlefield	Resident	234	4374	135596	0.0535	0.0017	134	90	119	119.25	133
New Fairfield	Resident	328	13878	151999	0.0236	0.0022	117	165	82	120.25	134
Sherman	Resident	145	3630	58536	0.0399	0.0025	151	137	57	124	137
Columbia	Resident	254	5379	143741	0.0472	0.0018	132	117	116	124.25	139
Salem	Resident	218	4083	140957	0.0534	0.0015	138	91	130	124.25	139
Griswold	Resident	382	11534	296607	0.0331	0.0013	110	152	144	129	143
Somers	Resident	299	10784	166140	0.0277	0.0018	123	160	112	129.5	144
Hebron	Resident	306	9504	182189	0.0322	0.0017	122	154	123	130.25	145
Lisbon	Resident	221	4220	206472	0.0524	0.0011	137	99	157	132.5	148
Kent	Resident	133	2777	73848	0.0479	0.0018	153	115	111	133	150
Chester	Resident	213	4213	173495	0.0506	0.0012	141	103	149	133.5	152
Essex	Resident	258	6668	179857	0.0387	0.0014	130	142	137	134.75	154
Killingworth	Resident	218	6364	124987	0.0343	0.0017	138	151	117	136	155
Bethlehem	Resident	97	3402	41527	0.0285	0.0023	159	159	69	136.5	156
Andover	Resident	150	3236	112311	0.0464	0.0013	149	119	140	139.25	158
Westbrook	Resident	334	54620	356687	0.0061	0.0009	116	169	163	141	160
Sprague	Resident	75	2859	33752	0.0262	0.0022	163	162	78	141.5	161
Bridgewater	Resident	73	1635	46775	0.0446	0.0016	164	123	129	145	163
Deep River	Resident	174	4443	145142	0.0392	0.0012	147	139	151	146	164
Old Lyme	Resident	226	7306	459810	0.0309	0.0005	135	156	168	148.5	165

State Police											
Franklin	State	238	1920	125017	0.1240	0.0019	133	5	105	94	94
Canaan	State	111	1053	46781	0.1054	0.0024	158	9	65	97.5	99
Cornwall	State	120	1362	69822	0.0881	0.0017	155	19	120	112.25	117
Woodstock	State	319	7858	139678	0.0406	0.0023	121	135	73	112.5	118
Sharon	State	180	2689	95325	0.0669	0.0019	146	53	107	113	119
Norfolk	State	116	1630	58339	0.0712	0.0020	156	42	100	113.5	121
Morris	State	133	2254	62564	0.0590	0.0021	153	72	83	115.25	123
Canterbury	State	218	5079	88996	0.0429	0.0024	138	127	60	115.75	124
Voluntown	State	144	2510	68264	0.0574	0.0021	152	77	85	116.5	127
Colebrook	State	91	1400	43697	0.0650	0.0021	160	59	88	116.75	129
Bozrah	State	190	2726	146394	0.0697	0.0013	142	48	142	118.5	131
Goshen	State	167	2863	93821	0.0583	0.0018	148	74	114	121	135
Pomfret	State	222	4203	129271	0.0528	0.0017	136	96	121	122.25	136
Thompson	State	367	9379	288159	0.0391	0.0013	111	140	145	126.75	142
Sterling	State	115	3782	43656	0.0304	0.0026	157	157	53	131	146
Willington	State	287	5864	448638	0.0489	0.0006	126	109	167	132	147
Union	State	65	839	339496	0.0775	0.0002	166	30	169	132.75	149
Hartland	State	69	2120	28826	0.0325	0.0024	165	153	64	136.75	157
Scotland	State	65	1672	31230	0.0389	0.0021	166	141	89	140.5	159
Ashford	State	189	4255	190757	0.0444	0.0010	143	125	161	143	162
Hampton	State	82	1842	67087	0.0445	0.0012	162	124	150	149.5	166
Warren	State	52	1395	40236	0.0373	0.0013	169	147	143	157	167
Lyme	State	63	2316	43305	0.0272	0.0015	168	161	135	158	168
Eastford	State	85	7521	67822	0.0113	0.0013	161	168	148	159.5	169

PEREFORMANCE MEASURE

Distracted Driver Fatalities



Source: FARS final files 2010-2018, FARS Annual Report File 2019

Performance Target: To maintain the five-year (2015-2019) moving average of 10 distracted driver fatalities during the HSP 2022 planning period.

Performance Target Justification: This is a new performance measure for distracted driving. The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The number of distracted driver fatalities have fluctuated over the years. The annual projection suggest that number of distracted driver fatalities will be relatively flat for the next couple of years at 11 fatalities for 2022. The five-year moving average projection shows an increase with 12 fatalities for the year 2022. As such, Connecticut has chosen a maintenance target. The preliminary 2020 State data was not included in the analysis due to uncertainty of the data for this measure at this time.

PLANNED COUNTERMEASURES

Countermeasure Strategy: High visibility cell phone and text messaging enforcement 1.3 *Countermeasures That Work*

Project Safety Impact: The objective of this countermeasure is to deter electronic device use by increasing the perceived risk of a ticket. The HVE approach combines law enforcement with paid and earned media supporting the enforcement activity. Enforcement officers will seek out drivers actively using or looking at their phones while driving, either through assigned patrols or having a 'spotter' reporting usage to an officer at a location further up the road. During FFY2022, municipal Law Enforcement will participate in a coordinated effort to make the general public aware of the dangers of distracted driving as well as increasing awareness of the possibility of receiving a ticket for violating the law regarding electronic device usage while driving. Evaluation of the data obtained from the HVE campaigns as well as the attitude and awareness surveys and analysis will be funded under this countermeasure strategy. The State requires access to the appropriate data, as well as the technical capabilities to perform the analysis and interpret the results.

Linkage Between Program Area: In FFY2019, there were 54 agencies participating; in FFY2020, there were 57 agencies participating; and in FFY2021, there are 50 agencies with approved grants. This evidence-based enforcement program uses data sourced from table DD-6 to prioritize funding levels based on various types of crash data based on crash type, severity, population and roadway data.

Rationale: Rationale High visibility enforcement activities have been shown to be an effective countermeasure to increase awareness among drivers and passengers. The HSO sees the combination of enforcement and education through a targeted media campaign as the best use of funding to impact a high percentage of the driving population in Connecticut.

Planned Activity 1: HVE Distracted Driving - Enforcement
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

Planned Activity Description: This task provides funding for HVE distracted driving enforcement by up to 60 municipal law enforcement agencies. In each of the past two (2) years, about 55 agencies participated in HVE as part of this project. This evidence-based enforcement program uses data sourced from table DD-6 to prioritize funding levels based on various types of crash data based on crash type, severity, population and roadway data. The HSO will focus on the top 60 law enforcement agencies for priority funding based on the ranking in table DD-6 and will consider other law enforcement agencies depending on the availability of funding. Past performance of the law enforcement agencies will be factored in when awarding the funding. The primary goal of this task is to support NHTSA's national "U Drive. U Text. U Pay." mobilization in October 2021, and a second campaign in April 2022. The HVE campaigns will be held for two

weeks in October and the entire month of April. Participating agencies will be able to choose dates during two (2) weeks in October and throughout the month of April to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel.

The Distracted Driving HVE campaign will coincide with NHTSA's April "Distracted Driving month". This enforcement mobilization will pair with a media campaign using the NHTSA slogan "U Drive. U Text. U Pay."

Due to the COVID-19 pandemic the HSO will be working closely with law enforcement to make any changes needed for a successful Distracted Driving High Visibility Enforcement. This will include being flexible with the parameters of the grant and may include allowing only one officer to do enforcement when lack of staffing is an issue.

Enforcement mobilization:

Both State and municipal police will be selected to participate in grant funded overtime enforcement of Connecticut's handheld mobile phone ban for drivers. Municipal Police departments will be selected based on the distracted driving crash/roadway data index, located in the Problem ID section of this program area (Table DD-6). For federal fiscal year 2022, there will up to 60 agencies selected to participate in this enforcement mobilization.

The Connecticut State Police Traffic Unit as well as individual troops will be able to apply for grant funded overtime enforcement to take place on interstates, state routes and local roads, where possible.

The following enforcement parameters will be required of participating municipal law enforcement agencies:

- Spotter-type enforcement strategy – Unless other enforcement strategies are described in HS-1 in detail to plan enforcement schedules and strategies. This must be pre-approved in HS-1 grant application

- Enforcement Schedule
  - Daytime Enforcement – Daytime enforcement changes with seasonal patterns. Enforcement must take place during daylight hours
  - 7 days per week eligible
  - Minimum of 4 hours shifts/Maximum 8-hour shifts

- Enforcement Locations
  - Limited Access Highways prohibited except for CSP
  - Enforcement areas should include intersections and other areas where traffic naturally slows. Enforcement locations should be included in grant

applications with narrative for rationale as to why locations were chosen (*note – Connecticut statute makes manipulating a handheld mobile device at a traffic sign or signal a violation)

- Enforcement Schedule
  - October 2021 and April 2022

- Personnel
  - Minimum of 2 Officers/Maximum of 8
  - Provide justification for requested personnel based on enforcement plan

- Training
  - Participating Agencies must participate in training programs sponsored by the HSO
  - Anticipated training activities are to include the following
  - Enforcement strategies piloted by other Connecticut Law Enforcement Agencies
  - Earned media training
  - Grant application and reporting training

- Project reporting
  - Hours worked
  - Citation data
  - Activity Report Summary - Narrative

Media Component:

The HSO will work through a media contractor to purchase advertisement space across multiple media platforms to compliment the National NHTSA media buy "U Drive. U Text. U Pay". This advertising will be purchased to run during the month of April, designated by NHTSA as "Distracted Driving Awareness Month". The details about the media component are included under the 'Distracted Driving Public Messaging Campaign' planned activity description.

Observation Component:

The HSO may choose to fund observation research to test the effectiveness of HVE campaigns. The observation will follow designs tested during NHTSA run research projects and seatbelt observations.

Intended Subrecipients: Municipal Police Agencies

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-2 (M8DDLE)	0202-0745-2-ZZ	Municipal Police Agencies	Distracted Driving Enforcement (ZZ)	$2,500,000

Planned Activity 2: HVE Distracted Driving – Enforcement - CSP/DESPP
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore
Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Planned Activity Description: This task provides funding for HVE distracted driving enforcement by Connecticut State Police. This evidence-based enforcement program uses data sourced from table DD-6 to prioritize funding levels based on various types of crash data based on crash type, severity, population and roadway data. The primary goal of this task is to support NHTSA's national "U Drive. U Text. U Pay." mobilization in October 2021, and a second campaign in April 2022. The HVE campaigns will be held for two weeks in October and the entire month of April. DESPP will choose dates during two (2) weeks in October and throughout the month of April to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel.

The Connecticut State Police-Traffic Services Unit (CSP-TSU) applies a data driven approach when conducting traffic enforcement. CSP CAD/RMS personnel in partnership with NEXGEN Public Safety Solutions, assess CSP produced data from crashes and traffic stops. This information is then provided to CSP-TSU with heat maps showing the actual days of the week and time periods where the distracted driving crashes and/or violations are occurring.

CSP-TSU uses this information when completing grant applications to ensure that the problem areas are addressed. The specific portions of the interstate highways and cities selected, reflect areas that have experienced high numbers of distracted driving crashes with the specific violation identified as a contributing factor. These areas often have been selected due to Troopers having identified significant violations of the law and subsequent issuance of infractions.

The participating Connecticut State Police Unit(s)/Troops will mirror the enforcement parameters as those for municipal departments described in 'Planned Activity 1: HVE Distracted Driving - Enforcement' above but will not be restricted to interstates. The Connecticut State Police Traffic Unit as well as individual troops will be able to apply for grant funded overtime

enforcement to take place on interstates, state routes and local roads, where possible. CSP will be encouraged to use innovative enforcement strategies on interstate roadways as there has not been comprehensive HVE on this roadway type.

Intended Subrecipient(s): CT Department of Emergency Services and Public Protection (DESPP)

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-2 (M8DDLE)	0202-0745-2-DW	DESPP	Distracted Driving Enforcement	$125,000

Planned Activity 3: Data Analysis & Surveys
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Flavia Pereira

Planned Activity Description: The goal of this project is to provide data support to the Highway Safety Office for the different program areas including impaired driving; police traffic services and speed and aggressive driving; occupant protection and child passenger safety; motorcycle safety; distracted driving; and, community traffic safety. This project will provide funding to plan and conduct the statewide annual seat belt use observations, bellwether observations, distracted driving observations, as well as data evaluation. This project will also fund the data evaluation and support for annual planning documents including but not limited to the highway safety plan and the annual report. In addition, this project will also include NHTSA core performance measure mandated attitude and awareness surveys and analysis. Knowledge and awareness surveys at the DMV offices to track the impact of mobilization enforcement activities will be funded under this task. During the COVID-19 pandemic, the DMV offices in Connecticut were open to the public with appointments only, which curtailed the ability of the HSO contractor to conduct surveys. With no knowledge of how the DMV might change/modify its services post-pandemic, the HSO may conduct a combination of telephone/web survey(s) in lieu of the in-person DMV surveys which would include the NHTSA mandated key awareness questions.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-3 (M8*PTS)	0202-0745-3-EP	CT-DOT/HSO	Data Analysis & Surveys	$400,000

Planned Activity 4: Emerging Initiatives
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

Planned Activity Description: The Goal of this project is to make funds available when our Safety Partners bring emerging initiatives, ideas or programs to the Highway Safety Office. If an emerging issue comes up in the Distracted Driving program area, this funding can cover any crisis. As an example, a couple of years back there were 12 pedestrian fatalities in a two-week period. We had to act quickly and bring our partners together to see what we could do to combat this issue. In one week, we were able to create a PSA and it also enabled us to have additional law enforcement on the streets proactively addressing the issue and handing out literature.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-8 (M8X)	0202-0745-8-YY	CT-DOT/HSO	Emerging Initiatives	$800,000

Countermeasure Strategy: Communications and outreach on Distracted Driving 2.2 *Countermeasures That Work*

Project Safety Impact: High-visibility public information and education outreach efforts are an essential component of all successful highway safety programs. The primary purpose of the Statewide Distracted Driving Media Buy strategy is to raise public awareness and educate the public about the importance of traffic safety in their lives and ultimately to convince the public to change their attitudes and driving behaviors resulting in safer highways for everyone. The development and delivery of traffic safety messages through social media networks and more traditional outlets including radio, television and print media will be supported. The coordination and delivery of a comprehensive program for Connecticut that addresses current traffic safety issues and supports traffic safety programs at the state and local levels will have a major positive impact on highway safety in the state. Additionally, bringing safety programs and messaging to students who are in the process of or have just obtained their license will educate them on the consequences of distracted driving.

Linkage Between Program Area: The planned activities conducted under the data-driven Statewide Distracted Driving strategy will focus on raising public awareness of the state's traffic safety priorities. These priorities are determined through the problem identification process conducted under each of the program areas. Statewide media and education efforts are a key component of a comprehensive approach to improving traffic safety. Publicizing enforcement and other countermeasure strategies implemented to address traffic safety problems greatly

expands the coverage and potential impact of these programs and supports progress toward the achievement of the performance targets that have been set. Sufficient funds are allocated for the effective implementation of this countermeasure strategy and the associated activities that are planned.

Rationale: Communications and outreach is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving safety on Connecticut's roadways. Publicity and media support are essential components and key to the success of high-visibility enforcement.

Planned Activity 1: Distracted Driving Public Messaging Campaign
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

Planned Activity Description: The goal of this task is to reduce injuries and fatalities related to distracted driving crashes through paid media campaigns in both English and Spanish language. This effort will be comprised of three (3) major components:

The first component of this task will directly support NHTSA's national "U Drive. U Text. U Pay." mobilization in both English and Spanish during enforcement periods. Paid media purchases will be made in support of/to supplement the national media buy using the same demographic information contained in NHTSA's 2022 media plan. Media buys will include but not be limited to TV, radio, internet, social, and outdoor advertising. Media effectiveness will be tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted at local DMV's. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

Equity issues are at the forefront of Connecticut's communities and will be addressed through media campaigns such as billboards, bus panels etc. in densely populated urban core areas and underserved communities. Throughout all of the HSO campaigns, diversity, equity and inclusion will be a focus, not just on headlines, but in imagery, concept and language as well. Equity issues will be addressed through all of our media tactics, and in particular, in densely populated urban core areas or underserved communities. The HSO understands the importance of telling the stories that shape perceptions and the culture at large.

The second component of this task will include year-round placement of a social norming media campaign warning drivers about the dangers of distracted driving – especially related to mobile phone use – year-round. The messaging for this campaign is currently under development during the writing of this document. The HSO will work with its media contractor to develop multiple products to be used throughout the year to provide educational "social norming" messaging to raise motorist awareness of the dangers of distracted driving. These products will include the development of Connecticut specific social norming messaging campaign to be used across various media platforms and at various venue advertising; as well as, Public Service

Announcement(s) to educate motorists about Connecticut's hand-held mobile phone ban. Connecticut motorists have been encouraged to pull over in a "safe place" to use their mobile phones but often the average person's definition of a "safe place" is different from what law enforcement know to be a legally "safe place". This PSA will discuss this topic. Media buys will include but not be limited to TV, radio, internet, social, and outdoor advertising. Media effectiveness will be tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted at local DMV's. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

The Spanish media buy will concentrate in and around major cities/metro areas with a high percentage of Hispanic population including Bridgeport, New Haven, Hartford-New Britain-Middletown and New London with a focus on males age 18-34. This will include local Spanish broadcasting stations featuring music and local news, weather, and sports.

Survey results from the HSO data contractor support media strategies in conjunction with High Visibility Enforcement. Data from attitude and awareness surveys suggests that 70% of those surveyed believed they will be ticketed for using a hand-held cell phone while driving and 70% also believed they will beticketed if they text or send emails on a cell phone while driving. This belief along with HVE and media is a powerful behavior modifier.

The third component of this task will include educating Connecticut motorists about the dangers of distracted driving – especially related to mobile phone use – year-round. This will be accomplished through outreach and advertising at the concert and sporting venues utilized by the HSO in other program area marketing campaigns.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s): HVE Media Support: October and April $500,000
Social Norming Year-round campaign $250,000
Creation of new content for HVE and social norming $100,000

Funding Source	Project Number	Agency	Title	$ Amount
405e-1 (M8PE)	0202-0745-1-DY	CT-DOT/HSO	Distracted Driving Public Messaging Campaign	$850,000

Planned Activity 2: Public Outreach and Education Campaigns
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

Planned Activity Description: The goal of this task will be to educate Connecticut motorists about the dangers of distracted driving – especially related to mobile phone use – year-round. This activity will fund the purchase of citation holders in support of HVE mobilizations. These public education brochures are given to motorists who receive a citation during HVE enforcement periods. The citation holders contain information about Connecticut's distracted driving and mobile phone laws.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-1 (M8PE)	0202-0745-1-DZ	CT-DOT/HSO	Distracted Driving Citation Holders	$20,000

The dollar amounts for each planned activity are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance targets, availability of funding and overall priority level.

Motorcycle Safety (MS)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS / PROBLEM IDENTIFICATION

In 2019, a total of 46 motorcycle operators and passengers were killed on Connecticut roadways, representing 19% of the State's total traffic fatalities. Based on 86,112 registered motorcycles, the fatality rate per 10,000 registered vehicles was 5.3, a decrease from the 2018 rate of 5.6 per 10,000 registered vehicles.

Nationally, motorcycle fatalities in 2019 accounted for 14% of motor vehicle crash victims with a fatality rate of 5.8 per 10,000 registered motorcycles. Table MS-1 indicates that, from 2018 to 2019, the fatality rate per 10,000 registered motorcyclists decreased in Connecticut while remaining stable nationwide. The percentage of total fatalities represented by motorcycles increased in Connecticut and nationwide from 2018 to 2019.

Table MS-1. Motorcyclists Killed/Fatality Rate: 2018 and 2019

	Connecticut		U.S.	
	2018	2019	2018	2019
% of all fatalities	16.7%	18.5%	13.7%	13.9%
Fatality Rate per 10k Motorcyclists	5.6	5.3	5.8	5.8
Motorcycles Registered	87,964	86,112	8,666,185	8,596,314

Sources: FARS, FHWA, Connecticut DMV.

Tables MS-2 & MS-3 show the numbers of motorcyclists killed and injured during the 2015 to 2019 period. In 2019, the number of motorcyclists killed (46) was the lowest in five years. Similarly, the number of operator and passenger injuries in 2019 (990) was the second lowest number for the five-year period shown. The injury rate of 115 injuries per 10,000 registered motorcycles was also the second lowest in the five-year period.

Table MS-2. Motorcyclists Killed

	2015	2016	2017	2018	2019
Operators Killed	52	50	55	48	43
Passengers Killed	3	2	2	1	3
Total Killed	55	52	57	49	46

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Table MS-3. Motorcyclists Injured

	2015	2016	2017	2018	2019
Operators Injured	987	1,085	948	848	890
Passengers Injured	95	123	114	65	100
Total Injured	1,082	1,208	1,062	913	990
Injuries per 10,000 Registrations	116	131	116	104	115
Total Number of Crashes*	1,311	1,407	1,250	1,127	1,133

Sources: Connecticut Crash Data Repository, Department of Motor Vehicles
*Includes Property Damage Only

Eighty-four (84%) percent of fatally injured motorcycle operators in Connecticut were tested for alcohol in 2019 (Table MS-4), the second highest rate of testing in five years. During these years 48 to 59% of those tested were found to have been drinking (any trace of alcohol). For 2019, 43% had been drinking and 42 percent (15 of 36) had BACs of 0.08% or more.

Table MS-4. BACs of Fatally Injured Motorcycle Operators

BAC	2015	2016	2017	2018	2019
0	22	19	18	23	17
0.01-0.07	1	2	6	8	4
0.08 - up	19	17	20	13	15
No/Unknown	10	12	11	4	7
Percent tested	80.8%	76.0%	80.0%	91.7%	83.7%
Percent 0.01+	47.6%	50.0%	59.1%	47.7%	52.8%

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Table MS-5 shows the distribution of the age and gender of motorcycle operators involved in fatal and injury crashes during the 2015 to 2019 period. The table indicates that the majority of riders are under the age of 45 (62% in 2019). Of significance is the high percentage of riders in the 45-54- and 55–64-year-old age groups. These two (2) groups alone made up 32% of the operators involved in fatal/injury crashes in 2019. Overall, riders 35 or older accounted for 56% of riders involved in fatal crashes. This tendency toward an older ridership follows national trends. This table also shows that males are predominant among the riders involved in fatal and injury crashes (95% in 2019).

Table MS-5. Motorcycle Operators Involved by Age and Sex
Fatal/Injury Crashes: 2015-2019

		2015 (n=993)	2016 (n=1,083)	2017 (n=982)	2018 (n=871)	2019 (n=907)
Age	**Under 16**	0.0%	0.4%	0.0%	0.6%	0.2%
	16-20	5.5%	6.2%	6.7%	5.3%	4.9%
	21-24	10.8%	11.7%	11.5%	12.1%	11.5%
	25-34	25.5%	26.2%	26.8%	29.3%	27.8%
	35-44	17.9%	15.1%	15.2%	15.4%	17.7%
	45-54	21.3%	22.7%	19.3%	19.1%	15.8%
	55-64	14.2%	13.2%	14.4%	12.9%	15.6%
	65-69	3.1%	2.1%	3.7%	2.9%	3.0%
	69 - Up	1.6%	2.3%	2.5%	2.3%	3.4%
Gender	**Male**	95.3%	95.7%	97.1%	96.7%	95.3%
	Female	4.7%	4.3%	2.9%	3.3%	4.7%

Source: Connecticut Crash Data Repository (Unknown values are excluded in body of table)

Table MS-6 and Figure MS-1 shows the distributions by month, day of week, and time of day of motorcycle crashes involving fatalities and injuries during the 2015-2019 period. Motorcycle crashes in Connecticut are rare during the colder months with 13 percent having taken place during the six-month period from November through April. Crashes are more frequent on Saturdays and Sundays (45%). In 2019, 62 percent of the crashes occurred between 12:00 p.m. (noon) and 8:00 p.m.

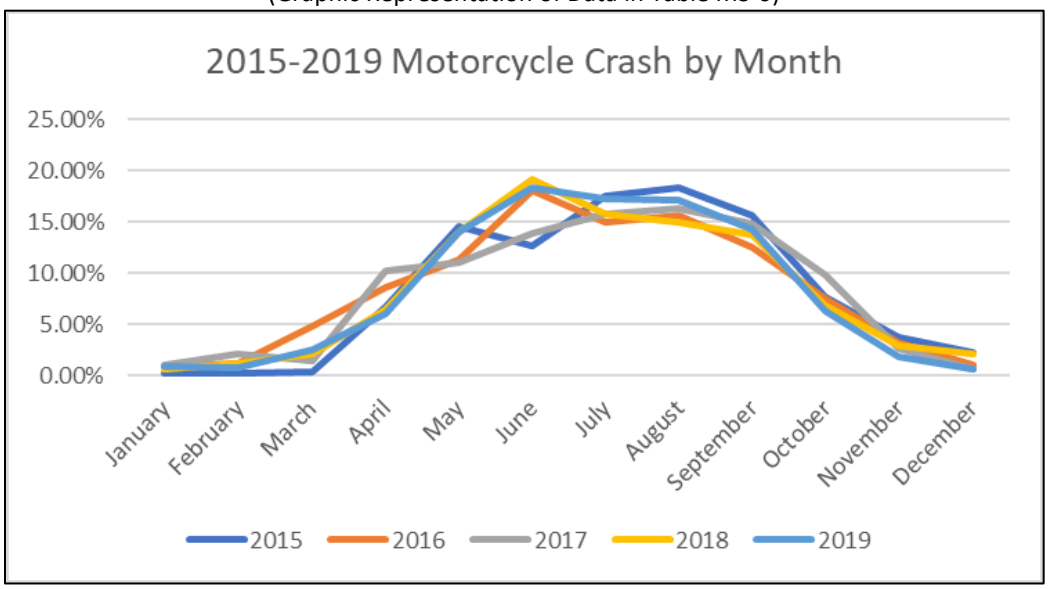
Table MS-6. Motorcycle Operators: Month, Day of Week, and Time of Fatal and Other Injury Crashes, 2015-2019

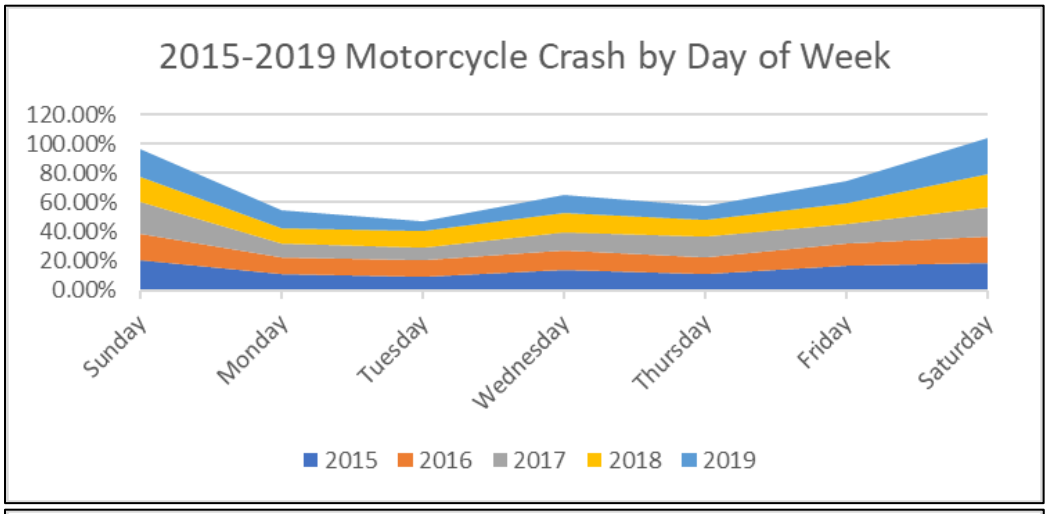
	2015 (N=996)	2016 (N=1,086)	2017 (N=961)	2018 (N=860)	2019 (N=890)
Month					
January	0.2%	0.9%	1.0%	0.7%	0.9%
February	0.2%	1.2%	2.1%	1.2%	0.8%
March	0.4%	4.9%	1.4%	2.1%	2.6%
April	6.7%	8.6%	10.2%	6.4%	6.0%
May	14.6%	11.3%	11.1%	14.0%	14.0%
June	12.7%	18.1%	13.9%	19.2%	18.3%
July	17.6%	15.0%	15.8%	15.8%	17.3%
August	18.3%	15.6%	16.4%	15.0%	17.2%
September	15.7%	12.6%	14.8%	13.7%	14.3%
October	7.7%	7.6%	9.8%	6.9%	6.3%
November	3.7%	3.2%	2.7%	2.9%	1.8%
December	2.3%	1.0%	0.7%	2.2%	0.6%
Day of Week					
Sunday	20.6%	18.0%	21.5%	17.0%	19.9%
Monday	10.7%	11.3%	9.6%	10.9%	11.9%
Tuesday	8.8%	11.5%	8.6%	11.2%	7.2%
Wednesday	13.7%	13.4%	12.9%	13.3%	11.9%
Thursday	10.6%	12.3%	13.7%	11.4%	9.4%
Friday	17.1%	14.9%	13.6%	14.0%	14.8%
Saturday	18.5%	18.5%	20.0%	22.3%	24.8%
Time of Day					
Mid-03:59	4.3%	4.7%	4.4%	5.8%	4.5%
04:00-07:59	5.1%	4.1%	4.3%	5.8%	3.8%
08:00-11:59	12.4%	12.5%	10.7%	10.1%	11.9%
12:00-15:59	32.7%	27.7%	28.9%	28.4%	26.1%
16:00-19:59	30.1%	37.0%	36.6%	33.0%	36.3%
20:00-23:59	15.3%	13.9%	15.1%	16.9%	17.4%

Source: Connecticut Crash Data Repository

Figure MS-1. Motorcycle Operators: Month, Day of Week, and Time of Fatal and Other Injury Crashes, 2015-2019

(Graphic Representation of Data in Table MS-6)





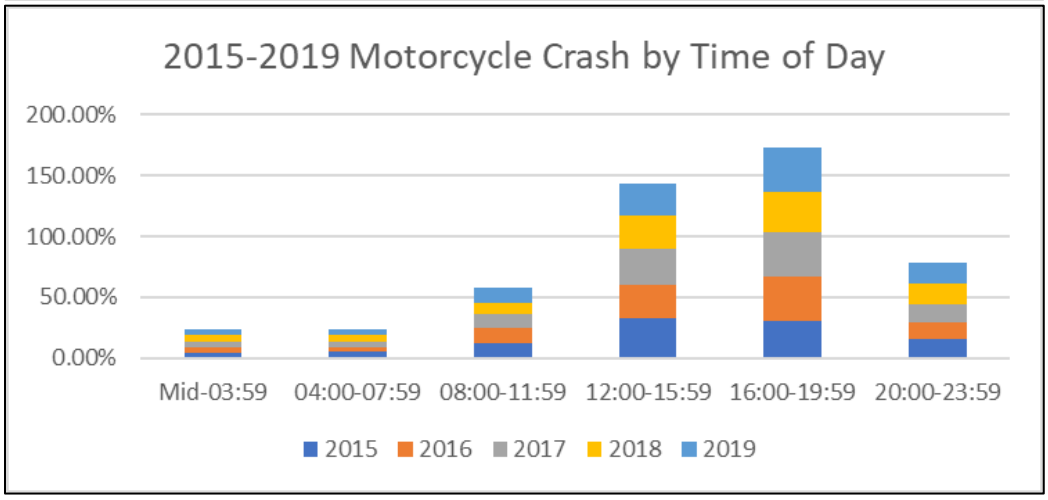


Table MS-7 shows the total of fatal and injury motorcycle crashes in each Connecticut County in 2019 and the number of these crashes in the calendar year 2019 per 100,000 populations.

Table MS-7. Motorcycle Fatal/Injury Crashes by County, 2019

County	2019 Crashes Total	2019 Crashes Per 100,000 Pop.
Fairfield	161	17.07
Hartford	194	21.76
Litchfield	65	36.04
Middlesex	48	29.55
New Haven	261	30.53
New London	83	31.30
Tolland	38	25.21
Windham	40	34.25

Sources: Connecticut Crash Date Repository; Population data estimate for 2019.

Table MS-8 summarizes the statistics for motorcyclists in Connecticut.

Table MS-8. Summary Statistics

	2015	2016	2017	2018	2019
Motorcyclists Killed and Injured	1,137	1,256	1,119	962	1,036
Injuries per 10,000 Registered Motorcycles	122	135	123	109	120
Number of Un-Helmeted Motorcycle Fatalities	33	36	33	28	28
Number of Motorcycle Injuries Helmeted	506	521	470	435	442
Number of Operators Killed with BAC>0.00%	22	19	26	21	19
Number of Motorcyclist Trained	4,997	4,670	4,371	3,891	3,453

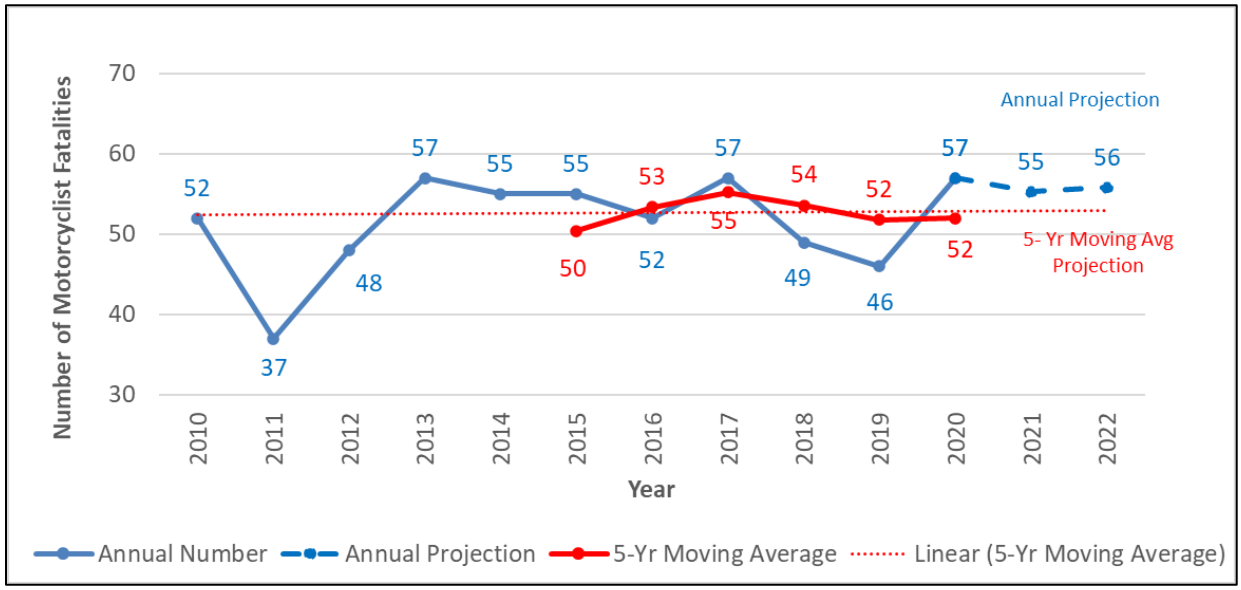
Sources: FARS, Connecticut Department of Transportation, Connecticut Crash Data Repository

In summary, the motorcycle crash data show:

- A fluctuating number of motorcyclist fatalities in the period 2015 to 2019
- The majority of motorcycle fatal and injury crashes occurred between the hours of 12:00 p.m. (noon) and 8 p.m.
- Saturdays and Sundays being the most common days for fatal and injury crashes
- Most fatal and injury crashes occurring in the summer months
- Almost all motorcycle operators involved in crashes were male

PERFORMANCE MEASURES

Number of Motorcyclist Fatalities (C-7)

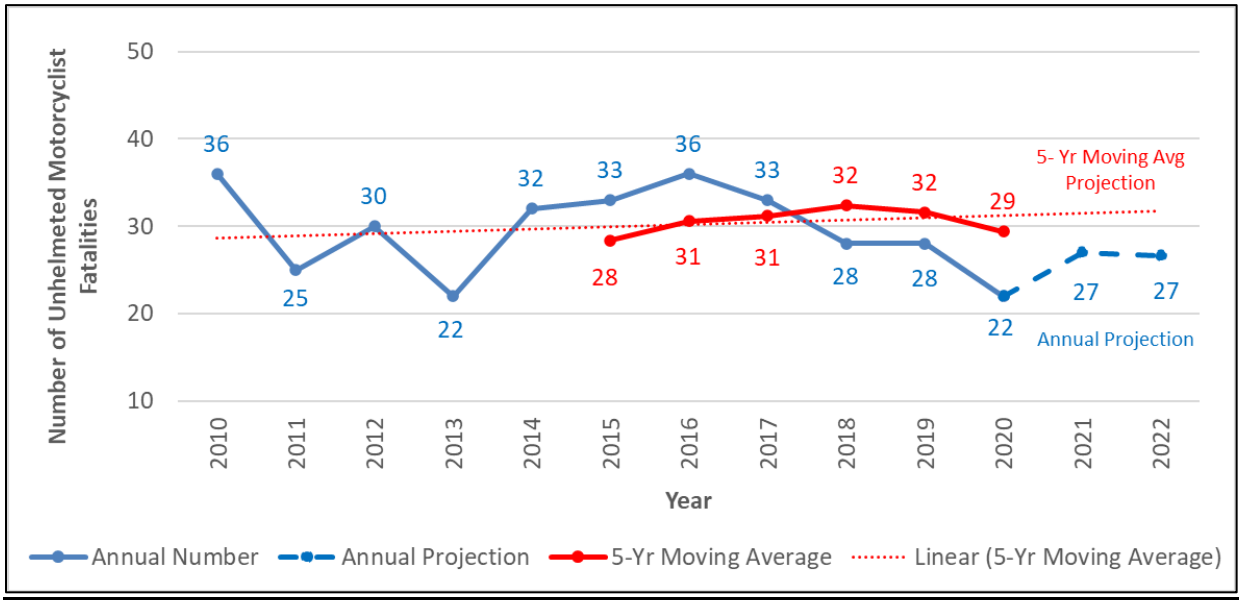


Source: FARS final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CT-DOT Data as of 03/22/21

Performance Target: To maintain the five-year moving average of 52 (2015-2019) motorcyclist fatalities during the HSP 2022 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The annual preliminary State data for the year 2020 shows an increase in motorcyclist fatalities. The annual projection for the year 2022 suggests that the motorcyclist fatalities will be 56. However, the five-year moving average trend is predicted to remain flat or increase slightly to 53 motorcyclist fatalities for the 2022 planning period. As such, Connecticut has chosen a maintenance target.

Number of Unhelmeted Motorcyclist Fatalities (C-8)



Source: FARS final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CT-DOT Data as of 03/11/21

Performance Target: Reduce the unhelmeted motorcyclist fatalities to 30 (2018-2022 moving average) by 2022.

Performance Target Justification: There has been a progressive drop in the number of unhelmeted motorcyclist fatalities since the year 2017. The annual projection for the year 2022 predicts 27 fatalities, whereas the five-year moving average suggests 32 fatalities in 2022. With increased focus on public/driver education and awareness about motorcycle riders as well as efforts to increase motorcyclist trainings, Connecticut hopes to reduce the unhelmeted motorcyclist fatalities to 30 (2018-2022 moving average) during the 2022 HSP Planning period.

PLANNED COUNTERMEASURES

The countermeasures for this program area directly correlated to the problem ID data listed above. Countermeasures are based on proven programs and are often selected from NHTSA's *Countermeasures That Wo*rk and sharing of best practices at national safety conferences such as the Governor's Highway Safety Association and State Motorcycle Safety Administrators as well as Transportation Safety Institute training courses.

Countermeasure Strategy: Motorcycle Rider Licensing 3.1; Motorcycle Rider Training 3.2 *Countermeasures That Work*

Project Safety Impact: Decreasing the number of motorcyclists killed and injured in crashes, especially those not wearing personal protective gear. This will be achieved by continuing existing, and working toward expanding, motorcycle rider education programs, specifically the CONREP (Connecticut Rider Education Program). A newly updated curriculum developed by the Motorcycle Safety Foundation has been adopted. This new curriculum has a larger focus on rider responsibility and risk awareness where attitudes and operational skills are addressed including promoting personal protective equipment.

Linkage Between Program Area: The majority of fatal and personal injury motorcycle crashes in 2018 occurred in the three (3) most populated counties in Connecticut; New Haven, Hartford and Fairfield. These three counties accounted for 70% of the states total motorcycle crashes. Currently, the state's motorcycle rider training program is offered in these three (3) overrepresented counties to be consistent with where the crashes are occurring as well as two (2) others. By offering access to rider training across the state and consistent with the regional distribution of fatal and personal injury crashes, this countermeasure strategy and planned activities are expected to continue to have a positive impact on the performance targets set for the following measures: Motorcyclist Fatalities and Un-helmeted Motorcyclist Fatalities.

Rationale: This countermeasure specifically aims to reduce fatal and serious motorcyclist injuries through both physical on-cycle training and classroom activities meant to inform the would-be rider of the inherent risks associated with motorcycling, to remind them that there are no accidents only crashes. Close to 40% of all motorcyclists killed on Connecticut roads are single vehicle, thus indicating a decision-making problem among those riders.

Planned Activity 1: Motorcycle Safety Program Administration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Nicholas Just

Planned Activity Description: The task will include coordination of activities and projects outlined in the motorcycle safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program

Coordinator and the NHTSA Region 2 Office. Serve as a direct line of communication between the HSO and Community College system that administers the CONREP, including assisting in annual activity proposals and voucher reimbursement. This task and associated project are specifically meant for in-house management of the motorcycle safety program. Funding will be provided for personnel, employee-related expenses, over-time, professional and outside services including facilities and support services for the required annual instructor update. Travel to in-state training facilities for project monitoring, requests for support and out-of-state travel including the annual State Motorcycle Safety Administrators Summit, travel related to training opportunities, providing educational materials for distribution to students and other related operating expenses. This project may be used to fund salary while a small portion is used for travel and operating expenses.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-MC	0202-0701-AA	CT-DOT/HSO	Motorcycle Safety Program Administration	$5,000

Planned Activity 2: Connecticut Rider Education Program (Training) Administration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Nicholas Just

Planned Activity Description: Rider training is the primary countermeasure applied to reaching the performance goal of decreasing the total number of motorcycle fatalities and decreasing the number of un-helmeted fatalities. This task provides for the oversight of the Connecticut Rider Education Program (CONREP) in the following ways; the training/recruitment and monitoring of 100 certified motorcycle safety instructors, providing support services to the CONREP training sites by providing funding for quality assurance monitoring, technical assistance and support services, Motorcycle Safety Foundation (MSF) curriculum materials, updating and maintaining the program's www.ride4ever.org website, which is the programs direct point of contact for course students and license waiver information. CONREP will also seek to bring in un-licensed riders for training. The HSO will partner with motorcycle groups to develop and promote activities designed to increase enrollment in advanced rider courses. A new course was added to the CONREP curriculum (Returning Rider Basic Rider Course). This course seeks to train those riders who are unlicensed or lack appropriate experience. These activities will be undertaken to address the decline in trained motorcyclists observed in Connecticut from 2015-2019 and promote motorcyclist's safety. A Motorcycle Training Coordinator may be utilized to accomplish these planned activities; as well as preparing and maintaining project documentation and evaluating task accomplishments. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside

services, travel, materials, supplies, and other related operating expenses.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-MC	0202-0701-AB	CT-DOT/HSO	CONREP Technical Assistance	$100,000

Countermeasure Strategy: Communications and Outreach: Other Driver Awareness of Motorcyclists 4.2 *Countermeasures That Work*

Project Safety Impact: A media campaign will seek to inform riders and drivers "Look Twice and Save a Life". This "Share the Road" messaging will utilize a radio spot, static billboards and handouts. The distribution process will incorporate a network of informational resources including a web site, rider education courses, various motorcycle dealerships, and local motorcycle rider organizations. The website www.ride4ever.org will be used to change behavior associated with unsafe riding practices and may include the development of new materials. Ultimately this will allow for greater awareness among motorists of the need to share the road with motorcyclists.

Linkage Between Program Area: Approximately six out of ten motorcycle crashes involve a collision with another vehicle. Because of their vulnerability, the motorcyclist is much more likely to be killed or injured than the occupants of the other vehicle. In 2018, the top contributing factors cited for the other motorist involved in a crash with a motorcycle were "Failure to Yield the Right-of-Way" (31%) and "Driver Inattention/Distraction" (20%). One important component of a comprehensive approach that will have a positive impact on reducing motorcyclist fatalities and injuries is a strong public awareness campaign targeting the drivers of other vehicles that share the road with motorcycles. The Communications and Outreach countermeasure strategy and the associated planned activity focus on education and outreach to motorcyclists as well as raising the awareness of motorists regarding sharing the road safely with motorcycles.

Rationale: The majority of motorcyclist serious injuries and fatalities occur with another vehicle. Inattentive blindness occurs when we don't expect to "see" something the brain omits it. This countermeasure seeks to remind all motorists that motorcycles are everywhere, and it is a reminder to the brain to "see" them.

Planned Activity 1: Public Information and Education/Community Outreach about Motorcycle Riders

Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Nicholas Just

Planned Activity Description: This task will provide coordination and staffing of grassroots events and seminars to promote public awareness, public service announcements and other outreach programs to enhance driver awareness of motorcyclists and share the road messaging. This task may also serve to fund media campaigns to promote driver awareness of motorcyclists and "share the road messaging". In support of these visual messages, public outreach will be conducted at assigned venues through tabling events that provide opportunity to directly communicate with the driving public about the importance of being aware of the motorcyclist on the roads. Funds may also be utilized for outside contractor's professional services to accomplish this task.

Intended Subrecipient(s): CT-DOT/HSO other non-profits

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405f-1 (M11MT)	0202-0744-1-AB	CT-DOT/HSO	PI&E	$5,000
405f-2 (M11MA)	0202-0744-2-AC	CT-DOT/HSO	PI&E Media	$70,000

The dollar amounts for each planned activity are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance targets, availability of funding and overall priority level.

Traffic Records (TR)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS / PROBLEM IDENTIFICATION

The Traffic Records Strategic Plan is an active document updated annually to reflect new issues and the changing environment within highway safety / traffic safety data systems. The following link - https://portal.ct.gov/-/media/DOT/documents/dhighwaysafety/TRCC/CT-FY2022-Traffic-Records-Strategic-Plan.pdf contains the most recent version of the Strategic Plan.

A state must work to ensure that complete, accurate, timely, uniform, integrated and accessible traffic records data are collected, analyzed and made available for decision-making at all levels of the government. Analyzing reliable traffic records data is central to identifying traffic safety problems and designing effective countermeasures to reduce injuries and deaths caused by crashes.

From real-time data capture in the field, to direct online query capabilities and analysis of timely data in a State data repository, changes are occurring in all phases of Connecticut's traffic records system. Electronic reporting and linkage of data across the different systems is crucial with less dependence on paper reporting; resulting in better service to the public and improved traffic records data that is more timely, complete, and accurate.

Stakeholders of Connecticut's traffic record systems continue to make great strides in their push to achieve system wide electronic reporting. Emphasis on EMS patient care reporting resulted in nearly all EMS providers in the state achieving electronic reporting, using the National Standard (NEMSIS) version 3.4.0 with overall data quality score of 90% or greater in seven categories. The focus in the prior years has been on electronic reporting for a motor vehicle Crash as well as electronic Citation and Online Adjudication system. Connecticut crash reports continue to show high accuracy based on MMUCC compliance. Online Adjudication System has led to timely disposition of traffic violation and posting outcomes in the Driver History File.

The EMS database is in the process of being shifted from Digital Innovations, Inc. to Image Trend Elite, which is used by at least 41 states, including all of New England and New York. Records from (mostly) 2020 have begun appearing in the new system. The process of migrating the legacy data from 2017 onward is complete, though significant data was lost prior to 2020.

DPH, OEMS and DPH Information Technology have been working for months on the transition, updating contacts with the local EMS agencies and with all the software vendors for the local agencies. It has been at least three months' work on redirecting their electronic submissions (and underlying configurations) to the new Image Trend Elite data collector. There is much better participation now from the local agencies because their submissions are automated via a web service, resulting in no more manual data submissions.

Electronic Citation and the Online Adjudication/Disposition systems have contributed greatly towards timeliness in processing of traffic violation and updating the Driver History files. Some of the benefits are:

- Cases are resolved more quickly
- Relevant dispositions are available on the driver's history more quickly
- Disposition are based on more complete information
- Ability to offer alternatives behavior modification programs to not prosecuting
- Increased opportunity for law enforcement involvement

Acknowledging significant gains in the State's traffic records system, many opportunities remain for improving core data systems. Responding to increased emphasis by the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), and the Federal Motor Carrier Safety Administration (FMCSA), the TRCC places a high priority on integrating planned performance measures with any new proposed system improvements.

PERFORMANCE MEASURES

Performance Measure: Percentage of Citations Adjudicated through On-Line Disposition System and Posted to Driver History File

Performance Target: To decrease the time it takes to adjudicate and post the outcome to the Driver History File to 80 percent in 2022.

Performance Target Justification: This is based on the C/A-T-2 model performance measure. Due to the COVID-19 Pandemic, the percentage of citations adjudicated through on-line disposition by the court during this period decreased by 41.14% (7,890 citation in 2019-2020 compared to 4,644 citations in 2020-2021) and the time it takes for the adjudication increased by 133.87% (0.070 days to 0.164 days per citation).

The performance target for FY 2022 is to improve the time it takes to adjudicate a citation through the On-Line Disposition System and when it is posted to the Driver History File from 74.40% to 80%. The current baseline period to be used for the measurement is from April 1, 2019, to March 31, 2020, which has a total of 7,890 citations processed and recorded to Driver History File with an average number of days per citation of 0.070342. This was a decrease from the previous time period of April 1, 2018, to March 31, 2019, which had 2,238 citations with average number of days per citation at 0.274798928.

Performance Measure: Percentage of Law Enforcement Agencies Participating in the Use of E-Citation

Performance Target: To increase the number of law enforcement agencies using the E-Citation system to 80% in 2022.

Performance Target Justification: Connecticut's goal is to increase the number of agencies using the E-Citation system from the current 62% to 80% in the target period. Out of 95 law enforcement agencies, 59 agencies are using the E-Citation system and 36 agencies are still using the paper tickets. Building on the capability to submit attachments and the expansion of E-Citation to allow for direct submission of reports (both arrest and crash) and flag cases involving crashes for the prosecutor, the expected result is an increase in uniformity to 80% participation.

PLANNED COUNTERMEASURES

Countermeasure Strategy: Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

- Highway Safety Office Program Management
- Improve Timeliness, Accuracy and Uniformity of Traffic Citation through Technology/Software Support to Municipal Law Enforcement
- Improve Timeliness of Traffic Violation Disposition posting to Driver History File
- Improve Integration between Citation and Crash

Project Safety Impact: The countermeasure strategy focuses on the staff and office resources to maintain and implement the countermeasures strategies of the program area. The commitment of program management resources is to address the analysis of traffic records data for development of effective countermeasures and to address issues such as timeliness, accuracy, integration, accessibility, uniformity and completeness.

Linkage Between Program Area: Resources funded under this program area are used to monitor, manage, prioritize and implement countermeasures for moving the program area towards the plan goals. Staff will coordinate and support Traffic Records Coordinating Committee initiatives including Traffic Records Strategic Plan that contains performance metrics, which when achieved will result in an improved traffic record.

Rationale: The countermeasures are for ensuring consistent day-to-day implementation of program area activities.

Planned Activity 1: Traffic Records Administration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Flavia Pereira

Planned Activity Description: The task will include coordination of activities and projects outlined in the traffic records program area, statewide coordination of program activities, and the development and facilitation of public information and education projects. It will also provide status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2. Funding will be provided for personnel, employee-related expenses, overtime, professional and outside services including consulting services that provide TRCC coordination, materials, supplies, traffic records assessment and other related operating expenses. The 402-TR funding source will be used specifically for travel and some operating expenses.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	0202-0742-AA	CT-DOT/HSO	Traffic Records Administration	$120,000
402-TR	0202-0705-AA	CT-DOT/HSO	Traffic Records Administration	$50,000

Planned Activity 2: Traffic Records Strategic Plan Implementation
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Flavia Pereira

This planned activity will provide the necessary funding to assess and develop the Connecticut Traffic Records Program by implementing the following projects outlined in the Section 405(c).

2.a.) <u>Electronic Citation - Technology/Software Support for Municipal/Local Law Enforcement</u>

Planned Activity Description: The focus is to help municipal police departments acquire better tools/resources, including technology as well as software support, where warranted, to enable them to participate in the E-Citation initiative. Some departments don't have computers or mobile data terminals (MDTs) in their vehicles, hindering their abilities for selective enforcement.

Equipment as well as software support will be provided to support municipal law enforcement agencies in implementing E-Citation. Equipment/software support will be specifically awarded to those agencies requesting assistance for the purchase and/or installation of computers, printers or other mobile technology, as well as software applications.

The need for planning and coordination among law enforcement agencies is critical to the success of this effort. This E-Citation support initiative will improve police officer efficiency by reducing the amount of time that officers spend collecting citation data and decrease the time it takes this data to be received by the appropriate State agency. This project could fund up to ten (10) municipalities. 58 municipal police agencies, one University Police Agency and the Connecticut State Police currently use E-citation.

Intended Subrecipient(s): Municipal Police Agencies

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount

402-TR	0202-0705-ZZ	Municipal Police Agencies	E-Citation Local Law Enforcement	$350,000
405c (M3DA)	0202-0742-ZZ	Municipal Police Agencies	E-Citation Local Law Enforcement	$250,000

2.b.) Electronic Citation Processing System – Version 2 Integration with Online Disposition

Planned Activity Description: Building on the fiscal year 2020 grant accomplishments and information gleaned through the 2019 "Electronic Citation Processing System – Outreach to Police Departments," the Connecticut Judicial Branch will continue to implement action plans to bring all police departments to 100% compliance with electronic citation by validating new vendor schema and provide support for transition to E-citation; troubleshooting existing agency issues; and, continued outreach to law enforcement agencies regarding submission of subsequent documentation through E-citation to online disposition. In conjunction with the HSO, the Connecticut Judicial Branch will assess departments with E-citation, not producing citations electronically 100% of the time and identify equipment or funding issues. Law enforcement agencies with motorcycles will be identified to ensure 100% use of E-citation on motorcycles. The current process will be analyzed to develop and propose a plan to incorporate Motor Vehicle Misdemeanor Summons in E-citation and evaluate procedural feasibility and funding requirements.

Intended Subrecipient(s): CT Judicial (Centralized Infractions Bureau)

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	0202-0742-AE	CT Judicial (CIB)	E-Citation Processing System	$190,000

2.c.) Electronic Citation Processing System - Online Dispositions

Planned Activity Description: Due to lack of staff availability during the 20/21 grant year, the Judicial Branch did not apply for or receive grant funding under this initiative, although plans to do so were included in the 2020 Highway Safety Plan. The Judicial Branch will therefore accomplish the following during the 2021/2022 grant year.

Building on the fiscal year 2019 grant accomplishments, the Connecticut Judicial Branch Proposes to improve the On-Line Disposition Program by 1.) Making improvements to the Online Disposition System to allow improved functioning and communication by upgrading the underlying programming to MVC. This would include separation of concerns (loosely coupled) which helps unit testing easy and better maintenance; enable clerks to message the prosecutor concerning pertinent information; enable the public to update email addresses; and, improve system performance. 2.) collaborate with the HSO and Traffic Records Coordinating Committee Safety Partners to develop and implement additional alternatives at disposition for National, State and Regional Safety Campaigns, e.g. Click It or Ticket and Child Safety Seats. 3.) analyze current disposition trends and statistics and document opportunities for improvement. 4.) complete programming for entirely paperless electronic process.

Intended Subrecipient(s): CT Judicial (Centralized Infractions Bureau)

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	0202-0742-AD	CT Judicial (CIB)	On-line Disposition System	$200,000

The dollar amounts for each task are included for the purpose of planning only. They <u>do not</u> represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance targets, availability of funding and overall priority level.

Community Traffic Safety (CTS)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS / PROBLEM IDENTIFICATION

Driver Groups Problem Identification

Table CTS-1 outlines the age distribution of licensed drivers in Connecticut and the nation as a whole during calendar years 2017 to 2019. The data show that the percentage of Connecticut licensed drivers age 19 and younger is slightly lower than the U.S. percentage (3.6% vs. 3.8%, respectively), and that the percentage of drivers age 70 and older is slightly higher in Connecticut (13.8%) than in the U.S. as a whole (13.1%).

Table CTS-1. Licensed Drivers by Age Group, 2017-2019

Licensed Drivers by Age		2017		2018		2019	
		N	%	N	%	N	%
Connecticut	**Under 16**	0	0.0%	0	0.0%	0	0.0%
	16-17	30,423	1.2%	30,565	1.2%	29,960	1.1%
	18-19	62,974	2.4%	64,322	2.5%	63,020	2.4%
	19 and under	93,397	3.6%	94,887	3.6%	92,980	3.6%
	20	36,016	1.4%	36,337	1.4%	36,746	1.4%
	16-20	129,413	5.0%	131,224	5.0%	129,726	5.0%
	21-24	158,362	6.1%	158,145	6.1%	156,551	6.0%
	25-34	429,275	16.6%	433,719	16.6%	433,937	16.6%
	35-44	395,944	15.3%	402,451	15.4%	408,345	15.7%
	45-54	481,832	18.6%	467,552	17.9%	452,021	17.3%
	55-64	477,296	18.4%	482,403	18.5%	484,584	18.6%
	65-69	174,515	6.7%	177,843	6.8%	181,834	7.0%
	70 up	340,357	13.2%	352,275	13.5%	361,063	13.8%
Nationwide	**Under 16**	76,599	0.0%	42,997	0.0%	43,808	0.0%
	16-17	3,089,428	1.4%	3,029,004	1.3%	3,045,234	1.3%
	18-19	5,677,312	2.5%	5,672,972	2.5%	5,693,151	2.5%
	19 and under	8,843,339	3.9%	8,744,973	3.8%	8,782,193	3.8%
	20	3,253,151	1.4%	3,252,994	1.4%	3,254,342	1.4%
	16-20	12,019,891	5.3%	11,954,970	5.3%	11,992,727	5.2%
	21-24	14,358,274	6.4%	14,269,752	6.3%	14,223,656	6.2%
	25-34	39,831,017	17.7%	40,165,514	17.7%	40,298,969	17.6%
	35-44	37,090,912	16.5%	37,634,363	16.5%	37,989,286	16.6%
	45-54	39,175,690	17.4%	38,617,702	17.0%	38,092,538	16.7%
	55-64	39,178,953	17.4%	39,570,701	17.4%	39,740,652	17.4%
	65-69	15,625,640	6.9%	15,941,519	7.0%	16,241,884	7.1%
	70 up	27,989,281	12.4%	29,351,377	12.9%	30,056,199	13.1%

Source: Federal Highway Administration

Table CTS-2 contains 2017, 2018, and 2019 fatal crash rates per 100,000 licensed drivers by driver age group for Connecticut operators and the U.S. as a whole. The data indicate that younger drivers (under 25) consistently have a much higher involvement in fatal crashes than older drivers. The data also show that the involvement rate of Connecticut drivers in fatal crashes is lower than that for the U.S. in all age groups.

Table CTS-2. Number of Drivers Involved in Fatal Crashes by Age Group Per 100,000 Licensed Drivers*, 2017-2019

	2017		2018		2019	
	CT	**US**	**CT**	**US**	**CT**	**US**
Under 16	n/a	189.3	n/a	295.4	n/a	312.7
16-17	26.3	36.4	16.4	33.9	26.7	31.4
18-19	17.5	36.7	24.9	35.0	25.4	34.4
19 and under	20.3	38.0	23.2	35.9	25.8	34.7
20	22.2	34.3	16.5	33.1	19.0	30.1
16-20	20.9	36.0	20.6	34.2	23.9	32.5
21-24	24.6	35.3	32.2	33.9	19.8	32.3
25-34	20.0	27.6	21.4	27.0	15.7	26.1
35-44	15.7	22.3	15.2	21.8	11.3	21.9
45-54	11.4	20.9	14.8	20.6	10.4	19.8
55-64	9.8	18.7	10.6	18.5	9.1	18.0
65-59	8.6	14.9	9.6	15.1	7.7	15.6
70 up	12.6	17.7	9.7	16.9	12.7	16.9

***** Licensed drivers within each age group.

Source: FARS Final Files 2017-2018, FARS Annual Report File 2019

Table CTS-3 shows the 2017, 2018 and 2019 non-fatal injury crash rates per 100,000 licensed drivers by driver age group. There was an increase in involvement for 16-17-year old and a decrease in involvement rate for 18-19-year old. Overall, ages 20 and under showed a decrease in involvement, as did involvement rate for the 21-24, 25-34 age and 75 older age groups.

Table CTS-3. Number of Drivers Involved in Injury Crashes by Age Group Per 100,000 Licensed Drivers*, 2017-2019

	2017	2018	2019
16-17	3737	3347	3418
18-19	3320	3164	3091
19 and under	3456	3223	3196
16-20	3383	3195	3155
21-24	3194	3224	3056
25-34	2634	2617	2591
35-44	2081	2040	2091
45-54	1681	1674	1688
55-64	1312	1331	1358
65-74	1833	1848	1857
75 up	546	536	528

* Licensed drivers within each age group
Source: Connecticut Crash Data Repository

Table CTS-4 and Figure-CTS-1 shows that, in the period 2015-2019, 35% of fatal crashes involving drivers age 20 and under, took place between July and September. May and July had the highest number of crashes (both at 18). Fifty-six (56) percent of fatal crashes occurred at night, between 6:00pn and 2:59am (80 fatal crashes). New Haven, Fairfield, and Hartford counties (35, 30, and 29 crashes, respectively) accounted for the highest number of fatal crashes (44%) involving young drivers

Table CTS-4. Fatal Crashes Involving Young Drivers (20 and under) Month, Time of Day, and County, Five-year Total: 2015–2019

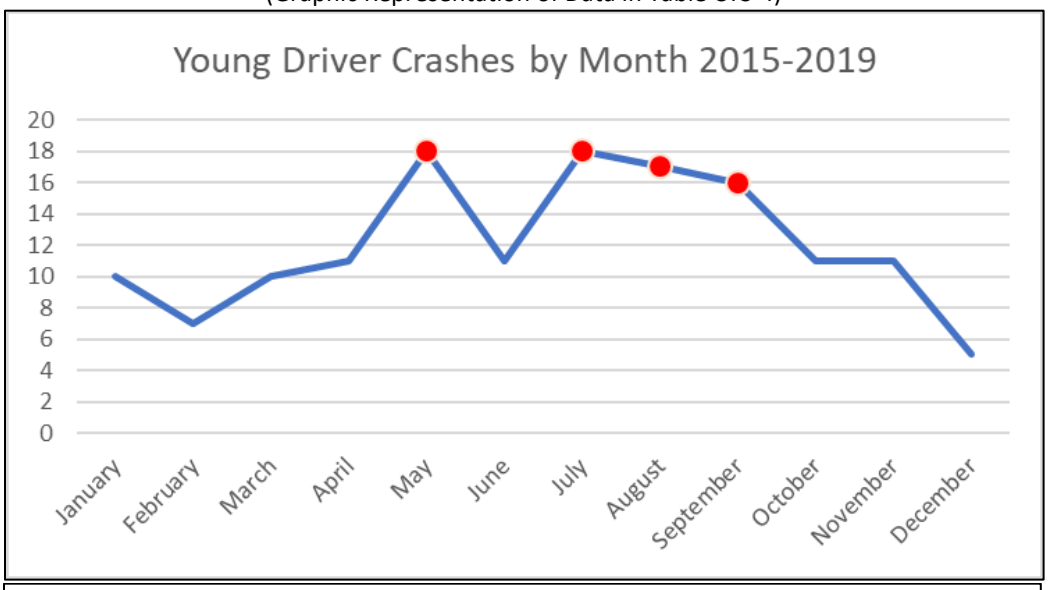
	N= 145	Percent
MONTH		
January	10	6.9%
February	7	4.8%
March	10	6.9%
April	11	7.6%
May	18	12.4%
June	11	7.6%
July	18	12.4%

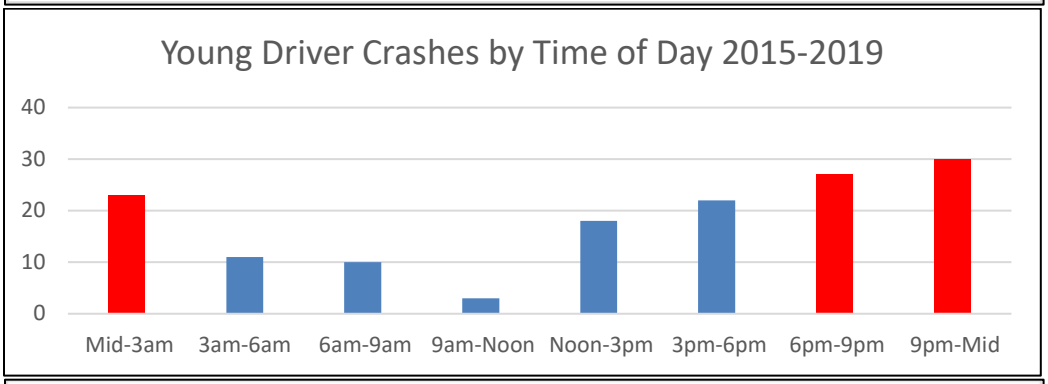
August	17	11.7%
September	16	11.0%
October	11	7.6%
November	11	7.6%
December	5	3.4%
TIME OF DAY		
Mid-3am	23	16.0%
3am-6am	11	7.6%
6am-9am	10	6.9%
9am-Noon	3	2.1%
Noon-3pm	18	12.5%
3pm-6pm	22	15.3%
6pm-9pm	27	18.8%
9pm-Mid	30	20.8%
COUNTY		
Fairfield	30	20.7%
Hartford	29	20.0%
Litchfield	11	7.6%
Middlesex	4	2.8%
New Haven	35	24.1%
New London	14	9.7%
Tolland	9	6.2%
Windham	13	9.0%

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Figure CTS-1. Fatal Crashes Involving Young Drivers (20 and under) Month, Time of Day, and County, Five-year Total: 2015–2019

(Graphic Representation of Data in Table CTS-4)





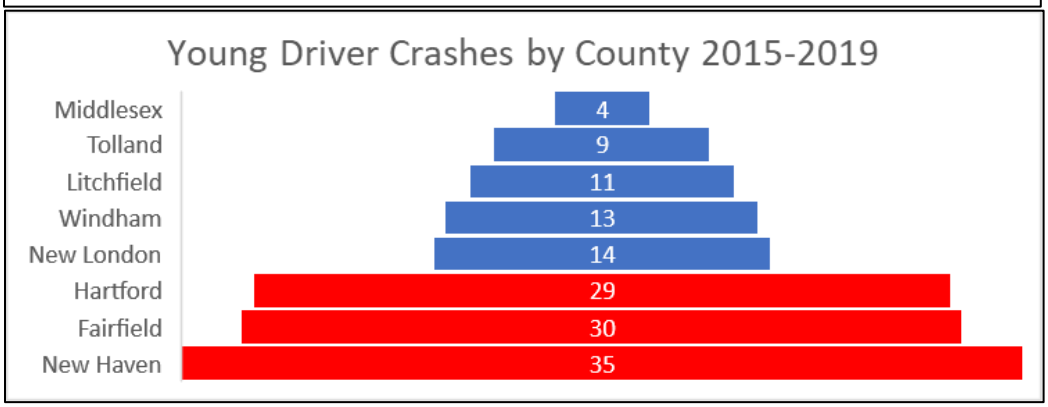


Table CTS-5 and Figure CTS-2 shows the number of drivers involved in fatal crashes by age. Drivers aged 25 to 34 consistently show the highest involvement in the period 2015-2019.

Table CTS-5. Drivers Involved in Fatal Crashes by Age

	2015	2016	2017	2018	2019
Total	374	442	379	413	337
Under 16	2	1	0	1	0
16-17	5	7	8	5	8
18-19	14	12	11	16	16
19 and under	21	20	19	22	24
20	5	13	8	6	7
16-20	24	32	27	27	31
21-24	33	41	39	51	31
25-34	89	93	86	93	68
35-44	60	70	62	61	46
45-54	60	72	55	69	47
55-64	59	67	47	51	44
65-69	19	15	15	17	14
70 up	24	38	43	34	46
Unknown	4	13	5	9	10

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Figure CTS-2. Drivers Involved in Fatal Crashes by Age

(Graphic Representation of Data in Table CTS-5)

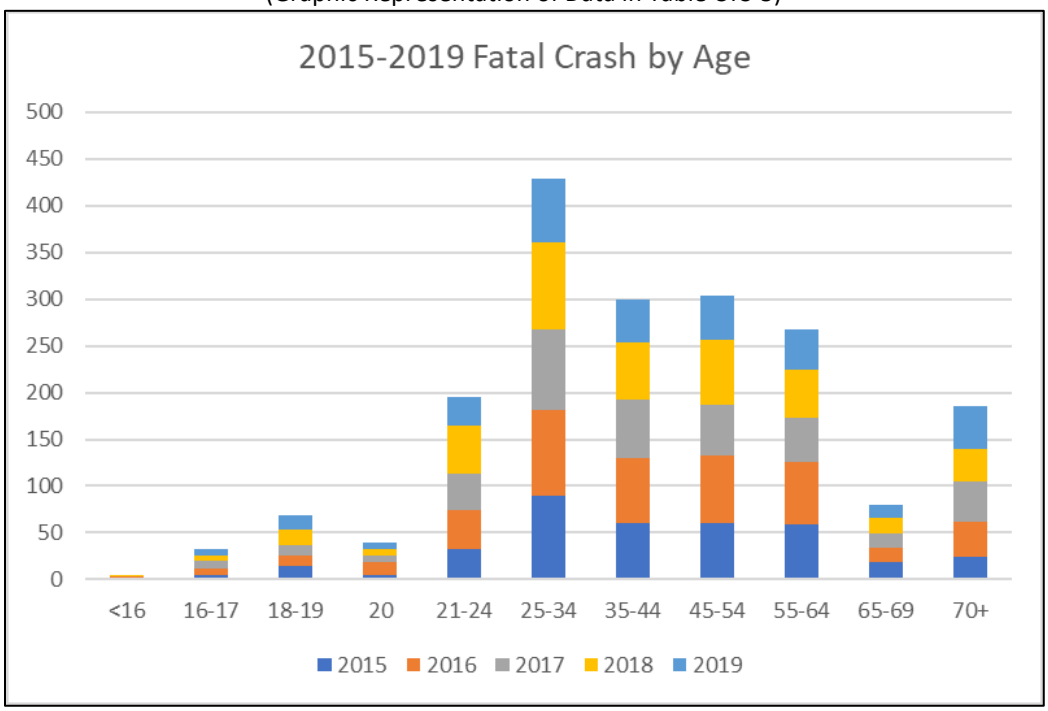


Table CTS-6 and Figure CTS-3 lists the most common driver-related factors for young drivers (age 20 and under) involved in fatal crashes during the 2015 to 2019 period. The most prevalent factor was “speed-related”, identified in 34 percent of young drivers involved in fatal crashes, followed by “operating the vehicle in an erratic, reckless, or negligent manner” (15%) and “aggressive driving/road rage” (15%). The data in Table CTS-6 may involve up to four factors per driver thus the total may add up to more than 100%.

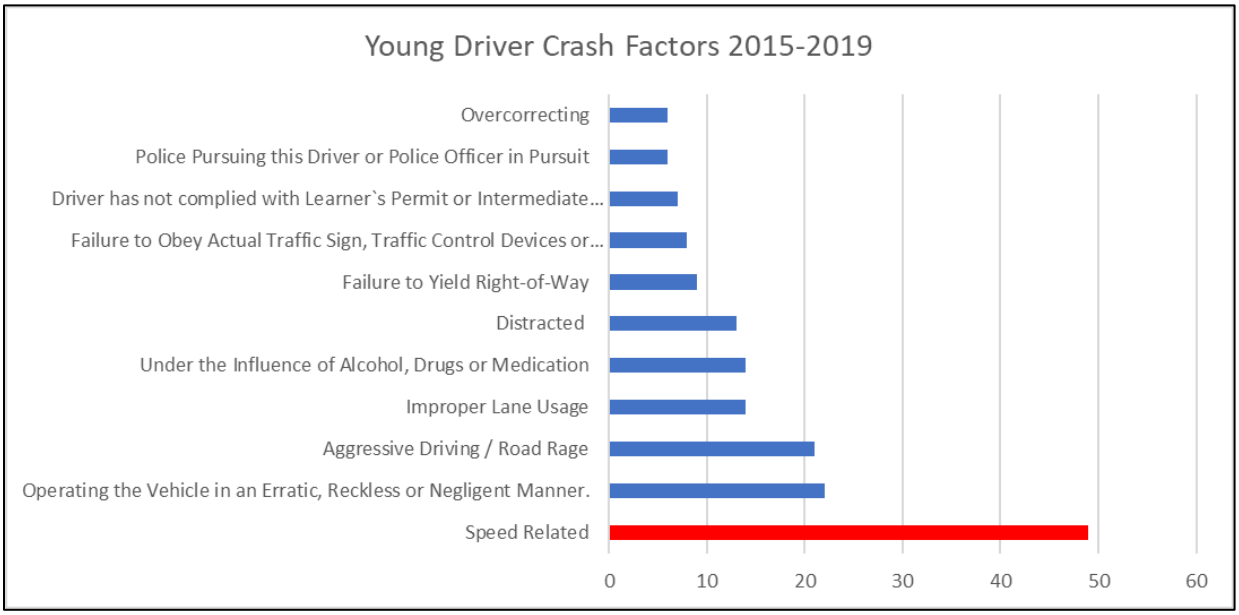
Table CTS-6. Young Drivers Involved in Fatal Crashes/Related Factors of Drivers, 2015-2019

Motorists	N Drivers* (N=145)	Pct^
Driver-Related Factors	(N=179)	
Speed Related	49	33.8%
Operating the Vehicle in an Erratic, Reckless or Negligent Manner.	22	15.2%
Aggressive Driving / Road Rage	21	14.5%
Improper Lane Usage	14	9.7%
Under the Influence of Alcohol, Drugs or Medication	14	9.7%
Distracted	13	9.0%
Failure to Yield Right-of-Way	9	6.2%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers	8	5.5%
Driver has not complied with Learner`s Permit or Intermediate Driver License Restrictions (GDL Restrictions)	7	4.8%
Police Pursuing this Driver or Police Officer in Pursuit	6	4.1%
Overcorrecting	6	4.1%
None Reported	55	37.9%
Unknown	16	11.0%
All Other Factors	15	10.3%

*Sum of factors is greater than number of drivers because each driver can be assigned more than one factor
^Sum of percentages is greater than 100 since each driver can be assigned more than one factor
Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Figure CTS-3. Young Drivers Involved in Fatal Crashes/Related Factors of Drivers, 2015-2019

(Graphic Representation of Data in Table CTS-6)



Bicycles and Pedestrians Problem Identification

In Connecticut in 2019, 3 bicyclists were killed and 392 were injured in motor vehicle crashes whereas 54 pedestrians were killed and 1,341 were injured. Table CTS-7 and Figure CTS-4 outlines the characteristics of pedestrian and bicyclist fatalities.

Pedestrian fatalities occurred more frequently during October through December (33.3%) than during other months of the year (Table CTS-7). The majority (61.8%) of pedestrian fatalities occurred in the 3p.m. to midnight time period. The largest number of pedestrian fatalities occurred in New Haven (82), Fairfield (71) and Hartford (70) counties, accounting for about 84% of the victims.

Most bicyclist fatalities occurred in October (19%) and May through September (13% each) and 56% occurred between noon and 6p.m. New Haven and Fairfield Counties accounted for 63% of all bicyclist fatalities in the period 2015-2019.

Table CTS-7. Connecticut Pedestrian and Bicycle Fatalities
Month, Time of Day, and County Five-year Total: 2015-2019

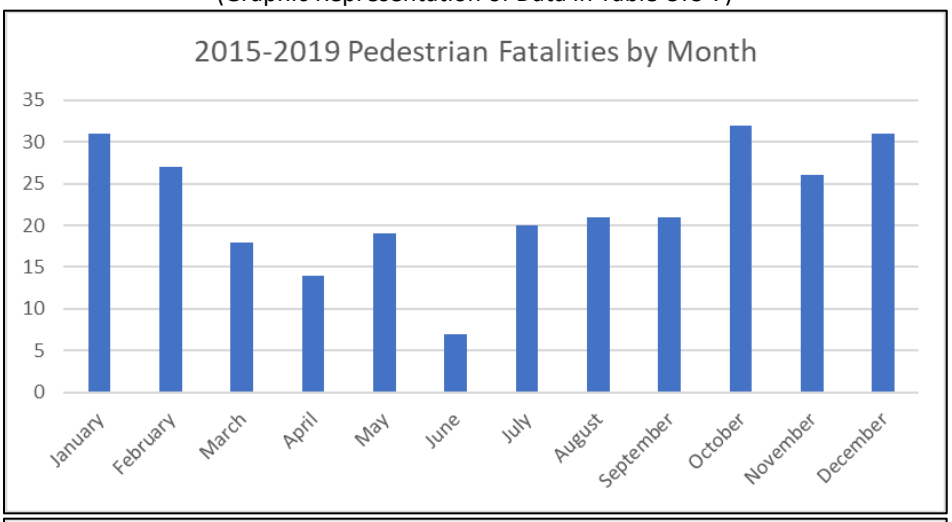
	Pedestrian Fatalities		Bicyclist Fatalities	
	(N=267)	%	(N=16)	%
Month				
January	31	11.6%	0	0.0%
February	27	10.1%	0	0.0%
March	18	6.7%	0	0.0%
April	14	5.2%	1	6.3%
May	19	7.1%	2	12.5%
June	7	2.6%	2	12.5%
July	20	7.5%	2	12.5%
August	21	7.9%	2	12.5%
September	21	7.9%	2	12.5%
October	32	12.0%	3	18.8%
November	26	9.7%	1	6.3%
December	31	11.6%	1	6.3%
Time of Day				
Mid-3am	27	10.1%	0	0.0%
3am-6am	9	3.4%	1	6.3%
6am-9am	25	9.4%	1	6.3%
9am-Noon	18	6.7%	1	6.3%
Noon-3pm	23	8.6%	4	25.0%
3pm-6pm	36	13.5%	5	31.3%
6pm-9pm	78	29.2%	3	18.8%

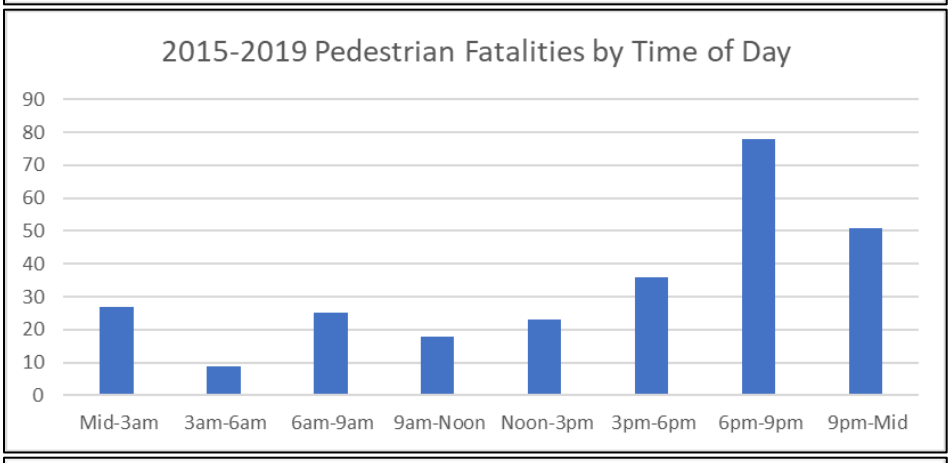
9pm-Mid	51	19.1%	1	6.3%
County				
Fairfield	71	26.6%	3	18.8%
Hartford	70	26.2%	2	12.5%
Litchfield	12	4.5%	3	18.8%
Middlesex	8	3.0%	2	12.5%
New Haven	82	30.7%	5	31.3%
New London	12	4.5%	1	6.3%
Tolland	3	1.1%	0	0.0%
Windham	9	3.4%	0	0.0%

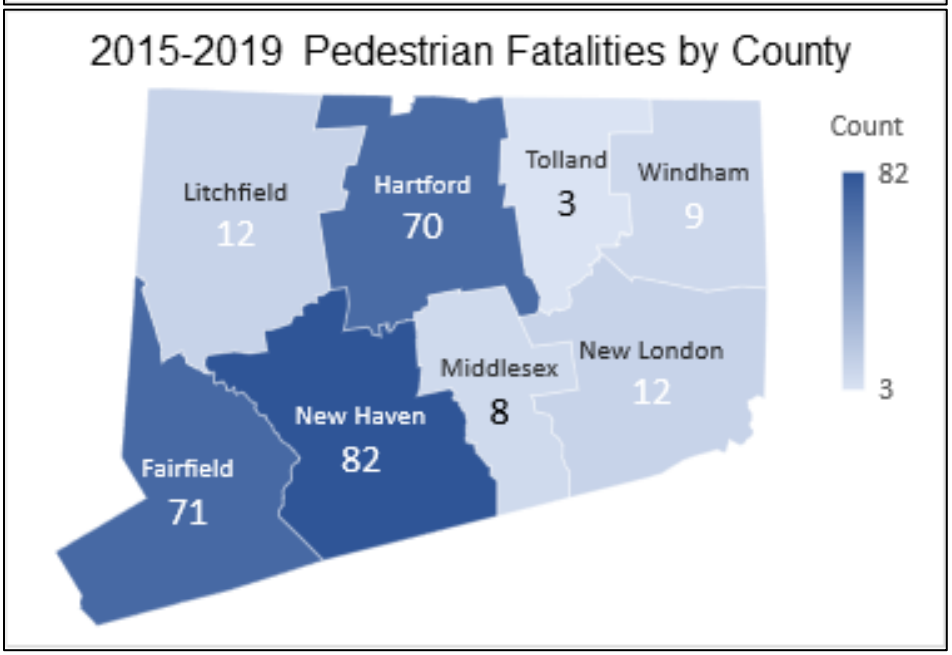
Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Figure CTS-4. Connecticut Pedestrian and Bicycle Fatalities Month, Time of Day, and County Five-year Total: 2015-2019

(Graphic Representation of Data in Table CTS-7)







The majority of pedestrians and bicyclists killed in crashes had one (1) or more factors reported (Table CTS-8). The most common actions for pedestrians were “Not Visible” and “Dart-Out/Dash-Run” (each at 49) whereas the most common action for bicyclists was “Failure to Yield Right-of-Way” (5). The next most commonly cited contributing factor for pedestrians were “Failure to Yield Right-of-Way” F” (45), followed by “In Roadway Improperly” (41). For bicyclists, the next most common factor was “Failure to Obey Traffic Signs, Signals, or Officer”, cited in (4) of the 16 bicycle fatalities occurring from 2015 to 2019.

Table CTS-8. Connecticut Pedestrian and Bicyclist Fatalities Related Factors for Pedestrians and Bicyclists Five-year Total: 2015-2019

	Pedestrian	Bicyclists
Fatalities	**(N=267)**	**(N=16)**
Non-Motorist Condition/Action	N=292	N=21
Not Visible	49	2
Dart-Out/Dash - Run	49	0
Failure to yield right-of-way	45	5
In roadway improperly	41	0
Improper crossing of roadway or intersection	25	2
Under the influence of alcohol, drugs, or med.	21	1
Failure to obey traffic signs, signals, or officer	18	4
Inattentive	9	2
Emotional (depressed, angry, disturbed, etc.)	6	0
Entering/Exiting Parked or Stopped Vehicle	6	0
All Other Factors	23	5

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Table CTS-9 shows that the majority of motorists involved in fatal pedestrian and bicyclist crashes had no factors reported. When a factor was reported, the most common factor in pedestrian crashes was “Operating vehicle in an erratic, reckless, or negligent manner” followed by “Vision Impaired by…”. For fatal bicyclist crashes, the most common driver-related factor was “Under the influence of alcohol, drug, and medication”.

Table CTS-9. Connecticut Driver-Related Factors of Motorists Involved in Pedestrian and Bicyclist Fatalities, Five-year Total: 2015-2019

	Fatal Pedestrian Crashes	Fatal Bicyclist Crashes
Motorists	**(N=283)**	**(N=16)**
Driver-Related Factors	N Factors =188	N Factors=11
Operating Vehicle in an Erratic, Reckless, or Negligent Manner	32	1
Vison Impaired by…	29	0
Distracted	26	1
Speed-Related	26	1
Under the Influence of Alcohol, Drug, or Medication	16	2
Improper Lane Usage	14	1
Non-traffic Violation Charged - Manslaughter, Homicide, or Other Assault Committed without Malice	10	0
Aggressive Driving/Road Rage	7	0
Emotional (depressed, angry, disturbed, etc.)	5	0
None Reported	166	12
Unknown	43	2
All Other Factors	30	0

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Bicycles Problem Identification

Bicyclist fatalities accounted for less than two percent (2%) of the total number of traffic fatalities in Connecticut in 2019. Annual bicyclist fatalities ranged from one (1) to six (6) during the 2015 to 2019 period. There were 392 non-fatally injured bicyclists involved in motor vehicle crashes in Connecticut in 2019, the second lowest number in the last five (5) years. The 2019 injury figure represents one percent (1.2%) of all motor vehicle related injuries.

Table CTS-10. Bicyclists Killed and Injured, 2015-2019

	2015	2016	2017	2018	2019
Killed	3	6	3	1	3
Injured	439	448	444	353	392
Bicyclists Killed and Injured per 100k Population	12	12	12	10	11
Percent Bicyclists Helmeted	24%	25%	24%	28%	22%

Sources: Connecticut Crash Data Repository, FARS

Table CTS-11 shows that bicyclist fatalities have remained stable in Connecticut between 2015 and 2019 (-0.0%). During the five-year period of 2015 to 2019, the number of bicyclist fatalities in Connecticut each year ranged between one (1) and six (6).

TABLE CTS-11. Connecticut Bicyclist Fatalities

	2015	2016	2017	2018	2019	Change 2015-19 %
Connecticut	3	6	3	1	3	0.0%

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Bicyclist fatalities have generally represented less than two percent of all Connecticut fatalities.

TABLE CTS-12. Connecticut Bicyclist Fatalities as Percent of Total Fatalities

	2015	2016	2017	2018	2019
Connecticut	1.1%	2.0%	1.1%	0.3%	1.2%

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019

Pedestrian Problem Identification

Table CTS-13 shows that the number of pedestrian fatalities in Connecticut fluctuated over the five-year period of 2015 to 2019. In 2019, there were 54 pedestrian fatalities, a 17% increase from the 46 fatalities observed in 2015. The pedestrian fatality rate for Connecticut in 2019 was 1.5 per 100,000 population (Table CTS-13). Pedestrian fatalities in Connecticut accounted for 21.7% of all motor vehicle crash victims in 2019.

Table CTS-13. Connecticut Pedestrian Fatalities

	2015	2016	2017	2018	2019	Change 2015-19 %
Fatalities	46	59	49	59	54	17.4%
% of Total Fatalities	17.0%	19.4%	17.4%	20.1%	21.7%	
Fatality Rate per 100k Pop.	1.3	1.6	1.4	1.7	1.5	16.5%

Sources: FARS Final Files 2019

Table CTS-14 shows the number of fatally and non-fatally injured pedestrians in the State over the 2015 to 2019 period. The 2019 State's non-fatal injury pedestrian rate was 38 per 100,000 population, the highest rate in the last five years.

Table CTS-14. Number of Pedestrians Killed and Injured

	2015	2016	2017	2018	2019
Killed	46	59	49	59	54
Total Injured	1,173	1,387	1,309	1,260	1,341
Serious (A) Injury	194	249	242	210	218
Moderate (B) Injury	570	695	644	622	614
Minor (C) Injury	409	443	423	428	509
Fatality Rate per 100,000 Pop.	1.3	1.6	1.4	1.7	1.5
Non-Fatal Injury Rate per 100,000 Pop.	33	33	37	35	38

Sources: Connecticut Crash Data Repository; FARS Final Files 2015-2018, FARS Annual Report File 2019

Older Pedestrian Problem Identification

Pedestrian injury and fatality data were collected for the years 2015-2020 were combined and compared across age groups. Fatal ("K") injury data were obtained from FARS for the years 2015-2019. The preliminary 2020 fatal injury data and the 2015-2020 minor ("B" and "C" injuries) and serious ("A") injury data were obtained from the Connecticut Crash Repository.

Four age categories were created: under 21, 21 to 44, 45 to 64, and 65 and over. Table CTS-15 shows the number of minor, serious, fatal injuries for each category. Minor and Serious injuries were more prevalent in the 21-44 age group, whereas fatal injuries were more prevalent in the 45 to 64 age group.

Table CTS-15. Pedestrian Injuries by Age Group, 2015-2020

	Minor	Serious	Fatal
<21	1,236	207	18
21-44	2,309	520	85
45-64	1,753	375	118
65+	699	158	94

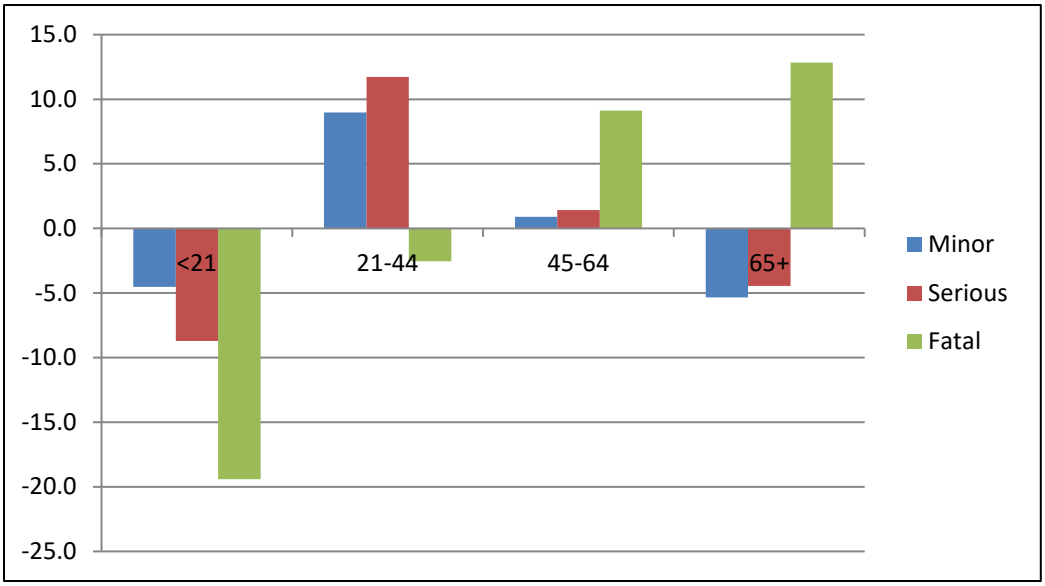
Census data indicate that in the period covered, persons under 21 accounted for 25 percent of the population, those 21 to 44 made up 30 percent, persons 45 to 64 accounted for 28 percent, and those 65 and over, made up 17 percent of the population of Connecticut. Table CTS-16 shows the population distribution as well as the distribution of Minor, Serious, and Fatal Injuries for each age group. Comparing the population distribution to the injury distribution shows that the under 21 age group is under-represented in every injury category, whereas the 45-64 age group is over-represented in every injury category.

Table CTS-16. Percent Injuries by Age Group, 2015-2020

	Minor	Serious	Fatal	Population
<21	20.6%	16.4%	5.7%	25.1%
21-44	38.5%	41.3%	27.0%	29.5%
45-64	29.2%	29.8%	37.5%	28.3%
65+	11.7%	12.5%	29.8%	17.0%
Total	*100.0%*	*100.0%*	*100.0%*	*100.0%*

The differential between injury and population distribution for each age and injury category is shown in Figure CTS-5. The figure clearly shows the over-representation of pedestrians 45 and up in fatal injuries.

Figure CTS-5. Injury to Population Differential by Age Group, 2015-2020



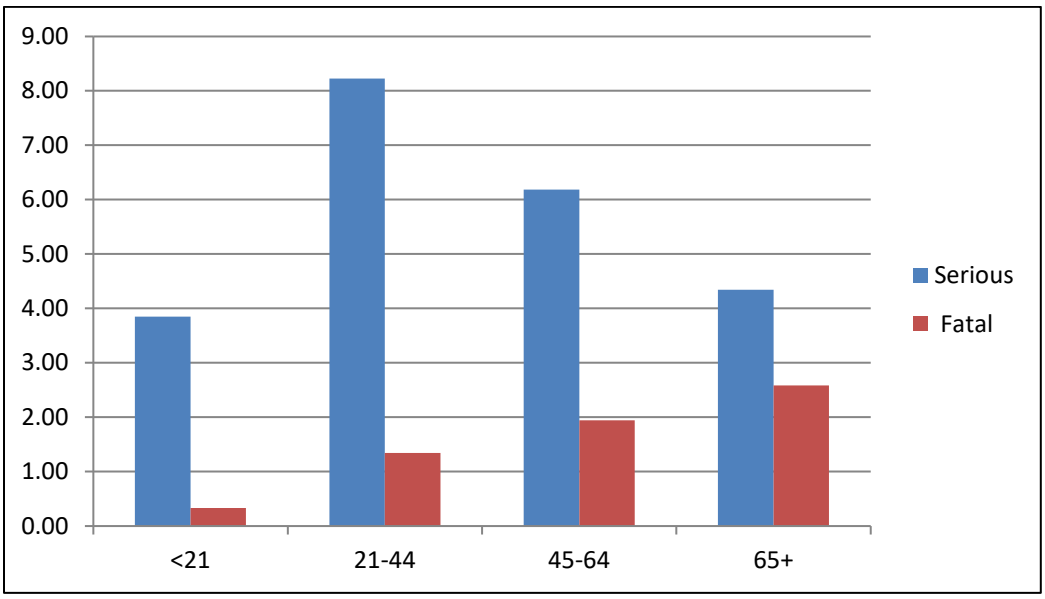
Injury rates per 100,000 population for the various age and injury categories are showed in Table CTS-17. Note that the 2020 data are only preliminary and may only be partial, and as such can be misleading. The overall data show the 21-44 age group to have the highest rate of minor and serious injuries whereas the 65 and over group has the highest rate of fatal injuries. The serious and fatal injury rates per population are also represented graphically in Figure CTS-6.

Table CTS-17. Injury Rates per 100K Population, 2015-2020

Injury	Age	2015	2016	2017	2018	2019	2020	2015-2020
Minor	**<21**	25.02	25.67	24.04	24.72	24.30	13.96	22.99
	21-44	36.80	40.33	39.09	34.44	40.57	28.00	36.53
	45-64	22.69	33.20	29.26	31.31	33.13	23.94	28.91
	65+	17.92	19.42	19.84	21.64	21.10	15.39	19.22
Serious	**<21**	5.00	4.41	4.56	3.48	4.09	1.48	3.85
	21-44	7.11	10.49	9.72	8.82	8.04	5.20	8.23
	45-64	4.85	6.52	6.38	6.16	6.97	6.26	6.18
	65+	4.00	4.43	5.33	3.74	3.97	4.60	4.34
Fatal	**<21**	0.76	0.55	0.33	0.00	0.00	0.34	0.33
	21-44	1.04	1.43	1.14	2.09	1.23	1.13	1.34
	45-64	1.75	2.14	1.37	2.58	2.02	1.82	1.95
	65+	1.74	2.90	3.33	1.79	3.33	2.38	2.58

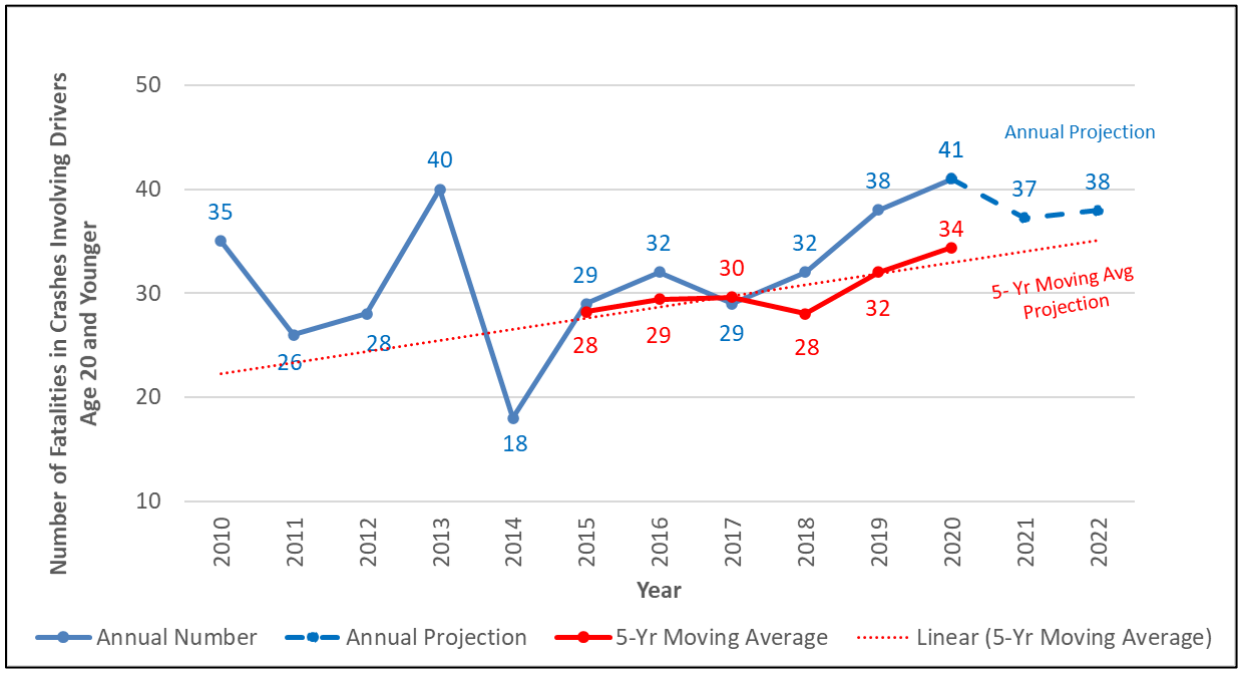
Figure CTS-6 shows that serious injury rates by population decrease with increasing age (after age 20), going from 8.23 serious injuries per 100,000 population for those ages 21-44 to 4.34 for those 65 and up. Fatal injury rates show the opposite pattern and increase with increasing age, from a low of 0.33 fatalities per 100,000 population for those under 21 to a high of 2.58 fatalities per 100,000 population for those 65 and over.

Figure CTS-6. Serious and Fatal Injury Rates by 100k Population, 2015-2020



PERFORMANCE MEASURES

Number of Drivers Age 20 or Younger Involved in Fatal Crashes (C-9)*

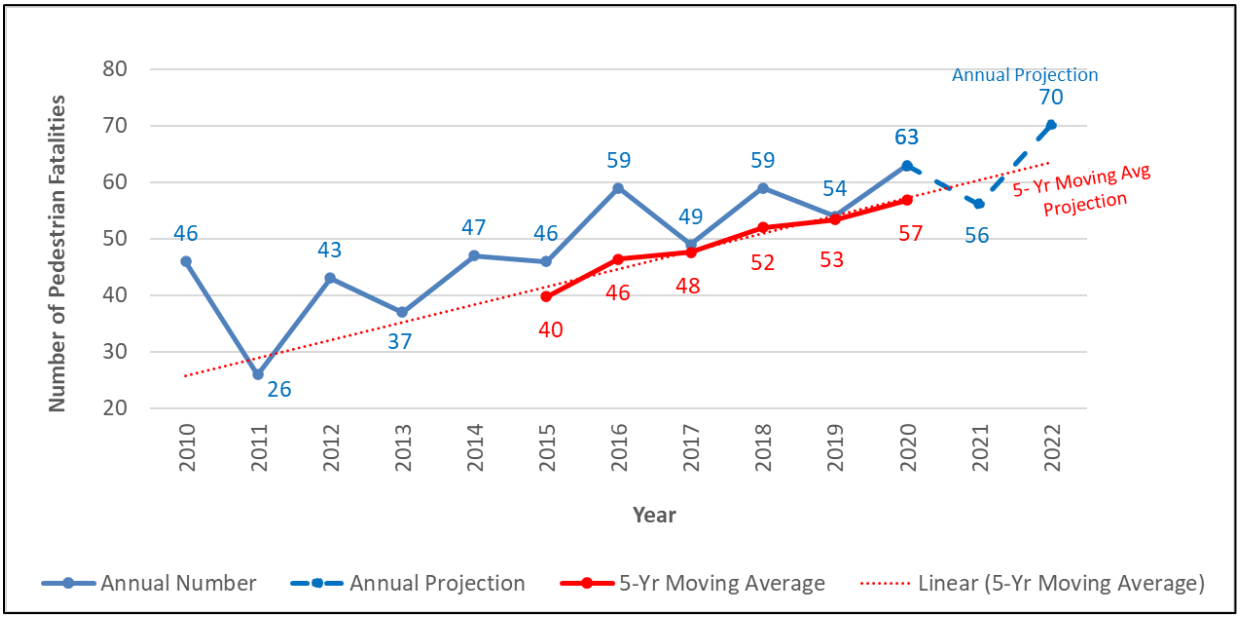


Source: FARS final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CT-DOT Data as of 03/11/21.
*The graph shows number of fatalities in crashes involving drivers age 20 and younger.

Performance Target: To maintain the five-year moving average of 32 (2015-2019) fatalities involving drivers aged 20 or younger during the HSP 2022 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The actual 2020 preliminary State data as well as the five-year moving average trend suggest an increase in fatalities involving drivers aged 20 or younger compared to the previous years. The annual projection for the year 2022 is 38 fatalities and the projected five-year moving average for 2022 is 35 fatalities. As such, Connecticut has chosen a maintenance target.

Number of Pedestrian Fatalities (C-10)

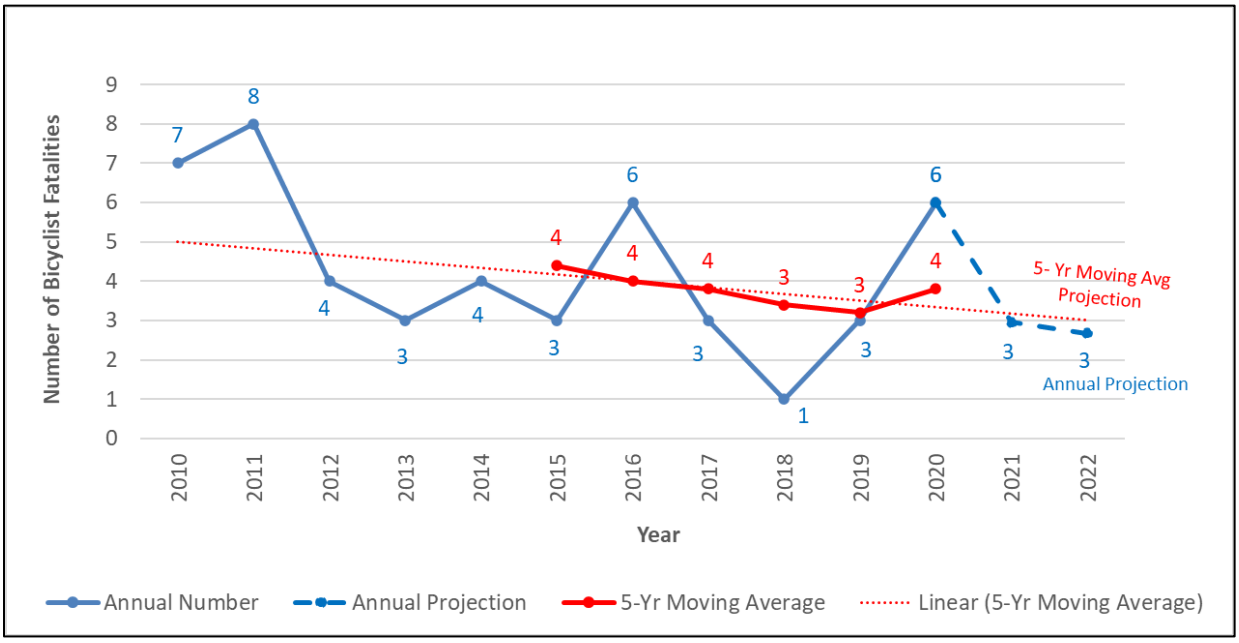


Source: FARS final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CT-DOT Data as of 03/15/21

Performance Target: To maintain the five-year moving average of 53 (2015-2019) pedestrian fatalities during the HSP 2022 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The annual 2020 preliminary State data shows an increase in pedestrian fatalities compared to 2019. The annual projection for 2022 is 70 fatalities and the projected five-year moving average for 2022 is 64 fatalities. The year 2020 was unusual with the COVID-19 pandemic and increased pedestrian fatalities were recorded nationally. With increasing pedestrian fatalities over the past couple of years, CT-DOT adopted pedestrian safety as a high priority, and it has a major program to improve safety and expand opportunities for walking and bicycling. Legislative changes along with media and educational campaigns by the HSO, several safety-related infrastructure projects were undertaken by CT-DOT Traffic Safety Engineering from 2015 – 2020 to improve the conspicuity of traffic control devices for non-motorized road users including but not limited to marked crosswalk enhancements and other signing. Connecticut remains committed to these goals and is optimistic that we will be able to lower the pedestrian fatality numbers.

Number of Bicyclist Fatalities (C-11)



Source: FARS final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CT-DOT Data as of 03/15/21

Performance Target: To maintain the five-year (2015-2019) moving average of three (3) bicyclist fatalities during the HSP 2022 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The annual 2020 preliminary State data shows an increase in bicyclist fatalities compared to 2019. However, the five-year moving average projection as well as the annual projection suggests that the bicyclist fatalities will decrease to around three during the 2022 planning period. As such, Connecticut has chosen a maintenance target.

PLANNED COUNTERMEASURES

Countermeasure Strategy: Prevention Intervention Communications and Outreach 5 *Countermeasures That Work*

Project Safety Impact: Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, the strategy of underage drinking and alcohol-impaired driving and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set. The Underage Drinking and Alcohol-Impaired Driving countermeasure strategy centers on The MADD Power of Parents Grant which will provide support for activities that address the issue of social host liability and adults, including parents, who provide alcohol to minors. This strategy and the planned activities will continue to have a positive effect on reducing the incidence of alcohol-impaired driving among drivers under the age of 21.

Linkage Between Program Area: This countermeasure strategy and planned activity will continue to strive toward having a positive impact on the performance targets set for impaired driving, as well as the target set for the drivers age 20 and younger involved in fatal crashes. Sufficient funding has been allocated to support the various activities designed specifically to address the issue of underage drinking and alcohol-impaired driving.

Rationale: The fact that drivers under the age of 21 continue to drink and drive documents the need to develop and implement initiatives that address the problem of underage drinking and driving.

Planned Activity 1: Mothers Against Drunk Driving (MADD) Initiatives
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Nicholas Just

Planned Activity Description: *Power of Parent's It's Your Influence*
The Mothers Against Drunk Driving (MADD) educational outreach program "Power of Parents", would receive funding consideration under this task. "Power of Parents" is a 30-minute workshop given to parents. The program is based on the parent handbook, which motivates parents to talk with their teens about alcohol. Handbooks are presented to every parent in attendance at each workshop. The workshops are presented by trained facilitators who have each attended a facilitator training led by the MADD Connecticut Youth Department. A Program Specialist will oversee the implementation of this program. Approximately 50 presentations will be conducted over the course of the grant. Special consideration will be made to conduct presentations in underserved minority populations. This project supports salary of the program coordinator, travel expenses and educational material including brochures handbooks and calendars.

Intended Subrecipient(s): Mothers Against Drunk Driving (MADD)

Funding Source(s):

Funding Source	Project number	Agency	Title	$ Amount
154-AL	0202-0722-EE	MADD	Power of Parents	$60,000

Planned Activity 2: GDL/Teen Driving Education and Outreach Initiatives
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Planned Activity Description: This project will allow the HSO to work with partners, such as the DMV and Connecticut Traffic Safety Research Center (CTSRC), to evaluate and address materials related to Connecticut's GDL laws. A primary goal of this project is to redevelop a website serving as an online hub for teen drivers and parents of teen drivers. Key components of the website will include educational materials supporting the use of parent-teen driving agreements and informing families about risky teen driving, a template parent-teen driving agreement, and a survey to evaluate the project's impact. The website and its associated materials will be promoted in classes held by Connecticut DMV for parents of GDL drivers, as well as through a social media advertising campaign targeted at teens and parents who have already completed the DMV class. We anticipate that this project will increase the use of parent-teen driving agreements, thereby promoting safer teen driving. Most of the resources currently on the website were developed in 2008 when Connecticut passed its GDL laws. Refreshing them would be extremely beneficial, and is currently needed, as they are nearly 15 years old.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project number	Agency	Title	$ Amount
402-TS	0202-0708-AA	CT-DOT/HSO	GDL/Teen Driving Education	$400,000

Planned Activity 3: Drive Safe Connecticut Media Partnership
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Planned Activity Description: In FY2021, the HSO began a new partnership with local news affiliate FOX61 to create a robust safe driving educational media campaign. This campaign

includes but is not limited to production of PSAs, multiple interview opportunities, traffic report sponsorships, social media advertisements and community outreach efforts. The HSO has full control over which safety messages are featured and can tailor the messaging to align with the NHTSA calendar when possible. Because funding is flexible for this campaign, various program areas can be featured including a major safe driving concern such as speeding. Other messaging will focus on impaired driving, pedestrian/bicycle safety, distracted driving, child passenger safety and motorcycle safety. This partnership allows the HSO to have its campaigns routinely featured on one of the most prominent news stations in Connecticut to raise awareness about safe driving practices.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project number	Agency	Title	$ Amount
405e-6 (M8*PM)	0202-0745-6-DX	CT-DOT/HSO	Drive Safe CT Media Partnership	$200,000

Countermeasure Strategy: Alcohol Vendor Compliance Checks 6.3; Other Legal Minimum Drinking Age 21 Law Enforcement 6.4 *Countermeasures That Work*

Project Safety Impact: This countermeasure strategy focuses on the enforcement of Connecticut's legal drinking age of 21 and how that can impact impaired driving crashes. Underage project activities would focus on communities with higher underage drinking violation rates and injury and fatal crash data. Activities would include concert parking lot patrols, compliance checks, party patrols, surveillance patrols, Cops in Shops and shoulder taps. These activities are focused on reducing the number underage drinkers, especially those who might be driving.

Linkage Between Program Area: Through education, prevention and enforcement, underage project activities can reduce the percentage of fatally injured drinking drivers under the legal drinking age of 21 by reducing the number of underage drinkers getting behind the wheel. Enforcement will identify problem areas and target the necessary age groups that have a zero BAC tolerance. Target goals for summonses issued will be identified based on the problem identification data. Target goals for educational activities may also be identified in the form of the number of young people reached through project activities.

Rationale: Education and outreach can effectively send messages to young people and parents. Enforcement at higher underage drinking locations can effectively shut down the opportunity for impaired individuals to get behind the wheel. Project activities will also reduce the number of locations that are selling to underage drinkers.

Planned Activity 1: Underage Alcohol Enforcement Grant Program
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi

Planned Activity Description: Funding will be provided for municipal law enforcement agencies for underage drinking enforcement. Underage drinking activities target underage drinkers, which potentially translates to impaired driving. Consideration will be given to communities with higher underage drinking violation rates weighted by population and injury and fatal crash data. Eligible activities will include concert parking lot patrols, compliance checks, party patrols, surveillance patrols, Cops in Shops, and shoulder taps.

Intended Subrecipient(s): Municipal Police Agencies

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	0202-0722-YY	Municipal Police Agencies	Underage Alcohol Enforcement Grant	$600,000

Countermeasure Strategy: Youth Programs 6.5 *Countermeasures That Work;* Education, Communications and Outreach on Youth Impaired Driving

Project Safety Impact: Public outreach and education is critical in disseminating messages to the public. Due to their inexperience behind the wheel and incomplete brain development, young drivers are at an increased risk to be involved in crashes. Bringing safety programs and messaging to students who are in the process of or have just obtained their license will educate them on the consequences of driving impaired.

Linkage Between Program Area: Impaired driving programs for young drivers will assist in helping lower crashes, injuries and fatalities by educating them on the dangers of drinking and driving.

Rationale: Education and outreach programs are an effective way to impact large audiences.

Planned Activity 1: 'Choices Matter' Impaired Driving Program Featuring Chris Sandy
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Planned Activity Description: The 'Choices Matter' program continues to be extremely well

received by Connecticut high schools and again plans to return with its impaired driving message to 60 schools during the 2021-2022 school year. This plan for in-person presentations is contingent upon schools being open and free of COVID-19 limitations. Due to any lingering impacts of the COVID-19 pandemic, the ability to provide virtual presentations will be available in the event that students are still working remotely during this school year. This program will continue to make an effort to visit schools throughout the state, including inner-city schools and underserved populations. When Chris Sandy was 22 years old, he was charged and convicted on two (2) counts of vehicular homicide by DUI and spent eight and a half years in prison for his crime. In prison, he committed himself to preventing anyone else from repeating his mistakes, and his story has since been the inspiration for a book and EMMY winning documentary. Chris is now serving the remainder of his sentence on Parole/Probation until 2031. This former inmate continues sharing his dynamic live presentation at schools, colleges, conferences, military bases and business organizations nationwide. He is considered one of the most talented speakers in the youth industry. Chris has spoken to over one million students across the country. Chris partners with Eric Krug, a victim of a deadly alcohol related crash, creating an incredible presentation featuring an offender and victim. Due to Eric's injuries he is unable to attend all of the shows but does plan to attend for a portion in Connecticut during the year when possible. An impaired driving simulator will be included for students as a hands-on portion of this program to allow them the experience to see the potentially devastating consequences of driving impaired in a safe setting. Surveys are also given to the students during this portion of the program to gauge their attitudes and awareness related to impaired driving. This presentation is emotional and inspirational to people of all ages, but especially teens, and return for the 2021-2022 school year due to the overwhelming requests to bring it back to Connecticut.

Intended Subrecipient(s): CT-DOT/HSO and Alliance Sport Marketing

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	0202-0722-AY	CT-DOT/HSO	Choices Matter	$300,000

Countermeasure Strategy: Communications and outreach on Distracted Driving 2.2 *Countermeasures That Work*

Project Safety Impact: High-visibility public information and education outreach efforts are an essential component of all successful highway safety programs. The primary purpose of the Statewide Distracted Driving Media Buy strategy is to raise public awareness and educate the public about the importance of traffic safety in their lives and ultimately to convince the public to change their attitudes and driving behaviors resulting in safer highways for everyone. The development and delivery of traffic safety messages through social media networks and more traditional outlets including radio, television and print media will be supported. The coordination

and delivery of a comprehensive program for Connecticut that addresses current traffic safety issues and supports traffic safety programs at the state and local levels will have a major positive impact on highway safety in the state. Additionally, bringing safety programs and messaging to students who are in the process of or have just obtained their license will educate them on the consequences of distracted driving.

Linkage Between Program Area: The planned activities conducted under the data-driven Statewide Distracted Driving strategy will focus on raising public awareness of the state's traffic safety priorities. These priorities are determined through the problem identification process conducted under each of the program areas. Statewide media and education efforts are a key component of a comprehensive approach to improving traffic safety. Publicizing enforcement and other countermeasure strategies implemented to address traffic safety problems greatly expands the coverage and potential impact of these programs and supports progress toward the achievement of the performance targets that have been set. Sufficient funds are allocated for the effective implementation of this countermeasure strategy and the associated activities that are planned.

Rationale: Communications and outreach is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving safety on Connecticut's roadways. Publicity and media support are essential components and key to the success of high-visibility enforcement.

Planned Activity 1: Distracted Driving Education Programming and Younger Driver Education
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Planned Activity Description: The HSO will continue to partner with Matrix Entertainment's 'Save a Life Tour' to build on the success of the Connecticut high school distracted driving program developed over the past several years. The HSO has continued to work with 'Save a Life Tour' staff to implement an expansive and structured program that visited 30 high schools during the 2013-2014 school year. Because of the overwhelmingly positive response, the HSO continued to expand the program's reach. Due to the continued request from schools to host the program, it was expanded to accommodate up to 80 schools, and that will again be the plan for the 2021-2022 school year. This plan for in-person presentations is contingent upon schools being open and free of COVID-19 limitations. Due to any lingering impacts of the COVID-19 pandemic, the ability to provide virtual presentations will be available in the event that students are still working remotely during this school year. This program will continue to make an effort to visit schools throughout the state, including inner-city schools and underserved populations. With the annual turnover of driving aged students in each school's population, the school administrators continue to want the message to return as it is reaching a new group of youths getting their permits and/or licenses each year. Teen drivers have a higher rate of fatal crashes due to their lack of experience and skills, and distraction can be a deadly interference when they are behind the wheel. This program allows the students the opportunity to use realistic distracted driving simulators, view a high-impact safe driving video and to sign a pledge during the program promising that they will not text and drive or drive distracted, alone or with their peers. The company continues to use

tablets on-site to have the students take a distracted driving attitude and awareness survey, and results are compiled and sent to the HSO. To date this program has been featured over 400 times at high schools in Connecticut and continues to garner earned media attention at several schools throughout the year.

Intended Subrecipient(s): CT-DOT/HSO and Matrix Entertainment

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-1 (M8PE)	0202-0745-1-AA	CT-DOT/HSO	Save a Life Tour	$240,000

Countermeasure Strategy: Education, Communications and Outreach; Cooperative Approaches to Improving Non-Motorized Safety

Project Safety Impact: Public outreach and education is critical in disseminating messages to the public. With non-motorized safety continuing to be a major concern not only in Connecticut but also nationally, engaging and educating the public with important information regarding the laws and best practices for walking and biking will encourage all road users to safely share the road.

Linkage Between Program Area: Non-motorized safety campaigns will assist in helping lower crashes, injuries and fatalities by educating the public of the dangers of not adhering to laws related to pedestrians and bicyclists.

Rationale: Education, outreach and media campaigns are an effective way to impact large audiences.

Planned Activity 1: Pedestrian and Bicycle Safety Media and Community Awareness Project
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley
Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Planned Activity Description: In response to pedestrian fatalities increasing both in Connecticut and nationwide, the HSO launched 'Watch for Me CT' in 2017, an educational outreach and awareness campaign run partnership with Connecticut Children's Medical Center (CCMC). Watch for Me CT addresses non-motorized safety focusing on pedestrians and bicyclists in a comprehensive, statewide effort. The need for this campaign has never been greater – according to GHSA, the number of U.S. pedestrian fatalities in 2020 is projected to be 6,721, compared to 6,412 in 2019. This is an increase of 4.8%, despite at least a 14% reduction in vehicle miles

traveled due to COVID restrictions. Here in Connecticut, pedestrian deaths increased from 54 in 2019 to a preliminary number of 63 in 2020.

Watch for Me CT aims to reach all non-motorized road users and drivers in Connecticut with appropriate messaging through traditional and new media. Messaging includes images of people from diverse backgrounds to promote equity, as we want our outreach to reflect the community in which it is displayed. Minority populations are disproportionately affected by pedestrian injury and death, so safety messaging is targeted to communities like Hartford and other cities where there are a higher percentage of people of color and higher numbers of pedestrian crashes.
A dedicated, full-time Pedestrian/Bicyclist Safety Outreach Coordinator engages directly with communities to further safety education while growing partnerships throughout the state. These partnerships have increased the message's penetration among communities, businesses, and school partners and led to educational presentations and speaking engagements at conferences. Other activities include providing technical assistance for communities, educating in local settings, media promotions, campaign material dissemination, maintenance of social media presences, website updates, and program activity monitoring and evaluation. Our goal is to continue this important work which is needed to reverse the trend of escalating deaths and injuries of our most vulnerable road users. In the coming year, we look forward to launching a campaign targeted to older pedestrians. We will continue our work in the community with our various partners. Finally, Watch for Me CT can be an integral part of educating the public around the new policies recently passed by our State legislature around pedestrian and bicyclist safety.

Intended Subrecipient(s): Injury Prevention Center at the Connecticut Children's Medical Center

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PS	0202-0710-AC	Connecticut Children's Medical Center	Pedestrian Safety Awareness Project - Watch For Me CT	$360,000

Planned Activity 2: Public Information and Education/Community Outreach to Pedestrians and Bicyclists
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Planned Activity Description: This task will allow the HSO to provide public information and educational materials to invested stakeholders regarding pedestrian and bicycle safety. This funding will also be available for training and travel purposes for enhancement of non-motorized safety endeavors. The HSO plans to continue its partnership with Connecticut Children's Medical Center on the 'Watch for Me CT' campaign. In support of these visual messages, public outreach will be conducted at assigned venues through tabling events that provide the

opportunity to directly communicate with pedestrians, bicyclists and the driving community to spread awareness about the safety of all road users.

Intended Subrecipient(s): Vendor yet to be determined through state procurement process

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PS	0202-0710-AE	CT-DOT/HSO	PI&E	$5,000

Planned Activity 3: AARP Non-Motorized Media and Education Program
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Planned Activity Description: Walking and biking as a mode of transportation can deliver a unique set of challenges for people of all ages but can be particularly dangerous for the older population. Likewise, older drivers can also be at risk of having diminishing skills behind the wheel making them more at risk to be involved in a crash, or have difficulty seeing a non-motorized road user. Older pedestrians, in particular, are over-represented in traffic crashes, injuries and fatalities in Connecticut. According to FHWA, Connecticut had an increase in the fatality and serious injury rate for drivers and pedestrians over the age of 65 for the periods of 2013-2017 and 2015-2019. In an effort to address this, in FY21 the HSO collaborated with Watch for Me CT and AARP members by holding a focus group to explore the experiences of older adults as both pedestrians and drivers. This information was used to inform future marketing campaigns and shape outreach efforts. This partnership will allow the HSO to continue to directly work with a group that has strong ties to the aging population to produce and deliver a non-motorized safety campaign that targets this at-risk demographic. Additionally, the HSO will work with the Watch for Me CT program coordinator and AARP staff to continue to engage their diverse members with educational tools focused on safe walking and biking. This can include but not be limited to developing additional safety brochures and posters that will be circulated to members, as well as holding additional focus groups as needed.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405d-ii-4 (M7*PS)	0202-0740-4-AT	CT-DOT/HSO	Bike/Ped Media Buy (AARP)	$150,000

Planned Activity 4: Non-Motorized Safety Community Education and Outreach Program
Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

Planned Activity Description: Traffic safety advocates in Connecticut have been working to pass numerous new laws and revisions to current laws related to pedestrians and bicyclists. This act includes the following: "require motorists to grant the right-of-way to pedestrians who affirmatively indicate their intention to cross the road in a crosswalk; (2) increase the fine for operating a motor vehicle while using a hand-held mobile telephone or electronic device; (3) increase the additional fee provided to municipalities for certain traffic violations; (4) establish a fine for opening the door of a motor vehicle in a way that impedes the travel of a pedestrian or a person riding a bicycle; (5) allow local traffic authorities to establish speed limits and pedestrian safety zones; (6) establish the greenways commemorative account; (7) allow the use of automated traffic enforcement safety devices within maintenance work zones; and (8) establish a pilot program to use automated traffic enforcement safety devices in school zones". This effort has been led by many units within the DOT, and the HSO has been designated as the unit to handle the educational/media component of these law changes. This funding allows the HSO to develop and deliver an education and awareness campaign specifically about the new state laws related to non-motorized safety to increase the knowledge and safety of all road users.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405h-2 (FHPE)	0202-0746-2-AC	CT-DOT/HSO	Non-Motorized Education and Outreach	$450,000

Planned Activity 5: HSO Staff Community Outreach
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Planned Activity Description: Public outreach and education is critical in disseminating HSO messages to the public. To directly impact large crowds and audiences with safe driving messages, the HSO has many community partners in Connecticut including sports teams, concert and entertainment venues, racing facilities, state colleges, high school sports championships and festivals. These teams and venues are located in diverse city communities and many make efforts to focus on underserved members of their populations by including Spanish speaking elements and promotions. The HSO program manager works directly with each of these partners to create a custom advertising plan that focuses on impaired driving but includes other campaigns such as but not limited to seat belts, distracted driving, non-motorized safety and speeding. When HSO staff attends events at these venues to conduct public outreach, those in attendance routinely ask staff members questions related to these campaigns as well as child pedestrian safety, motorcycle safety and laws pertaining to these many topics. This

funding will allow staff to conduct overtime public outreach outside of normal business hours on behalf of all the HSO campaigns to best serve the community members they engage with while educating them and providing resources on a variety of safe driving topics.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-CP	0202-0703-AA	CT-DOT/HSO	HSO Staff Community Outreach	$50,000

Countermeasure Strategy: Law Enforcement Training for Non-Motorized Safety

Project Safety Impact: The objective of this countermeasure is to provide a refresher course to engage and train police officers on the laws for pedestrians and bicyclists, as well as the laws for drivers sharing the road with them. While non-motorized fatalities continue to climb in the U.S., in most places it is not a major focal point for law enforcement. This training will provide valuable best practices and enforcement tips for agencies to then use in the field.

Linkage Between Program Area: This training will be a mandatory requirement for agencies that intend to participate in the non-motorized safety enforcement program. Using the Connecticut Crash Data Repository, municipalities that are over-represented in non-motorized crash data will be selected to participate, and their officers will be trained on high-risk behaviors prior to enforcement. As more officers are trained, it is hoped that more unsafe drivers and non-motorized road users are educated and removed from the roads and therefore help Connecticut reach its performance target.

Rationale: This countermeasure was selected because it best describes the objectives of the planned activity.

Planned Activity 1: Pedestrian Training for Law Enforcement
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Planned Activity Description: In 2018, the HSO worked closed with NHTSA and the UConn Technology Transfer Center to develop a Connecticut specific curriculum for police officers focusing on pedestrians and non-motorized safety. Following this first pilot course, the curriculum was edited in 2019 and given to police departments in municipalities overrepresented in pedestrian related fatalities and crash data. This training will continue to focus on the specifics of pedestrian and bicycling laws in an effort to provide a refresher course to officers to target

behaviors contributing to the crashes, injuries and fatalities involving non-motorized road users. This funding will be available to cover costs that may be associated with hosting the training, trainers and necessary materials.

Intended Subrecipient(s): Police agency and/or trainers yet to be determined

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405h-2 (FHPE)	0202-0746-2-AD	CT-DOT/HSO	Law Enforcement Training	$100,000

The dollar amounts for each planned activity are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance targets, availability of funding and overall priority level.

Planning and Administration (P&A)

PERFORMANCE MEASURE

To submit Highway Safety 2023 Plan including Federal 402/405 application(s) by July 1, 2022, Annual Evaluation Report by December 31, 2021, and to voucher to GTS monthly.

Planned Activity 1: Planning and Administration Program Administration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Flavia Pereira

The Connecticut Office of Highway Safety will serve as the primary agency responsible for ensuring that highway safety concerns for Connecticut are identified and addressed through the development and implementation of appropriate countermeasures.

The Planning and Administration Area includes the costs necessary that are related to the overall management of the programs and projects for the 2022 HSP. The goal is to administer a fiscally responsible, effective highway safety program that is data driven, includes stakeholders, and addresses the State's specific safety characteristics.

The HSO will continue to work with traffic safety stakeholders, including state and municipal law enforcement agencies and all grant recipients. Administer the statewide traffic safety program; Implement the 2022 HSP and develop future initiatives; provide sound fiscal management for traffic safety programs; coordinate state plans with other Federal, state, local agencies; and assess program outcomes.

The task will include coordination of activities and projects outlined in the HSP including statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding will be provided for personnel, employee-related expenses and staff member travel, materials, supplies and other related operating expenses.

NHTSA Region 2 conducted the Management Review of the Connecticut Highway Safety Office for federal fiscal years 2017-2019 in the Fall of 2019 and provided a report in January 2020. The HSO in conjunction with NHTSA Region 2 will address the Findings and the Management Considerations from the Corrective Action Plan (CAP). Certain Findings related to Certificates and Assurances; Unallowable costs; and, Equipment were addressed immediately. Others such as those related to monitoring including revision of the Policy and Procedures Manual, revising the subrecipient monitoring procedures in the manual, training HSO staff on updated Policy and Procedures Manual and ensuring uniform adherence and application, creating evaluation process for project proposals, monitoring and evaluation training for HSO staff etc. will continue to be addressed.

The Planning and Administration section will also cover the following tasks:

- Provide data required for Federal and state reports, provide program staff, professional

development, travel funds, space, equipment, materials, and fiscal support for all programs.

- Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.
- Identify and prioritize highway safety problems for future HSO attention, programming, and activities.
- Conduct program management and oversight for all activities within this priority area.
- Participate on various traffic safety committees.
- Promote safe driving activities.
- Equipment costs related to completion of highway safety plans, reports and grant management.
- Prepare and submit the 2021 Annual Report by December 31, 2021.
- Prepare and submit the 2023 HSP and 405 Application by July 1, 2022.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PA	0202-0733-AA	CT-DOT/HSO	Planning and Administration	$600,000

The dollar amounts for this task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance targets, availability of funding and overall priority level.

Evidence-Based Traffic Safety Enforcement Program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP)

Program Area	Planned Activity Name
Distracted Driving	HVE Distracted Driving – Enforcement - CSP/DESPP
Distracted Driving	HVE Distracted Driving - Enforcement
Distracted Driving	HVE Distracted Driving – Media Buy
Police Traffic Services	Speed and Aggressive Driving Enforcement
Police Traffic Services	Speed High Visibility Enforcement Media Buy
Impaired Driving	DRE Overtime Call Out
Impaired Driving	Underage Alcohol Enforcement Grant Program
Impaired Driving	DUI Overtime Enforcement
Impaired Driving	DUI Media Campaign
Occupant Protection	Click It or Ticket Enforcement
Occupant Protection	Occupant Protection Enforcement/ Connecticut State Police
Occupant Protection	Occupant Protection Media Buy and Earned Media
Community Traffic Services	Non-Motorized Safety Overtime Enforcement

Analysis of crashes, crash fatalities, and injuries in areas of highest risk

Crash Analysis: Please see the problem identification statements in the corresponding HVE planned activities for this analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Deployment of Resources: Please see the problem identification statements and countermeasure explanations in the corresponding HVE planned activities/countermeasures for this explanation of the deployment of resources based on the analysis performed.

Effectiveness Monitoring: The HSO is responsible for managing the operations of grant and subgrantee supported activities. The HSO along with NHTSA Region 2 Office and the GHSA are in

the process of reviewing and revising the monitoring procedures and updating the policies and procedures manual to strengthen its monitoring process. The monitoring activities will be implemented in accordance with the new monitoring procedures and staff will be trained on new policies and procedures to ensure uniform adherence. The changes are targeted to take effect by the end of FFY2021.

Attitudes and Awareness

List of Surveys

1. 2019 Connecticut Statewide Seat Belt Use Results
2. 2019 Click It or Ticket DMV Awareness Survey
3. Connecticut DMV Survey Results: 2017 -2019
4. Connecticut Holiday Safe Driving Awareness Survey (Nov/Dec 2019 and Jan 2020)
5. Connecticut Highway Safety Office “Bonus” DMV Awareness Survey Results (February/March 2020)
6. Connecticut Distracted Driving Observations (July / September / October 2020)

Connecticut Statewide Seat Belt Use:

2019 Post "*Click It or Ticket*" Daytime Roadside Observation Results

Final Report

Connecticut Department of Transportation
Highway Safety Office

2019 Seat Belt Use in Connecticut

FEBRUARY 2020

Prepared for:
Connecticut Department of Transportation;
Highway Safety Office

Prepared by:
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I. INTRODUCTION

Background

This report documents Connecticut's 2019 statewide seat belt use survey. The survey was conducted under the direction of the Connecticut Department of Transportation's Highway Safety Office (HSO).

The HSO is responsible for the administration of the State of Connecticut's Highway Safety Program. Occupant protection is among several significant program areas for which HSO is responsible. A portion of HSO occupant protection program funding comes from the Federal Government which requires administration of a statewide survey of seat belt use that must adhere to Federal Register Guidelines. Connecticut's first statewide survey using Federal Register Guidelines was completed in 1995. This is the twenty second (22nd) follow-up to the original survey in 1995.

The current survey was conducted in June 2019, directly after the national (and State) *"Click It or Ticket"* campaign. The campaign combines heightened law enforcement efforts with supporting media messages. The daytime survey provides a statewide estimate of seat belt use in Connecticut that is comparable to the 1995 estimate accredited by NHTSA in September 1998, and the statewide surveys conducted thereafter.

Survey Scope

The 2019 survey, used the same sites which were resampled in 2018. NHTSA approved our resample for a five-year period (2018 – 2022). New sites will be selected for 2023 data collection. The purpose of the annual roadside survey is to determine statewide safety belt usage for drivers and outboard front seat passengers in passenger vehicles during daytime hours. Additional use rates were calculated for specific locations, type of vehicle, as well as other factors that may have had an effect on seat belt use.

The 2019 survey was probability based and estimates are representative of seat belt use for the entire State of Connecticut. Statewide belt use (the official belt use rate reported to NHTSA) is derived solely from *daytime* observations; the 2019 survey results provide an up-to-date estimate comparable to the twenty-two (22) previous statewide surveys of belt use.

Overview of Results

Across the 120 observation sites, a total of 23,455 drivers and front-seat outboard passengers were observed during daytime hours. The weighted use rate for these drivers and passengers combined was **93.7** percent. Statewide safety belt use has increased 34.5 percentage points since the first statewide survey in 1995.

Table 1. Driver/Passenger Daytime and Nighttime Statewide Percent Seat Belt Use by Year

YEAR	DAYTIME SEAT BELT USE	NIGHTTIME SEAT BELT USE
1995	59.2%	-----
1998	70.1%	-----
1999	72.9%	-----
2000	76.3%	-----
2001	78.0%	-----
2002	78.0%	-----
2003	78.0%	-----
2004	82.9%	76.7%
2005	81.6%	-----
2006	83.5%	76.2%
2007	85.8%	81.3%
2008	88.0%	85.2%
2009	85.9%	-----
2010	88.2%	81.0%
2011	88.4%	-----
2012	86.8%	-----
2013	86.6%	-----
2014	85.1%	-----
2015	85.4%	-----
2016	89.4%	-----
2017	90.3%	
2018	92.1%	
2019	**93.7%**	

II. PROCEDURES

Seat Belt Usage Rate and Variability Calculations

The sample sites used in the 2019 daytime observational surveys provide a statewide representation.

Calculation of Overall Seat Belt Usage Rate

Seat belt use rates will be calculated using formulas based on the proportion of the state's total DVMT[1] "represented" by each site. Seat belt use rate calculations will follow a three-step process.

First, estimated rates will be calculated for each of the five road type strata within each county. Observed use rates for all of the sites within each road stratum-county combination will be combined by simple averaging, as shown in Formula 1. Since the sites' original probability of inclusion in the sample was proportional to their DVMT (as adjusted, where appropriate, to ensure that every segment in the database in the county-road stratum was proportionally representative of all comparable road segments), averaging their use rates makes use of that sampling probability to reflect their different DVMTs.

$$p_{ij} = \sum_{k=1}^{n_{ij}} p_{ijk} / n_{ij} \quad (1)$$

where i = road stratum, j = county, k = site within road stratum-county, n_{ij} = number of sites within the road stratum-county, and p_{ijk} = the observed seat belt use rate at site $ijk = B_{ijk}/O_{ijk}$, where B_{ijk} = total number of belted occupants (drivers and outboard front-seat passengers) observed at the site and O_{ijk} = total number of occupants whose belt use was observed at the site, excluding Unknown use, according to the selection and observation procedures described in the Observations section of this proposal.

Next, road stratum-county seat belt use rates will be combined across road strata within counties, weighted by the road stratum's relative contribution to total county DVMT[2], to yield a county-by-county seat belt use rate p_j:

$$p_j = \frac{\sum_i DVMT_{ij}\, p_{ij}}{\sum_i DVMT_{ij}} \quad (2)$$

[1] Again, "adjusted DVMT" (this was done by dividing the actual DVMT values of the municipally owned roads by their sampling proportion).

[2] As determined from the State's HPMS reporting to FHWA; weights are based on a separate run of (town within) county × roadway functional class DVMT on 4/10/2012. DVMT values are available upon request.

where i = road stratum, j = county, $DVMT_{ij}$ = DVMT of all roads in road stratum i in county j, and p_{ij} = seat belt use rate for road stratum i in county j.

Finally, rates from the 6 counties will be combined by weighting them by their total DVMT values $DVMT_j$:

$$p = \frac{\sum_j DVMT_j p_j}{\sum_j DVMT_j} \quad (3)$$

where $DVMT_j$ = total DVMT for county j.

The result will be a weighted combination of the individual site seat belt use rates.

Estimates of subgroups of occupants, such as male drivers, female passengers, male drivers of pickup trucks, etc., may be calculated in the same way.

Calculation of the Standard Error of the Overall Seat Belt Use Rate

Standard error of estimate values will be estimated through a jackknife approach, based on the general formula:

$$\hat{\sigma}_{\hat{p}} = [\frac{n-1}{n}\sum_{i=1}^{n}(\hat{p}_i - \hat{p})^2]^{1/2} \quad (4)$$

where $\hat{\sigma}_{\hat{p}}$ = standard deviation (standard error) of the estimated statewide seat belt use proportion $\hat{p}$ (equivalent to p in the notation of Formulas 1-3), n = the number of sites, i.e., 120, and $\hat{p}_i$ = the estimated statewide belt use proportion with site i excluded from the calculation. The 95% confidence interval, i.e., $\hat{p} \pm 1.96\hat{\sigma}_{\hat{p}}$, will also be calculated. These values will be reported for the overall statewide seatbelt use rate.

Seat Belt Observations

Site Selection

The following steps were taken when selecting new sites during the 2019 resample. Prior to the actual data collection, specific locations for data observations were carefully selected, based on observer visits to the locations, maps, and/or available online satellite images and street-level aerial photos.

The direction of travel to be observed (for 2-way roadways) was selected randomly, with each direction having equal probability of selection. Sites were chosen for both observer and general traffic safety so that the observer has a clear view of the vehicles to be coded. When possible, sites were selected where traffic naturally slows (intersections, etc.). More details are provided in the following section.

Day of week was assigned across counties. For each county, one or two observation days were on a weekend, the rest were chosen from the weekdays. Specific days were randomly assigned within these selection constraints. A detailed site list is attached as ***Appendix A***.

Site Observation Details

After initial site selection took place, all sites were described by location, possible observation points, and direction of travel to be observed (selected randomly in advance). The complete road segment was also described by map details such as road name or number and segment begin and end points. This was done so that each observer would know the range of alternate sites to consider in the off chance that a replacement site needed to be selected.

Due to the extent of data that needs to be collected for each vehicle, (vehicle type, gender, race, driver/passenger belt use, etc.), we gave preference to observation points where traffic naturally slows or stops. Preferable locations were near intersections which may cause vehicles to slow, increasing the time for observation and improving data completeness and accuracy. For limited access highway segments, we capture traffic at or near an exit ramp where traffic should be slow enough to allow reliable and accurate observations to be made. Finding a location with slowing traffic is not a strict requirement; in the past our observers have accurately made such observations during free-flowing traffic with a minimum number of “unknowns.”

Observers

All observers are hired and trained by PRG. Four (4) PRG staff members participated in the 2019 daytime observations, all having had extensive seat belt observation experience in addition to field instruction and multiple training sessions. These observers, working alone, performed all field data collection for this evaluation. Prior to any data collection, all observers went through a “refresher course” where the procedures were reviewed with all observers in a training session which included classroom and roadside practice sessions. Training included additional procedures to follow should a site be temporarily unusable (e.g., due to bad weather or temporary traffic disruption), unusable during this survey period (e.g., due to construction), or permanently unusable. Training was conducted in the weeks leading up to the start of observations.

Scheduling

Daytime observations were conducted Friday-Thursday during daylight hours between 7:00 a.m. and 6:00 p.m. Each county's observations were scheduled, in advance, to be conducted in four clusters, with roughly five sites scheduled for each day. The first site to be observed was randomly selected; the subsequent sites were assigned in an order which provided balance by type of site and time of day while minimizing travel distance and time. For each site, the schedule specified time of day, day of week, roadway to observe, and direction of traffic to observe. Time of day was specified as one of five time periods, 7:00 – 9:00 a.m., 9:00 – 11:00 a.m., 11:00 a.m. – 2:00 p.m., 2:00 – 4:00 p.m., and 4:00 – 6:00 p.m., with a 45-minute observation period to take place for each individual site (within the timeframes noted above).

Observation sites were mapped in advance by the survey manager. Mapping helped to identify geographic location of sites as well as the target day for observation. Advanced mapping preparation enabled observers to plan trips well ahead of time, thereby increasing efficiency in travel and labor. Each scheduled observer used GPS to reach all site locations, then referred to individual maps for instructions on where to park, stand, etc.

Data Collection

Data collection procedures were set forth before any observations took place. These procedures were guided by the Federal Register's Uniform Criteria for State Observational Surveys of Seat Belt Use.

All data collection was conducted according to the observer instructions/procedures provided in ***Appendix B***. Observers were told to review these instructions on a regular basis during the observation process.

In general, the procedures indicated:

- Length of observation period is exactly 45 minutes;
- Qualifying vehicles include cars, pickup trucks, sport utility vehicles and vans;
- Qualifying occupants include the driver and the outboard, front seat passenger (children in a front seat child restraint are excluded from the survey; children that are not restrained and in the front seat qualify);
- Each lane of traffic in one direction is to be observed for equal amounts of time;

- If traffic is moving too quickly on heavy traffic roadways, a reference point some distance away on the road is chosen, by which the next qualifying vehicle must pass before being recorded on the data sheet;

- If rain, heavy fog or other inclement weather occurs, the observer will halt the survey for 15 minutes; if bad weather persists, the site is to be rescheduled; and

- If construction compromises a site, the observer is to move to a nearby location (on the same street) and observe the same stream of traffic. If this is not feasible, an alternate site will be selected.

All passenger vehicles less than 10,000 lbs Gross Vehicle Weight Rating (GVWR) were eligible to be observed. Survey information was recorded on an observation data collection form (***Appendix C***) for each 45-minute seat belt observation session. The form was designed so that all pertinent site information can be documented, including county name, city/town/area identifier, exact roadway location, date, day of week, time, weather condition, direction of traffic flow and lane(s) observed. All through lanes will be observed; if traffic is too heavy to observe all at one time, then time should be split among the lanes to give each through lane equal observation time. Each one-page form includes space to record information on 70 vehicles, the driver of that vehicle, and the outboard, front seat passenger, if any. If more than 70 observations are made, additional sheets will be used and all sheets for the observation site will be stapled together. Observations will include vehicle type (Car, Pick-up truck, SUV or Van) and person gender and race (white, non-white) in addition to belt use.

Building a Data Set

One staff member was assigned the responsibility of keypunching all of the data that were collected. After the data were keypunched, 10 percent of all data records were checked and confirmed in order to verify the quality and accuracy of data entry. No substantial keypunch problems were found from any of the data entry staff. The data set was then analyzed using both Excel and the Statistical Package for the Social Sciences (SPSS).

Quality Control

Quality control monitors conducted random, unannounced visits to a minimum of 10 observation sites for the purpose of quality control. The monitor ensured that the observer is in place and making observations during the observation period. When and where possible, the monitor remained undetected by the observer.

Comparisons were made between data collected by individual observers. Differences were not beyond what would be expected and accepted as normal.

III. Results

Statewide Daytime Seat Belt Use

Across the 120 sample sites, 19,042 drivers and 4,413 outboard front seat passengers were observed during daytime statewide observations. Ten observation were not included in the analysis due to missing data. Roadside data was collected in 66 cities and towns across the State of Connecticut. Numbers of drivers and passengers observed for each municipality are displayed in Table 2 below. An overview of all 120 observation site locations showing driver, passenger and combined belt use rates across all sites is provided at the end of this report in ***Appendix D***.

Table 2. Drivers and Passengers Observed by Municipality, 2019

City/ Town	**Drivers** *N Observed*	**Passengers** *N Observed*	**Combined** *Total N Observed*
BETHANY	86	29	115
BETHEL	402	84	486
BOLTON	742	117	859
BRANFORD	279	112	391
BRIDGEPORT	560	134	694
BROOKFIELD	149	13	162
CANTON	95	3	98
CHESHIRE	99	23	122
CHESTER	207	58	265
COLCHESTER	355	39	394
COLUMBIA	474	76	550
COVENTRY	462	101	563
CROMWELL	705	389	1094
DANBURY	181	38	219
DURHAM	113	19	132
EAST HADDAM	6	1	7
EAST HAMPTON	25	3	28
EAST HARTFORD	305	84	389
EAST LYME	624	173	797
EAST WINDSOR	22	1	23
EASTON	81	14	95
ENFIELD	156	32	188
ESSEX	95	5	100
FAIRFIELD	278	47	325
FRANKLIN	237	45	282
GRANBY	132	10	142
GRISWOLD	160	38	198
GROTON	824	174	998
GUILFORD	816	155	971

City/ Town	Drivers *N Observed*	Passengers *N Observed*	Combined *Total N Observed*
HADDAM	238	85	323
HARTFORD	522	131	653
HEBRON	132	22	154
LEBANON	41	5	46
LEDYARD	73	35	108
MANCHESTER	477	181	658
MANSFIELD	213	50	263
MERIDEN	190	44	234
MIDDLETOWN	201	65	266
MILFORD	260	41	301
MONROE	88	11	99
NEW HAVEN	304	156	460
NEWTOWN	273	31	304
NORTH HAVEN	390	38	428
NORTH STONINGTON	270	42	312
OLD SAYBROOK	259	60	319
PLAINVILLE	390	66	456
PORTLAND	117	13	130
PRESTON	107	34	141
PROSPECT	107	23	130
REDDING	58	12	70
ROCKY HILL	152	69	221
SEYMOUR	158	29	187
SHELTON	571	90	661
SOUTHBURY	390	183	573
SOUTHINGTON	286	79	365
SPRAGUE	210	31	241
STRATFORD	429	68	497
SUFFIELD	145	19	164
TOLLAND	479	93	572
TRUMBULL	782	118	900
UNION	241	47	288
VERNON	376	71	447
WESTBROOK	724	148	872
WILLINGTON	112	17	129
WINDSOR	187	32	219
WOODBRIDGE	417	150	567
TOTALS (N Observed)	***19,039***	***4,406***	***23,445***

The 2019 seat belt use rate for Connecticut, based on the formulas previously described, was **93.7** percent for drivers and passengers combined (95 percent CI, ± 2 percent). The Connecticut statewide belt use rates have increased steadily over time, from 59.2 percent in 1995 to a high of 93.7 percent in 2019 (see Table 3).

Table 3. Connecticut vs. National Statewide Daytime Percent Seat Belt Use by Year

YEAR	NATIONAL DAYTIME SEAT BELT USE	CONNECTICUT DAYTIME SEAT BELT USE
2009	84.0%	85.9%
2010	85.0%	88.2%
2011	84.0%	88.4%
2012	86.0%	86.8%
2013	87.0%	87.0%
2014	87.0%	85.1%
2015	87.0%	85.4%
2016	90.1%	89.4%
2017	89.7%	90.3%
2018	89.6%	92.1%
2019	**90.7%**	**93.7%**

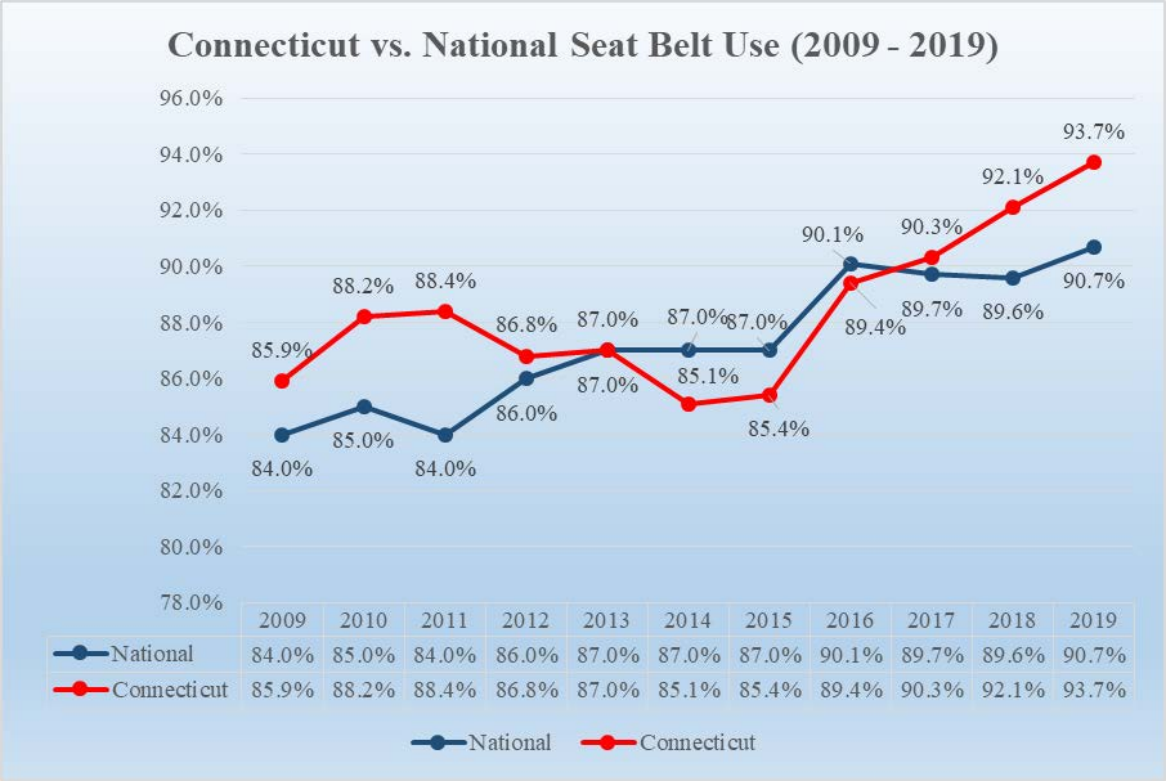

Figure 1. Connecticut vs. National Seat Belt Use (2010 – 2019)

Descriptive Statistics

The results displayed in the tables and discussion that follow were calculated from raw data counts of drivers and outboard front seat passengers during daytime observations.

Table 4. Driver and Passenger Percent Belt Use by Municipality, 2019

Site #	City/Town	PERCENT BELTED		
		Drivers (N= 19,039)	Passengers (N=4,406)	Combined (N=23,445)
9401	BETHANY	95%	100%	97%
1302	BETHEL	92%	100%	93%
1401	BETHEL	93%	95%	93%
13203	BOLTON	92%	100%	94%
13302	BOLTON	89%	100%	90%
13303	BOLTON	91%	100%	92%
9102	BRANFORD	95%	95%	95%
1103	BRIDGEPORT	92%	93%	92%
1104	BRIDGEPORT	94%	94%	94%
1304	BROOKFIELD	93%	92%	93%
3402	CANTON	94%	100%	94%
9204	CHESHIRE	95%	96%	95%
7402	CHESTER	94%	96%	95%
7403	CHESTER	94%	100%	95%
11208	COLCHESTER	94%	100%	95%
11402	COLCHESTER	93%	100%	94%
11502	COLCHESTER	96%	100%	97%
13204	COLUMBIA	95%	100%	96%
13403	COLUMBIA	91%	100%	92%
13404	COLUMBIA	93%	95%	93%
13202	COVENTRY	91%	98%	93%
13304	COVENTRY	90%	98%	91%
7103	CROMWELL	95%	94%	95%
7201	CROMWELL	97%	93%	96%
7204	CROMWELL	94%	96%	95%
7503	CROMWELL	94%	86%	91%
1501	DANBURY	95%	100%	96%
1504	DANBURY	94%	100%	95%
7301	DURHAM	95%	95%	95%
7404	EAST HADDAM	83%	100%	86%
7501	EAST HAMPTON	90%	100%	90%
7504	EAST HAMPTON	100%	100%	100%

Site #	City/Town	PERCENT BELTED		
		Drivers (N= 19,039)	**Passengers (N=4,406)**	**Combined (N=23,445)**
3302	EAST HARTFORD	94%	100%	95%
3304	EAST HARTFORD	84%	85%	85%
11103	EAST LYME	96%	96%	96%
11104	EAST LYME	95%	94%	95%
11106	EAST LYME	96%	96%	96%
3510	EAST WINDSOR	86%	100%	87%
1404	EASTON	96%	100%	97%
3204	ENFIELD	92%	97%	93%
7502	ESSEX	97%	100%	97%
1101	FAIRFIELD	94%	89%	93%
11203	FRANKLIN	93%	100%	94%
3404	GRANBY	95%	80%	94%
11301	GRISWOLD	98%	100%	98%
11101	GROTON	94%	98%	94%
11302	GROTON	97%	97%	97%
11303	GROTON	94%	91%	93%
11304	GROTON	93%	95%	94%
11503	GROTON	92%	100%	93%
9104	GUILFORD	95%	95%	95%
9302	GUILFORD	89%	87%	89%
9402	GUILFORD	96%	100%	97%
9403	GUILFORD	95%	83%	94%
9404	GUILFORD	95%	100%	95%
7302	HADDAM	91%	63%	88%
7304	HADDAM	92%	99%	94%
3104	HARTFORD	93%	84%	92%
3501	HARTFORD	92%	91%	91%
3503	HARTFORD	86%	80%	84%
3504	HARTFORD	89%	88%	89%
13401	HEBRON	95%	100%	95%
11501	LEBANON	92%	100%	93%
11504	LEBANON	100%	100%	100%
11403	LEDYARD	92%	100%	94%
3101	MANCHESTER	96%	94%	95%
3301	MANCHESTER	91%	94%	92%
3305	MANCHESTER	92%	94%	92%
13201	MANSFIELD	93%	98%	94%

Site #	City/Town	PERCENT BELTED		
		Drivers (N= 19,039)	**Passengers (N=4,406)**	**Combined (N=23,445)**
9303	MERIDEN	92%	93%	92%
7202	MIDDLETOWN	95%	93%	94%
7401	MIDDLETOWN	93%	83%	92%
9203	MILFORD	93%	93%	93%
1402	MONROE	93%	100%	94%
9101	NEW HAVEN	94%	94%	94%
1303	NEWTOWN	95%	97%	95%
9202	NORTH HAVEN	92%	96%	92%
9502	NORTH HAVEN	91%	90%	91%
11205	NORTH STONINGTON	92%	89%	91%
11401	NORTH STONINGTON	91%	100%	92%
7102	OLD SAYBROOK	95%	95%	95%
3201	PLAINVILLE	93%	100%	94%
3203	PLAINVILLE	95%	89%	94%
3401	PLAINVILLE	96%	100%	96%
7205	PORTLAND	96%	100%	96%
11201	PRESTON	94%	88%	93%
9304	PROSPECT	84%	91%	85%
1403	REDDING	93%	92%	93%
3107	ROCKY HILL	97%	94%	96%
9301	SEYMOUR	91%	93%	91%
1202	SHELTON	93%	95%	94%
1301	SHELTON	93%	84%	92%
1502	SHELTON	80%	100%	82%
9103	SOUTHBURY	97%	95%	96%
9501	SOUTHBURY	83%	100%	84%
9503	SOUTHBURY	93%	87%	92%
3102	SOUTHINGTON	97%	100%	98%
11404	SPRAGUE	90%	97%	90%
1102	STRATFORD	93%	98%	94%
1204	STRATFORD	94%	90%	94%
3403	SUFFIELD	93%	100%	94%
13101	TOLLAND	91%	97%	92%
13102	TOLLAND	93%	100%	95%
13402	TOLLAND	87%	100%	89%
1201	TRUMBULL	96%	93%	96%
1203	TRUMBULL	96%	97%	96%
1503	TRUMBULL	89%	91%	89%

Site #	City/Town	PERCENT BELTED		
		Drivers (N= 19,039)	**Passengers (N=4,406)**	**Combined (N=23,445)**
13501	UNION	95%	100%	95%
13502	UNION	100%	100%	100%
13503	UNION	100%	100%	100%
13504	UNION	100%	100%	100%
13103	VERNON	92%	100%	94%
13104	VERNON	92%	100%	93%
7101	WESTBROOK	97%	93%	96%
7104	WESTBROOK	97%	94%	96%
7303	WESTBROOK	93%	100%	95%
13301	WILLINGTON	96%	94%	95%
3202	WINDSOR	95%	100%	96%
9201	WOODBRIDGE	94%	99%	96%
9504	WOODBRIDGE	90%	96%	92%

Results from the 2019 daytime statewide survey indicate that drivers of passenger cars, sport utility vehicles and vans were far more likely to wear a seat belt, compared to drivers of pickup trucks. Historically, pick-up truck drivers/passengers have had the lowest observed belt use. This continued to be the case for both pick-up truck categories in 2019. Driver and passenger belt use was similar across vehicle type. Sport utility vehicles had the highest seat belt use rates for both drivers and passengers (see Table 5 for details).

Table 5. Percent Seat Belt Use by Vehicle Type and Year

	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	**'19**
DRIVERS															
Car	83.2	84.4	84.3	86.0	85.4	87.3	87.6	88.8	87.9	86.7	86.4	89.9	90.2	91.8	**93.3**
Pick-Up Truck	65.3	70.7	73.5	78.2	75.5	76.2	77.1	80.1	80.2	75.2	76.2	80.2	81.9	84.8	**86.6**
SUV	83.9	86.3	87.0	88.3	88.2	89.3	91.0	90.4	90.7	88.2	88.3	93.7	93.4	94.4	**95.9**
Van	78.1	84.0	84.2	87.3	88.2	88.1	88.0	90.6	89.9	86.4	86.2	91.2	90.3	94.3	**92.6**
PASSENGERS															
Car	81.9	84.5	82.6	86.8	83.5	85.8	85.6	87.8	87.2	86.4	86.8	90.7	91.9	92.4	**95.0**
Pick-Up Truck	58.8	68.0	74.4	76.1	71.2	68.5	72.0	77.8	78.3	76.5	78.7	82.0	84.8	83.0	**92.8**
SUV	85.1	87.3	88.6	89.9	89.0	91.5	90.4	89.7	91.3	87.6	90.7	93.5	95.2	96.3	**96.1**
Van	79.0	85.6	87.8	89.7	87.3	90.2	87.7	90.3	87.6	88.8	86.2	91.8	90.5	95.6	**95.2**

The highest driver belt use rates were found in Middlesex (94.9 %) and New London (94.1%) counties. The highest passenger belt use rates were found in Tolland and New London counties. The "lowest" driver belt use rates were found in Tolland (92.1%) and Hartford County (93.2%). The term "low" in this write-up is relative; all 2019 rates are the highest they have ever been in the twenty years PRG has been conducting these observations.

Table 6. Percent Seat Belt Use by County, 2019

	Fairfield	**Hartford**	**Middlesex**	**New Haven**	**New London**	**Tolland**
DRIVER	93.7%	93.2%	94.9%	93.3%	94.1%	92.1%
PASSENGER	94.6%	93.1%	94.7%	94.7%	95.9%	99.0%

Statewide seat belt use in 2019 was also analyzed by roadway functional classification type (categorized as Interstate, Principal Arterial, Minor Arterial, Collector, or Local Road). Both driver and passenger belt use were highest on Interstates followed by Principal Arterials. Belt use was lowest on Minor Arterials for drivers (92.1%) and local roads for passengers (92.6) (see Table 7).

Table 7. Percent Seat Belt Use by Roadway Functional Classification, 2019

ROADWAY FUNCTIONAL CLASSIFICATION	PERCENT BELTED		
	Drivers	**Passengers**	**Total**
Interstate	94.8%	94.9%	94.9%
Principal Arterial (other Freeways & Expressways)	93.9%	96.1%	94.3%
Minor Arterial	92.1%	94.2%	92.4%
Collector	93.0%	97.5%	93.6%
Local Road	92.2%	92.6%	92.3%
Total	***93.5%***	***95.2%***	***93.8%***

In 2019, seat belt use showed some changes from the previous year (more than 1% percentage point changes) for male and female drivers and for female passengers. The male passenger rate increased by just under 2 percentage points. Historically, female motorists have been shown to wear their seat belts more frequently than male motorists. Results from the current survey demonstrate this trend, with female drivers achieving a 95.7 percent belt use rate and female passengers a 96.0 percent use rate, compared to male drivers and passengers (91.9 percent and 93.7 percent, respectively). The percentage point difference between male and female seat belt use has decreased over time. In 2002, the difference was 10.1 percentage points for drivers and 12.2 percentage points for passengers. In 2019, the percentage point difference was even less, with a 4.2 percentage point difference for drivers and a 2.3 percentage point difference for passengers.

Table 8. Percent Seat Belt Use by Gender and Year 2005-2019

	'05	**'06**	**'07**	**'08**	**'09**	**'10**	**'11**	**'12**	**'13**	**'14**	**'15**	**'16**	**'17**	**'18**	**'19**
DRIVERS															
Male	76.4	80.7	80.8	84.2	82.8	84.8	85.3	86.8	84.1	83.1	83.5	88.2	87.5	90.4	**91.9**
Female	87.7	87.6	88.4	88.5	89.1	90.0	90.7	90.8	89.8	88.0	88.9	92.7	92.9	94.4	**95.7**
PASSENGERS															
Male	68.9	77.3	77.4	78.3	79.1	80.7	82.8	84.9	83.5	80.3	82.6	88.3	90.1	89.9	**93.7**
Female	87.2	88.5	88.6	91.3	87.3	90.5	88.8	89.5	90.1	86.9	90.2	92.8	93.2	95.3	**96.0**

Historically, Connecticut's annual seat belt surveys have shown that white drivers and white passengers are more likely to wear a seat belt, compared to non-white drivers and passengers. The last few surveys have shown less fluctuation in belt use in both racial groups for both drivers and passengers. White drivers and passengers produced the highest belt use in 2019 (93.7 percent and 95.6 percent, respectively). While, Non-white drivers and passengers belt use rate is also increased in 2019 (91.6 percent and 90.8 percent, respectively.

Table 9. Percent Seat Belt Use by Race and Year 2005-2019

	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19
DRIVERS															
White	81.6	83.8	84.9	86.5	86.6	87.6	88.1	88.9	88.3	86.1	86.4	90.7	90.4	92.4	**93.7**
Non-White	73.8	79.5	77.3	81.6	76.4	81.6	82.1	83.4	84.6	82.9	79.3	84.6	83.9	89.3	**91.6**
PASSENGERS															
White	81.0	85.1	85.2	88.1	85.6	87.2	87.3	88.2	87.8	86.6	87.9	91.7	92.9	93.8	**95.6**
Non-White	70.6	74.8	76.6	78.0	74.9	82.2	78.3	83.1	84.9	82.0	81.7	83.8	80.6	90.3	**90.8**

In 2019, driver and passenger seat belt use were about the same during the week (see Table 10 for details). Driver belt use showed slight increment for weekday and weekend use and similar pattern continued with passenger seat belt use rates. Weekdays use rate for drivers increased from 92.3 percent to 93.5 percent and for passengers increased from 93.4 to 95.5 percent.

Table 10. Percent Seat Belt Use by Type of Day and Year 2005-2019

	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19
DRIVERS															
Weekday	81.1	83.2	84.6	86.4	85.7	87.2	87.5	88.8	88.2	85.7	86.0	90.1	89.7	92.3	**93.5**
Weekend	80.1	84.5	80.9	83.9	84.0	85.7	87.9	87.7	87.6	85.9	85.4	90.2	89.9	91.7	**93.5**
PASSENGERS															
Weekday	77.8	80.9	82.7	86.9	83.6	86.2	85.3	88.0	85.8	85.0	87.1	90.6	92.5	93.4	**95.5**
Weekend	84.1	90.8	86.9	87.2	86.0	87.6	89.6	87.5	90.1	87.6	87.6	91.6	91.6	93.5	**94.7**

Appendix A. Connecticut Daytime Seat Belt Observation Site List

Site #	Site Description	City/Town	Day of Week	Time	Date
1101	Site 1101 - FAIRFIELD I -95 Northbound Mill Hill Rd Overpass	FAIRFIELD	TUESDAY	9:00 am - 9:45 pm	6/4/2019
1102	Site 1102 - Stratford Exit 32 Southbound	STRATFORD	THURSDAY	11:15 am - 12:00 pm	6/20/2019
1103	Site 1103 - Bridgeport I-95 Northbound Plains Rd Overpass	BRIDGEPORT/MILFORD	MONDAY	3:30 pm - 4:15 pm	6/3/2019
1104	Site 1104 - Bridgeport I-95 Southbound Meadowbrook Rd Overpass	BRIDGEPORT/FAIRFIELD	MONDAY	1:45 pm - 2:30 pm	6/3/2019
1201	Site 1201 - Trumbull Route 15 Northbound Huntington Tpk Overpass	TRUMBULL/STRATFORD	MONDAY	7:45 am - 8:30 am	6/3/2019
1202	Site 1202 - Shelton Route 8 Southbound Huntington Rd Overpass (NEEDS TO CHANGE TO RTE 8 South @ WOODCREST AVE OVERPASS TRUMBULL) 41.2481525, -73.1497979	SHELTON	THURSDAY	1:45 pm - 2:30 pm	6/20/2019
1203	Site 1203 - Trumbull Route 15 Northbound Plattsville Rd Overpass	TRUMBULL	MONDAY	9:30 am - 10:15 am	6/3/2019
1204	Site 1204 - Stratford Route 1 (Ferry Blvd / Barnum Ave Cutoff) Northbound	STRATFORD	THURSDAY	7:45 am - 8:30 am	6/20/2019
1301	Site 1301 - Shelton Route 110 (Howe Ave) Northbound	SHELTON	THURSDAY	3:30 pm - 4:15 pm	6/20/2019
1302	Site 1302 - Bethel Route 6 (Stoney Hill Rd) Westbound	BETHEL	WEDNESDAY	1:00 pm - 1:45 pm	6/5/2019
1303	Site 1303 - Newtown Route 6 (Mt Pleasant) Eastbound	NEWTOWN	WEDNESDAY	5:15 pm - 6:00 pm	6/5/2019
1304	Site 1304 - Brookfield Route 202 (Candlewood Lake Rd / White Turkey Rd Ext) Southbound. Park south of entrance to Rt 7 S. Observe north of entrance if possible. Use caution.	BROOKFIELD	WEDNESDAY	9:00 am - 9:45 pm	6/5/2019
1401	Site 1401 - Bethel Route 53 (Redding Rd / Turkey Plain Rd) Northbound	BETHEL	TUESDAY	3:45 pm - 4:30 pm	6/4/2019
1402	Site 1402 - Monroe Route 59 (Stepney Rd) Southbound	MONROE	WEDNESDAY	3:45 pm - 4:30 pm	6/5/2019
1403	Site 1403 - Redding Route 58 (Black Rock Turnpike) Northbound	REDDING	TUESDAY	1:00 pm - 1:45 pm	6/4/2019
1404	Site 1404 - Easton Route 58 (Black Rock Turnpike) Southbound	EASTON	TUESDAY	10:45 am - 11:30 am	6/4/2019
1501	Site 1501 - Danbury Route 824 (Milestone Rd) Northbound	DANBURY	WEDNESDAY	10:45 am - 11:30 am	6/5/2019
1502	Site 1502 - Shelton Route 454 (Indian Well Rd) Northbound	SHELTON	SUNDAY	11:15 am - 12:00 pm	6/2/2019
1503	Site 1503 - Trumbull Route 739 (Park St) Southbound	TRUMBULL	MONDAY	11:15 am - 12:00 pm	6/3/2019
1504	Site 1504 - Danbury Route 824 (Milestone Rd) Southbound	DANBURY	TUESDAY	5:15 pm - 6:00 pm	6/4/2019
3101	Site 3101 - Manchester Westbound Route 84 from Demming Rd (Rt30) Overpass	MANCHESTER	SUNDAY	11:15 am - 12:00 pm	6/9/2019
3102	Site 3102 - Southington Route 84 Westbound from Prospect St Overpass (WB 2018)	SOUTHINGTON	SATURDAY	9:30 am - 10:15 am	6/1/2019

Site #	Site Description	City/Town	Day of Week	Time	Date
3104	Site 3104 - Hartford Route 84 Eastbound Exit 49 from High St Overpass. Curb cut at crosswalk. Park on grass Gov FootGuard Bldg. Crosswalks to overpass. (Observe Exit Ramp if fence is too thick to see through)	HARTFORD	THURSDAY	1:00 pm - 1:45 pm	6/13/2019
3107	Site 3107 - ROCKY HILL Route 091 Southbound From West St (Rte 411) Overpass	ROCKYHILL	SUNDAY	7:45 am - 8:30 am	6/9/2019
3201	Site 3201 - Plainville Route 72 Westbound From Corbin Ave (Rte372) Overpass	PLAINVILLE	SATURDAY	3:30 pm - 4:15 pm	6/1/2019
3202	Site 3202 - Windsor Route 20 (Bradley International Airport Con) Eastbound from Ella Grasso Tpk (Rt 75) Overpass	WINDSOR	WEDNESDAY	1:45 pm - 2:30 pm	6/12/2019
3203	Site 3203 - Plainville Route 10 (Farmington Ave) Northbound	PLAINVILLE	SATURDAY	11:15 am - 12:00 pm	6/1/2019
3204	Site 3204- Enfield Route 5 (King St) Southbound	ENFIELD	WEDNESDAY	11:15 am - 12:00 pm	6/12/2019
3301	Site 3301 - Manchester Route 6 & 44 (Center St) Westbound	MANCHESTER	THURSDAY	9:00 am - 9:45 pm	6/13/2019
3302	Site 3302 - East Hartford Route 44 (Burnside Ave) Westbound	EAST HARTFORD	THURSDAY	10:45 am - 11:30 am	6/13/2019
3304	Site 3304 - East Hartford - Route 44 (Burnside Ave) Eastbound	EAST HARTFORD	SUNDAY	1:45 pm - 2:30 pm	6/9/2019
3305	Site 3305 - Manchester Route 6 & 44 (E Center St / Middle Turnpike E) Eastbound	MANCHESTER	SUNDAY	9:30 am - 10:15 am	6/9/2019
3401	Site 3401 - Plainville Route 536 (Crooked St) Westbound	PLAINVILLE	SATURDAY	1:45 pm - 2:30 pm	6/1/2019
3402	Site 3402 - Canton Route 179 (Cherry Brook Rd) Southbound	CANTON	THURSDAY	7:45 am - 8:30 am	6/13/2019
3403	Site 3403 - Suffield Route 168 (Mountain Rd) Eastbound	SUFFIELD	WEDNESDAY	9:30 am - 10:15 am	6/12/2019
3404	Site 3404 - Granby Route 219 (Barkhamsted Rd) Northbound	GRANBY	WEDNESDAY	7:45 am - 8:30 am	6/12/2019
3501	Site 3501 - Hartford Route 503 (West Blvd from Newton St to On-Ramp) Weekday Eastbound	HARTFORD	WEDNESDAY	3:30 pm - 4:15 pm	6/12/2019
3503	Site 3503 - Hartford Route 503 (West Blvd from Newton St to On-Ramp) Weekend Eastbound	HARTFORD	SUNDAY	3:30 pm - 4:15 pm	6/9/2019
3504	Site 3504 - Hartford Route 503 (West Blvd from On-Ramp to Evergreen Ave) Westbound	HARTFORD	THURSDAY	3:45 pm - 4:30 pm	6/13/2019
3510	Site 3510 - EAST WINDSOR Route 510 (Main ST) Northbound	EAST WINDSOR	SUNDAY	7:45 am - 8:30 am	6/9/2019
7101	Site 7101 - Westbrook Route 95 Southbound From Willard Ave Overpass (SB 2018)	WESTBROOK	TUESDAY	9:15 am - 10:00 am	6/18/2019
7102	Site 7102 - Old Saybrook Route 95 Southbound Spencer Plains Rd Overpass	OLD SAYBROOK	MONDAY	9:30 am - 10:15 am	6/10/2019
7103	Site 7103 - Cromwell Route 91 - Southbound Country Club Rd Overpass	CROMWELL	SUNDAY	11:00 am - 11:45 am	6/9/2019
7104	Site 7104 - Westbrook Route 95 Northbound From Horse Hill Rd Overpass	WESTBROOK	MONDAY	7:45 am - 8:30 am	6/10/2019
7201	Site 7201 - Cromwell Route 9 Northbound from Beckley Rd Overpass	CROMWELL	SUNDAY	9:00 am - 9:45 am	6/9/2019

Site #	Site Description	City/Town	Day of Week	Time	Date
7202	Site 7202 - Middletown Route 9 (Chester Bowles Hwy) Southbound @ Washington St	MIDDLETOWN	SUNDAY	3:30 pm - 4:15 pm	6/9/2019
7204	Site 7204 - Cromwell Route 9 Southbound Coles Rd Overpass	CROMWELL	SUNDAY	12:30 pm - 1:15 pm	6/9/2019
7205	Site 7205-PORTLAND Route 066 (Portland-Cobalt Rd) Eastbound	PORTLAND	WEDNESDAY	1:00 pm - 1:45 pm	6/12/2019
7301	Site 7301 - Durham Route 68 (Durham Rd) Westbound	DURHAM	FRIDAY	10:45 am - 11:30 am	6/14/2019
7302	Site 7302 - Haddam Route 81 (Killingworth Rd) Southbound	HADDAM	WEDNESDAY	9:00 am - 9:45 pm	6/12/2019
7303	Site 7303 Westbrook Route 1 (Boston Post Rd) Southbound	WESTBROOK	TUESDAY	10:45 am - 11:30 am	6/18/2019
7304	Site 7304 - Haddam Route 154 (Saybrook Rd) Northbound	HADDAM	THURSDAY	10:45 am - 11:30 am	6/13/2019
7401	Site 7401 - Middletown Route 154 (Saybrook Rd) Southbound	MIDDLETOWN	WEDNESDAY	10:45 am - 11:30 am	6/12/2019
7402	Site 7402 - Chester Route 154 (Middlesex Turnpike) Southbound	CHESTER	THURSDAY	1:00 pm - 1:45 pm	6/13/2019
7403	Site 7403 - Chester Route 148 (West Main St) Eastbound	CHESTER	THURSDAY	3:45 pm - 4:30 pm	6/13/2019
7404	Site 7404 - East Haddam Route 431 (River Rd) Northbound	EAST HADDAM	THURSDAY	9:15 am - 10:00 pm	6/13/2019
7501	Site 7501 - East Hampton Route 439 (Hurd Park Rd) Southbound	EAST HAMPTON	WEDNESDAY	5:15 pm - 6:00 pm	6/12/2019
7502	Site 7502 - Essex Route 621 (From Rt9 S Exit 3 Middlesex Tpk (154) to Plains Rd (153) Entrance to Rt9 S) Southbound	ESSEX	THURSDAY	7:45 am - 8:30 am	6/13/2019
7503	Site 7503 - Cromwell Route 99 (Main St) Northbound	CROMWELL	SUNDAY	2:00 pm - 2:45 pm	6/9/2019
7504	Site 7504 - East Hampton Route 439 (Hurd Park Rd) Northbound	EAST HAMPTON	WEDNESDAY	3:45 pm - 4:30 pm	6/12/2019
9101	Site 9101 - NEW HAVEN Route 95 Northbound Howard Ave overpass	NEW HAVEN	SATURDAY	3:30 pm - 4:15 pm	6/1/2019
9102	Site 9102 - BRANFORD Route 95 Northbound Hosley Ave overpass	BRANFORD	SATURDAY	9:30 am - 10:15 am	6/1/2019
9103	Site 9103 - SOUTHBURY Route 84 Eastbound Bucks Hill Rd overpass	SOUTHBURY	SUNDAY	3:30 pm - 4:15 pm	6/2/2019
9104	Site 9104 - GUILFORD Route 95 Northbound Tanner Marsh Rd overpass	GUILFORD	TUESDAY	12:30 pm - 1:15 pm	6/18/2019
9201	Site 9201 - WOODBRIDGE Route 15 Northbound Racebrook Rd overpass	WOODBRIDGE	SATURDAY	1:00 pm - 1:45 pm	6/1/2019
9202	Site 9202 - NORTH HAVEN Route 15 Northbound Upper State St overpass	NORTH HAVEN	FRIDAY	3:45 pm - 4:30 pm	6/14/2019
9203	Site 9203 - MILFORD Route 1 (Boston Post Rd) Southbound	MILFORD	THURSDAY	9:30 am - 10:15 am	6/20/2019
9204	Site 9204 - CHESHIRE Route 10 (Highland Ave) Northbound	CHESHIRE	SATURDAY	7:45 am - 8:30 am	6/1/2019
9301	Site 9301 - SEYMOUR Route 67 (New Haven Rd) Eastbound	SEYMOUR	SATURDAY	9:00 am - 9:45 am	6/15/2019
9302	Site 9302 - GUILFORD Route 1 (Boston Post Rd) Northbound	GUILFORD	TUESDAY	2:30 pm - 3:15 pm	6/18/2019

Site #	Site Description	City/Town	Day of Week	Time	Date
9303	Site 9303 - MERIDEN Route 5 (S. Broad St) Southbound	MERIDEN	FRIDAY	1:00 pm - 1:45 pm	6/14/2019
9304	Site 9304 - PROSPECT Route 68 (Union City Rd) Westbound	PROSPECT	SUNDAY	7:45 am - 8:30 am	6/2/2019
9401	Site 9401 - BETHANY Route 42 (Cheshire Rd) Westbound	BETHANY	SUNDAY	9:30 am - 10:15 am	6/2/2019
9402	Site 9402 - GUILFORD Route 77 (Durham Rd) Southbound	GUILFORD	TUESDAY	7:45 am - 8:30 am	6/18/2019
9403	Site 9403 - GUILFORD Route 77 (Durham Rd) Northbound	GUILFORD	FRIDAY	9:00 am - 9:45 pm	6/14/2019
9404	Site 9404 - GUILFORD Route 77 (Durham Rd) Southbound	GUILFORD	TUESDAY	3:45 pm - 4:30 pm	6/18/2019
9501	Site 9501 - SOUTHBURY Route 492 (GARAGE RD) Southbound	SOUTHBURY	SATURDAY	7:45 am - 8:30 am	6/15/2019
9502	Site 9502 - NORTH HAVEN Route 715 (Universal Dr) Northbound	NORTH HAVEN	FRIDAY	7:45 am - 8:30 am	6/14/2019
9503	Site 9503 - SOUTHBURY Route 492 (Garage Rd) Northbound	SOUTHBURY	SUNDAY	1:45 pm - 2:30 pm	6/2/2019
9504	Site 9504 - WOODBRIDGE Route 749 (Lucy St) Eastbound	WOODBRIDGE	SATURDAY	11:00 am - 11:45 am	6/1/2019
11101	Site 11101 - Groton I-95 Northbound Exit 85 Overpass	GROTON	FRIDAY	3:45 pm - 4:30 pm	6/21/2019
11103	Site 11103 - EAST LYME I-95 Northbound Cross Rd Overpass	EAST LYME	FRIDAY	9:00 am - 9:45 pm	6/21/2019
11104	Site 11104 - EAST LYME Route 95 Northbound Exit 81	EAST LYME	MONDAY	1:45 pm - 2:30 pm	6/10/2019
11106	Site 11106 - EAST LYME I-95 Northbound 4 Mile River Rd Overpass	EAST LYME	MONDAY	11:15 am - 12:00 pm	6/10/2019
11201	Site 11201 - PRESTON Route 2 (Norwich-Westerly Rd) Eastbound	PRESTON	TUESDAY	1:00 pm - 1:45 pm	6/11/2019
11203	Site 11203 - FRANKLIN Route 32 (Franklin Turnpike) Northbound	FRANKLIN	MONDAY	2:30 pm - 3:15 pm	6/3/2019
11205	Site 11205 - North Stonington Route 2 (Norwich Westerly Rd) Eastbound	NORTH STONINGTON	TUESDAY	9:00 am - 9:45 pm	6/11/2019
11208	Site 11208 - COLCHESTER Route 2 Westbound from Middletown Rd / Linwood Ave Overpass	COLCHESTER	MONDAY	10:45 am - 11:30 am	6/3/2019
11301	Site 11301 - GRISWOLD Route 12 (Main St) Northbound	GRISWOLD	MONDAY	5:15 pm - 6:00 pm	6/3/2019
11302	Site 11302 - GROTON U.S. Route 1 (Fort Hill Rd) Southbound	GROTON	TUESDAY	3:45 pm - 4:30 pm	6/11/2019
11303	Site 11303 - GROTON Route 1 (Long Hill Rd) Northbound	GROTON	FRIDAY	5:15 pm - 6:00 pm	6/21/2019
11304	Site 11304 - GROTON Route 1 (Long Hill Rd) Southbound	GROTON	FRIDAY	1:00 pm - 1:45 pm	6/21/2019
11401	Site 11401 - NORTH STONINGTON Route 216 (Clarks Falls Rd) Westbound	NORTH STONINGTON	TUESDAY	7:45 am - 8:30 am	6/11/2019
11402	Site 11402 - COLCHESTER Route 16 (Lebanon Ave) Eastbound	COLCHESTER	MONDAY	9:00 am - 9:45 am	6/3/2019
11403	Site 11403 - LEDYARD Route 214 (Lantern Hill Rd) Eastbound	LEDYARD	TUESDAY	10:45 am - 11:30 am	6/11/2019
11404	Site 11404 - SPRAGUE Route 207 (Willimantic Rd)	SPRAGUE	MONDAY	3:45 pm - 4:30 pm	6/3/2019

Site #	Site Description	City/Town	Day of Week	Time	Date
11501	Site 11501 - LEBANON Route 616 (Norwich-Colchester Turnpike / Fitchville Rd) Eastbound	LEBANON	MONDAY	3:30 pm - 4:15 pm	6/10/2019
11502	Site 11502 - COLCHESTER Route 429 (Peck Ln) Either Direction	COLCHESTER	TUESDAY	7:45 am - 8:30 am	6/4/2019
11503	Site 11503 - GROTON Route 900 (Bonnie Cir) Southbound	GROTON	FRIDAY	10:45 am - 11:30 am	6/21/2019
11504	Site 11504 - LEBANON Route 616 (Norwich-Colchester Turnpike / Fitchville Rd) Westbound	LEBANON	MONDAY	12:30 pm - 1:15 pm	6/3/2019
13101	Site 13101 - TOLLAND Route 84 Eastbound From Mountain Spring Rd / Reed Rd Overpass	TOLLAND	SATURDAY	7:45 am - 8:30 am	6/1/2019
13102	Site 13102 - TOLLAND Route 84 Westbound from Bamforth Rd Overpass	TOLLAND	MONDAY	9:15 am - 10 am	6/10/2019
13103	Site 13103 - VERNON Route 84 Eastbound from Dobson Rd Overpass	VERNON	MONDAY	8:00 am - 8:45 am	6/10/2019
13104	Site 13104 - VERNON Route 84 Westbound from Tunnel Rd Overpass	VERNON	FRIDAY	10:45 am - 11:30 am	6/7/2019
13201	Site 13201 - MANSFIELD Route 44 (Middle Turnpike) Westbound	MANSFIELD	SATURDAY	10:45 am - 11:30 am	6/1/2019
13202	Site 13202 - COVENTRY Route 44 (Middle Turnpike) Westbound	COVENTRY	SATURDAY	3:45 pm - 4:30 pm	6/1/2019
13203	Site 13203 - BOLTON Route 6 (Hop River Rd) Eastbound	BOLTON	FRIDAY	3:45 pm - 4:30 pm	6/7/2019
13204	Site 13204 - COLUMBIA Route 6 (Williamantic Rd) Eastbound	COLUMBIA	TUESDAY	1:45 pm - 2:30 pm	6/4/2019
13301	Site 13301 - WILLINGTON Route 32 (River Rd) Northbound	WILLINGTON	MONDAY	12:15 pm - 1:00 pm	6/10/2019
13302	Site 13302 - BOLTON Route 6 (Boston Turnpike) Eastbound	BOLTON	FRIDAY	1:00 pm - 1:45 pm	6/7/2019
13303	Site 13303 - BOLTON Route 44 (Boston Turnpike) Eastbound	BOLTON	FRIDAY	9:00 am - 9:45 pm	6/7/2019
13304	Site 13304 - COVENTRY Route 44 (Boston Turnpike) Westbound	COVENTRY	FRIDAY	5:15 pm - 6:00 pm	6/7/2019
13401	Site 13401 - HEBRON Route 94 (Gilead St) Westbound	HEBRON	TUESDAY	3:30 pm - 4:15 pm	6/4/2019
13402	Site 13402 - TOLLAND Route 74 (Tolland Stage Rd) Eastbound	TOLLAND	MONDAY	11:00 am - 11:45 am	6/10/2019
13403	Site 13403 - COLUMBIA Route 87 (Jonathan Trumbull Hwy) Southbound	COLUMBIA	TUESDAY	9:30 am - 10:15 am	6/4/2019
13404	Site 13404 - COLUMBIA Route 66 (Willimantic Rd) Westbound	COLUMBIA	TUESDAY	11:15 am - 12:00 pm	6/4/2019
13501	Site 13501 - UNION Route 620 (Buckley Hwy/ Rte 171) Southbound	UNION	MONDAY	3:30 pm - 4:15 pm	6/10/2019
13502	Site 13502 - UNION Weekday Route 620 (Mashapaug Rd) Northbound	UNION	SATURDAY	1:00 pm - 1:45 pm	6/1/2019
13503	Site 13503 - UNION Route 620 (Mashapaug Rd) Southbound	UNION	SATURDAY	9:00 am - 9:45 pm	6/1/2019
13504	Site 13504 - UNION Weekend Route 620 (Mashapaug Rd) Northbound	UNION	MONDAY	2:15 pm - 3:00 pm	6/10/2019

Appendix B. Seat Belt Observation Procedures

The total observation period will consist of a 45-minute session of driver and passenger seat belt use observations.

Driver and Passenger Seat Belt Use Observations - General Instructions

- Qualifying vehicles include passenger automobiles, pickup trucks, SUVs, minivans, and standard vans (private, public and commercial) of less than 10,000 lbs GVWR. Pickup trucks should be coded as "trucks". Jeeps, Broncos, Blazers and other vehicles of that type should be coded as sport utility vehicles. Eligible vehicles should be observed regardless of the state in which they are registered. All qualified vehicles should be coded.

- Belt use will be observed for front seat occupants only. Observe and record data for the driver and passenger in the right front seat. If there is more than one front seat passenger, observe only the "outside" passenger. Do not record data for passengers in the back seat or for a third passenger riding in the middle of the front seat.

- If a child is present in the outboard front seat in a child restraint seat, do not record anything. However, children riding in the outboard front seat, of any age, who are not in child restraint seats should be observed as any other outboard front seat passenger. Record belt use for children in booster seats.

- If a qualified passenger is in the outboard front seat, record belt use; leave the passenger section blank only if there is no qualified passenger in the outboard front seat.

- Each observation period will last exactly 45 minutes.

The following procedures will be used in conducting observations of seat belt use:

1. As you observe a qualifying vehicle, record the type of vehicle (car, truck, SUV, van), the occupants' race (white, non-white, or (rarely) unsure), sex (male, female, or (rarely) unsure) and shoulder restraint use (yes, no, or (rarely) unsure) for the front seat occupants (driver and front seat "outside" passenger only).

2. Code restrained (yes) if you see a properly positioned shoulder belt. If you notice a lap belt in use without a shoulder belt, it should be recorded as not restrained. Only shoulder belts are to be counted.

3. If the person has the shoulder strap under his/her arm or behind the back, record this as not restrained.

4. If you cannot tell whether or not the person has a properly positioned shoulder belt, code unsure.

5. For multi-lane roads too busy to record all vehicles, you may observe traffic in each lane for an equal amount of time, and in the direction specified, throughout the 45-minute observation time period.

6. In many situations, it will be possible to observe every qualified vehicle. However, if traffic is moving too quickly to observe every vehicle, you should determine a reference point up the road. Observe the next vehicle to pass the reference point (in the appropriate lane) after the last vehicle has been coded.

7. Do not observe if it is raining or foggy or other inclement weather arises. If you arrive at a site and it begins to rain, do not collect data in the rain. Find a dry place and wait 15 minutes to see if the rain stops. If the rain does stop, begin observing again and extend the observation period to make up for the time missed. Otherwise, you will have to reschedule the site; consult your supervisor to do this. (Note: observer may continue observations in light fog, drizzle, or mist; use your judgment).

8. If more than one data sheet is used, staple the sheets together at the end of the observation period and note the number of sheets used at the top of the first data form.

9. It may happen that the site you are assigned is seriously compromised due to construction or some other condition. If this occurs, you may move one block in any direction on the same street such that you are observing the same stream of traffic that would have normally been observed had there been no obstruction. If moving one block will not solve the problem, then do not conduct the observation. An alternate site will be selected and observed at a future time.

Appendix C. Connecticut Seat Belt Observation Data Collection Form

SITE NUMBER:_____ **SITE:**_____

NOTES:_____

DATE: _____ - _____ - _____ **DAY OF WEEK:** _____

WEATHER CONDITIONS
1 Clear / Sunny **4 Fog**
2 Light Rain **5 Clear But Wet**
3 Cloudy

DIRECTION OF TRAFFIC FLOW (Circle one): N S E W

START TIME:_____ **(Observation period will last exactly 45 minutes)**

	DRIVER				PASSENGER				DRIVER				PASSENGER			
Veh. #	**Vehicle** C = car T = truck S = suv V = van	**Race** W = white B = black N/S = unsure	**Sex** M = male F = female N/S = unsure	**Use** Y = yes N = no N/S = unsure	**Race** W = white B = black N/S = unsure	**Sex** M = male F = female N/S = unsure	**Use** Y = yes N = no N/S = unsure	Veh. #	**Vehicle** C = car T = truck S = suv V = van	**Race** W = white B = black N/S = unsure	**Sex** M = male F = female N/S = unsure	**Use** Y = yes N = no N/S = unsure	**Race** W = white B = black N/S = unsure	**Sex** M = male F = female N/S = unsure	**Use** Y = yes N = no N/S = unsure
1								36							
2								37							
3								38							
4								39							
5								40							
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34								69							
35								70							

CT STATEWIDE SEAT BELT SURVEY
FORM 2000

Page:_____ **of**_____

Appendix D. 2019 Statewide Daytime Observation Totals by Site Number

Site Code	City/ Town	Drivers			Passengers			Combined		
		N Observed	N Belted	%	N Observed	N Belted	%	Total N	Total Belted	Total %
1101	FAIRFIELD	278	261	94%	47	42	89%	325	303	93%
1102	STRATFORD	212	198	93%	47	46	98%	259	244	94%
1103	BRIDGEPORT	319	293	92%	69	64	93%	388	357	92%
1104	BRIDGEPORT	241	227	94%	65	61	94%	306	288	94%
1201	TRUMBULL	362	347	96%	29	27	93%	391	374	96%
1202	SHELTON	297	277	93%	44	42	95%	341	319	94%
1203	TRUMBULL	341	326	96%	78	76	97%	419	402	96%
1204	STRATFORD	217	205	94%	21	19	90%	238	224	94%
1301	SHELTON	264	245	93%	45	38	84%	309	283	92%
1302	BETHEL	207	190	92%	46	46	100%	253	236	93%
1303	NEWTOWN	273	260	95%	31	30	97%	304	290	95%
1304	BROOKFIELD	149	138	93%	13	12	92%	162	150	93%
1401	BETHEL	195	181	93%	38	36	95%	233	217	93%
1402	MONROE	88	82	93%	11	11	100%	99	93	94%
1403	REDDING	58	54	93%	12	11	92%	70	65	93%
1404	EASTON	81	78	96%	14	14	100%	95	92	97%
1501	DANBURY	62	59	95%	5	5	100%	67	64	96%
1502	SHELTON	10	8	80%	1	1	100%	11	9	82%
1503	TRUMBULL	79	70	89%	11	10	91%	90	80	89%
1504	DANBURY	119	112	94%	33	33	100%	152	145	95%
3101	MANCHESTER	252	241	96%	119	112	94%	371	353	95%
3102	SOUTHINGTON	286	278	97%	79	79	100%	365	357	98%
3104	HARTFORD	189	176	93%	37	31	84%	226	207	92%
3107	ROCKY HILL	152	148	97%	69	65	94%	221	213	96%
3201	PLAINVILLE	165	154	93%	21	21	100%	186	175	94%
3202	WINDSOR	187	178	95%	32	32	100%	219	210	96%
3203	PLAINVILLE	112	106	95%	18	16	89%	130	122	94%
3204	ENFIELD	156	143	92%	32	31	97%	188	174	93%

3301	MANCHESTER	138	126	91%	31	29	94%	169	155	92%
3302	EAST HARTFORD	118	111	94%	19	19	100%	137	130	95%
3304	EAST HARTFORD	187	158	84%	65	55	85%	252	213	85%
3305	MANCHESTER	87	80	92%	31	29	94%	118	109	92%
3401	PLAINVILLE	113	108	96%	27	27	100%	140	135	96%
3402	CANTON	95	89	94%	3	3	100%	98	92	94%
3403	SUFFIELD	145	135	93%	19	19	100%	164	154	94%
3404	GRANBY	132	125	95%	10	8	80%	142	133	94%
3501	HARTFORD	153	140	92%	34	31	91%	187	171	91%
3503	HARTFORD	80	69	86%	35	28	80%	115	97	84%
3504	HARTFORD	100	89	89%	25	22	88%	125	111	89%
3510	EAST WINDSOR	22	19	86%	1	1	100%	23	20	87%
7101	WESTBROOK	274	266	97%	60	56	93%	334	322	96%
7102	OLD SAYBROOK	259	247	95%	60	57	95%	319	304	95%
7103	CROMWELL	262	250	95%	159	150	94%	421	400	95%
7104	WESTBROOK	229	221	97%	31	29	94%	260	250	96%
7201	CROMWELL	173	167	97%	73	68	93%	246	235	96%
7202	MIDDLETOWN	114	108	95%	59	55	93%	173	163	94%
7204	CROMWELL	192	180	94%	120	115	96%	312	295	95%
7205	PORTLAND	117	112	96%	13	13	100%	130	125	96%
7301	DURHAM	113	107	95%	19	18	95%	132	125	95%
7302	HADDAM	58	53	91%	8	5	63%	66	58	88%
7303	WESTBROOK	221	206	93%	57	57	100%	278	263	95%
7304	HADDAM	180	166	92%	77	76	99%	257	242	94%
7401	MIDDLETOWN	87	81	93%	6	5	83%	93	86	92%
7402	CHESTER	84	79	94%	47	45	96%	131	124	95%
7403	CHESTER	123	116	94%	11	11	100%	134	127	95%
7404	EAST HADDAM	6	5	83%	1	1	100%	7	6	86%
7501	EAST HAMPTON	20	18	90%	1	1	100%	21	19	90%
7502	ESSEX	95	92	97%	5	5	100%	100	97	97%
7503	CROMWELL	78	73	94%	37	32	86%	115	105	91%

7504	EAST HAMPTON	5	5	100%	2	2	100%	7	7	100%
9101	NEW HAVEN	304	287	94%	156	147	94%	460	434	94%
9102	BRANFORD	279	264	95%	112	106	95%	391	370	95%
9103	SOUTHBURY	298	289	97%	166	157	95%	464	446	96%
9104	GUILFORD	341	325	95%	86	82	95%	427	407	95%
9201	WOODBRIDGE	272	257	94%	102	101	99%	374	358	96%
9202	NORTH HAVEN	283	260	92%	28	27	96%	311	287	92%
9203	MILFORD	260	243	93%	41	38	93%	301	281	93%
9204	CHESHIRE	99	94	95%	23	22	96%	122	116	95%
9301	SEYMOUR	158	143	91%	29	27	93%	187	170	91%
9302	GUILFORD	203	181	89%	39	34	87%	242	215	89%
9303	MERIDEN	190	175	92%	44	41	93%	234	216	92%
9304	PROSPECT	107	90	84%	23	21	91%	130	111	85%
9401	BETHANY	86	82	95%	29	29	100%	115	111	97%
9402	GUILFORD	109	105	96%	14	14	100%	123	119	97%
9403	GUILFORD	64	61	95%	6	5	83%	70	66	94%
9404	GUILFORD	99	94	95%	10	10	100%	109	104	95%
9501	SOUTHBURY	36	30	83%	2	2	100%	38	32	84%
9502	NORTH HAVEN	107	97	91%	10	9	90%	117	106	91%
9503	SOUTHBURY	56	52	93%	15	13	87%	71	65	92%
9504	WOODBRIDGE	145	131	90%	48	46	96%	193	177	92%
11101	GROTON	240	225	94%	44	43	98%	284	268	94%
11103	EAST LYME	291	280	96%	84	81	96%	375	361	96%
11104	EAST LYME	77	73	95%	18	17	94%	95	90	95%
11106	EAST LYME	256	247	96%	71	68	96%	327	315	96%
11201	PRESTON	107	101	94%	34	30	88%	141	131	93%
11203	FRANKLIN	237	220	93%	45	45	100%	282	265	94%
11205	NORTH STONINGTON	177	162	92%	37	33	89%	214	195	91%
11208	COLCHESTER	175	165	94%	19	19	100%	194	184	95%
11301	GRISWOLD	160	157	98%	38	38	100%	198	195	98%
11302	GROTON	198	192	97%	30	29	97%	228	221	97%

11303	GROTON	190	179	94%	54	49	91%	244	228	93%
11304	GROTON	183	171	93%	44	42	95%	227	213	94%
11401	NORTH STONINGTON	93	85	91%	5	5	100%	98	90	92%
11402	COLCHESTER	153	142	93%	17	17	100%	170	159	94%
11403	LEDYARD	73	67	92%	35	35	100%	108	102	94%
11404	SPRAGUE	210	188	90%	31	30	97%	241	218	90%
11501	LEBANON	26	24	92%	3	3	100%	29	27	93%
11502	COLCHESTER	27	26	96%	3	3	100%	30	29	97%
11503	GROTON	13	12	92%	2	2	100%	15	14	93%
11504	LEBANON	15	15	100%	2	2	100%	17	17	100%
13101	TOLLAND	129	118	91%	30	29	97%	159	147	92%
13102	TOLLAND	197	184	93%	41	41	100%	238	225	95%
13103	VERNON	256	236	92%	57	57	100%	313	293	94%
13104	VERNON	120	110	92%	14	14	100%	134	124	93%
13201	MANSFIELD	213	198	93%	50	49	98%	263	247	94%
13202	COVENTRY	235	215	91%	55	54	98%	290	269	93%
13203	BOLTON	292	270	92%	53	53	100%	345	323	94%
13204	COLUMBIA	190	180	95%	33	33	100%	223	213	96%
13301	WILLINGTON	112	107	96%	17	16	94%	129	123	95%
13302	BOLTON	247	219	89%	34	34	100%	281	253	90%
13303	BOLTON	203	184	91%	30	30	100%	233	214	92%
13304	COVENTRY	227	204	90%	46	45	98%	273	249	91%
13401	HEBRON	132	125	95%	22	22	100%	154	147	95%
13402	TOLLAND	153	133	87%	22	22	100%	175	155	89%
13403	COLUMBIA	170	155	91%	24	24	100%	194	179	92%
13404	COLUMBIA	114	106	93%	19	18	95%	133	124	93%
13501	UNION	166	157	95%	33	33	100%	199	190	95%
13502	UNION	29	29	100%	6	6	100%	35	35	100%
13503	UNION	21	21	100%	3	3	100%	24	24	100%
13504	UNION	25	25	100%	5	5	100%	30	30	100%

Connecticut *"Click It or Ticket"* Campaign:
DMV Awareness Survey Results (2019)

The purpose of this summary report is to share with the Connecticut Department of Transportation's Highway Safety Office (HSO) results for Wave 1 (pre) and Wave 2 (post) of the DMV survey effort surrounding the 2019 Click It or Ticket initiative. A one-page dual language questionnaire was distributed in DMV offices designed to assess respondents' knowledge and awareness of the heightened enforcement activity and paid media campaign that is funded by HSO. The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield, and Winsted. The first wave of DMV surveys was conducted directly before the media began (April 16 – 25, 2019) and the second wave was collected directly afterward (June 4 – 10, 2019).

A snapshot of the results is provided below whereas detailed analysis of the two survey waves is provided in the following pages. Self-reported belt use remained steady across both waves with 87 percent of respondents reporting "*Always*" wearing their seatbelt. The percentage of respondents indicating the chance of getting a ticket was *"Always"* showed a slight increase (not significant), from 25.7 percent in Wave 1 to 27.9 percent in Wave 2. Close to 40 percent of respondents indicated that State and local police enforced the seat belt law *"Very Strictly"* with a small non-significant increase from Wave 1 to Wave 2 (38.0% to 39.1%). Respondents' personal experience of enforcement showed a near-significant increase from Wave 1 to Wave 2 (from 14.2% to 17.5%, $p<.05$). Awareness of the belt-related messages showed significant increases from Wave 1 to Wave 2. The number of respondents that reported having "*seen or heard anything*" about extra belt enforcement increased significantly, from 30.6% to 39.1%, $p<.0001$. The percentage of respondents having read, seen or heard *"anything about seat belts in Connecticut"* also showed as significant increase, from 36.7% in Wave 1 to 47.4% in Wave 2, $p<.0001$; the percentage of respondents having read, seen, or heard "*anything about seat belts in CT at **night***" also showed a significant increase, from 22.5% in Wave 1 to 29.0% in Wave 2, $p<.0001$. When asked where the safe driving message was heard, the most common answers were *TV* and *Radio*. Recognition of the "***Click It or Ticket***" campaign slogan remained stable, from 54.9 percent in Wave 1 to 51.6 percent in Wave 2.

The tables that follow summarize respondent characteristics as well as survey question results across the two waves. All statistical significance testing was done with chi-square analyses with the statistical significance level set at $p<.01$.

Basic Information and Demographics

Approximately 140 surveys were collected in each office for each wave (Table 1). There were a total of 2,584 survey respondents, 1,278 pre-campaign and 1,306 post-campaign.

Table 1. DMV Office Location and Number of Completed Surveys, by Wave

Office Location	Wave 1	Wave 2
Bridgeport	137	133
Danbury	149	151
Hamden	150	145
New Britain	137	145
Norwalk	150	150
Norwich	126	127
Waterbury	131	155
Wethersfield	147	152
Winsted	151	148

Table 2 summarizes the demographic characteristics of survey respondents. During both Wave 1 and Wave 2, just over half (53.0% and 51.9%, respectively) of survey respondents were male. During both waves, the two most common reported age categories for respondents were 35-49 years old (27.9% in Wave 1 and 25.3% in Wave 2) and 21-34 years old (25.2% in Wave 1 and 24.4% in Wave 2). The majority of respondents were White (66.2% in Wave 1 and 67.9% in Wave 2) and just over 20 percent of respondents were Hispanic (23.9 percent in Wave 1 and 23.7 percent in Wave 2). Overall, less than 5 percent of respondents used the Spanish version of the questionnaire (2.7% in Wave 1, 4.3% in Wave 2).

Table 2. Demographic Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Gender		
Male	53.0%	51.9%
Female	47.0%	48.1%
Total (N)	***100% (N=1,267)***	***100% (N=1,266)***
Age		
Under 18	2.4%	2.0%
18-20	4.2%	5.1%
21-34	25.2%	24.4%
35-49	27.9%	25.3%
50-59	19.1%	21.3%
60+	21.2%	21.9%
Total (N)	***100% (N=1,268)***	***100% (N=1269)***
Race		
White	66.2%	67.9%
Black	10.7%	10.4%
Asian	5.0%	4.6%
Native American	0.8%	0.6%
Other	16.4%	15.7%
Multiple	1.0%	0.8%
Total (N)	***100% (N=1,210)***	***100% (N=1,200)***
Hispanic		
Yes	23.9%	23.7%
No	76.1%	76.3%
Total (N)	***100% (N=1,219)***	***100% (N=1,228)***
Driving Between Midnight and 4am		
None/Almost None	75.8%	75.4%
A Lot Less Than Half	15.9%	14.4%
About Half	5.4%	5.5%
A Lot More Than Half	1.6%	2.4%
All/Almost All	1.3%	2.3%
Total (N)	***100% (N=1,260)***	***100% (N=1,250)***

Belt Use & Reason for Being Stopped by Police

Tables 3 to 7 summarize the findings for Wave 1 and Wave 2 by question. Questions were grouped based on subject similarity.

There was no significant change in reported seat belt use from Wave 1 to Wave 2. The percentage of respondents reporting "*Always*" wearing their seat belts was 86.5 percent in Wave 1 compared to 87.0 percent in Wave 2 (see Table 3). Respondents were also asked "When you pass a driver stopped by police [in the daytime/in the nighttime], what do you think the stop was for?" Results for both daytime and nighttime are shown in Table 4.

Table 3. Self-Reported Belt Use, Question 12

Question	Wave 1	Wave 2
Q12. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	86.5%	87.0%
Nearly Always	8.4%	7.9%
Sometimes	2.9%	2.1%
Seldom	1.1%	1.6%
Never	1.0%	1.4%
Total (N)	***100% (N=1,256)***	***100% (N=1,252)***

Table 4. Reasons for Being Stopped by Police, Questions 6 and 7 (multiple responses possible)

Question	Wave 1	Wave 2
Q6. When you pass a driver stopped by police *in the daytime*, what do you think the stop was for?		
Speeding	69.2%	68.1%
Seat Belt Violation	15.4%	16.4%
Drunk Driving	4.3%	4.5%
Reckless Driving	9.7%	8.7%
Distracted Driving	21.5%	20.1%
Other	11.2%	11.6%
Total (N)	***(N=1,278)***	***(N=1,306)***
Q7. When you pass a driver stopped by police *in the nighttime*, what do you think the stop was for?		
Speeding	45.5%	46.9%
Seat Belt Violation	5.9%	5.8%
Drunk Driving	40.8%	41.2%
Reckless Driving	20.7%	18.7%
Distracted Driving	12.6%	12.8%
Other	12.7%	10.9%
Total (N)	***(N=1,278)***	***(N=1,306)***

Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses showed no significant change in perception of enforcement severity from Wave 1 to Wave 2 (Table 5). When asked to evaluate the chance of receiving a ticket for not using a seat belt, 25.7 percent of respondents in Wave 1 indicated it was "*Always*", compared to 27.9 percent in Wave 2. More than a third (38.0%) of Wave 1 respondents judged that local and State police enforced seat belt laws "*Very Strictly*" compared to 39.1 percent in Wave 2.

Table 5. Survey Questions 13 and 14

Question	Wave 1	Wave 2
Q13. What do you think the chances are of getting a ticket if you don't wear your seatbelt?		
Always	25.7%	27.9%
Nearly Always	18.3%	17.4%
Sometimes	35.5%	36.3%
Seldom	15.4%	13.8%
Never	5.0%	4.5%
Total (N)	***100% (N=1,249)***	***100% (N=1,236)***
Q14. Do you think the local and State Police enforce the seat belt law:		
Very strictly	38.0%	39.1%
Somewhat Strictly	41.9%	39.8%
Not Very Strictly	15.0%	17.3%
Rarely	3.9%	2.7%
Not at All	1.3%	1.1%
Total (N)	***100% (N=1,246)***	***100% (N=1,224)***

DMV survey responses indicated that respondents had some personal experience with enforcement (Table 6). Approximately 10 percent of respondents reported having received a seat belt ticket at some point (11.8% in Wave 1 vs. 9.7% in Wave 2). There was a near-significant increase in percentage of respondents having experienced seat belt enforcement in the past month, from 14.2 percent in Wave 1 to 17.5 percent in Wave 2, p=.024. Respondents were given a selection of fine ranges and asked to identify the correct seat belt violation fine in Connecticut. More than a third selected the correct range, with no significant change across waves (35.1% in Wave 1, 38.4% in Wave 2). Approximately 62 percent of respondents reported that the seat belt law in Connecticut requires adults to be belted in both the front and the rear seat (no significant changes across waves).

Table 6. Survey Questions 15, 17, 8 and 9

Question	Wave 1	Wave 2
Q15. Have you ever received a ticket for not wearing your seat belt?		
Yes	11.8%	9.7%
No	88.2%	90.3%
Total (N)	***100% (N=1,230)***	***100% (N=1,209)***
Q17. In the past month, have you personally experienced enforcement by police looking at seat belt use?		
Yes	14.2%	17.5%^
No	85.8%	82.5%
Total (N)	***100% (N=1,251)***	***100% (N=1,237)***
Q8. What is the fine for violating the seat belt law in Connecticut?		
Less than $35	2.6%	1.9%
$35-$50	13.5%	11.0%
$51-$65	9.1%	7.8%
$66-$85	14.4%	13.8%
$86-$115	35.1%	38.4%
Over $115	25.2%	27.6%
Total (N)	***100% (N=1,171)***	***100% (N=1,156)***
Q9. Does the seat belt law in Connecticut require *adults* to wear seatbelts:		
In the front seat only	38.1%	35.8%
In the rear seat only	0.3%	0.5%
In both the front and rear seat	61.0%	63.1%
No seat belt is required for adults	0.6%	0.6%
Total (N)	***100% (N=1,260)***	***100% (N=1,251)***

^ p<0.05

Awareness of Seat Belt Message and Slogan Recognition

DMV survey responses indicated an increase in public awareness of seat belt messages from Wave 1 to Wave 2. There was a significant increase in percentage of respondents indicating having "*seen or heard about extra enforcement where police were looking at seat belt use"* from Wave 1 to Wave 2 (from 30.6% to 39.1%, respectively, $p<.0001$). There was a significant increase in percentage of respondents indicating having "*read, seen or heard anything about seat belts in Connecticut*" from 36.7 percent in Wave 1 to 47.4 percent in Wave 2, $p<.0001$. There was a significant increase in percentage of respondents indicating having *"read, seen, or heard anything about seat belt in Connecticut at* ***night****"* from 39.3 percent in Wave 1 to 50.1 percent in Wave 2, $p<.0001$. Those answering yes to either question 18 or 19 were then asked about the source of the message. *TV* and *Radio* were the two sources reported most often and showed no change across waves. Results are summarized in Table 7.

Respondents were also asked if they knew the name of any seat belt enforcement program in Connecticut. The campaign slogan, "***Click It or Ticket: Day or Night***" showed a near-significant increase in recognition from 39.2 percent in Wave 1 to 43.4 percent in Wave 2, $p=.030$. The most recognized slogan remained "***Click It or Ticket***", selected by approximately 53 percent of respondents. It showed no significant change across waves (see Table 7).

Table 7. Survey Questions 16, 18, 19, and 20

Question	Wave 1	Wave 2
Q16. In the past month, have you seen or heard about extra enforcement where police were looking at seat belt use?		
Yes	30.6%	39.1%*
No	69.4%	60.9%
Total (N)	***100% (N=1,253)***	***100%(N=1,237)***
Q18. Have you recently read, seen, or heard anything about seat belts in Connecticut?		
Yes	36.7%	47.4%*
No	63.3%	52.6%
Total (N)	***100% (N=1,247)***	***100% (N=1,229)***
Q19. Have you recently read, seen, or heard anything about seat belts in Connecticut at night?		
Yes	22.5%	29.0%*
No	77.5%	71.0%
Total (N)	***100% (N=1,233)***	***100% (N=1,219)***
Q19a. Where did you read, see, or hear about seat belts in Connecticut? (multiple answers possible)		
Newspaper	10.2%	10.1%
Radio	21.9%	24.3%
TV	32.0%	30.1%
Internet	20.2%	19.2%
Brochure	4.1%	2.3%
Checkpoint	17.0%	13.7%
Movies	3.9%	3.4%
Other	27.6%	28.1%
Total (N)	***(N=488)***	***(N=614)***
Q20. Do you know the name of any safe driving enforcement program(s) in CT? (multiple responses possible)		
Click It or Ticket: Day or Night	39.2%	43.4%^
Buckled or Busted	3.1%	4.0%
Buckle Up Connecticut	16.2%	13.5%
Click It or Ticket	54.9%	51.6%
Operation Stay Alive	3.7%	3.9%
Total (N)	***(N=1,278)***	***(N=1,306)***

*****Significant at $p < .01$
^Significant at $p < .05$

Perception and Awareness of Speed Enforcement

There was no change in reported speeding from Wave 1 to Wave 2. The percentage of respondents that reported "*Always*" driving over 35mph in a 30mph zone was 8.4 percent in Wave 1 and 9.1 percent in Wave 2 (see Table 8). DMV survey responses indicated a significant increase in public awareness of speed enforcement from Wave 1 to Wave 2. The percentage of respondents indicating having "*read, seen, or heard anything about speed enforcement"* was 36.9 percent in Wave 1 compared to 42.2 percent in Wave 2, $p<.001$. When asked to evaluate the chance of receiving a ticket for driving over the speed limit, 20.0 percent of respondents in Wave 1 indicated it was "*Always*", compared to 21.4 percent in Wave 2. Details for these questions are shown in Table 8.

Table 8. Survey Questions 21, 22, 23

Question	Wave 1	Wave 2
Q21. On a local road with a speed limit of 30mph, how often do you drive faster than 35mph?		
Always	8.4%	9.1%
Nearly Always	13.9%	13.8%
Sometimes	42.4%	41.2%
Seldom	22.9%	22.6%
Never	12.4%	13.3%
Total (N)	***100% (N=1,246)***	***100% (N=1,219)***
Q22. Have you recently read, seen, or heard anything about speed enforcement?		
Yes	36.9%	42.2%*
No	63.1%	57.8%
Total (N)	***100% (N=1,226)***	***100% (N=1,205)***
Q23. What do you think the chances are of getting a ticket if you drive over the speed limit?		
Always	20.0%	21.4%
Nearly Always	22.1%	21.4%
Sometimes	44.2%	44.1%
Seldom	9.8%	8.9%
Never	3.9%	4.3%
Total (N)	***100% (N=1,229)***	***100% (N=1,220)***

*****Significant at $p<0.01$

CONNECTICUT DMV SURVEY RESULTS: 2017 - 2019

Assessing Public Awareness of Highway Safety Programs

ANNUAL HSO OFFICE AWARENESS PROGRAMS:

1. **Holiday Safe Driving (Thanksgiving – New Year's)**
2. **Distracted Driving *Spring* (April)**
3. **Seat Belt Safety/*"Click It or Ticket"* (May/June)**
4. **Distracted Driving *Summer* (August)**
5. **Labor Day Impaired Driving (September)**

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Data Collection Procedure (DMV Surveys)

As the data analysis and evaluation contractor for the Connecticut Highway Safety Office (HSO) for many years, Preusser Research Group, Inc. (PRG) regularly collects data to measure public knowledge and awareness around various HSO-funded programs each year. Our staff includes several trained and experienced surveyors who repeatedly collect data from select Connecticut Department of Motor Vehicle (DMV) office locations. All survey instruments were designed to assess respondents' perception, knowledge, and awareness of heightened enforcement and paid media campaigns that were funded by the Connecticut Department of Transportation Highway Safety Office throughout the year.

Surveys are distributed in person in paper format and are one (1) page in length (double-sided; English/Spanish). PRG surveyors approach DMV customers while they are waiting in line for license and/or vehicle registration services. Participation in the survey is completely voluntary and anonymous. Our surveyors do not interfere with DMV operations in any way. PRG obtains permission from the DMV Manager of Branch Operations prior to any survey distribution and data collection. Surveyor schedules are provided to DMV office staff prior to each round of data collection.

Key Highway Safety Office (HSO) campaigns include:

HSO Program	**Enforcement/Media**	**Data Collection Waves**
Holiday Safe Driving	Thanksgiving through New Year's	November/December/January
Distracted Driving *(Spring)*	Entire month of April (national DD month)	March/early May
Seat Belts	Surrounding Memorial Day holiday	Mid-May/June
Distracted Driving *(Summer)*	First two (2) weeks of August	July/August
Labor Day Impaired Driving	Surrounding Labor Day holiday	August/September

We collect surveys surrounding all program-related enforcement/media activity. Specifically, we distribute and collect approximately 150 surveys during each of the eleven annual waves (across all program areas). PRG collects close to 15,000 awareness surveys from members of the driving public in Connecticut each calendar year.

We consistently visit the same nine (9) Connecticut DMV offices each data collection period. These offices are spread out across the state based on both population and total DMV transactions by office. The following office locations are visited during each wave of data collection: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield, and Winsted.

Core Awareness Questions

The National Highway Traffic Safety Administration (NHTSA) and the Governors' Highway Safety Association (GHSA) have recommended that all states ask the following sixteen (16) core awareness questions at a minimum.

ALCOHOL

- *[A-1] In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?*
- *[A-2] In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?*
- *[A-3] What do you think the chances are of someone getting arrested if they drive after drinking?*

SEAT BELTS

- *[B-1] How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick up?*
- *[B-2] In the past 30 days, have you read, seen or heard anything about seat belt law enforcement by police?*
- *[B-3] What do you think the chances are of getting a ticket if you don't wear your safety belt?*

SPEED

- *[S-1a] On a local road with a speed limit of 20 mph, how often do you drive faster than 35 mph- most of the time, half the time, rarely, never?*
- *[S-1b] On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph- most of the time, half the time, rarely, never?*
- *[S-2] In the past 30 days, have you read, seen or heard anything about speed enforcement by police?*
- *[S-3] What do you think the chances are of getting a ticket if you drive over the speed limit?*

DISTRACTED DRIVING

- *[D-1] How often do you talk on a hand-held cellular phone when you drive?*
- *[D-2] How often do you send text messages or email on a hand-held cellular phone when you drive?*
- *[D-3] In the past 30-60 days, have you read, seen or heard anything about the police being focused on handheld cell phone use?*
- *[D-4] What do you think the chances are of getting a ticket if you talk on a hand-held cell phone while driving?*

- *[D-5] What do you think the chances are of getting a ticket if you text or send emails on a cell phone while driving?*
- *[D-6] In the past 30-60 days, have you read, seen or heard anything about police enforcement focused on distracted driving?*

Results

The tables that follow summarize respondent answers to survey questions across all waves over the past three (3) years. Please note, the information provided in these tables is based on available data at the time of this report.

IMPAIRED DRIVING		2017	2018	2019
A-1: In the past 30-60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? _____ (number of times)	**None**	87.7%	87.0%	88.3%
	1 to 2	8.4%	8.4%	7.3%
	3 or more	4.0%	4.6%	4.4%
	(N)	*1,233*	*1,257*	*1,178*
A-2: In the past 30-60 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police	**Yes**	56.4%	54.8%	58.9%
	No	43.6%	45.2%	41.1%
	(N)	*1,289*	*1,293*	*1,199*
A-3: What do you think the chances are of someone getting arrested if they drive after drinking?	**Always**	37.2%	40.0%	40.3%
	Nearly Always	22.8%	21.6%	21.5%
	Sometimes	26.5%	25.9%	25.9%
	Seldom	5.4%	4.8%	4.2%
	Never	8.0%	7.8%	8.2%
	(N)	*1,296*	*1,299*	*1,202*
SEAT BELTS		**2017**	**2018**	**2019**
B-1: How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up?	**Always**	89.3%	85.85	86.9%
	Nearly Always	6.3%	8.9%	7.8%
	Sometimes	2.7%	2.8%	2.2%
	Seldom	0.8%	1.1%	1.6%
	Never	1.0%	1.4%	1.4%
	(N)	*1,314*	*1,276*	*1,253*
B-2: In the past 30-60 days, have you read, seen or heard anything about seat belt enforcement by the police	**Yes**	52.9%	47.9%	47.4%
	No	47.1%	52.1%	52.6%
	(N)	*1,296*	*907*	*1,229*
B-3: What do you think the chances are of getting a ticket if you don't wear your safety belt?	**Always**	26.1%	24.4%	27.8%
	Nearly Always	18.5%	17.4%	17.5%
	Sometimes	37.3%	38.5%	36.2%

	Seldom	13.0%	14.8%	13.8%
	Never	5.1%	4.9%	4.7%
	(N)	*1,306*	*1,264*	*1,240*
SPEED		**2017**	**2018**	**2019**
S-1a: On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?	**Always**	10.6%	6.8%	9.1%
	Nearly Always	14.8%	15.0%	13.8%
	Sometimes	42.8%	43.9%	41.1%
	Seldom	18.0%	22.2%	22.7%
	Never	13.8%	12.1%	13.4%
	(N)	*1,294*	*1,263*	*1,220*
S-1b: On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph?	**Most of the time**	21.0%	21.3%	16.9%
	Half the time	29.4%	27.2%	26.5%
	Rarely	29.1%	31.5%	36.9%
	Never	20.5%	20.0%	19.7%
	(N)	*1,274*	*1,278*	*1,180*
S-2: In the past 30-60 days, have you read, seen or heard anything about speed enforcement by police?	**Yes**	46.5%	40.8%	42.2%
	No	53.5%	59.2%	57.8%
	(N)	*1,289*	*1,255*	*1,205*
S-3: What do you think the chances are of getting a ticket if you drive over the speed limit?	**Always**	18.1%	17.0%	21.4%
	Nearly Always	22.1%	22.6%	21.4%
	Sometimes	47.6%	47.3%	44.1%
	Seldom	8.4%	9.4%	8.8%
	Never	3.8%	3.6%	4.3%
	(N)	*1,303*	*1,264*	*1,222*

continued on next page

DISTRACTED DRIVING		2017	2018	2019
D-1: How often do you talk on a hand-held cellular phone when you drive?	**Always**	3.05	1.6%	2.3%
	Nearly Always	1.8%	1.9%	1.3%
	Sometimes	16.7%	13.6%	12.4%
	Seldom	25.8%	27.8%	22.0%
	Never	52.7%	55.1%	62.0%
	(N)	*1,312*	*1,293*	*1,304*
D-2: How often do you send text messages or email on a hand-held cellular phone when you drive?	**Always**	1.8%	0.8%	1.2%
	Nearly Always	1.5%	0.9%	1.4%
	Sometimes	10.8%	9.5%	7.3%
	Seldom	19.1%	21.2%	17.2%
	Never	66.7%	67.5%	73.0%
	(N)	*1,312*	*1,301*	*1,302*
D-3: In the past 30-60 days, have you read, seen or heard anything about the police being focused on handheld cell phone use?	**Yes**	35.6%	35.5%	36.9%
	No	64.4%	64.5%	63.1%
	(N)	*1,288*	*1,276*	*1,271*
D-4: What do you think the chances are of getting a ticket if you talk on a hand-held cell phone while driving?	**Always**	20.3%	21.3%	22.3%
	Nearly Always	12.4%	14.2%	15.3%
	Sometimes	34.5%	32.2%	32.4%
	Seldom	22.1%	21.0%	18.5%
	Never	10.7%	11.4%	11.5%
	(N)	*1,301*	*1,286*	*1,294*
D-5: What do you think the chances are of getting a ticket if you text or send emails on a cell phone while driving?	**Always**	24.1%	23.9%	25.2%
	Nearly Always	13.4%	14.4%	15.0%
	Sometimes	32.5%	30.6%	30.0%
	Seldom	20.4%	19.7%	18.4%
	Never	9.6%	11.5%	11.4%
	(N)	*1,302*	*1,286*	*1,290*
D-6: In the past 30-60 days, have you read, seen or heard anything about police enforcement focused on distracted driving?	**Yes**	57.5%	58.2%	49.2%
	No	42.5%	41.8%	50.8%
	(N)	*1,267*	*1,272*	*1,240*

Connecticut Holiday Safe Driving Campaign
(November/December 2019 & January 2020)
DMV Awareness Survey Results

The purpose of this memo is to share with the Connecticut Department of Transportation's Highway Safety Office results for Wave 1 (Pre), Wave 2 (Mid) and Wave 3 (Post) of the DMV survey effort surrounding the Holiday 2019 Safe Driving Initiative. A one-page questionnaire was distributed in DMV offices and was designed to assess respondents' knowledge and awareness of the paid media that was purchased by the Highway Safety Office and aired surrounding the holiday season (pre-Thanksgiving though New Year's). The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield and Winsted. The first wave of DMV surveys was conducted directly before the any enforcement or media began (October 29, 2019) and another wave was collected directly after the Thanksgiving holiday (December 3 – December 10, 2019). The third and final wave was conducted after New Year's (January 2 – 9, 2020).

A snapshot of the results is provided below whereas detailed analysis of the three survey waves is provided in the following pages. Results indicate small increases in awareness of the safe driving message throughout the campaign. Perception of enforcement severity remained stable across waves for either belt use enforcement or DUI enforcement. The number of respondents that reported having recently "*read, seen, or heard anything*" about safe driving slowed a small increase from 58.4 percent at baseline to 59.4 percent at midpoint, and 59.9 percent at post Wave. Recognition of the slogan "***Drive Drunk, Get Arrested, Get the Picture***" showed a significant *decrease* from mid to post campaign (14.2% to 12.4%, $p<.01$) after starting at 13.2 percent at baseline. Recognition of the slogan "***Drive Sober or Get Pulled Over***" showed a near-significant increase from pre to post Wave (35.2% to 39.1%, $p<.05$).

The tables that follow summarize respondent characteristics as well as survey question results across the three waves. All statistical significance testing was done with chi-square analysis at the $p<0.01$ level.

Basic Information and Demographics

Approximately 125-150 surveys were collected in each office in each of the waves (Table 1). There were a total of 3,777 survey respondents in the pre, mid, and post waves (1,285 pre-campaign, 1,238 mid-campaign, and 1,250 post-campaign).

Table 1. Number of Completed Surveys by DMV Office Location, by Wave

Office Location	Pre Wave	Mid Wave	Post Wave
Bridgeport	151	131	141
Danbury	132	154	151
Hamden	152	143	135
New Britain	128	150	151
Norwalk	122	148	150
Norwich	149	137	126
Waterbury	148	127	132
Wethersfield	134	126	134
Winsted	169	122	130

Table 2 summarizes the demographic characteristics of the survey respondents. During all Waves, a little more than half (55%) of survey respondents were male. During all waves, the two most commonly reported age categories for respondents were 21-34 year old and 35-49 years old. The majority of respondents were White in both waves (approximately 69% overall). Approximately 25 percent of respondents identified as Hispanic.

Table 2. Demographic Characteristics of Survey Respondents

Characteristic		Pre Wave	Mid Wave	Post Wave
Sex				
	Male	54.7%	56.7%	53.3%
	Female	45.3%	43.3%	46.7%
	Total (N)	***100% (N=1.268)***	***100% (N=1,218)***	***100% (N=1,228)***
Age				
	Under 18	1.9%	1.8%	1.4%
	18-20	3.9%	3.6%	5.0%
	21-34	23.8%	25.8%	24.4%
	35-49	27.9%	28.1%	29.5%
	50-59	19.9%	20.0%	18.3%
	60+	22.6%	20.8%	21.4%
	Total (N)	***100% (N=1,270)***	***100% (N=1,218)***	***100% (N=1,231)***
Race				
	White	70.2%	67.8%	69.2%
	Black	10.7%	10.5%	12.9%
	Asian	3.8%	5.3%	3.8%
	Native American	0.5%	1.4%	0.8%
	Other	14.0%	14.0%	12.0%
	Multiple	0.7%	1.1%	1.1%
	Total (N)	***100% (N=1,201)***	***100% (N=1,138)***	***100% (N=1,136)***
Hispanic				
	Yes	22.6%	27.0%	24.6%
	No	77.4%	73.0%	75.4%
	Total (N)	***100% (N=1,166)***	***100% (N=1,131)***	***100% (N=1,136)***

Belt & Alcohol Use

Tables 3 to 6 summarize and compare the findings for pre, mid, and post Wave by question. Questions were grouped together based on subject similarity.

There was no significant change in reported seat belt use across Waves. Percentage of Respondents that indicated "*Always*" wearing their seat belts when traveling in the ***front seat*** decreased by 2 percentage points (from 92% to 89%, from pre to mid, and from pre to post); percentage of Respondents that indicated "*Always*" wearing their seat belts when traveling in the ***rear seat*** was lower and showed a slight increase from pre to post (56% to 57%) and from mid to post (55% to 57%) (see Table 3). Close to 90 percent (89%) of Respondents indicated that, in the past 30 days, they had not once driven within two hours of drinking.

Table 3. Belt Use and Alcohol Use, Questions 7, 8 & 14

Question	Pre Wave	Mid Wave	Post Wave
Q7. How often do you wear a seat belt when you drive/ride in the *front seat* of a motor vehicle?			
Always	91.6%	89..2%	89.3%
Nearly Always	5.3%	6.9%	6.2%
Sometimes	1.7%	1.9%	2.7%
Seldom	0.6%	1.0%	0.7%
Never	0.7%	1.1%	1.1%
Total (N)	***100% (N=1,279)***	***100% (N=1,232)***	***100% N=1,238)***
Q8. How often do you wear a seat belt when are a *rear seat* passenger in a motor vehicle?			
Always	56..0%	55.5%	57.4%
Nearly Always	13.4%	13.7%	12.6%
Sometimes	16.4%	15.1%	13.9%
Seldom	5.8%	7.0%	7.1%
Never	8.3%	8.8%	9.0%
Total (N)	***100% (N=1,265)***	***100% (N=1,222)***	***100% N=1,234)***
Q14. In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?			
None	88.5%	89.1%	88.7%
1 or 2 times	7.2%	7.2%	7.0%
3 or more times	4.3%	3.6%	4.3%
Total (N)	***100% (N=1,181)***	***100% (N=1,151)***	***100% N=1,167)***

Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses indicated no significant change in perception of enforcement severity (Table 4). Respondents evaluated that their chance of "*Always*" getting arrested for drinking and driving increased slightly from 40 to 42 percent from pre to post Wave and from mid to post Wave (not significant). Respondents judged that their chance of getting a ticket for not using a seat belt decreased slightly over the course of the campaign, from 41 percent at baseline to 40 percent in mid Wave to 39 percent in post Wave. Approximately 39 percent of respondents judged that state and local police enforced seat belt laws "*Very Strictly*". Approximately 61 percent of respondents judged that State and Local police enforced drinking and driving laws "*Very Strictly*".

Table 4. Survey Questions 10, 13, 15, 16

Question	Pre Wave	Mid Wave	Post Wave
Q10. What do you think the chances are of getting a ticket if you don't wear your seat belt?			
Always	41.3%	39.8%	39.3%
Nearly Always	16.6%	15.6%	18.4%
Sometimes	28.5%	28.7%	29.0%
Seldom	10.3%	11.6%	9.9%
Never	3.3%	4.3%	3.5%
Total (N)	***(N=1,258)***	***(N=1,215)***	***(N=1,217)***
Q13. Do you think state and local police enforce the seat belt laws:			
Very Strictly	38.3%	39.6%	39.3%
Somewhat Strictly	38.5%	36.1%	37.4%
Not Very Strictly	17.3%	17.6%	18.5%
Rarely	4.4%	5.0%	3.5%
Not at All	1.5%	1.7%	1.3%
Total (N)	***(N=1,231)***	***(N=1,193)***	***(N=1,197)***
Q15. What do you think the chances are of getting arrested if you drive after drinking?			
Always	40.4%	40.4%	41.5%
Nearly Always	23.8%	24.4%	24.2%
Sometimes	26.3%	24.7%	23.6%
Seldom	4.5%	4.3%	3.4%
Never	5.1%	6.3%	7.3%
Total (N)	***(N=1,225)***	***(N=1,195)***	***(N=1,199)***
Q16. Do you think state and local police enforce the drinking and driving laws:			
Very Strictly	60.9%	61.3%	61.9%
Somewhat Strictly	30.2%	29.4%	31.0%
Not Very Strictly	6.1%	6.9%	4.7%
Rarely	1.5%	0.6%	1.0%
Not at All	1.4%	1.8%	1.4%
Total (N)	***(N=1,220)***	***(N=1,175)***	***(N=1,183)***

DMV survey responses indicated that respondents had some personal experience with enforcement (Table 5). Respondents were asked if they had ever received a ticket for not wearing a seat belt. There was no significant change between waves, with approximately 11 percent of respondents indicating they had received a ticket. Approximately 12 percent of Respondents indicated having gone through an alcohol checkpoint in the past 30 days (11.3% in Pre, and 12.1% in Mid and Post). Percentage of respondents that indicated having gone through a seat belt checkpoint in the past 30 days decreased slightly (not significant) from baseline (14.2%) to mid (13.1%) to post (13.2%). Approximately 11 percent of Respondents reported having received a ticket for cell phone use across both Waves.

Table 5. Survey Questions 11, 19, 20, 21

Question	Pre Wave	Mid Wave	Post Wave
Q11. Have you ever received a ticket for not wearing your seat belt?			
Yes	10.2%	12.1%	11.0%
No	89.8%	87.9%	89.0%
Total (N)	***(N=1,240)***	***(N=1,179)***	***(N=1,186)***
Q19. In the past 30 days, have you driven through a checkpoint where police were looking for impaired drivers?			
Yes	11.3%	12.1%	12.1%
No	88.7%	87.9%	87.9%
Total (N)	***(N=1,214)***	***(N=1,155)***	***(N=1,164)***
Q20. In the past 30 days, have you gone through a checkpoint where police were looking for unbelted drivers?			
Yes	14.2%	13.1%	13.2%
No	85.8%	86.9%	86.8%
Total (N)	***(N=1,222)***	***(N=1,161)***	***(N=1,171)***
Q21. Have you ever received a ticket for using your cell phone while driving?			
Yes	9.1%	12.6%	9.8%
No	90.9%	87.4%	90.2%
Total (N)	***(N=1,216)***	***(N=1,141)***	***(N=1,167)***

Awareness of Safe Driving Message and Slogan Recognition

DMV survey responses indicated limited increases in public awareness of safe driving messages across Waves. There was no significant change in percentage of respondents indicating having *"read, seen or heard anything about safe driving in Connecticut"* from Pre (58.4%) to Mid (59.4%) to Post Wave (59.9%). Those answering "yes" to this survey question were then asked about the source of the message. The most popular answers were *TV*, *Online*, *Digital Billboard*, and *Radio*. Only one increase showed near-significance: *Radio*, which increased from 36.8 percent to 42.0 percent from baseline to mid Wave (p=.050). Results are summarized in Table 6. Respondents were

also asked if they knew the name of any safe driving enforcement program in Connecticut. Recognition of the campaign slogan "***Drive Sober of Get Pulled Over"*** showed a near-significant increase from Pre to Post Wave (Pre, 35.2%, Post, 39.1%; $p<.05$). The slogan "***Drive Drunk, Get Arrested, Get the Picture***" showed a significant decrease from Mid to Post (14.2% to 12.4%, $p<.01$).

Table 6. Survey Questions 17 and 18

Question	Pre Wave	Mid Wave	Post Wave
Q17. Have you recently read, seen, or heard anything about safe driving in Connecticut?			
Yes	58.4%	59.4%	59.9%
No	41.6%	40.6%	40.1%
Total (N)	***(N=1,132)***	***(N=1,098)***	***(N=1,119)***
Q17a. Where did you see or hear about anything about safe driving in Connecticut?			
Online	43.2%	47.9%	46.0%
Radio	36.8%	42.0%^	37.4%
TV	50.1%	50.7%	46.3%
Digital Billboard	41.8%	44.5%	45.6%
Police Checkpoint	13.1%	11.1%	12.5%
Pandora Radio	5.0%	5.3%	5.9%
Gas Station Radio	5.7%	6.9%	4.6%
Mobile Billboard Truck	5.1%	5.3%	4.3 %
Pre-Roll Video	2.6%	2.3%	2.1%
Digital Display Banner	14.2%	14.4%	15.3%
Q18. Do you know the name of any safe driving enforcement program(s) in CT?			
Drive Drunk, Get Arrested, Get the Picture	13.2%	14.2%*	12.4%
Click it or Ticket	64.0%	64.5%	64.1%
A Happy Holiday is a Safe Holiday	7.4%	7.2%	7.7%
Don't Let This Holiday Be Your Last	6.9%	8.7%	8.5%
Drunk Driving. Over the Limit. Under Arrest	17.6%	17.9%	16.2%
U Drive. U Text. U Pay	42.0%	40.6%	40.2%
You Drink & Drive. You Lose	24.6%	22.2%	22.7%
Phone in One Hand, Ticket in the Other	9.3%	9.9%	9.2%
Drive Sober or Get Pulled Over	35.2%	35.4%	39.1%^
Toe Tag (Click It or Ticket)	3.4%	4.4%	3.5%
"Fine" Toe Tag (Click It or Ticket	7.9%	8.1%	7.6%

***Significant at p<0.01*
^Significant at p<0.05

Awareness of Laws and Fines

Survey questions also inquired about respondents' knowledge of seat belt laws, seat belt fines, and cell phone use fines

There were no significant changes in reported knowledge of seat belt laws or seat belt fines. Approximately 61 percent of Respondents reported that wearing a seat belt was required for adults in both the ***front*** and ***rear*** seats. The most commonly reported fine for a seat belt violation was between $86 and $115, reported by approximately 36 percent of respondents. The most commonly reported fine for a first offense cell phone violation was between $100 and $500, reported by approximately 69 percent of Respondents and did show a significant change from mid to post Wave.

Table 7. Survey Questions 9, 12 and 21

Question	Pre Wave	Mid Wave	Post Wave
Q9. Does the seat belt law in Connecticut require *adults* to wear seat belts in the:			
Front Seat Only?	40.1%	37.9%	37.6%
Rear Seat Only?	0.2%	0.8%	0.3%
Front AND Rear Seat?	58.9%	60.7%	61.6%
Seat Belt Not Required For Adults	0.8%	0.7%	0.6%
Total (N)	***(N=1,233)***	***(N=1,186)***	***(N=1,173)***
Q12. What is the fine for violating the seat belt law in Connecticut?			
Less than $35	2.8%	3.4%	4.3%
$35 to $50	10.9%	9.3%	10.8%
$51 to $65	10.0%	9.9%	8.7%
$66 to $85	15.9%	13.6%	14.1%
$86 to $115	35.5%	38.6%	33.6%
More than $115	24.9%	25.2%	28.5%
Total (N)	***(N=1,023)***	***(N=1,023)***	***(N=1,015)***
Q21. What is the first offense fine for violating the cell phone law in Connecticut?			
Less than $150	25.0%	27.0%	21.1%
$151 to $500	69.5%	66.6%	72.1%*
More than $500	5.4%	6.5%	6.8%
Total (N)	***(N=1,047)***	***(N=1,020)***	***(N=1,033)***

*****Significant at p<0.01*

Connecticut Highway Safety Office "Bonus" DMV Awareness Survey Results (February/March 2020)

The purpose of this summary report is to share with the Connecticut Department of Transportation's Highway Safety Office (HSO) results for the "bonus" (and only) round of DMV surveys collected in 2020. A total of sixteen (16) core questions were asked, covering four key program areas: impaired driving, occupant protection, speed, and distracted driving. These core questions were part of recommendations from the NHTSA/GHSA working group (see related Traffic Tech publication here: https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/tt397.pdf).

CORE AWARENESS QUESTIONS

The National Highway Traffic Safety Administration (NHTSA) and the Governors' Highway Safety Association (GHSA) have recommended that all states ask the following sixteen (16) core awareness questions at a minimum.

IMPAIRED DRIVING

- *[A-1] In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?*
- *[A-2] In the past 30 days, have you read, seen, or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?*
- *[A-3] What do you think the chances are of someone getting arrested if they drive after drinking?*

OCCUPANT PROTECTION/SEAT BELTS

- *[B-1] How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick up?*
- *[B-2] In the past 30 days, have you read, seen, or heard anything about seat belt law enforcement by police?*
- *[B-3] What do you think the chances are of getting a ticket if you do not wear your seat belt?*

SPEED

- *[S-1a] On a local road with a speed limit of 20 mph, how often do you drive faster than 35 mph- most of the time, half the time, rarely, never?*
- *[S-1b] On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph- most of the time, half the time, rarely, never?*
- *[S-2] In the past 30 days, have you read, seen, or heard anything about speed enforcement by police?*
- *[S-3] What do you think the chances are of getting a ticket if you drive over the speed limit?*

DISTRACTED DRIVING

- *[D-1] How often do you talk on a hand-held cellular phone when you drive?*
- *[D-2] How often do you send text messages or email on a hand-held cellular phone when you drive?*
- *[D-3] In the past 30-60 days, have you read, seen, or heard anything about the police being focused on handheld cell phone use?*
- *[D-4] What do you think the chances are of getting a ticket if you talk on a hand-held cell phone while driving?*
- *[D-5] What do you think the chances are of getting a ticket if you text or send emails on a cell phone while driving?*
- *[D-6] In the past 30-60 days, have you read, seen, or heard anything about police enforcement focused on distracted driving?*

DATA COLLECTION

A one-page dual language questionnaire was distributed in DMV offices from February 25 – March 3, 2020. designed to assess respondents' knowledge and awareness of the heightened enforcement activity and paid media campaign that is funded by HSO. The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield, and Winsted. We conducted a single wave of data collection in late February/early March 2020. All Connecticut DMV offices shut down in mid-March due to the ongoing COVID-19 pandemic. While DMVs have resumed business operations, it is on a "by appointment" basis only. We are uncertain when (or if) operations will ever return to pre-COVID conditions where we had a captive audience for data collection (e.g. a room full of people waiting for the processing of their driver license or vehicle registration transactions).

BASIC INFORMATION AND DEMOGRAPHICS

Approximately 140 surveys were collected in each office for each wave (Table 1). There was a total of 1,282 survey respondents.

TABLE 1. DMV OFFICE LOCATION AND NUMBER OF COMPLETED SURVEYS, BY WAVE

Office Location	Number
Bridgeport	144
Danbury	147
Hamden	133
New Britain	134
Norwalk	150
Norwich	154
Waterbury	131
Wethersfield	153
Winsted	151

Table 2 summarizes the demographic characteristics of survey respondents. More than half of respondents were male (52.4%) and (46.9%) respectively were female. The two most common reported age categories for respondents were 35-49 *years old* (28.9%) and second most common age group were 21-34 years old (26.7%). Most respondents were *White* (65.7%), followed by African American (10.5%), and Asian (3.5%). Respondents also reported that 26.2 percent were of Hispanic origin.

TABLE 2. DEMOGRAPHIC CHARACTERISTICS OF SURVEY RESPONDENTS

Characteristic	Percentage (%)
Gender	
Male	52.4
Female	46.9
Non-Binary	0.7
Total (N)	***100% (N=1,225)***
Age	
Under 21	4.4
21-34	26.7
35-49	28.9
50-59	19.2
60-69	14.6
70+	6.2
Total (N)	***100% (N=1,221)***
Race	
White	65.7
Black	10.5
Asian	3.5
Native American	0.8
Other	19.4
Total (N)	***100% (N=1,186)***
Hispanic	
Yes	26.2
No	73.8
Total (N)	***100% (N=1,162)***

IMPAIRED DRIVING

The percentage of the respondents indicated "Yes" is 58.4 percent when asked if "In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?". When asked the chances of someone getting arrested for drinking and driving, respondents indicated "*Always*" or "*Nearly Always"* 31.9 and 23.3 percent, respectively. Only 3.9 percent of the respondents said the chances of someone getting arrested for drinking and driving was "*Never*".

TABLE 3. IMPAIRED DRIVING RELATED QUESTIONS

Survey Question		Percentage (%)
A-2.	***In the past 30 days, have you read, seen, or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?***	
	Yes	58.4
	No	41.6
	Total N	***100%(N=1,244)***
A-3.	***What do you think the chances are of someone getting arrested if they drive after driving?***	
	Always	31.9
	Nearly Always	23.3
	Sometimes	35.0
	Seldom	6.0
	Never	3.9
	Total N	***100%(N=1,243)***

OCCUPANT PROTECTION/SEAT BELT USE

The table below summarizes the findings for all seat belt related survey questions. The percentage of respondents self-reporting "*Always*" wearing their seat belts was 85.4 percent (see Table 3). When asked to evaluate the chance of receiving a ticket for not using a seat belt, 29.8 percent of respondents indicated it was "*Always*" and only 7.1 percent of respondents indicated "*Never*". Almost half of the respondents indicated "Yes" (45.4%) when asked if "In the past 30 days, have you read, seen, or heard anything about seat belt law enforcement by police".

TABLE 4. SEAT BELT USE RELATED QUESTIONS

Survey Question	Percentage (%)
B-1. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?	
Always	85.4
Nearly Always	7.1
Sometimes	3.8
Seldom	1.2
Never	2.6
Total (N)	***100% (N=1,247)***
B-2. In the past 30 days, have you read, seen, or heard anything about seat belt law enforcement by police?	
Yes	45.4
No	54.6
Total N	***100%(N=1,237)***
B-3. What do you think the chances are of getting a ticket if you do not wear your seat belt?	
Always	29.8
Nearly Always	19.9
Sometimes	27.9
Seldom	15.4
Never	7.1
Total N	***100%(N=1,233)***

SPEED

Respondents were asked about the speed limit violation, and respondents that reported *"most of the time"* drive faster than 35 mph on 20 mph road was 8.9 percent. While respondents said *"most of the time"* drive faster than 70 mph on 65 mph road was 20.6 percent. When asked about if they had "*read, seen or heard about"* anything about police being focused on speed enforcement, 50.5 percent of respondents said "Yes". Respondents also asked chances of someone getting a ticket for driving over the speed limit and 24.4 percent said "Always", and 20.1 percent said "Nearly Always".

TABLE 5. SPEED RELATED QUESTIONS

Survey Question	Percentage (%)
S-1a. On a local road with a speed limit of 20 mph, how often do you drive faster than 35 mph?	
Most of the time	8.9
Half of the time	23.2
Rarely	40.4
Never	27.5
Total N	***100% (N=1,231)***
S-1b. On a road with a speed limit of 65 mph, how often to you drive faster than 70 mph?	
Most of the time	20.6
Half of the time	29.4
Rarely	29.4
Never	20.5
Total N	***100% (N=1,227)***
S-2. <u>In the past 30 days</u>, have you read, seen, or heard anything about police being focused on speed enforcement?	
Yes	50.5
No	49.5
Total N	***100% (N=1,282)***
S-3. What do you think the chances are of getting a ticket if you drive over the speed limit?	
Always	24.4
Nearly Always	20.1
Sometimes	42.0
Rarely	9.0
Never	4.7
Total N	***100% (N=1,216)***

DISTRACTED DRIVING

Self-reported distracted driving behaviors were analyzed (see Table 6). Respondents were asked how often they 1) *talk on a handheld phone*, 2) *talk on a hands-free device*, and 3) *send text messages or emails* while driving. The percentage of Respondents that reported *"Always"* or *"Nearly Always"* talking on a hand-held cellular phone while driving was 1.2 percent and 2.0 percent, respectively. Similarly, the percentage of Respondents that reported *"Always"* or *"Nearly Always"* send text messages or emails on a hand-held cellular phone while driving was 1.0 and 2.1 percent, respectively. When asked if they have you read, seen, or heard anything about police being focused on enforcement being focused on distracted drivers texting or emailing, 40.4 percentage of respondents said "*Yes*". The percentage of Respondents that reported *"Always"* or *"Nearly Always"* think the chances are of someone getting a ticket for talking on a handheld cell phone while driving is 27.9 and 17.6 percentage, respectively.

TABLE 6. DISTRACTED DRIVING RELATED QUESTIONS

Survey Question		Percentage (%)
D-1.	***How often do you talk on a HAND-HELD cell phone when you drive?***	
	Always	1.2
	Nearly Always	2.0
	Sometimes	13.6
	Seldom	23.2
	Never	59.9
	Total N	***100% (N=1,270)***
D-2.	***How often do you send text messages or emails on a HAND-HELD cell phone when you drive?***	
	Always	1.0
	Nearly Always	2.1
	Sometimes	12.4
	Seldom	15.6
	Never	69.0
	Total N	***100%(N=1,260)***
D-3.	***In the past 30-60 days, have you read, seen, or heard anything about police being focused on drivers talking on hand-held cell phones?***	
	Yes	40.4
	No	59.6
	Total N	***100%(N=1,258)***

D-4.	***What do you think the chances are of getting a ticket if you talk on a <u>HAND-HELD</u> cell phone while driving?***	
	Always	27.9
	Nearly Always	17.6
	Sometimes	28.2
	Seldom	14.2
	Never	12.1
	Total N	***100%(N=1,264)***
D-5.	***What do you think the chances are of getting a ticket if you text or send emails on a cell phone while driving?***	
	Always	28.3
	Nearly Always	19.1
	Sometimes	26.0
	Seldom	12.6
	Always	14.0
	Total N	***100%(N=1,262)***
D-6.	***In the past 30-60 days, have you read, seen, or heard anything about police enforcement being focused on distracted drivers texting or emailing?***	
	Yes	44.9
	No	55.1
	Total N	***100%(N=1,251)***

Connecticut Distracted Driving Observations (July / September / October 2020)

PRG conducted three (3) total rounds of roadside distracted driving observations in 2020. Site locations, which have been modified over the years, were originally selected from towns that received HSO grant funding to conduct distracted driving enforcement. We chose one control town that received no additional funding (Torrington). The remaining cities/towns included Berlin, Danbury, Fairfield, Hamden, Hartford, Monroe, New Haven, and Trumbull. It is not currently known the extent to which these towns are still productively enforcing the distracted driving laws during the most recent HVE waves.

As in prior years, there were two HVE periods in 2020 consisting of an annual total of 6 week of enforcement. However, due to the COVID-19 pandemic, the timing of the two waves changed. The 2020 observations followed a Pre/Post/Post design. Instead of the "usual" 4 weeks of enforcement in April and 2 weeks of enforcement in August, 2020 consisted of 4 weeks of enforcement in August and 2 weeks of enforcement in October. Round 1 (Wave 19) of the observations occurred in July 2020 prior to the August HVE. Round 2 (Wave 20) took place in early September (after the August campaign). The 3rd and final round (Wave 21) occurred in late October following the second 2020 high visibility enforcement period.

Trained and experienced PRG observers coded vehicle type, sex of driver, estimated age of driver, and whether the driver was engaged in either a hand-held (phone to the ear) conversation or manipulating a cell phone (e.g., texting or typing of any kind).

Tables 1 through 3 below show the number of observations for each variable broken down by Wave. Not surprisingly, the number of observations in July 2020 (during the height of the pandemic) were the lowest. Each subsequent round of observations resulted in more observed drivers presumably due to an increase in traffic volume.

Table 1. Frequency of Vehicle Types by Wave

	Wave #			
Vehicle Type	***19***	***20***	***21***	***Total***
Car	4,685	4,888	5,182	14,755
Pickup	1,135	1,150	1,321	3,606
SYV	4,188	4,712	5,109	14,009
Van	789	778	942	2,509
Total	***10,797***	***11,528***	***12,554***	***34,879***

Table 2. Frequency of Age by Wave

	Wave #			
Age	***19***	***20***	***21***	***Total***
Under 25	1,672	1,829	1,753	5,254
25-59	7,627	7,658	9,130	24,415
60+	1,498	2,040	1,667	5,205
Unknown	0	0	4	4
Total	***10,797***	***11,527***	***12,554***	***34,878***

Table 3 Frequency of Sex by Wave

	Wave #			
Age	***19***	***20***	***21***	***Total***
Male	6,219	6,494	7,122	19,835
Female	4,560	5,029	5,426	15,015
Unknown	18	4	6	28
Total	***10,797***	***11,527***	***12,554***	***34,878***

Observed cell phone use (phone to ear or manipulating) was relatively stable across all three waves (See Table 4). There was a slight, non-significant decline in use following the most recent HVE period (Wave 21).

Table 4. "Any" Use by Wave

	Wave #			
	19	***20***	***21***	***Total***
N "Any"	681	726	759	2166
% "Any"	6.3%	6.3%	6.0%	6.2%
Total N	***10,799***	***11,532***	***12,556***	***34,887***

Results seem to indicate an impact when looking at handheld use alone, but it does not appear to be driven by the HVE. Handheld use increased from Wave 19 to Wave 20 (Table 5). Conversely, manipulating a phone (e.g., texting) declined between Wave 19 and 20 (See Table 6). It is possible that the pandemic changed the way drivers communicated.

Table 5A. Handheld (Phone to Ear) by Wave

	Wave #			
	19	***20***	***21***	***Total***
N "Handheld"	208	364	425	997
% "Handheld"	1.9%	3.2%	3.4%	2.9%
Total N	***10,799***	***11,532***	***12,556***	***34,887***

Table 5B. Manipulating by Wave

	Wave #			
	19	***20***	***21***	***Total***
N "Manipulating"	567	553	595	1715
% "Manipulating"	5.3%	4.8%	4.7%	4.9%
Total N	***10,799***	***11,532***	***12,556***	***34,887***

Table 6 shows use by different variables for "any" cell phone use. The lowest observed use was seen among SUV drivers. It is possible that the higher position of the SUV driver relative to the observers causes the observers to miss some use (i.e., this may not be an accurate absolute use rate). Car and Pickup truck drivers had similar use to each other, and Van drivers had the highest use. The observations make no attempt to distinguish between minivans and vans that might be for work use (e.g., plumber). Car driver use decreased significantly from Wave 19 to Wave 21. SUV driver use *increased* significantly over the same time period.

Table 6. "Any" Use be Vehicle Type, Sex and Age by Wave

		Wave #				Chi Square p-Value
		19	*20*	*21*	*Total*	
Car	%	6.6%	6.4%	6.2%	6.4%	0.001
	N "Any"	309	311	323	943	
	Total N	4,685	4,888	5,182	14,755	
Pickup	%	6.9%	7.3%	6.4%	6.8%	N.S.
	N "Any"	78	84	85	247	
	Total N	1,135	1,150	1,321	3,606	
SUV	%	5.3%	5.6%	5.6%	5.5%	0.001
	N "Any"	220	264	287	771	
	Total N	4,188	4,712	5,109	14,009	
Van	%	9.4%	8.6%	6.8%	8.2%	N.S.
	N "Any"	74	67	64	205	
	Total N	789	778	942	2,509	
Male	%	6.6%	6.8%	5.9%	6.4%	N.S.
	N "Any"	408	442	422	1272	
	Total N	6,219	6,494	7,122	19,835	
Female	%	6.0%	5.6%	6.2%	5.9%	N.S.
	N "Any"	272	284	337	893	
	Total N	4,560	5,029	5,426	15,015	
< 25	%	9.2%	8.6%	9.3%	9.0%	N.S.
	N "Any"	154	157	163	474	
	Total N	1,672	1,829	1,753	5,254	
25-59	%	6.6%	7.0%	6.4%	6.6%	N.S.
	N "Any"	500	534	588	1622	
	Total N	7,627	7,658	9,130	24,415	
60+	%	1.8%	1.7%	0.5%	1.3%	0.001
	N "Any"	27	35	8	70	
	Total N	1,498	2,040	1,667	5,205	

Table 6 also Male drivers had higher use than did female drivers (but this finding is not consistent in other work—sometimes men have higher use; sometime women have higher use. Neither sex's use changed across wave. They youngest drivers had the highest use. This effect is typical in these types of observational surveys. The oldest drivers were observed only rarely using their cell phone (also consistent across these types of observations). Older drivers increased their use from Wave 19 to Wave 21.

Table 7 shows handheld use only among the subgroups. Wave 19 saw the lowest use among all groups (except 60+ drivers). Again, drivers of Vans had the highest use of all vehicle types. The lowest observed handheld use was seen among SUV drivers. In most circumstances, "phone to ear" observations should not be hampered by the height of the vehicle. Men and women had roughly the same observed handheld use. The difference between the youngest driver age group and the middle age group was smaller for handheld use, with the youngest age group still having the higher use.

Table 7. Handheld Use by Vehicle Type, Sex and Age by Wave

		Wave#			*Total*	*Chi Square*
Driver		***19***	***20***	***21***		***p-Value***
Car	%	1.9%	3.4%	3.5%	2.9%	0.001
	N Handheld	87	166	180	433	
	Total N	4,685	4,888	5,182	14,755	
Pickup	%	2.6%	3.0%	3.9%	3.2%	N.S.
	N Handheld	30	35	51	116	
	Total N	1,135	1,150	1,321	3,606	
SUV	%	1.6%	2.7%	2.9%	2.4%	0.001
	N Handheld	67	129	147	343	
	Total N	4,188	4,712	5,109	14,009	
Van	%	3.0%	4.4%	5.0%	4.2%	N.S.
	N Handheld	24	34	47	105	
	Total N	789	778	942	2,509	
Male	%	2.0%	3.2%	3.2%	2.8%	0.001
	N Handheld	123	209	231	563	
	Total N	6,219	6,494	7,122	19,835	
Female	%	1.9%	3.1%	3.6%	2.9%	0.001
	N Handheld	85	155	194	434	
	Total N	4,560	5,029	5,426	15,015	
< 25	%	2.3%	4.4%	5.1%	4.0%	0.001
	N Handheld	38	81	89	208	
	Total N	1,672	1,829	1,753	5,254	
25-59	%	2.1%	3.4%	3.6%	3.1%	0.001
	N Handheld	161	261	329	751	
	Total N	7,627	7,658	9,130	24,415	
60+	%	0.6%	1.1%	0.4%	0.7%	N.S.
	N Handheld	9	22	7	38	
	Total N	1,498	2,040	1,667	5,205	

Table 8 shows incidence of manipulating a phone by variable. Phone manipulation exceeded the rates of handheld use. Drivers of Vans had the highest use and SUV drivers had the lowest, but only slightly below pickup truck drivers. Manipulation of the phone decreased significantly among van drivers across each wave. There were no differences between male and female drivers' rate of phone manipulation and no differences were observed across the three waves. The youngest drivers were observed manipulating their phones more frequently than any other age group. The oldest drivers rarely manipulated devices and decreased this behavior from Wave 19 to Wave 21. Use among the other two age groups remained constant across all waves.

		Wave #				
Driver		***19***	***20***	***21***	***Total***	***Chi Square p-Value***
Car	%	5.7%	4.9%	5.2%	5.2%	N.S.
	N Manipulating	267	240	267	774	
	Total N	4,685	4,888	5,182	14,755	
Pickup	%	4.7%	5.3%	4.3%	4.7%	N.S.
	N Manipulating	53	61	57	171	
	Total N	1,135	1,150	1,321	3,606	
SUV	%	4.6%	4.4%	4.5%	4.5%	N.S.
	N Manipulating	191	207	232	630	
	Total N	4,188	4,712	5,109	14,009	
Van	%	7.1%	5.8%	4.1%	5.6%	0.05
	N Manipulating	56	45	39	140	
	Total N	789	778	942	2,509	
Male	%	5.3%	5.1%	4.5%	5.0%	N.S.
	N Manipulating	328	334	323	985	
	Total N	6,219	6,494	7,122	19,835	
Female	%	5.2%	4.4%	5.0%	4.9%	N.S.
	N Manipulating	238	219	272	729	
	Total N	4,560	5,029	5,426	15,015	
< 25	%	8.2%	6.8%	8.0%	7.7%	N.S.
	N Manipulating	137	124	141	402	
	Total N	1,672	1,829	1,753	5,254	
25-59	%	5.4%	5.4%	4.9%	5.2%	N.S.
	N Manipulating	409	413	448	1270	
	Total N	7,627	7,658	9,130	24,415	
60+	%	1.4%	0.8%	0.4%	0.8%	0.005
	N Manipulating	21	16	6	43	
	Total N	1,498	2,040	1,667	5,205	

Summary

Data examining cell phone use over time (not always from the same observation sites or towns) indicates that the use in CT is plateauing. Further investigation is needed to discover the cause of this leveling off. Whereas earlier waves of enforcement consistently drove use rates down, more recent waves have failed to do so in a statistically significant manner. It may be that enforcement has waned in recent times. It may also be that the messaging is not reaching the public. Another potentially troubling possibility is that we have reached a point that is difficult to push past. Higher levels of enforcement (perhaps more frequent waves or extra hours during the two existing waves) and media are required to drive the numbers down in the future.