PREPARED BY:
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Table of Contents

EXECUTIVE SUMMARY

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 (CTDOT) 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 2020 in comparison to the previous year(s). See the Highway Safety Planning Process section for 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 (FAST) Act for Federal Fiscal Year (FFY) 2023.

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, Pedestrian and Bicyclist 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; motorcyclist 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.

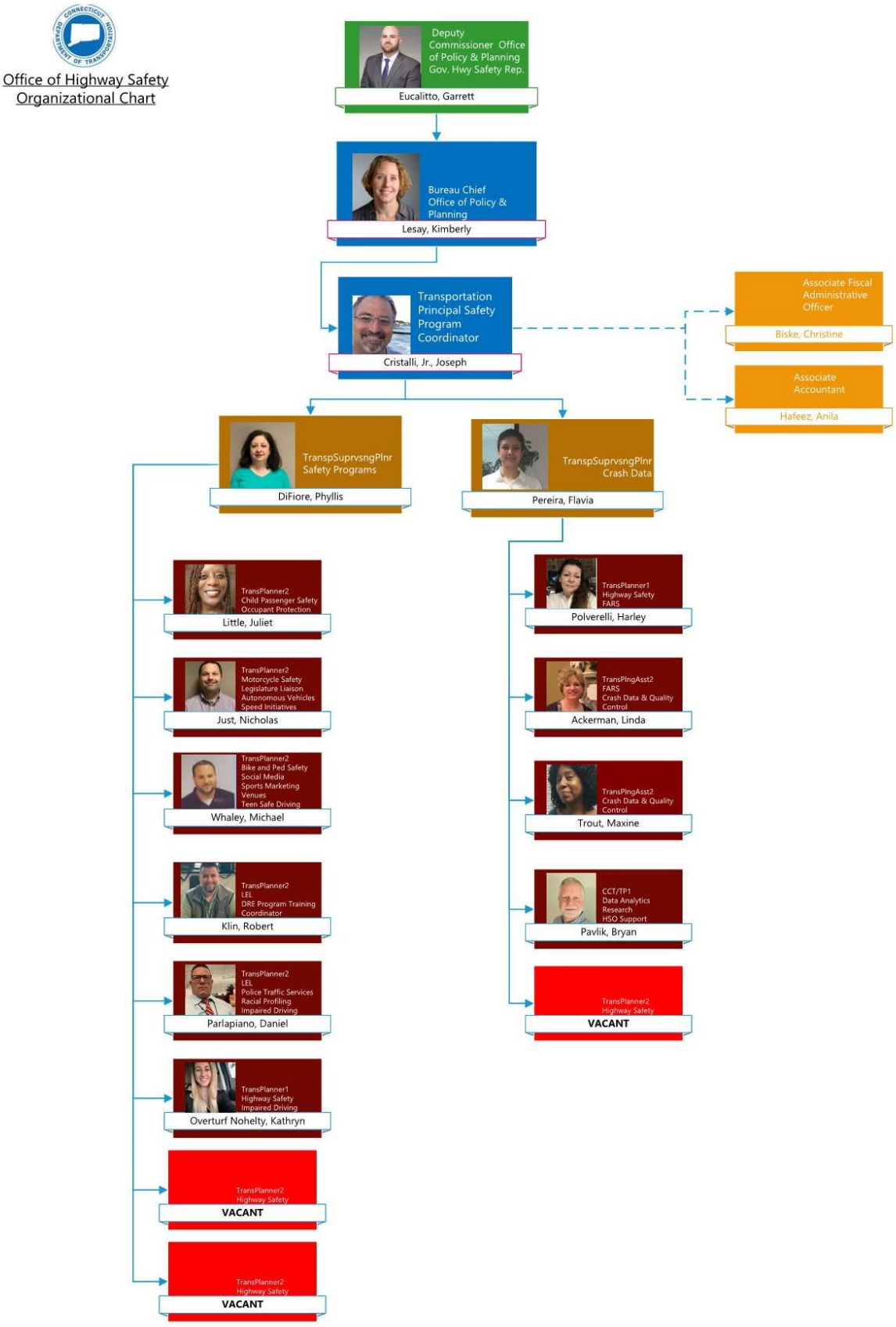
Note: The visual data pertaining to specific Problem IDs are located in the "Highway Safety Data Analysis" section, as well as in each respective program area.

Core Outcome Measures, 2016-2020

Outcome Measures		2016	2017	2018	2019	2020
Traffic Fatalities	**Total**	304	281	293	249	295
	Rural	37	44	38	47	46
	Urban	261	235	252	199	248
	Unknown	6	2	3	3	1
Fatalities per 100M Vehicles Miles Driven	**Total**	0.96	0.89	0.93	0.79	0.99
	Rural	1.17	1.40	1.20	1.47	1.57
	Urban	0.92	0.83	0.89	0.70	0.92
Passenger Vehicle Occupant Fatalities (All Seat Positions)	**Total**	174	163	172	137	168
	Restrained	73	81	71	58	65
	Unrestrained	65	53	73	57	65
	Unknown	36	29	28	22	38
Alcohol-Impaired Driving Fatalities		114	122	120	98	118
Speeding-Related Fatalities		82	90	100	64	96
Motorcyclist Fatalities	**Total**	52	57	49	46	58
	Helmeted	14	22	20	15	27
	Unhelmeted	36	33	28	28	25
	Unknown	2	2	1	3	6
Drivers Involved in Fatal Crashes	**Total**	442	379	413	338	414
	Aged under 15	1	0	0	0	0
	Aged 15-20	32	27	28	31	34
	Aged under 21	33	27	28	31	34
	Aged 21 and over	396	347	376	297	365
	Unknown Age	13	5	9	10	15
Pedestrian Fatalities		46	59	49	59	56

Sources: FARS Final Files 2016-2019; FARS Annual Report File 2020

Organizational Chart



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 these 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 ongoing 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 are 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 vehicle miles traveled (VMT) data are all used in this process.

To assist in analyzing and setting performance measures and targets, these 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. See the program sections to see how these crash indices are used to prioritize funding levels based upon the 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 HSO. 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 (CSP) 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 COVID-19 pandemic, the civil incidences that occurred around the country in 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, and advertising at 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, and Departments of Public Health to set-up focus groups to study and develop messaging campaigns that resonate 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 and 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 lifestyle and daily travel changes due to the COVID-19 pandemic.

The Commissioner and the Deputy Commissioner of CTDOT, as well as 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, the Department of Motor Vehicles (DMV), 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.

Processes Participants

NHTSA and the Federal Highway Administration (FHWA) continue to provide leadership and technical assistance. Various State agencies are active participants, including the 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 (DMV), Federal Motor Carrier Safety Administration (FMCSA), Division of Criminal Justice (including the Centralized Infractions Bureau (CIB)), 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 (UConn) and Central Connecticut State University (CCSU) are also key partners. 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, as well as Yale New Haven, Saint 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 Governors Highway Safety Association (GHSA), the Transportation Research Board and the National Association of State Motorcycle Safety Administrators.

Expanded Partnerships – For FFY2023, the HSO has partnered with additional organizations for new projects that will address traffic safety issues in underserved populations such as parents on parole or bicyclist and pedestrian safety in Latino communities through the Center for Latino Progress. To address NHTSA's suggestion to incorporate a 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 UConn in conjunction with the DPH to share and analyze hospital and Emergency Medical Services (EMS) data related to motor vehicle crashes and injuries and develop appropriate strategies to jointly address this public/highway safety concern. The HSO is building partnerships with local health departments to expand outreach about traffic safety. In FFY2023, the HSO will be partnering with the City of Hartford Department of Health and Human Services. The HSO will utilize the emerging issues grant(s) to work with additional partners throughout the fiscal year. The HSO will continue to work with the NHTSA Region 2 Office to continue efforts to include additional initiatives in over-represented communities in Connecticut.

Description of Highway Safety Problems

Problem identification takes place when the most recent crash, injury and fatality data become available (currently 2020 crash data). The data are 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 2020 FARS Final File data unavailability, some numbers in this plan may be underrepresented. The most recent, finalized FARS data were used wherever possible (total number of fatalities, number of pedestrians killed, number of motorcyclists killed, etc.). The 2020 fatality data in this plan are sourced from the FARS Annual Report File.

To assist in analyzing and setting performance measures and targets, these data include a five-year moving average to further normalize data trends over time and includes a projection based on the five-year moving average. In addition to the five-year moving average projection, since

2021, the HSO has used ten years of data for the annual projection to assist with better decision making. 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 HSO is mindful of NHTSA's recommendation of not setting recessive targets*. 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.

The HSO solicits grant applications throughout the year depending on emerging highway safety traffic issues as well as prior to enforcement periods. The information contains the highway safety issues to be addressed, including identified problems and goals are sent, to public and private agencies who will be able to help attain the HSO highway safety goals. Requests for local problem identifications are sent annually to all highway safety stakeholders including but not limited to 94 Municipal law enforcement agencies, 53 Resident State Trooper Towns, 11 State Police Troops, one (1) State Police Headquarters Traffic Unit, eight (8) University Police Departments and nine (9) Regional Councils of Government. These potential subrecipients are asked to submit a grant application containing a problem statement, a description of proposed

activities and a complete budget. It is emphasized that to be funded, projects must have a direct link to HSO identified problems and targets.

The HSO reviews each application to verify that it addresses the identified problems and meets all of the application requirements. The budget is also reviewed. If necessary, the HSO works with the potential subrecipient to resolve any questions and develop a fully detailed and complete proposed grant application. Upon review by HSO staff, HSO senior administration makes the final grant selection determination and approval.

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 (Moving Ahead for Progress in the 21st Century Act) 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. CTDOT will evaluate how to integrate Safe System principles into planning and design practices and will discuss the best ways to integrate this during Executive and Steering Committee meetings. At the time of publication of this document, the 2022-2026 SHSP was accepted and approved by FHWA in May 2022. Note the above concerning shared goal-setting coordination is already taking place across these documents. The FFY2023 HSP reflects targets in the SHSP/HSIP for this planning cycle.

SHSP Emphasis Areas:

1. Infrastructure (Roadway Departure and Intersections)
2. Pedestrians
3. Driver Behavior (Aggressive Driving, Distracted Driving, Impaired Driving, Motorcycles and Unrestrained Occupants

Tier II/Secondary Emphasis Areas:

1. Unlicensed Drivers
2. Hit-and-Runs
3. Work Zones
4. Commercial Vehicles
5. Older Drivers and Older Pedestrians
6. Pedal Cyclists/Bicyclists
7. Younger Drivers
8. Railway-Highway Grade Crossings
9. Tribal Owned Roadways
10. Traffic Incident Management
11. Wrong-Way Driving

Risk Assessment

The HSO will evaluate each subrecipient'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 subrecipient 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 FFY2023. The HSO will continue to prioritize requests from municipal police departments and subgrantees working at the local level to receive 402 and 154 funds.

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

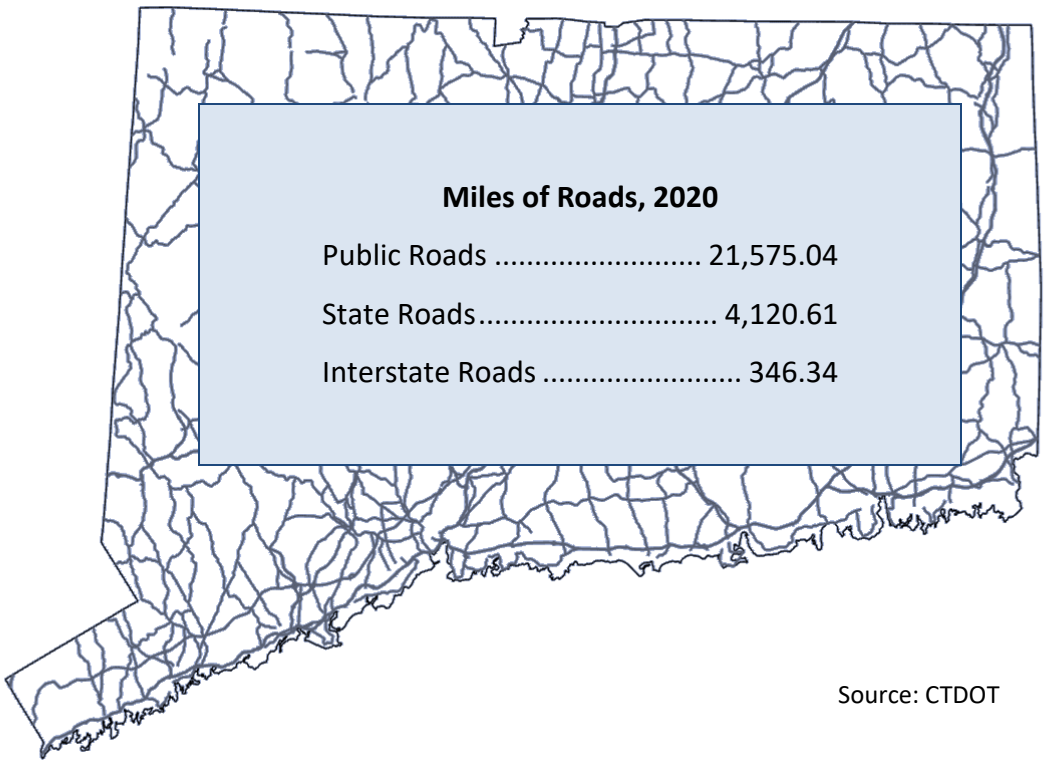
Upon HSP acceptance from NHTSA, the HSO execute, monitor and analyze projects for the current federal fiscal year.
Annual Evaluation Report is submitted by December 31st for the previous federal fiscal year.

DEMOGRAPHIC INFORMATION

Connecticut Facts

State Capitol ..... Hartford
Largest City (Population 2020) ..... Bridgeport (145,014)
Counties 8
Boroughs 9
Towns (including cities) 169
Cities 21
Land Area ..... 4,845 mi^2
Annual Miles of Travel Per Driver CT 11,864 (2020)
Daily VMT 81,543,552 (2020)
Annual VMT 29,763,396,480 (2020)

Miles of Roads



Source: CTDOT

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

Connecticut 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

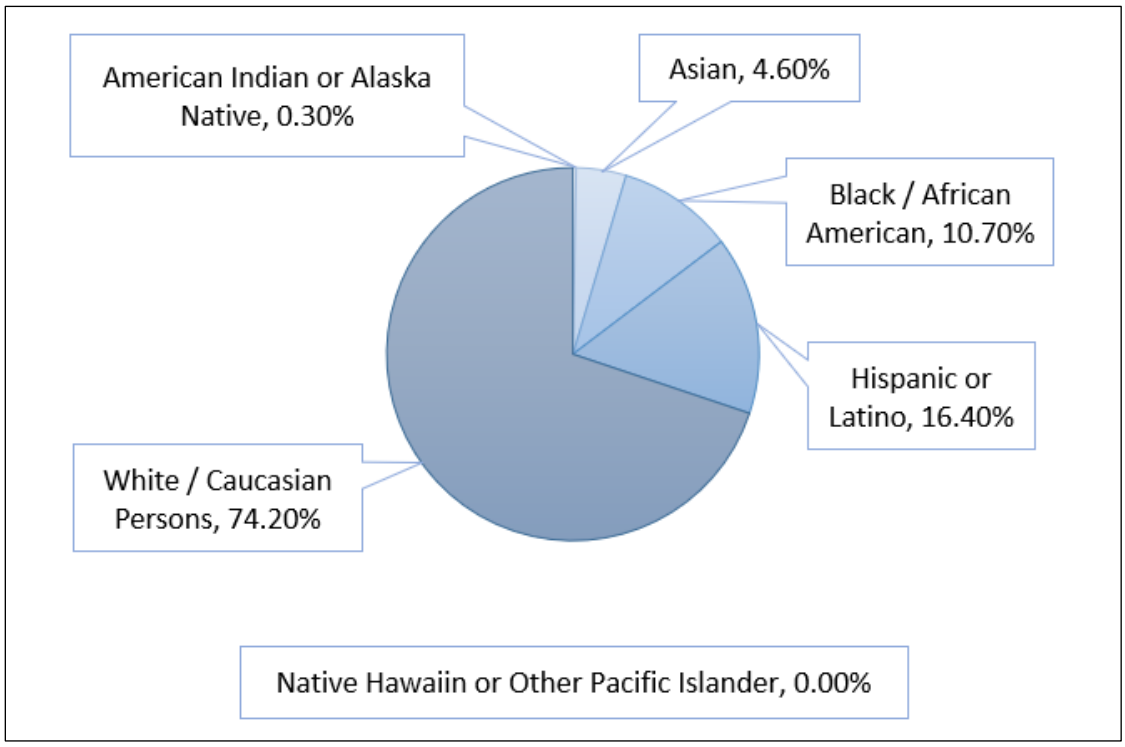
Connecticut Population

Connecticut Population Statistics, 2020

	Connecticut	Region	USA
Population Estimate (2020)	3,570,549	14,821,759	326,569,308
Under 5 Years Old (2020)	5.1%	5.1%	6.0%
Under 18 Years Old (2020)	20.6%	19.8%	22.4%
65 Years Old and Older (2020)	17.2%	17.4%	16.0%
American Indian or Alaska Native	0.3%	0.3%	0.8%
Asian	4.6%	4.9%	5.6%
Black/African American	10.7%	6.8%	12.6%
Hispanic or Latino	16.4%	11.3%	18.2%
Native Hawaiian or Other Pacific Islander	0.0%	0.0%	0.2%
White/Caucasian Persons	74.2%	79.8%	70.4%

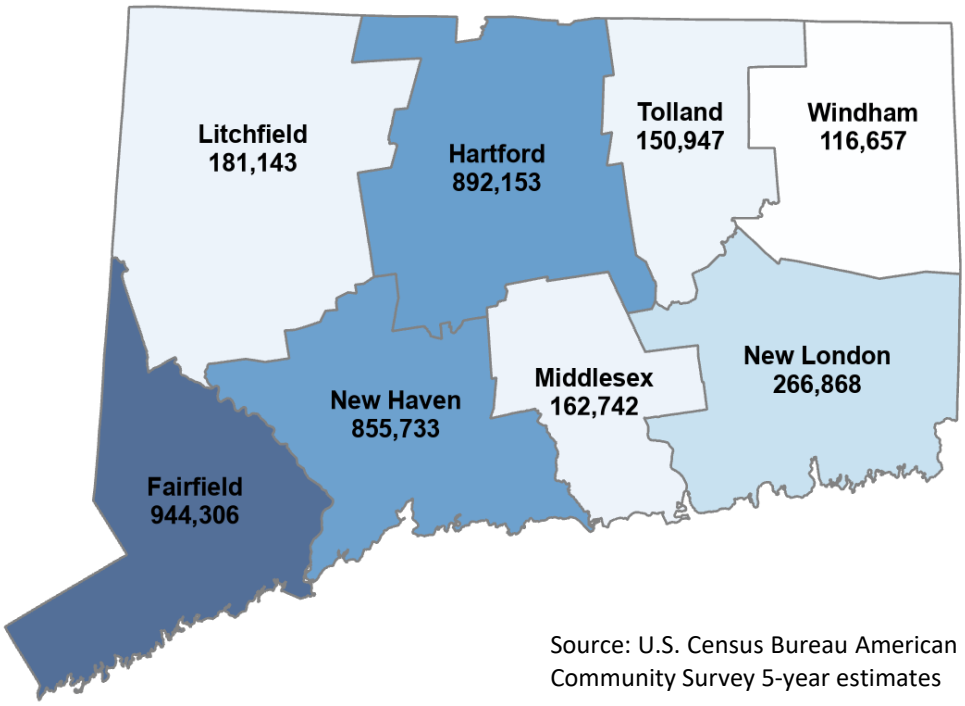
Source: U.S. Census Bureau American Community Survey 5-year estimates

Connecticut Population Race and Ethnicity, 2016-2020



Source: U.S. Census Bureau American Community Survey 5-year estimates

Connecticut Population by County, 2020



Source: U.S. Census Bureau American Community Survey 5-year estimates

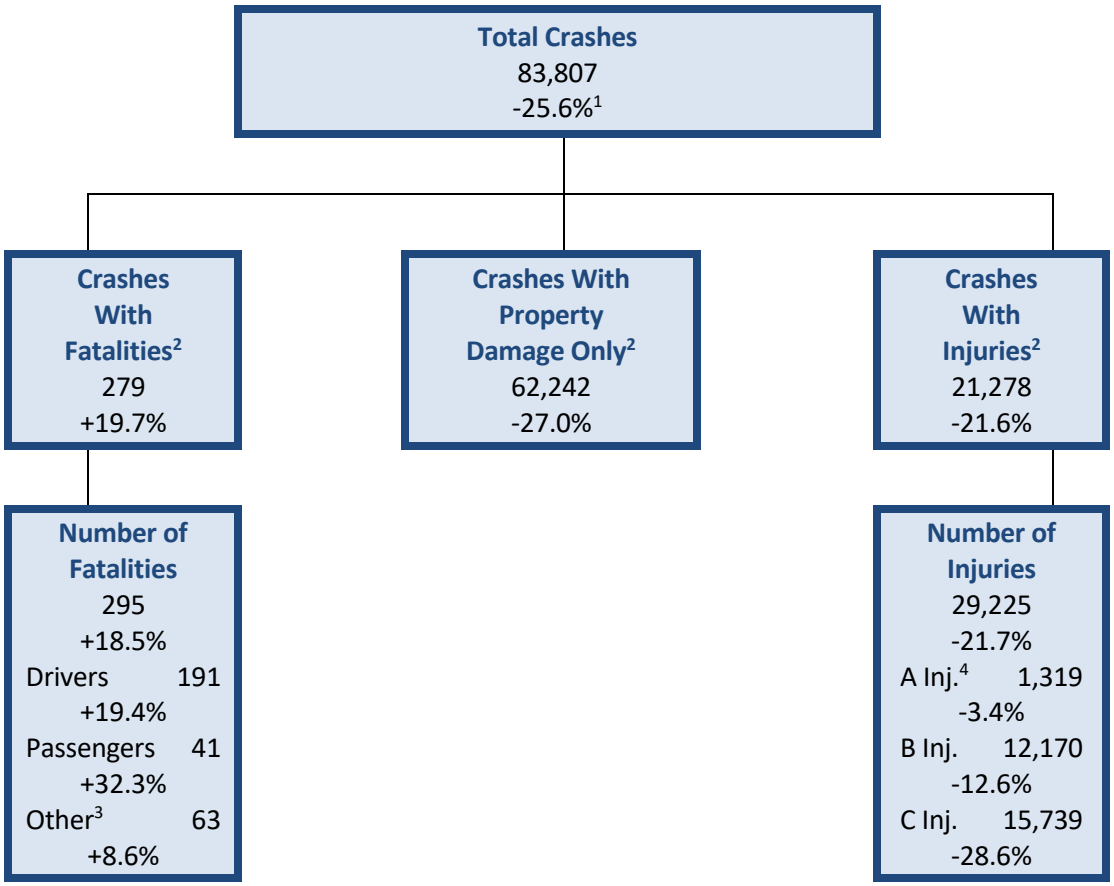
HIGHWAY SAFETY DATA ANALYSIS

Highway Safety Data Analysis

Figure 1 shows Connecticut's motor vehicle crash experience for 2020 and compares it with the prior year. Overall, the number of police reported crashes in the State decreased (-25.6%) compared to 2019. A decrease was observed in property damage only crashes (-27.0%) and injury crashes (-21.6%), whereas fatal crashes showed an increase in 2020 compared to 2019 (+19.7%).

In 2020, there were 279 fatal crashes in which 295 persons were killed. The fatality total was 18.5 percent higher than in the previous year. Serious "A" injuries decreased (-3.4%) in 2020, as did "B" level injuries (-12.6 %) and "C" level injuries (-28.6%).

Figure 1. Connecticut Motor Vehicle Crash Profile, 2020



1. Percent change 2020 versus 2019
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

2020 Crash Rates

Table 1 shows Connecticut's fatality and injury rates for 2020 based on population, licensed drivers and VMT, along with comparable rates for the U.S. The table indicates the State's fatality rates are below national levels. Connecticut's fatality rate was 8.3 fatalities per 100,000 population compared to 11.7 per 100,000 population for the U.S. as a whole. Connecticut's fatality rate per 100M VMT was 1.0 compared to the national figure of 1.3 fatalities per 100M VMT. The non-fatal injury crash rates in Connecticut were higher than those for the U.S. as a whole.

Table 1. Connecticut and U.S. Fatality and Injury Rates, 2020

CT Data for 2020	Rate Base	Fatality Rate	Injury Rate
Population	Per 100,000 Population	CT: 8.3	CT: 822
3,557,006		U.S.: 11.7	U.S.: 688
Licensed Drivers	Per 100,000 Licensed Drivers	CT: 11.8	CT: 1,165
2,508,670		U.S.: 17.0	U.S.: 1,000
VMT	Per 100M Miles of Travel	CT: 1.0	CT: 98
29,845,000,000		U.S.: 1.3	U.S.: 79

*FHWA does not include restricted licenses in their count—recent upgrades in Connecticut teen driving laws may lower their number of persons licensed to FHWA and inflate the rate
Sources: U.S. Census Bureau; NHTSA; FHWA; Connecticut Crash Data Repository

Crash Trends

Table 2, Figure 2 and Figure 3 contain 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 1999 to 2020. Also shown are the number of licensed drivers and annual VMT for the State. The table shows that the 295 fatalities recorded in 2020 are the second highest in ten years. Fatalities increased from 249 in 2019, an 18.5 percent increase. The injuries total (29,225) in 2020 is the lowest figure in the 22-year period reported. The number of severe injuries ("A" injuries) reported (1,319) in 2020, is the lowest figure reported in 22 years.

In the 279 fatal crashes that occurred in 2020, 92 were reported as speeding-related and 71 were reported as driving under the influence of alcohol, medication or other drugs. Of the vehicles involved in fatal crashes, 197 were automobiles, 121 were light trucks (including 80 SUVs, 14 vans, and 27 pickup trucks), and 65 were motorcycles.

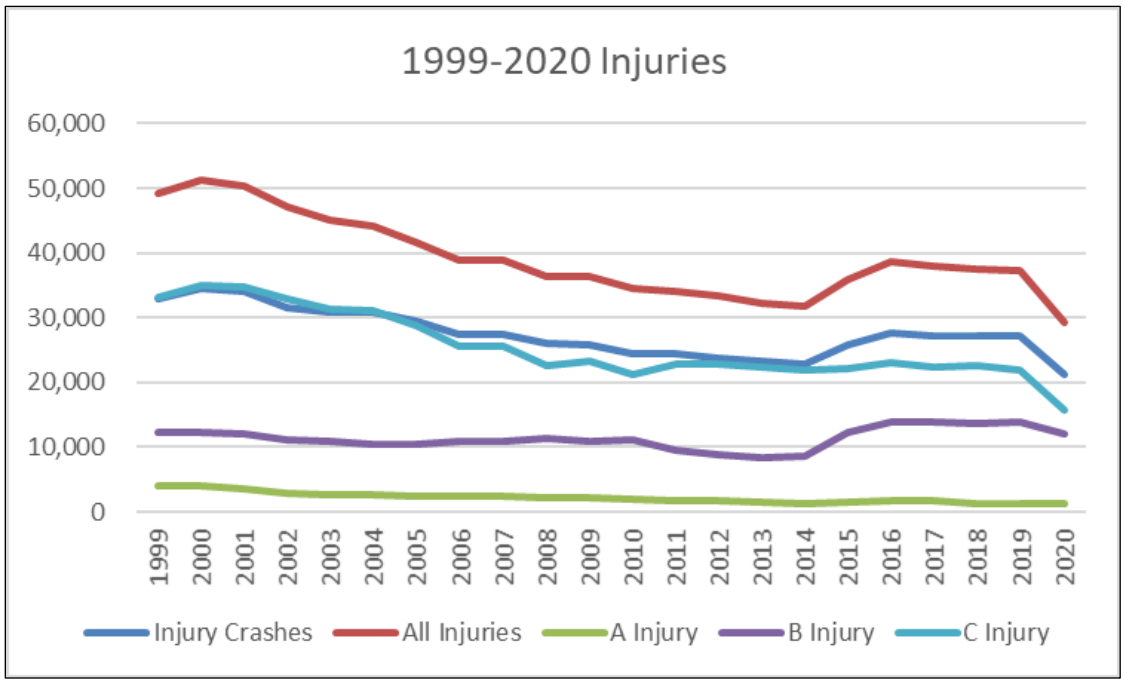
Of the 295 fatalities that occurred in 2020, 61 (20.7%) were non-occupants such as pedestrians and bicyclists, 168 (56.9%) were vehicle occupants, and 56 (19.3%) were motorcyclists.

Table 2. Trend Data, 1999-2020

Year	Fatal Crashes	Killed	Injury Crashes	Injured				Miles of Travel (100M)	Licensed Drivers (1000)
				All	A Injury	B Injury	C Injury		
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	37,326	1,366	13,929	22,031	316.0	2,608.1
2020	279	295	21,278	29,225	1,319	12,170	15,739	298.5	2,508.7

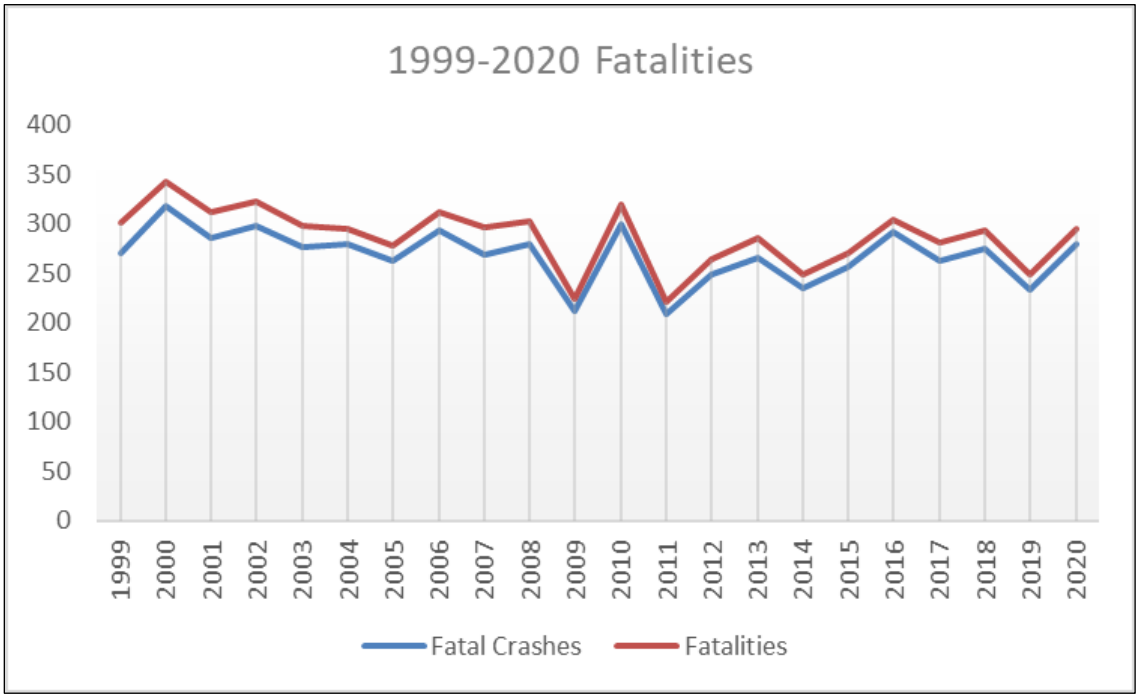
Sources: Fatal crash and fatality figures, FARS Final Files 1999-2019, FARS Annual Report File 2020; Injury data, Connecticut Crash Data Repository

Figure 2. Graphic Representation of Injury Data from Table 2



Sources: Fatal crash and fatality figures, FARS Final Files 1999-2019, FARS Annual Report File 2020; Injury data, Connecticut Crash Data Repository

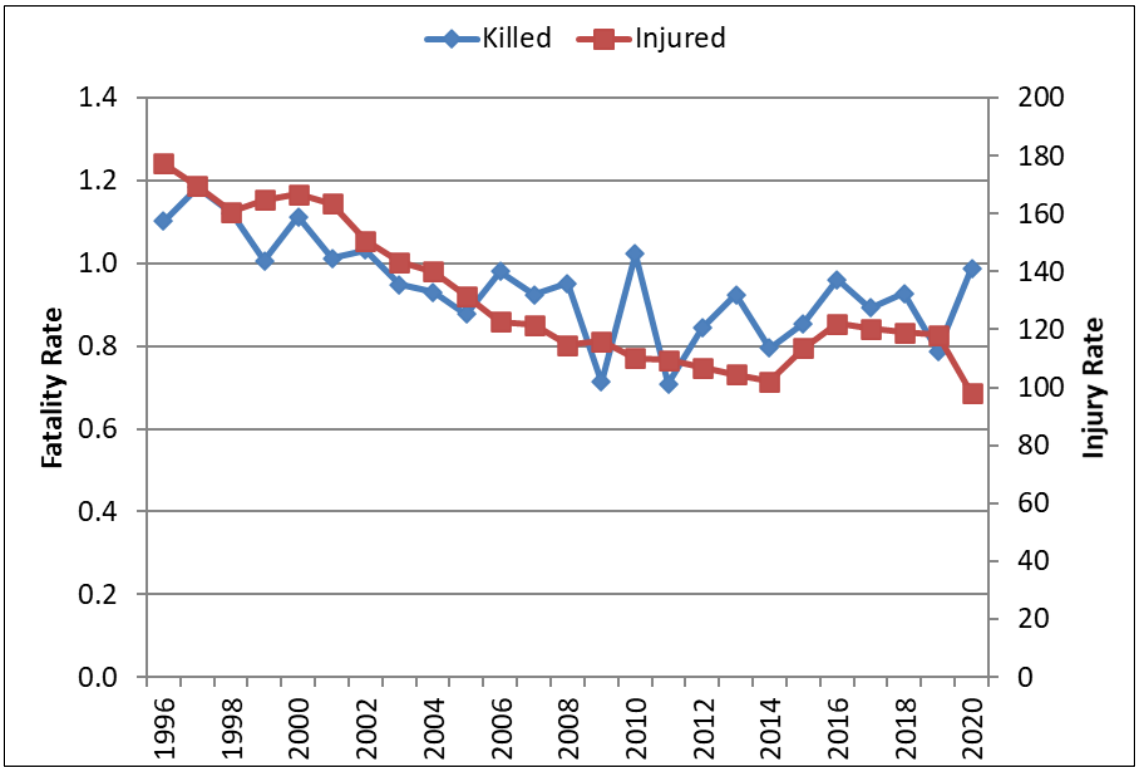
Figure 3. Graphic Representation of Fatality Data from Table 2



Sources: Fatal crash and fatality figures, FARS Final Files 1999-2019, FARS Annual Report File 2020; Injury data, Connecticut Crash Data Repository

Figure 4 shows the trends in Connecticut's fatality and injury rates per 100M VMT over the 1996 to 2020 period. The fatality rates generally declined during the 1990s and into the 2000s, reaching a historic low of 0.70 fatalities per 100M VMT in 2009 and 2011. There was a decreasing trend between 2015 and 2019 before an upward tick was observed in 2020, with a fatality rate of 1.0. The injury rates increased slightly through the 1990s and have been on a declining trend since 2000, reaching an all-time low of 98 injuries per 100M VMT in 2020.

Figure 4. Killed and Injured per 100M VMT, 1996-2020



Sources: Fatal crash and fatality figures, FARS Final Files 1996-2019, FARS Annual Report File 2020; Injury data, Connecticut 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 2016 to 2020 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 the graphic representation of average fatal crash rates from Table 3.

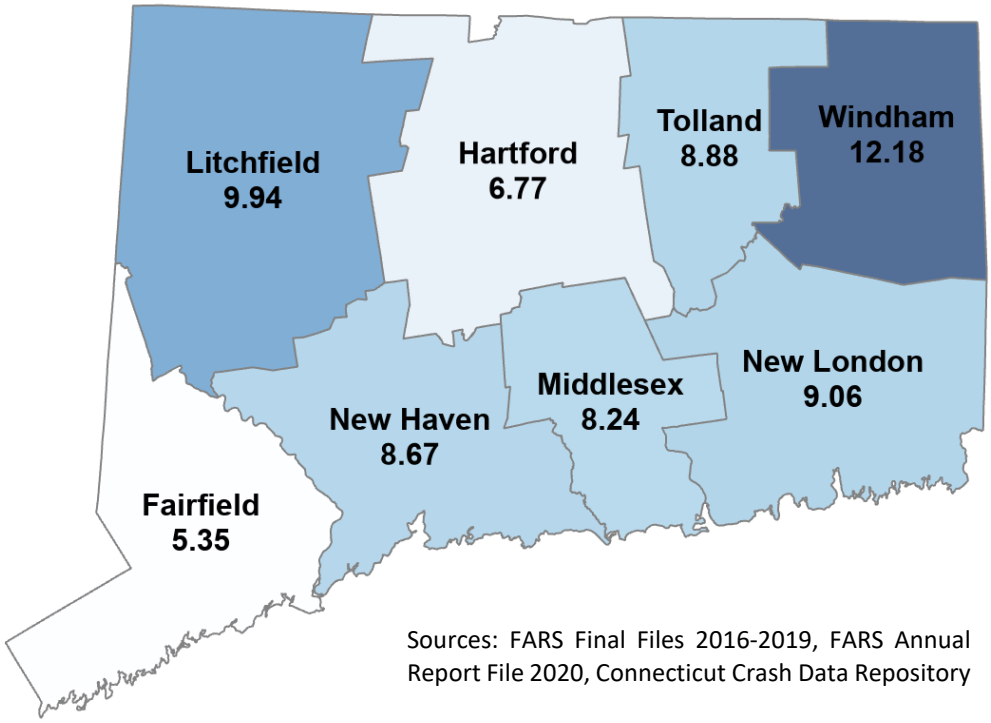
Table 3. Crash Rates by County

County	Crash Type	Rates per 100,000 Population by Year				
		2016	2017	2018	2019	2020
Fairfield	Fatal	7.2	6.1	4.4	3.0	6.0
	Injury	759.4	733.5	758.9	765.3	556.3
	Property Damage	2,804.7	2,797.2	2,802.0	2,734.5	1,912.3
Hartford	Fatal	6.6	6.1	7.3	6.8	7.0
	Injury	853.4	840.4	834.4	830.5	660.0
	Property Damage	2,438.3	2,416.2	2,386.9	2,383.4	1,710.3
Litchfield	Fatal	8.8	9.3	12.7	8.9	10.0
	Injury	548.3	591.7	531.7	522.4	420.4
	Property Damage	1,684.3	1,781.2	1,785.1	1,695.8	1,267.7
Middlesex	Fatal	11.0	6.1	8.0	7.4	8.7
	Injury	535.1	549.5	542.2	534.4	407.0
	Property Damage	1,915.2	1,804.7	1,852.1	1,742.8	1,394.3
New Haven	Fatal	9.1	8.3	9.4	7.1	9.4
	Injury	966.4	955.0	945.1	953.8	765.5
	Property Damage	2,821.8	2,824.5	2,769.4	2,735.6	2,103.2
New London	Fatal	9.3	9.7	8.6	10.9	6.8
	Injury	554.5	546.0	521.8	523.0	461.1
	Property Damage	2,003.3	2,092.7	2,018.5	1,958.9	1,503.4
Tolland	Fatal	7.9	7.3	9.9	6.6	12.6
	Injury	471.8	425.2	412.1	433.9	351.3
	Property Damage	1,375.7	1,465.7	1,369.6	1,411.9	954.2
Windham	Fatal	13.8	12.9	11.1	13.7	9.4
	Injury	455.3	434.0	470.0	429.9	411.9
	Property Damage	1,335.7	1,313.2	1,330.5	1,381.2	979.9
Statewide	Fatal	7.0	8.1	7.7	6.5	7.8
	Injury	769.6	760.4	758.5	761.0	598.2
	Property Damage	2,437.2	2,452.9	2,425.9	2,391.3	1,749.8

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020; Connecticut Crash Data Repository

Figure 5. Average Fatal Crash Rates by County per 100,000 Population, 2016-2019

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



Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020, Connecticut Crash Data Repository

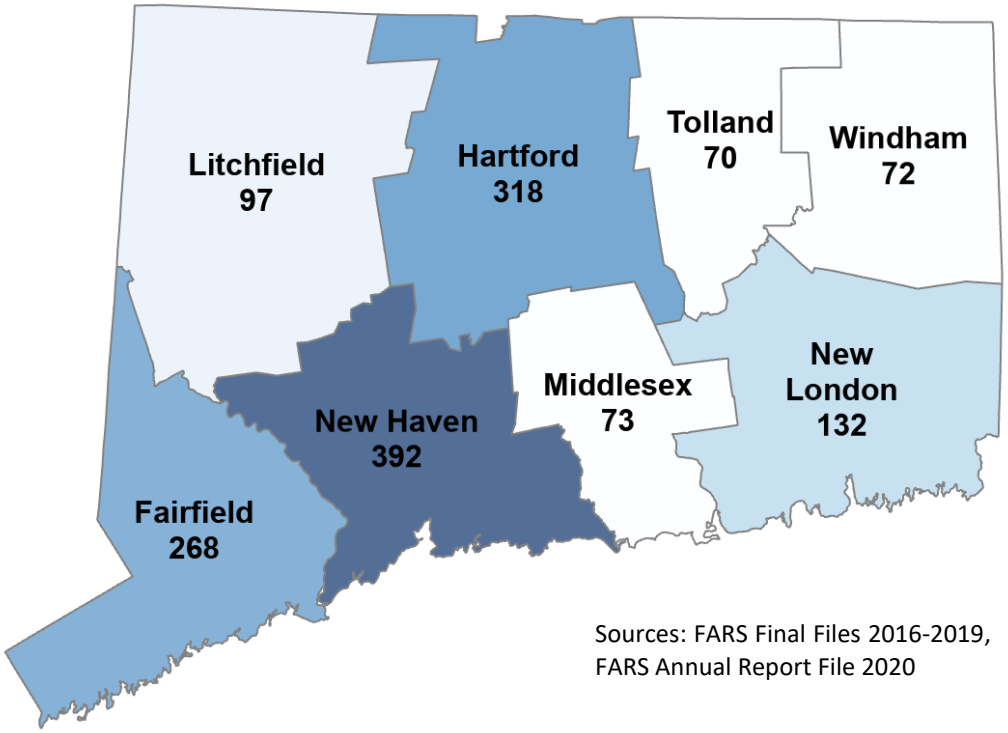
Table 4. Connecticut Fatalities by County

County	2016	2017	2018	2019	2020
Fairfield	73	59	45	31	60
Hartford	60	60	70	64	64
Litchfield	16	20	25	17	19
Middlesex	18	10	15	13	17
New Haven	82	77	85	63	85
New London	27	28	24	34	19
Tolland	12	12	16	10	20
Windham	16	15	13	17	11
Total	**304**	**281**	**293**	**249**	**295**

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Figure 6. Connecticut Fatalities by County, 2016-2020

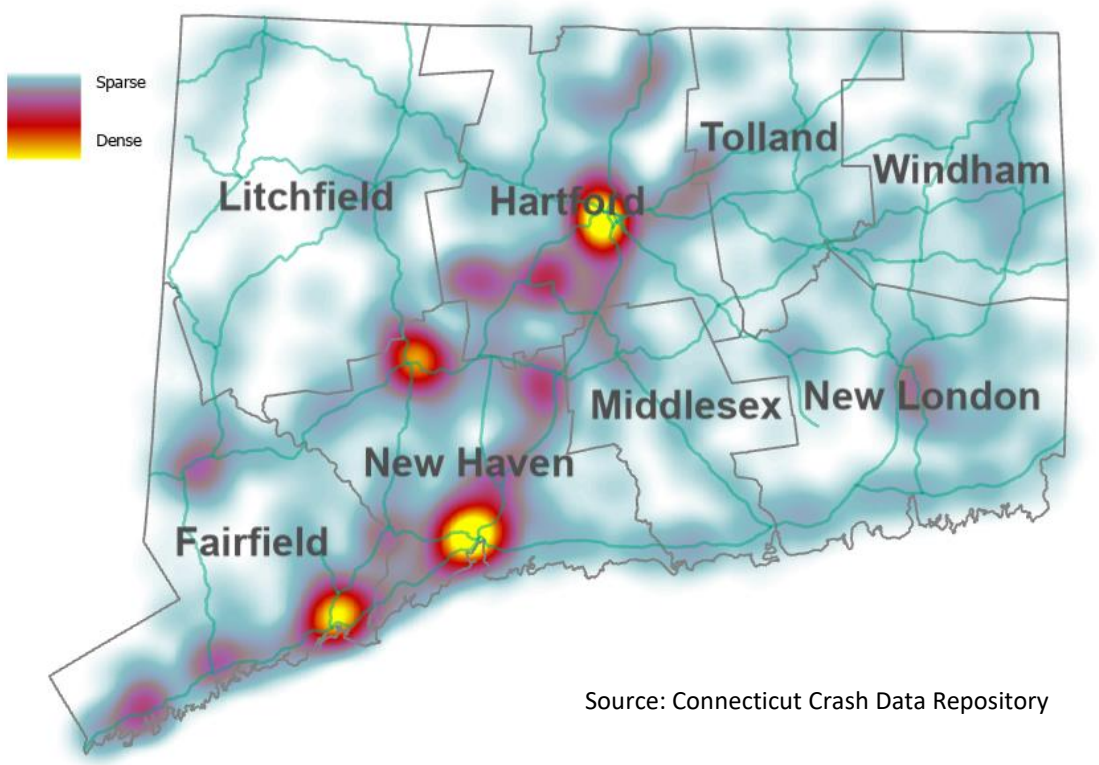
(Graphic Representation of Data from Table 4)



Sources: FARS Final Files 2016-2019,
FARS Annual Report File 2020

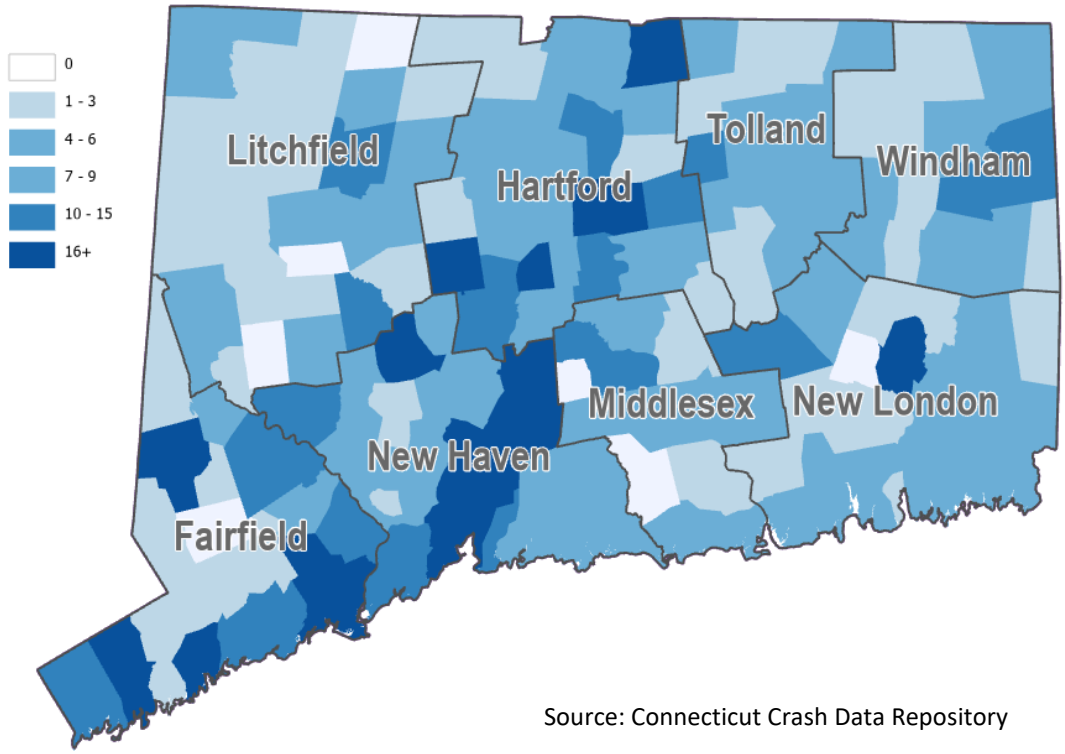
Figures 7 and 8 show fatal crashes that occurred in Connecticut during the 2016 to 2020 period using latitude and longitude data. This further details where the greatest number of fatalities tend to occur in each county. In the heat map in Figure 7, reds and yellows indicate higher concentrations of fatal crashes. Figure 8 shows the same fatal crash location data on a more detailed municipal level. Darker colors indicate higher numbers of fatal crashes. Both figures 7 and 8 highlight the highest numbers of fatal crashes in the most populous municipalities in New Haven, Hartford, and Fairfield Counties with a municipal outlier in New London County.

Figure 7. Fatality Heat Map, 2016-2020



Source: Connecticut Crash Data Repository

Figure 8. Fatalities by Town 2016-2020



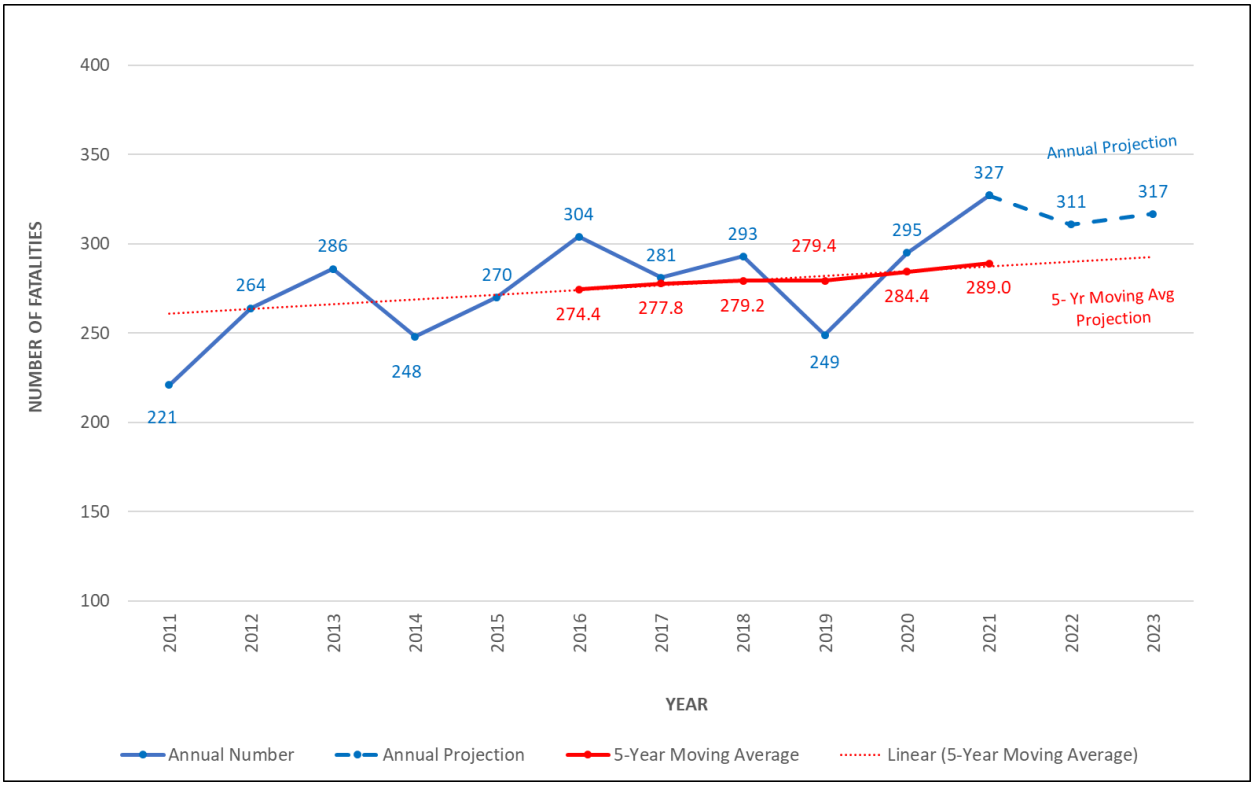
Source: Connecticut Crash Data Repository

Figure 9 shows Connecticut's fatalities for 2011-2021, the five-year moving average, and projects this trend through 2023. If Connecticut's moving averages trend for 2011-2021 continues, the projection would be 290.0 fatalities in 2022, and 292.7 fatalities in 2023. If the fatality rate per 100M VMT continues (Figure 10), it would project to 0.932 in 2022, and 0.942 in 2023.

Figure 11 shows the trend in serious "A" injuries based on 2011-2021 data. If that trend continues, it will project to 1,424.4 "A" injuries in 2022, and 1,399.4 in 2023. Figure 12 shows the "A" injury rate per 100M VMT would project to 4.567 in 2022, and 4.495 in 2023.

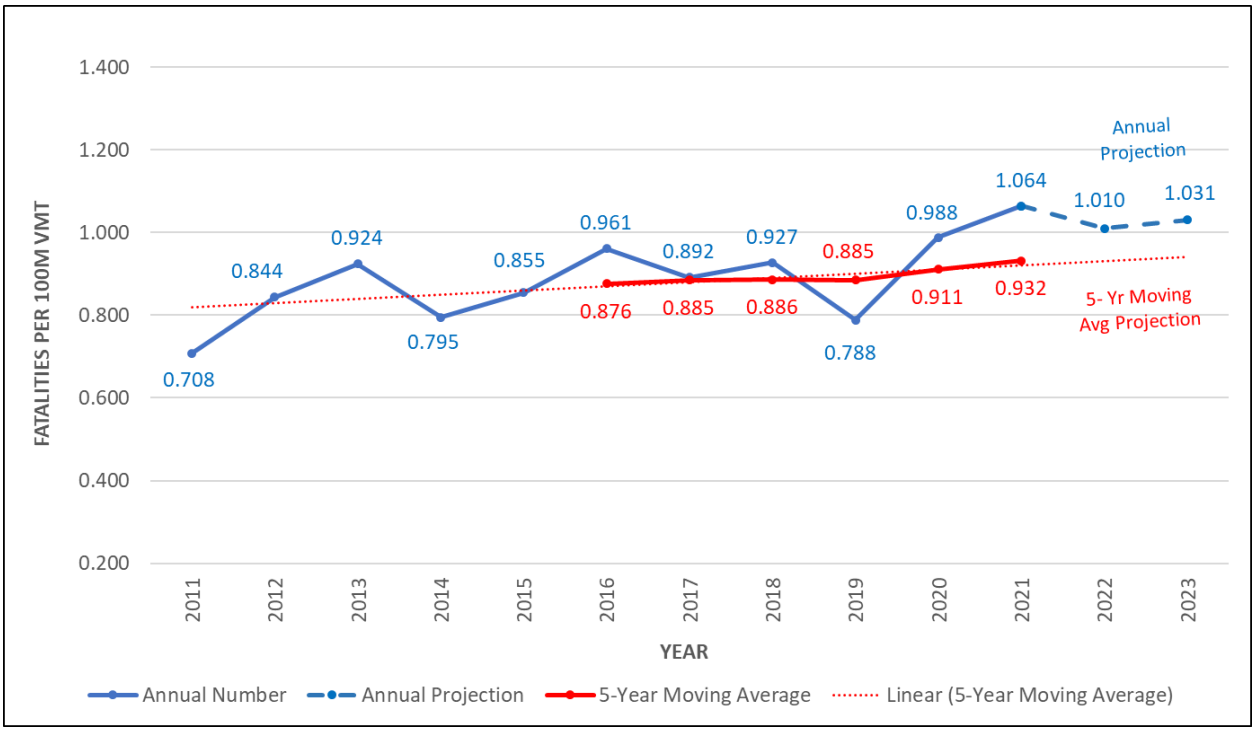
Note the data for 2021 VMT were not yet available at the time this document was prepared, thus 2021 VMT data are an average of 2019 and 2020 VMT in Figures 10 and 12. This is based on the observation of the 2021 Annual Average Daily Traffic (AADT) volume data from the continuous count stations in Connecticut being higher than the 2020 AADT but not back to the 2019 pre-COVID-19 pandemic level.

Figure 9. Number of Fatalities



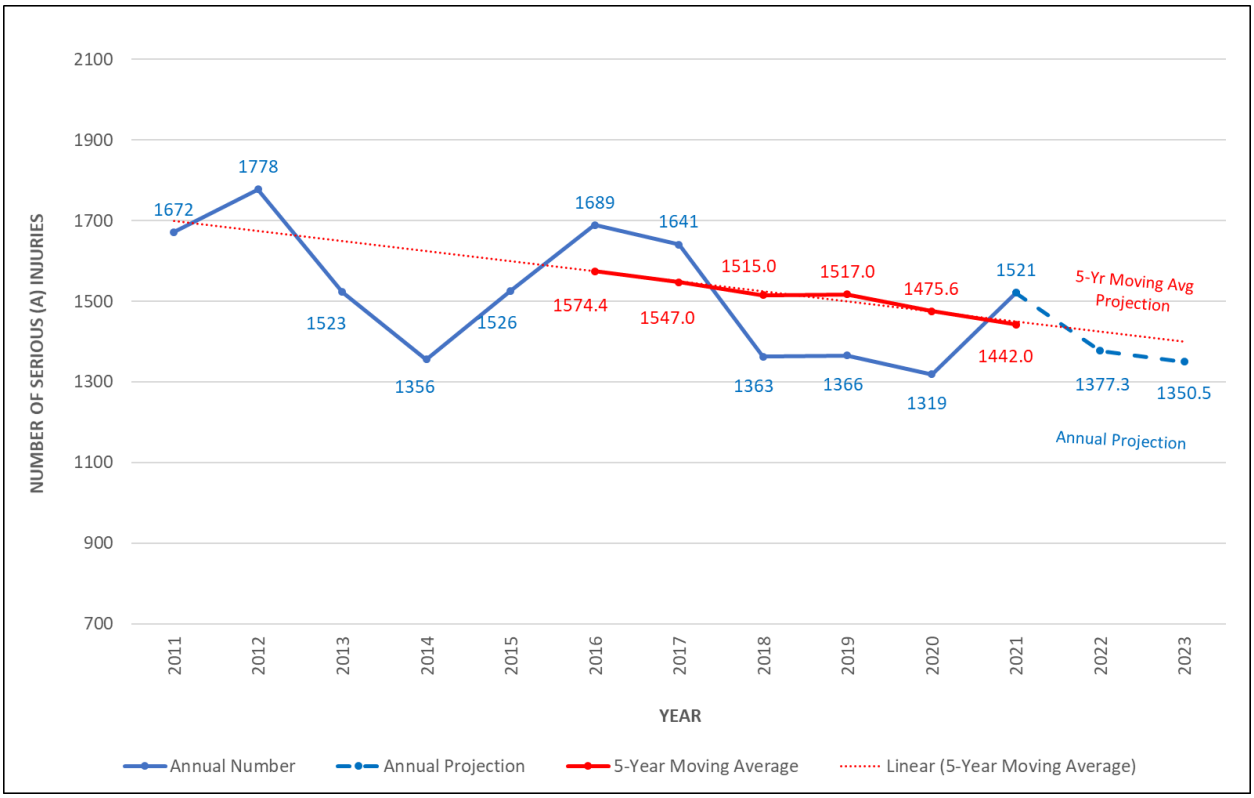
Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020, preliminary 2021 CTDOT data as of 03/18/2022

Figure 10. Fatalities Per 100M VMT



Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020. preliminary 2021 CTDOT data as of 03/18/2022
Note: The data points for 2021 are based on the VMT average of 2019 and 2020 since 2021 VMT information was not available

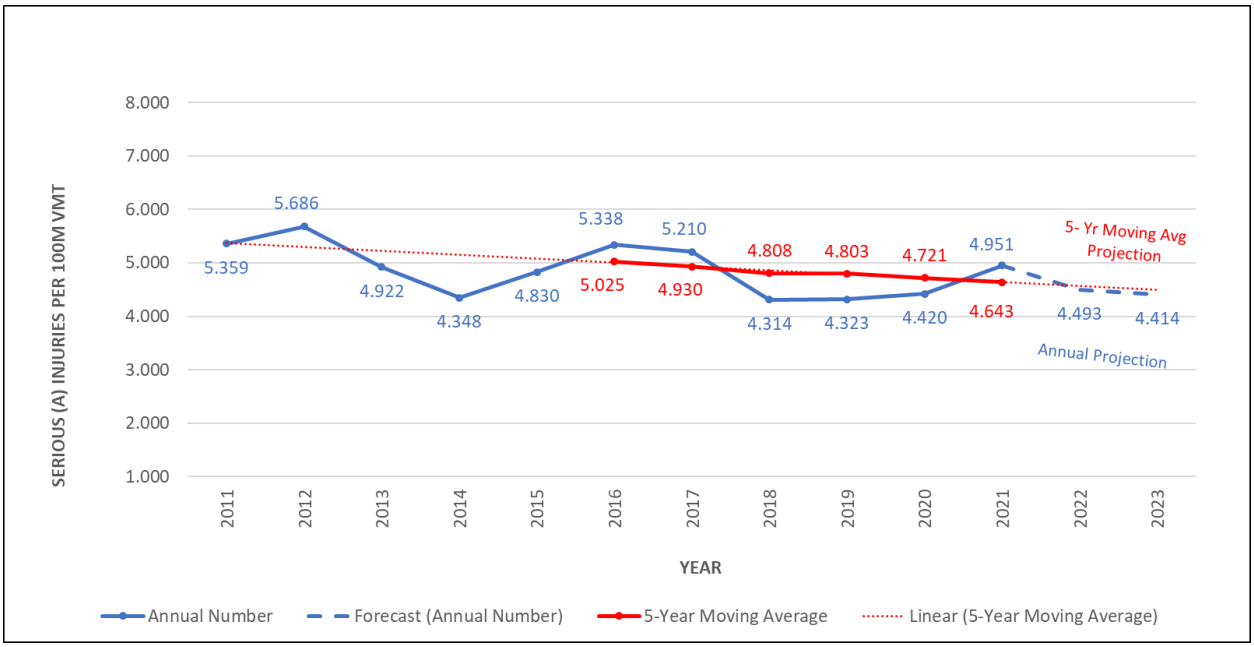
Figure 11. Number of Serious (A) Injuries



Source: Connecticut Crash Data Repository as of 03/18/2022

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 ten percent or more of the body); unconsciousness when taken from the crash scene; paralysis.

Figure 12. Serious (A) Injuries Per 100M VMT



Source: Connecticut Crash Data Repository as of 03/18/2022

Note: 1.) The data points for 2021 are based on the VMT average of 2019 and 2020 since the 2021 VMT information is not available at this time; 2.) 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 ten percent or more of the body); unconsciousness when taken from the crash scene; paralysis.

Race and Ethnicity

Table 5 and Figure 13 show the race and ethnicity distribution for fatal injuries in Connecticut from 2016 to 2020. Percentages for each group have fluctuated over the years. The gender distribution of male versus female fatal injuries has fluctuated between 70.5-76.5 percent in males and 23.5-29.7 percent in females from 2016 to 2020.

There has been a 0.3 percent increase in American Indian or Alaska Native fatal injuries in 2020 compared to 2019. The percent fatal injuries in the Asian population were highest in 2020 at 2.0 percent and lowest in 2016 at 1.0 percent whereas the percent fatal injuries in the African American population were the highest in 2018 at 18.8 percent and lowest in 2019 at 10.9 percent. The years 2018 and 2020 had the highest traffic fatalities for the Hispanic population at 18.8 percent and lowest in 2017 at 16.1 percent. The fatal injuries were lowest for the Caucasian population in 2018 and 2020 at 59.0 percent and highest in 2019 at 68.1 percent.

However, with respect to the population distribution for the different race and ethnic groups in Connecticut during 2019 and 2020, the fatality rate per 100,000 population for each race and ethnic groups increased in 2020. The fatality rate for Asian population increased from 1.78 to 3.64; for the African American population from 6.86 to 14.40; for the Hispanic population from 6.82 to 9.6; and, for the Caucasian population from 6.38 to 6.66 per 100,000 population for each race and ethnic group. The increase was highest in the African American population.

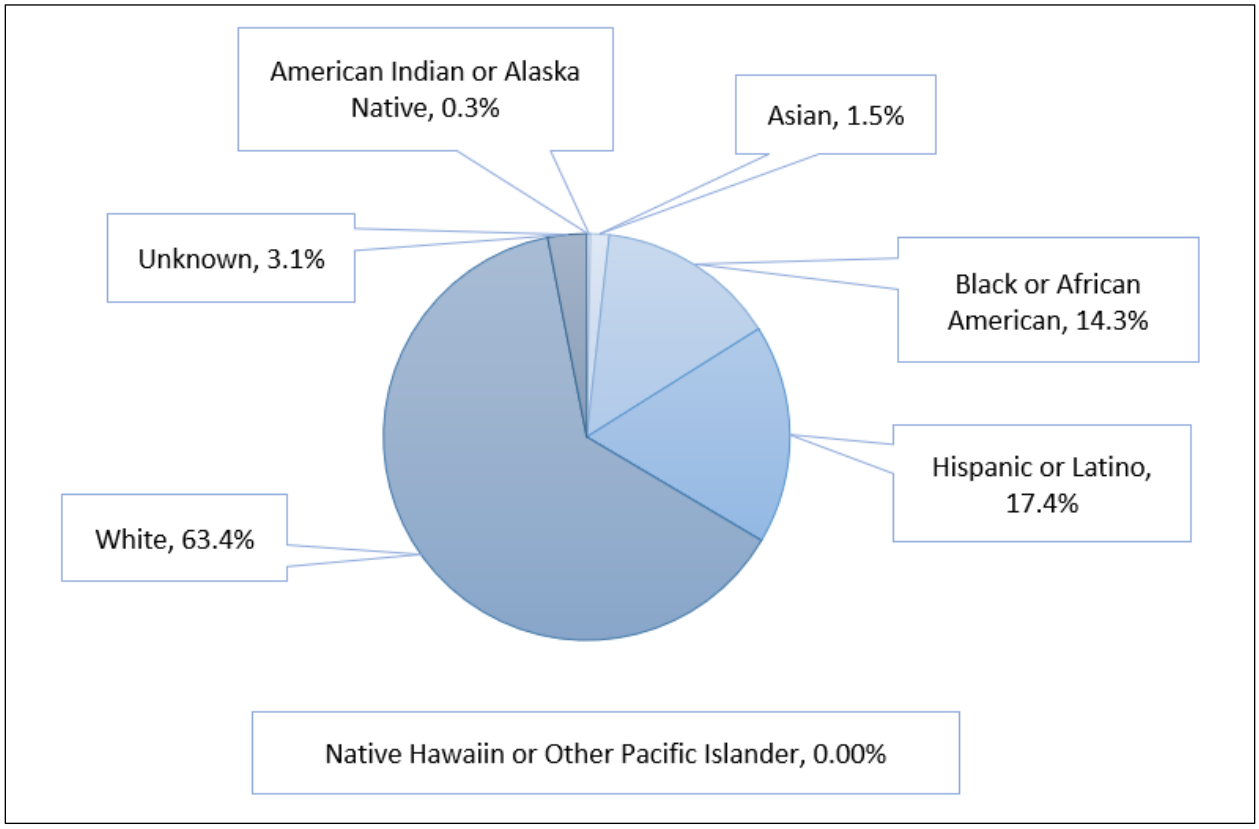
Table 5. Sex with Race and Ethnicity Distribution for Fatal Injuries in Connecticut, 2016-2020

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
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%
2020	76.5%	23.5%	0.3%	2.0%	18.4%	18.8%	0.0%	59.0%	1.4%

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

Figure 13. Race and Ethnicity Distribution for Fatal Injuries, 2016-2020

(Graphic Representation of Data from Table 5)



Source: Connecticut Department of Public Health

Note: 'Unknown' includes records that could not be obtained due to varying reasons

PERMORMANCE REPORT

The program level Performance Report describes the progress towards meeting State performance target(s) for each program area identified in the HSP 2022.

	Performance Measure	Target Period/ Target Year(s)	Target Value 2022	Progress
1	C-1) Number of traffic fatalities (FARS)	5 years 2018-2022	270	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 years 2018-2022	1300	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	5 years 2018-2022	0.850	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 years 2018-2022	63	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)	5 years 2018-2022	110	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	5 years 2018-2022	83	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	5 years 2018-2022	52	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 years 2018-2022	30	In Progress
9	C-9) Number of drivers aged 20 or younger involved in fatal crashes (FARS)	5 years 2018-2022	32	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	5 years 2018-2022	53	In Progress
11	C-11) Number of bicyclist fatalities (FARS)	5 years 2018-2022	3	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual/2022	94%	In Progress
13	Distracted Driver Fatalities	5 years 2018-2022	10	In Progress
14	Percentage of citations adjudicated through Online Disposition System and posted to Driver History File	Annual/2022	80%	Not Met
15	Percentage of Law Enforcement Agencies participating in the use of eCitation	Annual/2022	80%	In progress
16	Traffic Stop data collection	Annual/2022	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 2022 planning period. The 2016-2020 five-year moving average, which includes the latest five years of FARS data, is 284.4 fatalities and shows an increasing trend based on the current preliminary 2021 State data. In 2021, the traffic volume was not back to the pre-COVID-19 pandemic levels. But the traffic fatalities continued to increase. Unfortunately, the increase in fatality numbers have mirrored the national numbers with an upward trend. Based on the five-year moving average projection using the available data, the potential to meet the target (2018-2022) looks difficult. Refer to the Performance Plan section of the HSP 2023 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 1,300 for the HSP 2022 planning period. The 2016-2020 five-year moving average, which includes the latest five years of FARS data, is 1,475.6 serious injuries and shows a decreasing trend based on the current preliminary 2021 State data. However, based on the five-year moving average projection using the available data, the potential to meet the target (2018-2022) looks difficult. Refer to the Performance Plan section of the HSP 2023 for the supporting data and data analysis.

Performance Measure C-3: Fatalities/VMT

Progress: In Progress

Program-Area-Level Report: The performance target for the fatality rate was 0.850 for the HSP 2022 planning period. The 2016-2020 five-year moving average, which includes the latest five years of FARS data, is a 0.911 fatality rate and shows an increasing trend. In 2021, the traffic volume was not back to the pre-COVID-19 pandemic levels. But traffic fatalities continued to increase. The data for 2021 VMT were not yet available at the time this document was prepared, thus 2021 VMT data are an average of the 2019 and 2020 VMTs. This is based on the observation of the 2021 Annual Average Daily Traffic (AADT) volume data from the continuous count stations in Connecticut being higher than the 2020 AADT but not back to the 2019 pre-COVID-19 pandemic level. Based on the five-year moving average projection using the available data, the

potential to meet the target (2018-2022) looks difficult. Refer to the Performance Plan section of the HSP 2023 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 63 fatalities for the HSP 2022 planning period. The 2016-2020 five-year moving average, which includes the latest five years of FARS data, is 63 fatalities and is projected to increase based on the current preliminary 2021 State data. The potential to meet the target (2018-2022) looks difficult. Refer to the Performance Plan section of the HSP 2023 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 0.08 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 110 fatalities for the HSP 2022 planning period. The 2016-2020 five-year moving average, which includes the latest five years of FARS data, is 114 fatalities. The potential to meet the target (2018-2022) looks difficult. Refer to the Performance Plan section of the HSP 2023 for the supporting data and data analysis. The preliminary 2021 State data were 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 83 fatalities for the HSP 2022 planning period. The 2016-2020 five-year moving average, which includes the latest five years of FARS data, is 86 fatalities. The potential to meet the target (2018-2022) looks difficult. Refer to the Performance Plan section of the HSP 2023 for the supporting data and data analysis. The

preliminary 2021 State data were 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 52 fatalities for the HSP 2022 planning period. The 2016-2020 five-year moving average, which includes the latest five years of FARS data, is 52 fatalities and is projected to increase based on the current preliminary 2021 State data. The potential to meet the target (2018-2022) looks difficult. Refer to the Performance Plan section of the HSP 2023 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 30 fatalities for the HSP 2022 planning period. The 2016-2020 five-year moving average, which includes the latest five years of FARS data, is 30 fatalities and the current preliminary 2021 State data suggest a decreasing trend. Connecticut is cautiously optimistic about achieving the five-year average target by December 31, 2022. Refer to the Performance Plan section of the HSP 2023 for the supporting data and data analysis.

Performance Measure C-9: Number of Drivers Aged 20 or Younger Involved in Fatal Crashes

Progress: In Progress

Program-Area-Level Report: The performance target for the number of drivers aged 20 or younger involved in fatal crashes, was to maintain the five-year moving average of 32 fatalities for the HSP 2022 planning period. The 2016-2020 five-year moving average, which includes the latest five years of FARS data, is 34 fatalities and shows an increasing trend based on the current preliminary 2021 State data. Based on the five-year moving average projection using the available

data, the potential to meet the target (2018-2022) looks difficult. Refer to the Performance Plan section of the HSP 2023 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 53 fatalities for the HSP 2022 planning period. The 2016-2020 five-year moving average, which includes the latest five years of FARS data, is 55 fatalities. In 2021, the traffic volume was not back to the pre-COVID-19 pandemic levels. However, pedestrian fatalities continued to increase. Unfortunately, the increase in pedestrian fatality numbers have mirrored the national numbers with an upward trend. The preliminary data show that the number of pedestrian fatalities increased in 2021, compared to 2020. Based on the five-year moving average projection using the available data, the potential to meet the target (2018-2022) looks difficult. Refer to the Performance Plan section of the HSP 2023 for the supporting data and data analysis.

Performance Measure C-11: Number of Bicyclist Fatalities

Progress: In Progress

Program-Area-Level Report: The performance target for the number of bicyclist fatalities, was to maintain the five-year moving average of three (3) fatalities for the HSP 2022 planning period. The 2016-2020 five-year moving average, which includes the latest five years of FARS data, is four (4) fatalities. Based on the current preliminary 2021 State data, there has been a drop in bicyclist fatalities compared to 2020. Connecticut is cautiously optimistic about achieving the five-year average target by December 31, 2022. Refer to the Performance Plan section of the HSP 2023 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 performance target for the observed seat belt use for passenger vehicles, front seat outboard occupants, was 94 percent in 2022.

The 2022 seat belt use survey was conducted during the months of May-June 2022, the results of which will not be available until the end of Summer or early Fall of 2022.

Performance Measure: Distracted Driver Fatalities

Progress: In Progress

Program-Area-Level Report: The performance target for the number of distracted driving fatalities was 10 in 2022. The 2016-2020 five-year moving average, which includes the latest five years of FARS data, is 10 fatalities. Connecticut is cautiously optimistic about achieving the five-year average target by December 31, 2022. Refer to the Performance Plan section of the HSP 2023 for the supporting data and data analysis. The preliminary 2021 State data were not included in the analysis due to uncertainty of the data for this measure.

Performance Measure: Percentage of Citations Adjudicated through Online 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 2022.

The Connecticut TRCC continued to focus on the eCitation and Adjudication System. An Online Adjudication System was deployed which allows for timely adjudicating and disposition of motor vehicle violations with immediate posting to Driver History Files. The Online Adjudication System enables individuals who plead “not guilty” to an infraction to participate in the court through the electronic 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 adjudication 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 decreased from 1.227 days in 2017-2018, to 0.274 days in 2018-2019, which is a 77.62 percent improvement. The mean number of days further decreased to 0.0703 days in 2019-2020, which is a 74.40 percent improvement compared to the 2018-2019 period or a 95 percent improvement compared to the 2017-2018 period. However, due to the COVID-19 pandemic, the citation traffic violations that were disposed online by the court during this period decreased by 41.14 percent (7,890 citations in 2019-2020 compared to 4,644 citations in 2020-2021) and the time it took for the adjudication increased by 133.87 percent (0.070 days to 0.164 days per citation). Current data show an improvement of 68.11 percent from 0.16451335 in the average number of days in 2020 to 0.05247005 days in 2021. Also, the total number of online dispositions increased significantly from 4,644 in 2020 to 10,101 in 2021.

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	04/01/2021 To 03/31/2022
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	0.05247005 days
Change	-	-77.62%	-74.40%	133.87%	-68.11%
Improvement (Reduction)	-	77.62%	74.40%	-133.87%	68.11%

Performance Measure: Percentage of Law Enforcement Agencies Participating in the Use of eCitation

Progress: In Progress

Program-Area-Level Report: The performance target for this measure was to increase the number of law enforcement agencies using the eCitation system to 80 percent in 2022. Out of 95 Police agencies, currently there are 65 agencies using the eCitation system (64 Municipal and one University Police Department) and 30 agencies are still using paper tickets. 68 percent of the Police agencies are currently using eCitation which is an increase of six percent (6%) from the previous year. Connecticut State Police also uses eCitation. 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. Refer to the Performance Plan section of the HSP 2023 for the supporting data.

Performance Measure: Traffic Stop Data Collection

Progress: In Progress

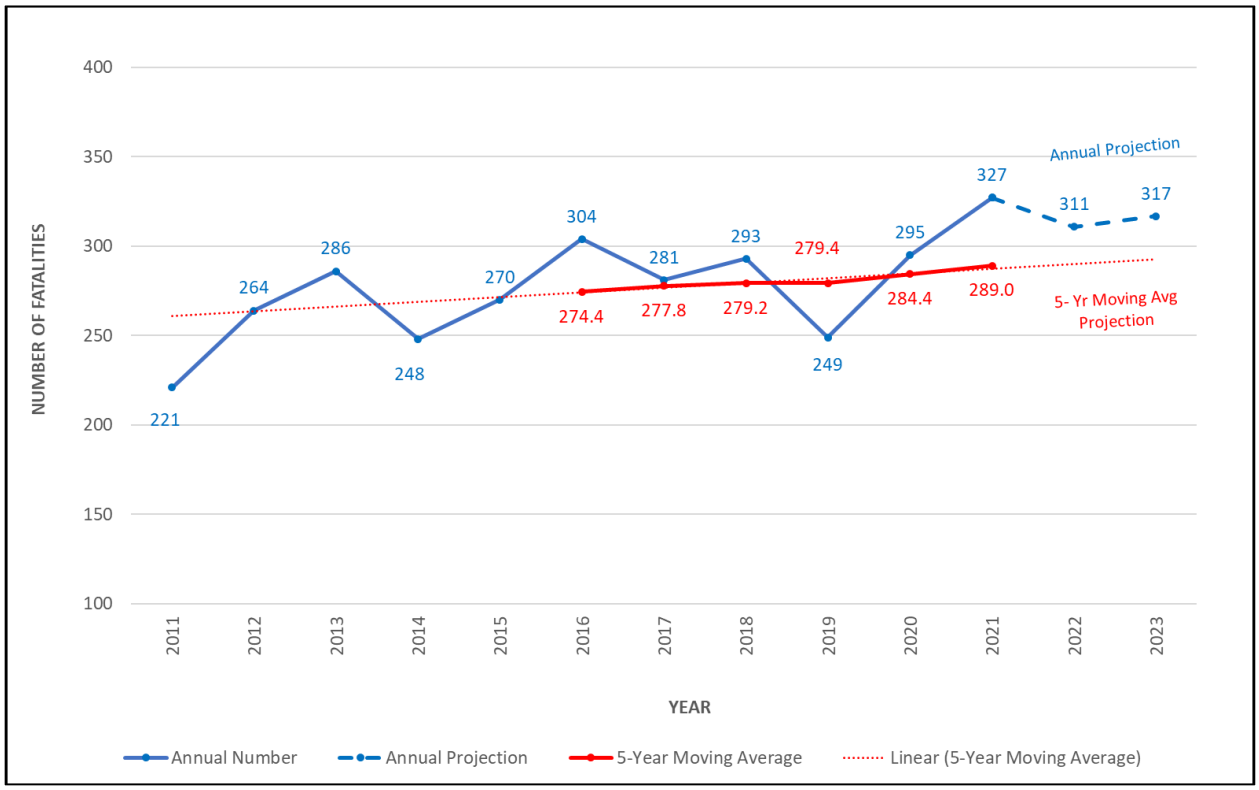
Program-Area-Level Report: The performance target for the traffic stop data collection performance measure was to have 100 percent of the 107 police agencies that collect and submit traffic stop records, do so electronically during 2022. At present, 106 of the 107 police agencies report data electronically at the time of the stop, equaling 99 percent of the police agencies submitting data electronically. Refer to the Performance Plan section of the HSP 2023 for the supporting data.

PERFORMANCE PLAN

The Performance Plan lists the highway safety performance targets for 2023

	Performance Measure	Target Period	Target Start Year	Target End Year	Target Value 2023
1	C-1) Number of traffic fatalities (FARS)	5 years	2019	2023	270
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 years	2019	2023	1300
3	C-3) Fatalities/VMT (FARS, FHWA)	5 years	2019	2023	0.850
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 years	2019	2023	63
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)	5 years	2019	2023	110
6	C-6) Number of speeding-related fatalities (FARS)	5 years	2019	2023	83
7	C-7) Number of motorcyclist fatalities (FARS)	5 years	2019	2023	52
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 years	2019	2023	30
9	C-9) Number of drivers aged 20 or younger involved in fatal crashes (FARS)	5 years	2019	2023	32
10	C-10) Number of pedestrian fatalities (FARS)	5 years	2019	2023	53
11	C-11) Number of bicyclist fatalities (FARS)	5 years	2019	2023	3
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2023	2023	94%
13	Distracted driver fatalities	5 years	2019	2023	10
14	Percentage of citations adjudicated through Online Disposition System and posted to Driver History File	Annual	2023	2023	80%
15	Percentage of Law Enforcement Agencies participating in the use of eCitation	Annual	2023	2023	80%
16	Traffic Stop data collection	Annual	2023	2023	100%

Performance Measure C-1: Number of Traffic Fatalities

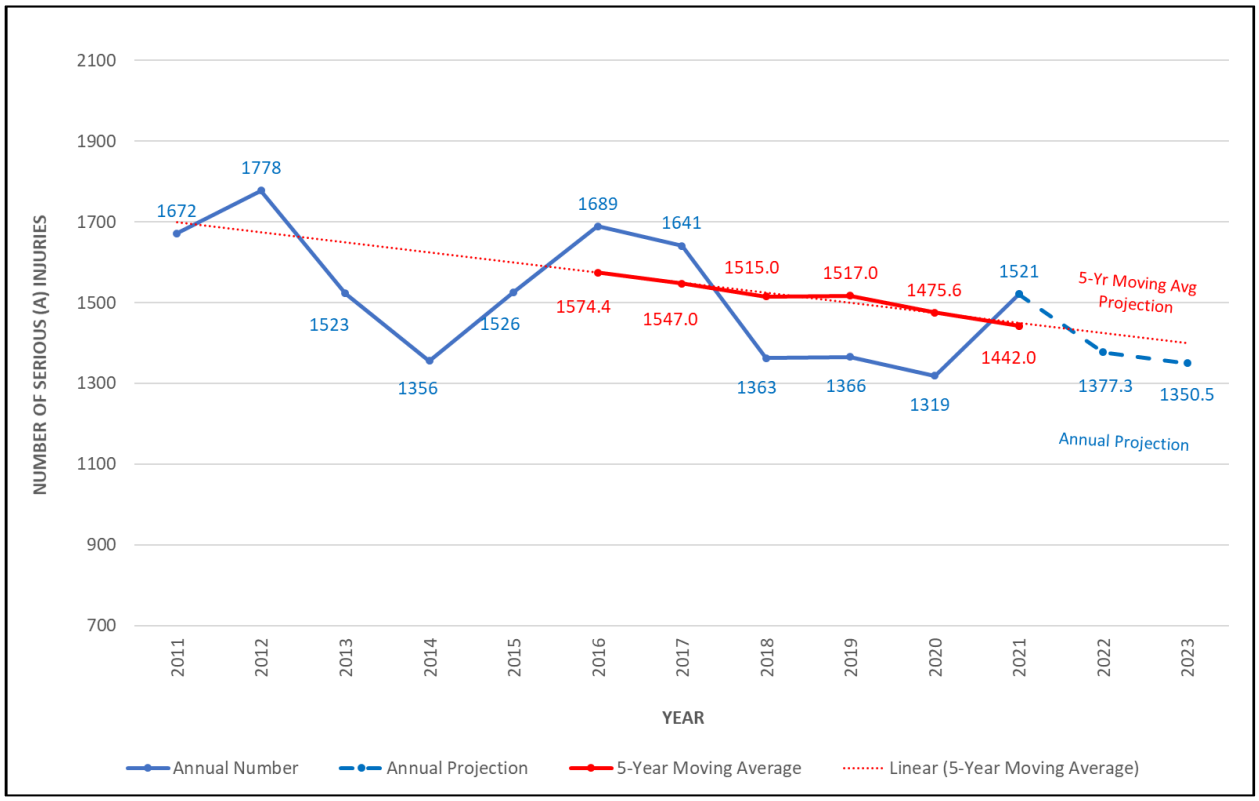


Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020, preliminary 2021 CTDOT data as of 03/18/2022

Performance Target: Reduce the number of fatalities to 270 (2019-2023 moving average) by 2023.

Performance Target Justification: The annual number of fatalities has fluctuated from year to year. Although the five-year moving average projection and the annual projection suggest a fatality number higher than the target value of 270 in 2023, CTDOT wants to set an aggressive target that will move the State back toward annual fatality levels experienced in 2015 or less. *Connecticut is mindful of NHTSA's recommendation of not setting recessive targets*. Traffic fatalities have increased over the past two years not just in Connecticut but also nationally as an unexpected consequence of the COVID-19 pandemic. With increasing pedestrian fatalities in the past couple of years, CTDOT 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 CTDOT Traffic Safety Engineering to improve the conspicuity of traffic control devices for non-motorized road users including but not limited to marked crosswalk enhancements and other signage. In addition, several traffic safety-related legislative changes were passed in 2021. Connecticut remains committed to these goals and is optimistic the State will be able to lower the fatality numbers.

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

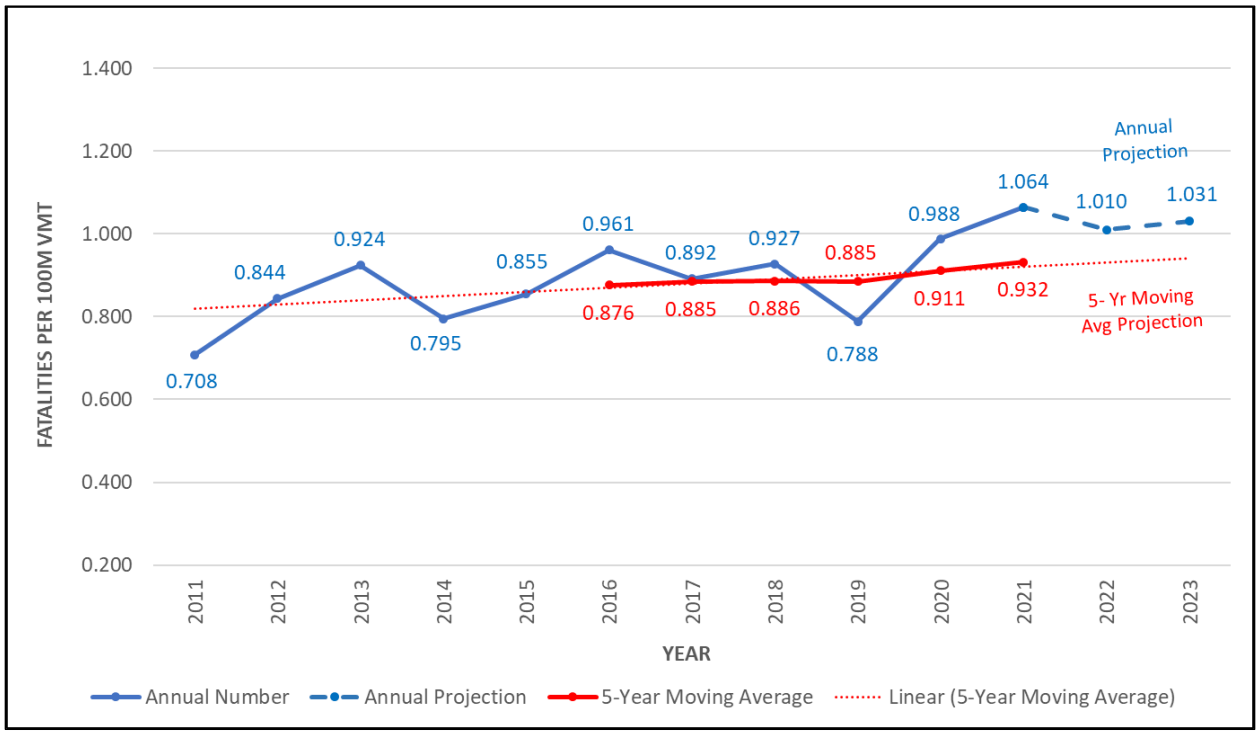


Source: Connecticut Crash Data Repository data as of 03/18/2022; 2021 data are preliminary
Note: The definition of "Serious (A) Injury" was changed in 2015 to match MMUCC 4th edition. Prior to 2015, Serious (A) Injury was defined as Incapacitating Injury (prevents return to normal). In 2015, a Serious (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 ten percent or more of the body); unconsciousness when taken from the crash scene; paralysis

Performance Target: Reduce the Serious (A) Injuries to 1,300.0 (2019-2023 moving average) by 2023.

Performance Target Justification: The annual number of serious injuries showed a declining trend from 2018-2020 but the preliminary data show an increase in 2021. The five-year moving average trend is projected to slightly decrease during the 2023 planning period with a projected number of 1,399 while the regression forecast is around 1,350 serious injuries. *Connecticut wants to set an aggressive target and is mindful of NHTSA's recommendation of not setting recessive targets*. Although the number of serious injuries observed in 2021 was higher than the previous three years, it is a preliminary number, and the HSO is conscious of the national increase in traffic fatalities and injuries.

Performance Measure C-3: Fatalities/100M VMT

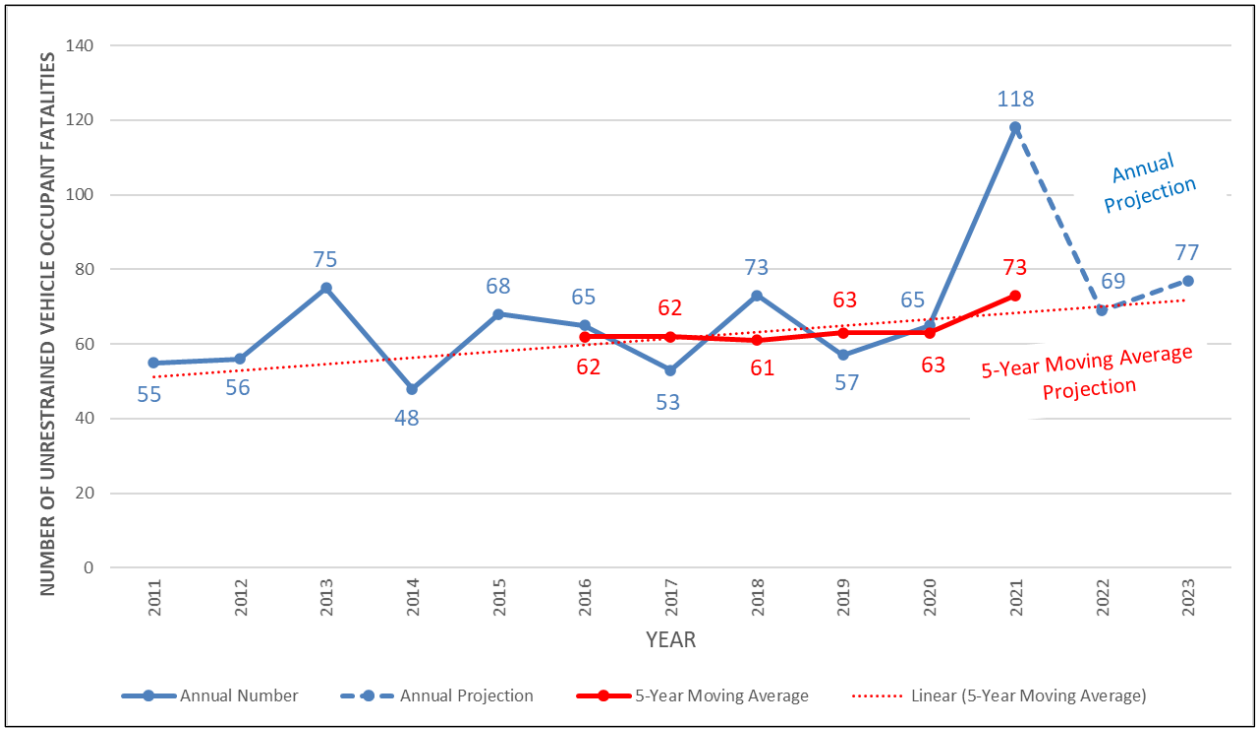


Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020. preliminary 2021 CTDOT data as of 03/18/2022
Note: The data points for 2021 are based on the VMT average of 2019 and 2020 since 2021 VMT information is not available at this time. The AADT volume data from the Continuous Count Stations in Connecticut suggest that the 2021 traffic volume is higher than 2020 but lower than 2019

Performance Target: Reduce the fatalities per 100M VMT to 0.850 (2019-2023 moving average) by 2023.

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 five-year moving average suggest the actual value would fall between 0.988 and 1.031. Although the five-year moving average projection and the annual projection suggest a fatality rate higher than the target value of 0.850 in 2023, CTDOT wants to set an aggressive target that will move the State back toward annual fatality levels experienced in 2015 or less. *Connecticut is mindful of NHTSA's recommendation of not setting recessive targets*. Traffic fatalities have increased over the past two years not just in Connecticut but also nationally as an unexpected consequence of the COVID-19 pandemic.

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

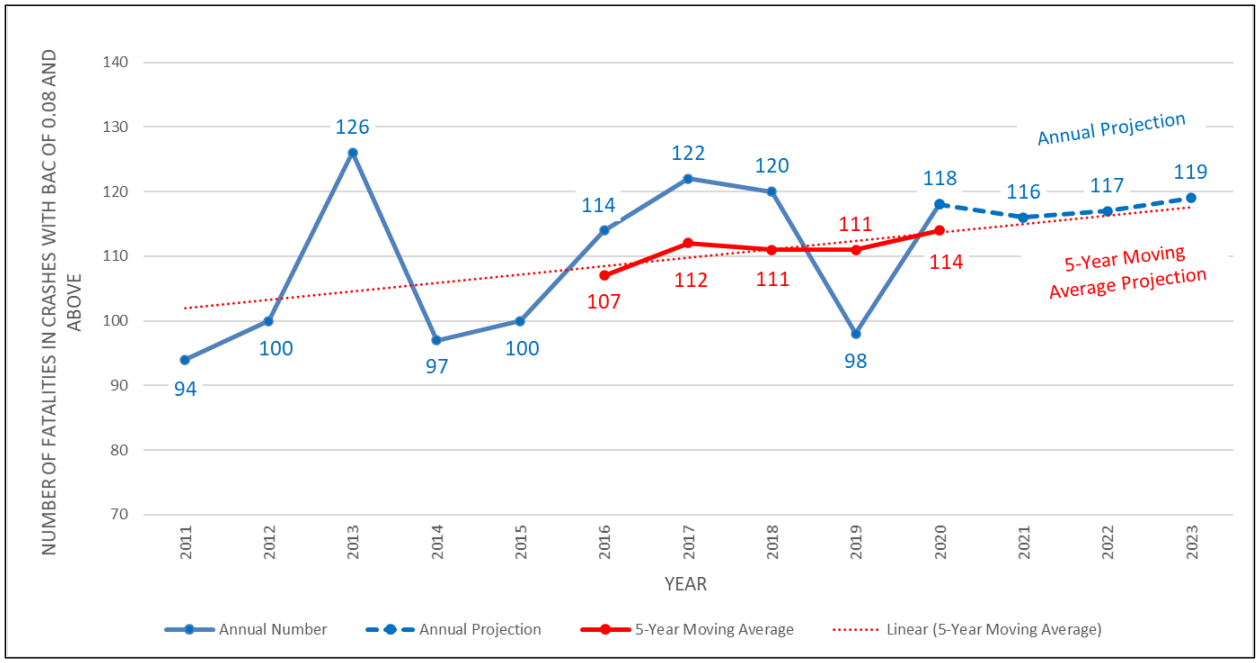


Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020, preliminary 2021 CTDOT data as of 04/21/2022

Performance Target: To reduce the unrestrained vehicle occupant fatalities (2019-2023 moving average) to 63 by 2023.

Performance Target Justification: The five-year moving average along with the annual projection were used as the basis for establishing the performance target using linear extrapolation. The annual preliminary State data for 2021 as well as the 5-year moving average suggest a spike in the number of unrestrained vehicle occupant fatalities. The annual as well as the five-year moving average projections for 2023 suggest an increasing trend. *Connecticut is mindful of NHTSA's recommendation of not setting recessive targets and has chosen to set the aggressive target of 63 fatalities for the HSP 2023 planning period*. Unrestrained fatalities have increased nationally over the past two years and Connecticut has seen the same trend. Connecticut has worked to bring awareness of the increase in unrestrained vehicle occupant fatalities through media and enforcement campaigns and has participated in the *Click It or Ticket* "Border to Border" campaign with Massachusetts to raise awareness on this issue.

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

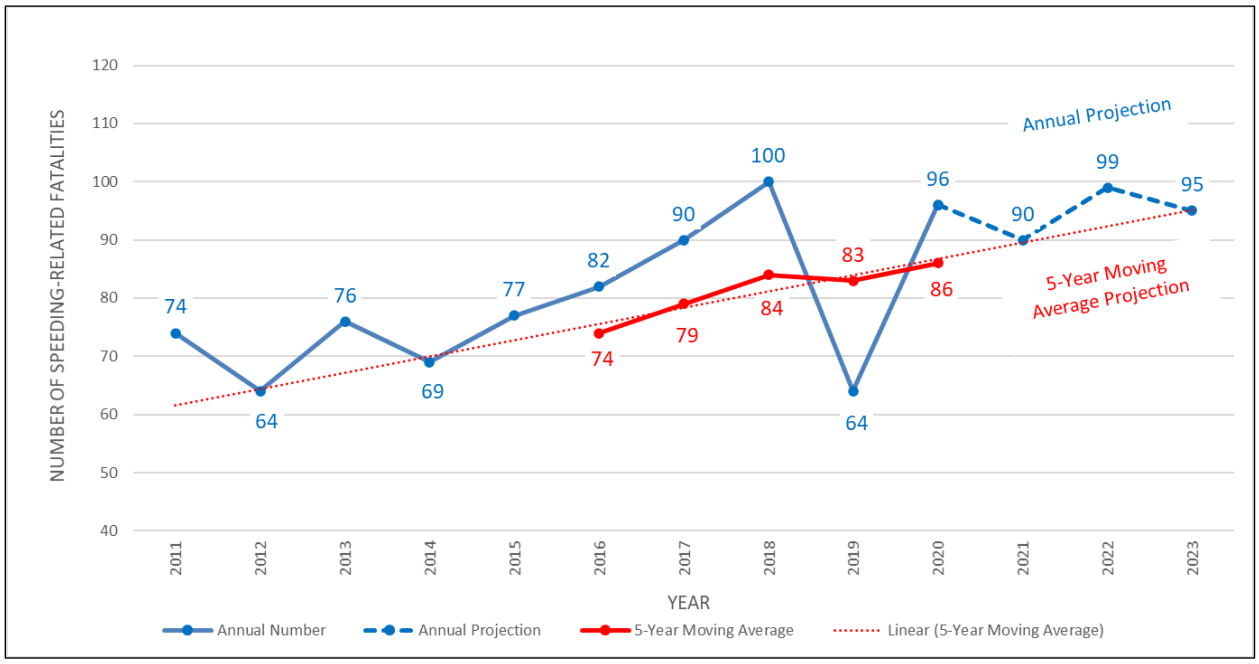


Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020

Performance Target: To reduce the alcohol impaired driving fatalities (BAC = 0.08+) (2019-2023 moving average) to 110 by 2023.

Performance Target Justification: The five-year moving average and the annual projection were used as the basis for establishing the performance target using linear extrapolation. Although the five-year moving average projection and the annual projection suggest a fatality number higher than the target value of 110 in 2023, CTDOT wants to set an aggressive target that will move the State back toward annual fatality levels experienced in 2015 or less. *Connecticut is mindful of NHTSA's recommendation of not setting recessive targets*. Traffic fatalities have increased over the past two years not just in Connecticut but also nationally as an unexpected consequence of the COVID-19 pandemic. Impaired driving has been suggested as one of the causes of increased traffic fatalities nationwide. Connecticut has new media campaigns to address alcohol as well as drug impaired driving and increased enforcement as well as DRE trainings. The preliminary 2021 State data were 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

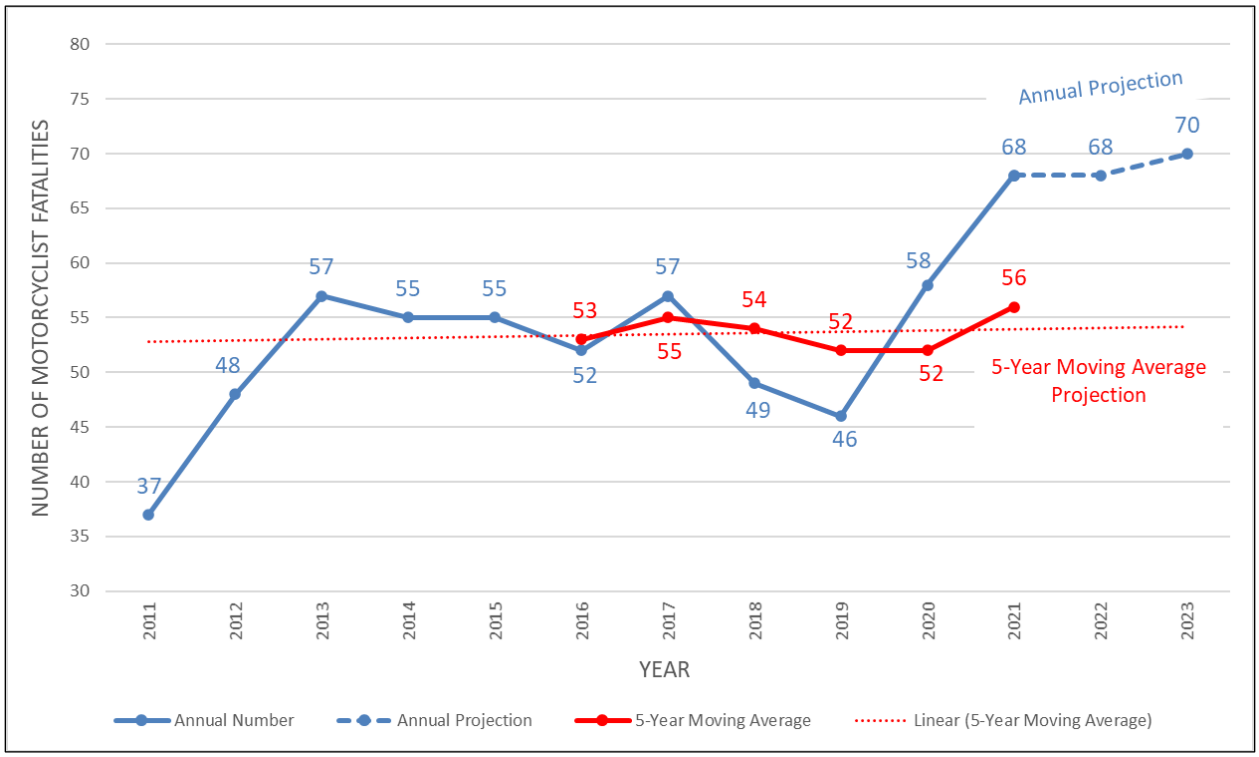


Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020

Performance Target: To reduce the speeding-related fatalities (2019-2023 moving average) to 83 by 2023.

Performance Target Justification: The five-year moving average and the annual projection were used as the basis for establishing the performance target using linear extrapolation. The five-year moving average and the annual projection suggest an increasing trend in speeding-related fatalities in 2023. The projected number is 95 speeding-related fatalities. *Connecticut is mindful of NHTSA's recommendation of not setting recessive targets and has chosen to set the aggressive target of 83 fatalities for the HSP 2023 planning period*. Increased speeding has been observed nationally since the start of the COVID-19 pandemic in 2020 and Connecticut has been no exception. The HSO has addressed the issue of speeding on Connecticut roadways through numerous press releases and on social media and has more planned in the Summer of 2022. In addition, Connecticut has collaborated with other New England States including Massachusetts, Rhode Island, New Hampshire, Vermont and Maine on a campaign to address the speeding issue. The preliminary 2021 State data were 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

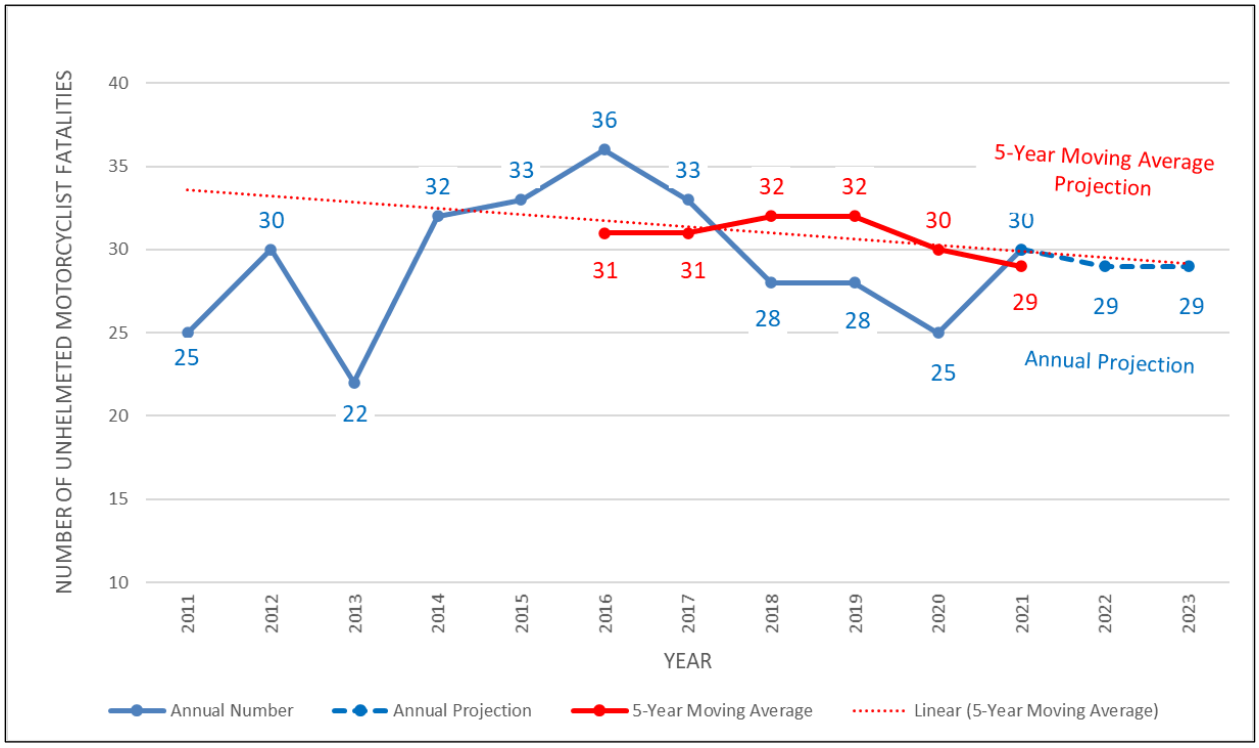


Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020, preliminary 2021 CTDOT data as of 04/21/2022

Performance Target: To reduce the motorcycle fatalities (2019-2023 moving average) to 52 by 2023.

Performance Target Justification: The five-year moving average and the annual projection were used as the basis for establishing the performance target using linear extrapolation. The 2021 preliminary State data show a marked increase in motorcycle fatalities, and the annual projection for 2023 suggests that the motorcyclist fatalities will be 70. However, the five-year moving average trend is predicted to remain flat or increase slightly to 53 motorcyclist fatalities for the 2023 planning period. *Connecticut is mindful of NHTSA's recommendation of not setting recessive targets and has chosen to set the aggressive target of 52 for the HSP 2023 planning period*.

Performance Measure C-8: Number of Unhelmeted Motorcyclist Fatalities

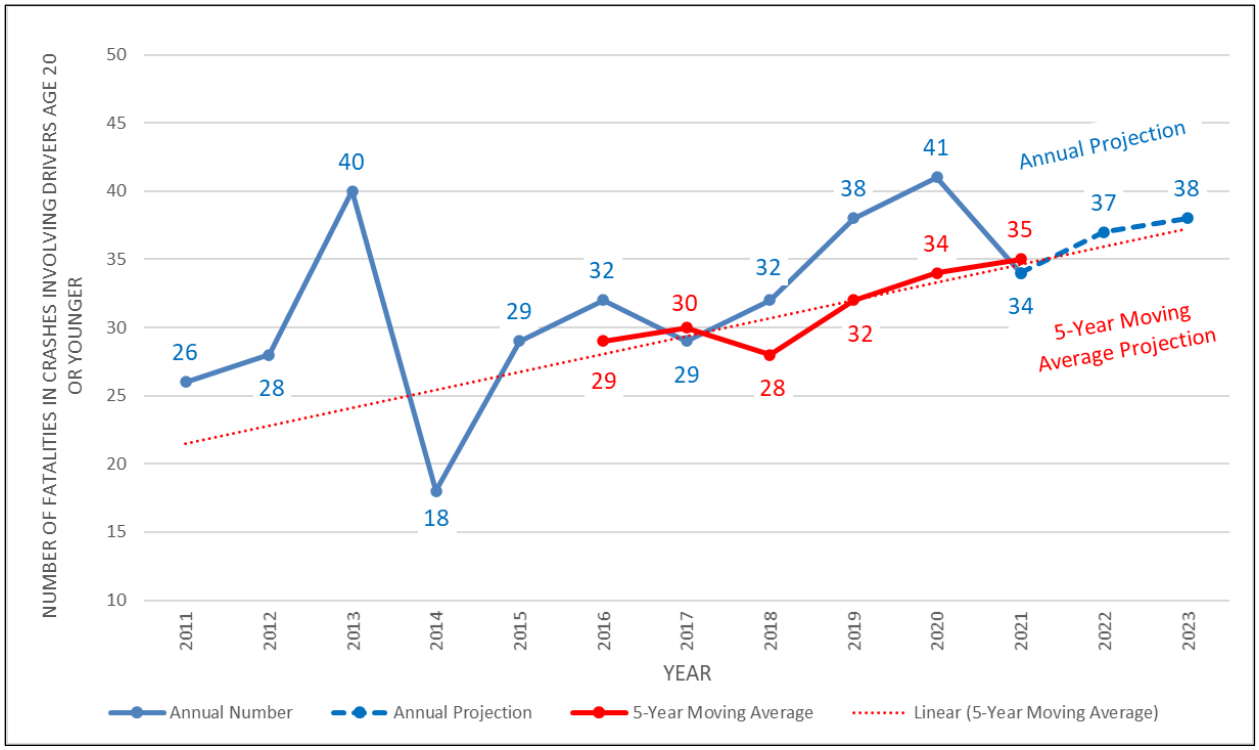


Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020, preliminary 2021 Connecticut Crash Data Repository data as of 04/21/2022

Performance Target: To maintain the unhelmeted motorcyclist fatalities of 30 or under (2019-2023 moving average) in 2023.

Performance Target Justification: The five-year moving average and the annual projection were used as the basis for establishing the performance target using linear extrapolation. There had been a progressive drop in the number of unhelmeted motorcyclist fatalities over the past couple of years but 2021 reversed the trend. The annual projection as well as the five-year moving average predicts 29 fatalities in 2023. With increased focus on public/driver education and awareness about motorcycle riders as well as efforts to increase motorcyclist training, Connecticut hopes to keep the 5-year moving average for unhelmeted motorcyclist fatalities at 30 during the 2023 HSP Planning period.

Performance Measure C-9: Number of Drivers Aged 20 or Younger Involved in Fatal Crashes*

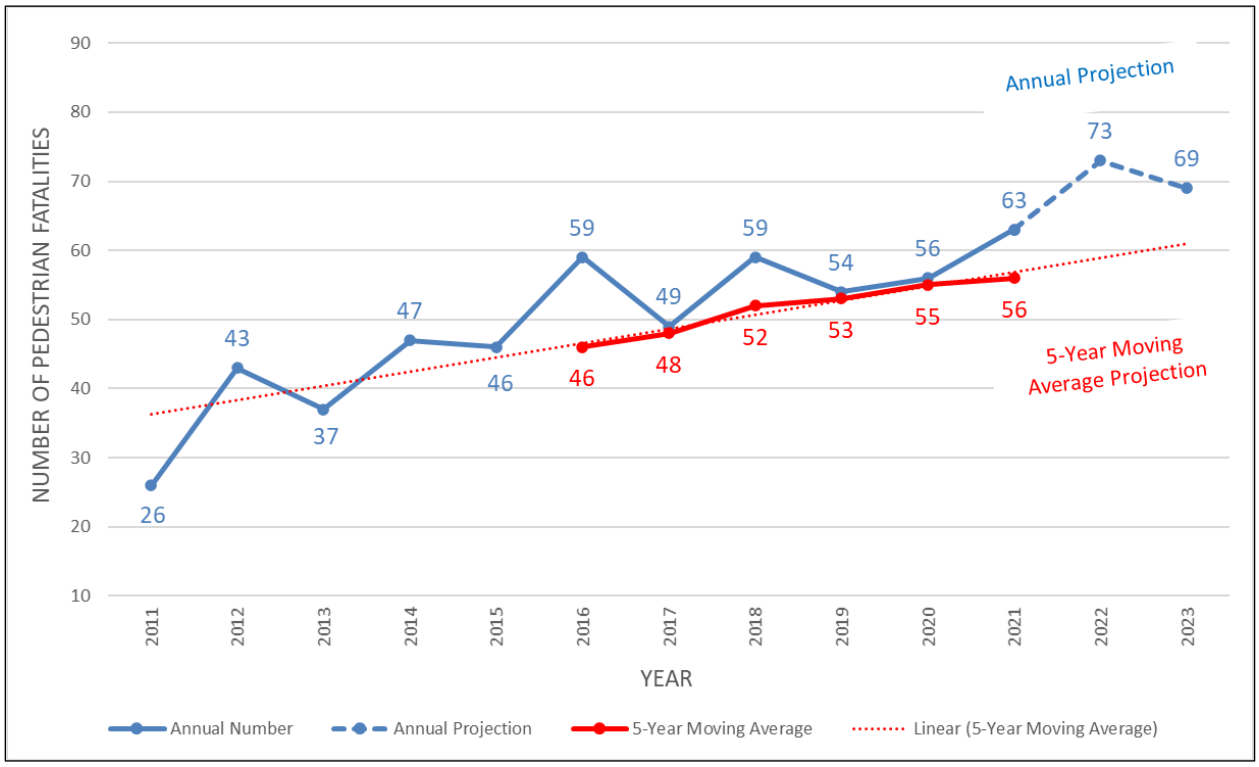


*The graph shows number of fatalities in crashes involving drivers aged 20 and younger
Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020, preliminary 2021 Connecticut Crash Data Repository data as of 04/21/2022

Performance Target: To reduce the fatalities involving drivers aged 20 or younger (2019-2023 moving average) to 32 by 2023.

Performance Target Justification: The five-year moving average and the annual projection were used as the basis for establishing the performance target using linear extrapolation. The 2021 preliminary State data show a drop in the number of fatalities in crashes involving drivers aged 20 and younger, but the 5-year moving average shows an increase. Both the annual projection as well as the five-year moving average predict the fatality number to be around 38 in 2023. *Connecticut is mindful of NHTSA's recommendation of not setting recessive targets and has chosen to set the aggressive target of 32 for the HSP 2023 planning period*.

Performance Measure C-10: Number of Pedestrian Fatalities

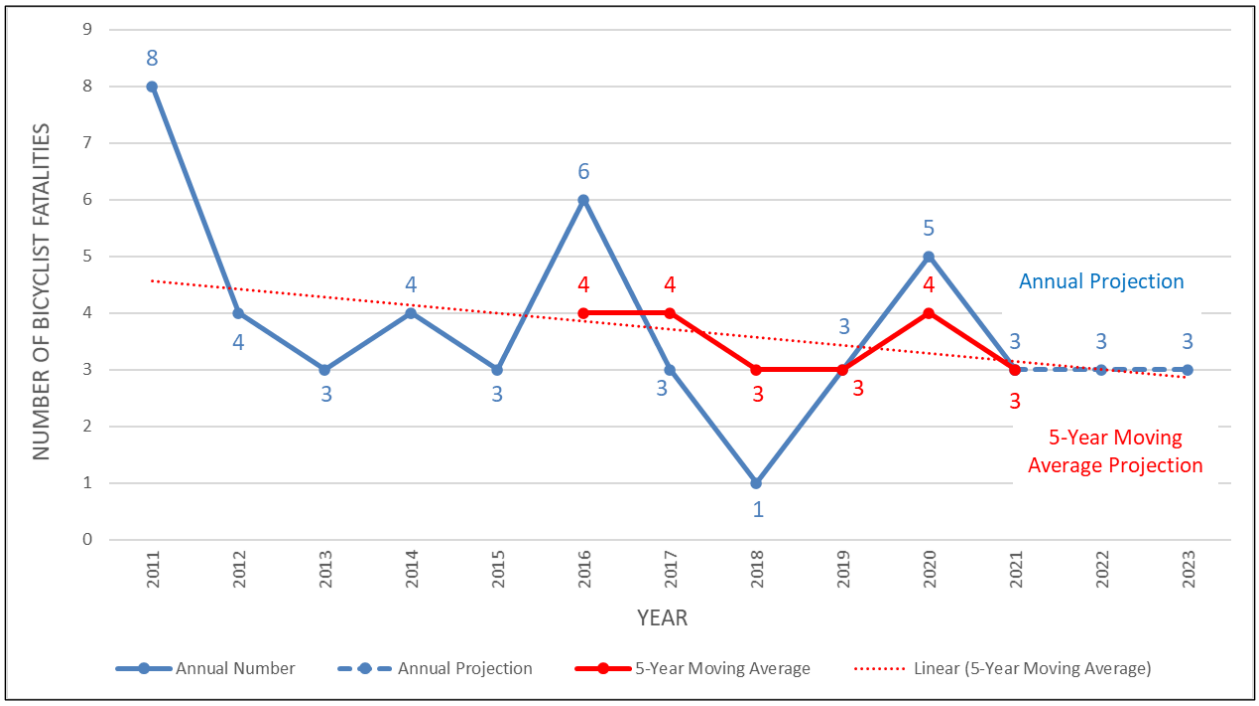


Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020, preliminary 2021 CTDOT data as of 03/18/2022

Performance Target: To reduce the pedestrian fatalities (2019-2023 moving average) to 53 by 2023.

Performance Target Justification: The five-year moving average and the annual projection were used as the basis for establishing the performance target using linear extrapolation. The five-year moving average and the annual projection predict an increase in pedestrian fatalities in 2023. *However, Connecticut is mindful of NHTSA's recommendation of not setting recessive targets and has chosen to set the aggressive target of 53 for the HSP 2023 planning period*. The pededtrian fatalities have continually increased over the past couple of years. CTDOT 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 and several safety-related infrastructure projects were undertaken by CTDOT Traffic Safety Engineering to improve the conspicuity of traffic control devices for non-motorized road users including but not limited to marked crosswalk enhancements and other signage. In addition, the HSO is addressing the older pedestrian fatalities and serious injuries through a new AARP project that was started during the 2022 HSP Planning period. Connecticut remains committed to these goals. The COVID-19 pandemic related driving behavior changes have contributed to an increase in pedestrian fatalities not just in Connecicut but nationally.

Performance Measure C-11: Number of Bicyclist Fatalities

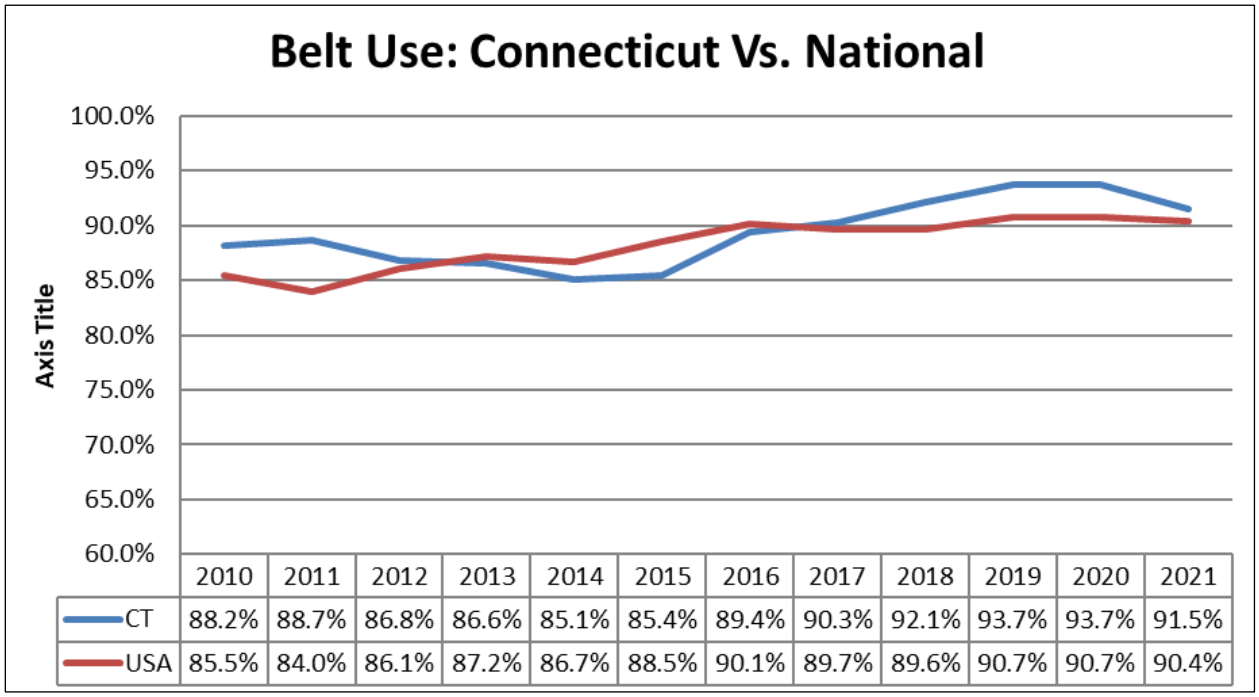


Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020, preliminary 2021 CTDOT data as of 03/18/2022

Performance Target: To maintain the bicyclist fatalities of 3 or under (2019-2023 moving average) in 2023.

Performance Target Justification: The five-year moving average and the annual projection were used as the basis for establishing the performance target using linear extrapolation. There was a marked increase in bicyclist fatalities in 2020, but the preliminary State data for 2021 show fewer bicyclist fatalities compared to 2020. The five-year moving average projection as well as the annual projection suggest that the bicyclist fatalities will stabilize to around three (3) during the 2023 planning period.

Performance Measure B-1: Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (Survey)

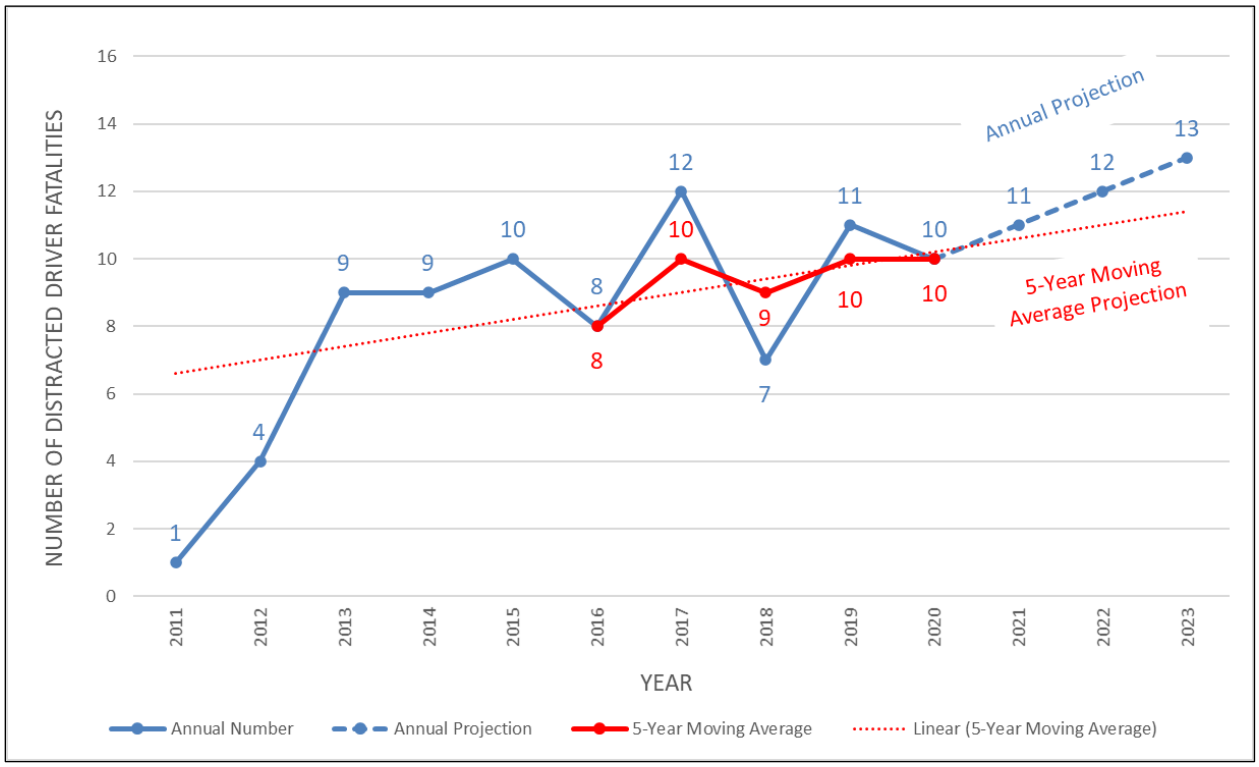


	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CT	88.2%	88.7%	86.8%	86.6%	85.1%	85.4%	89.4%	90.3%	92.1%	93.7%	93.7%	91.5%
USA	85.5%	84.0%	86.1%	87.2%	86.7%	88.5%	90.1%	89.7%	89.6%	90.7%	90.7%	90.4%

Performance Target: To attain a statewide observed seat belt use rate of 94.0 percent or above in 2023.

Performance Target Justification: Observed seat belt use rate peaked in Connecticut in 2019, to 93.7 percent. 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 percent for 2021. *Connecticut is mindful of NHTSA's recommendation of not setting recessive targets. Connecticut chooses to maintain the 2022 target of 94 percent seat belt use rate during the 2023 planning period*.

Performance Measure: Distracted Driver Fatalities



Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020

Performance Target: To maintain the distracted driver fatalities of 10 or under (2019-2023 moving average) in 2023.

Performance Target Justification: The HSO adopted this new performance measure for distracted driving in 2022. The five-year moving average and the annual projection were used as the basis for establishing the performance target using linear extrapolation. The number of distracted driver fatalities has fluctuated over the years. The annual projection suggests that the number of distracted driver fatalities will increase to 13 fatalities for 2023. The five-year moving average projection shows an increase with about 11 fatalities for 2023. *However, Connecticut is mindful of NHTSA's recommendation of not setting recessive targets and has chosen to set the aggressive target of 10 for the HSP 2023 planning period*. The preliminary 2021 State data were not included in the analysis due to uncertainty of the data for this measure at this time.

Performance Measure: Percentage of Citations Adjudicated through Online 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 2023.

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 online disposition by the court decreased by 41.14 percent (7,890 citation in 2019-2020 compared to 4,644 citations in 2020-2021) and the time it took for adjudication increased by 133.87 percent (0.070 days to 0.164 days per citation).

Current data show that the time it took for adjudication decreased from 0.164 in the average number of days in 2020 to 0.0525 days in 2021. This is an improvement of 68.11 percent over the previous year. Also, the total number of online dispositions increased significantly from 4,644 in 2020 compared to 10,101 in 2021.

The performance target for FFY2023 is to improve (reduce) the time it takes to adjudicate a citation through the Online Disposition System and when it is posted to the Driver History File from 68.11 percent to 80 percent. The current baseline period to be used for the measurement is from April 1, 2021, to March 31, 2022, which has a total of 10,101 citations processed and recorded to the Driver History File with an average number of days per citation of 0.05247005.

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	04/01/2021 To 03/31/2022
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	0.0524700 5days
Change	-	-77.62%	-74.40%	133.87%	-68.11%
Improvement (Reduction)	-	77.62%	74.40%	-133.87%	68.11%

Performance Measure: Percentage of Law Enforcement Agencies Participating in the Use of eCitation

Performance Target: To increase the number of law enforcement agencies using the eCitation system to 80 percent in 2023.

Performance Target Justification: Connecticut's goal is to increase the number of agencies using the eCitation system from the current 68 percent to 80 percent in the target period. Out of 95 law enforcement agencies, 65 agencies use the eCitation system (64 Municipal and one University Police Department) and 30 agencies are still using paper tickets. Building on the capability to submit attachments and the expansion of eCitation 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 percent participation.

#	Law Enforcement Agencies NOT Using eCitation		Law Enforcement Agencies Using eCitation		
1	Bethel	Putnam	Ansonia PD	Madison	Simsbury
2	Bloomfield	Ridgefield	Avon	Manchester	South Windsor
3	Canton	Stonington	Berlin	Middletown	Southington
4	Cromwell	Suffield	Branford	Monroe	Stamford
5	Darien	Vernon	Bridgeport	Naugatuck	Stratford
6	Derby	Waterford	Bristol	New Britain	Thomaston
7	East Hampton	Westport	Brookfield	New Canaan	Torrington
8	East Lyme	Winchester	CCSU	New Milford	Trumbull
9	East Windsor		Cheshire	Newington	Wallingford
10	Easton		Clinton	Newtown	Waterbury
11	Granby		Coventry	North Branford	Watertown
12	Groton City		Danbury	North Haven	West Hartford
13	Groton Long Pt		East Hartford	Norwalk	West Haven
14	Hartford		East Haven	Old Saybrook	Weston
15	Ledyard		Enfield	Orange	Wethersfield
16	Meriden		Fairfield	Plainfield	Willimantic
17	Middlebury		Farmington	Plainville	Wilton
18	Milford		Glastonbury	Plymouth	Windsor
19	New Haven		Greenwich	Redding	Windsor Locks
20	New London		Groton Town	Rocky Hill	Wolcott
21	Norwich		Guilford	Seymour	Woodbridge
22	Portland		Hamden	Shelton	

Performance Measure: Traffic Stop Data Collection

Performance Target: To have 100 percent of the 107 police agencies that collect and submit traffic stop records electronically at the time of the stop in 2023.

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, requires police agencies to submit data for each traffic stop in an electronic format on a monthly basis. Previously, 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 are to be submitted electronically, but that does not 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
10/1/2013 to 9/30/2014	105	96%	76%
10/1/2014 to 9/30/2015	105	100%	81%
10/1/2015 to 9/30/2016	106	97%	93%
10/1/2016 to 9/30/2017	106	99%	93%
10/1/2017 to 9/30/2018	107	100%	94%
10/1/2018 to 9/30/2019	107	100%	97%
10/1/2019 to 9/30/2020	107	100%	98%
10/1/2020 to 9/30/2021	107	100%	99%
10/1/2021 to Present	107	100%	99%

Certification: The CTDOT 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: 1,725
- Fiscal Year: 2021

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

- Impaired driving arrests: 665
- Fiscal Year: 2021

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

- Speeding citations: 7,354
- Fiscal Year: 2021

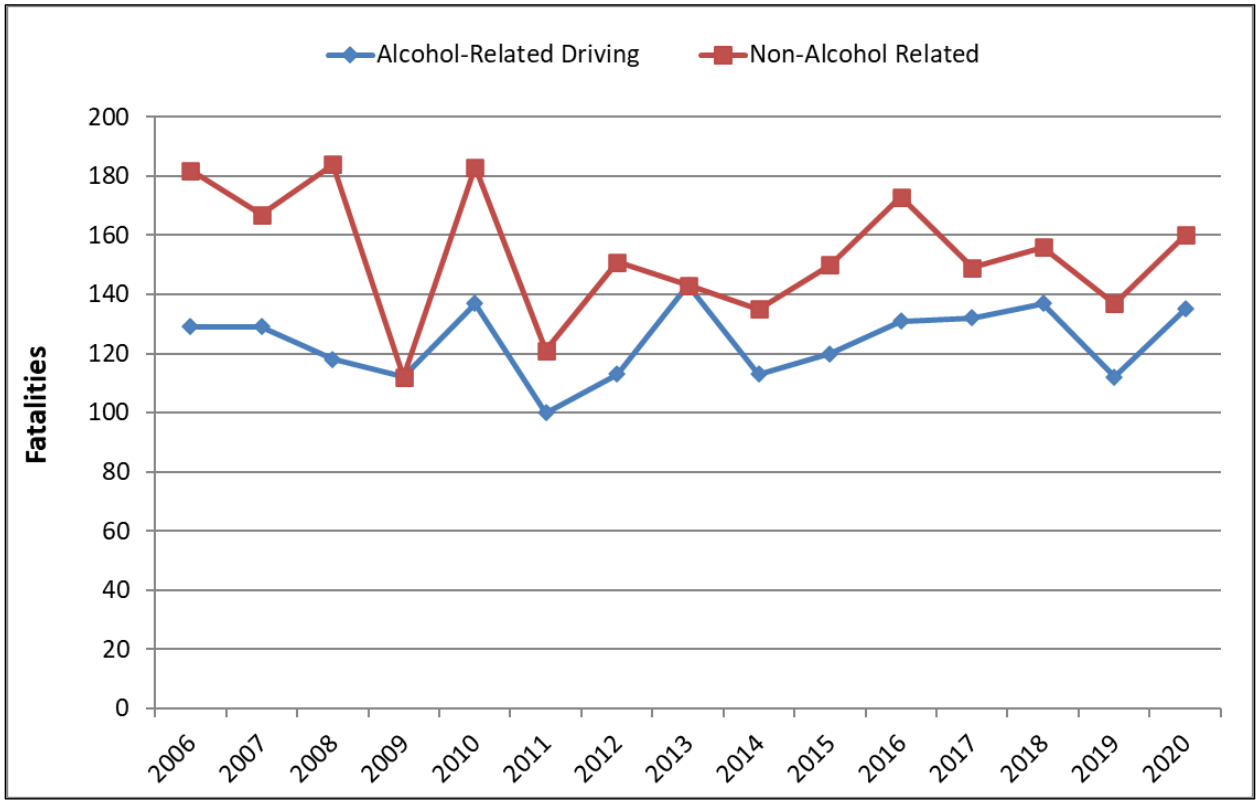
PROGRAM AREAS

IMPAIRED DRIVING (ID)

Description of Highway Safety Problems/Problem Identification

Alcohol-related driving fatalities are fatalities involving drivers or motorcycle operators with a Blood Alcohol Concentration (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 or 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. Alcohol-related driving fatalities increased again in 2020. There were 135 alcohol-related driving fatalities in 2020 the second highest number in the last five years and fourth highest number in 15 years.

Figure AL-1. Fatalities by Alcohol Involvement, 2006-2020



Sources: FARS Alcohol Imputed Data Final Files 2006-2019, FARS Annual Report File 2020

In 2020, Connecticut recorded BAC test results for 61 percent of fatally injured drivers and 18 percent of surviving drivers involved in fatal crashes. The State rate for fatally injured drivers was above the national figure of 58 percent whereas the State's rate for surviving driving was lower than the national figure of 22 percent (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 2020 (46%) was higher than the national average of 35 percent. Forty percent (40%) of Connecticut's fatal crashes were estimated to have been alcohol-impaired driving crashes (BAC≥ 0.08), a higher rate than that seen nationwide (30%).

Table AL-1. Alcohol-Related (BAC ≥ 0.01+) Driving Fatalities/ Alcohol-Impaired (BAC ≥ 0.08+) Driving Crashes, 2020

	Connecticut	U.S.
Percentage of Alcohol-Related Driving Fatalities	45.6%	35.3%
Percentage of Alcohol-Impaired Driving Crashes	40.0%	29.6%

Source: FARS Imputed Alcohol Data Annual Report File 2020

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

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

State of Connecticut	2016	2017	2018	2019	2020
Number of Alcohol-Impaired Driving Fatal *Crashes*	110	108	112	86	112
Percent Alcohol-Impaired Driving Fatal *Crashes*	38%	41%	41%	37%	40%
Number of Alcohol-Impaired Driving *Fatalities*	114	122	120	98	118
Percent Alcohol-Impaired Driving *Fatalities*	38%	43%	41%	39%	40%

Sources: FARS Imputed Alcohol Data Final Files 2016-2019, FARS Annual Report File 2020

The number of alcohol-impaired driving fatal crashes fluctuated between 2016 and 2018, hitting its lowest level in 2019 at 86, and rising to 112 in 2020, the highest level in five years (on par with 2018). The number of alcohol-impaired driving fatalities fluctuated from 2016 to 2018, hitting a

low of 98 in 2019, before increasing to 118 in 2020, the third highest number in five years. The percentage of all crashes related to alcohol-impaired driving in 2020 was the third highest in the five-year period reviewed. The percentage of all fatalities related to alcohol-impaired driving in 2020 was also the third highest 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 2016 to 2020.

Table AL-3. BACs of Fatally Injured Drivers

BAC	2016	2017	2018	2019	2020
0.00	82	76	81	71	59
0.01-0.07	10	12	12	6	6
0.08 –Up	65	65	63	56	50
No/Unknown Result	41	31	24	27	76

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Table AL-4 shows the number of alcohol-related driving fatalities both by county and statewide for 2016 to 2020, 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. Middlesex County had the highest percentage of alcohol-related driving fatalities for 2020 (59%), followed by New London and Windham Counties (each at 55%). 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 percent to 46.9 percent.

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	2016	2017	2018	2019	2020
Fairfield Total	73	59	45	31	60
% Alcohol	37.9%	52.0%	35.8%	55.2%	46.7%
Alcohol Rate/100,000	2.93	3.23	1.71	1.81	2.97
Hartford Total	60	60	70	64	64
% Alcohol	47.5%	48.8%	40.3%	43.9%	45.0%
Alcohol Rate/100,000	3.19	3.27	3.16	3.15	3.24
Litchfield Total	16	20	25	17	19
% Alcohol	37.5%	48.0%	51.2%	48.8%	44.2%
Alcohol Rate/100,000	3.29	5.27	7.07	4.60	4.68
Middlesex Total	18	10	15	13	17
% Alcohol	46.7%	54.0%	44.0%	43.8%	58.8%
Alcohol Rate/100,000	5.14	3.30	4.06	3.51	6.19
New Haven Total	82	77	85	63	85
% Alcohol	46.0%	43.8%	49.3%	37.0%	42.0%
Alcohol Rate/100,000	4.40	3.92	4.89	2.73	4.19
New London Total	27	28	24	34	19
% Alcohol	53.0%	43.6%	61.3%	47.1%	54.7%
Alcohol Rate/100,000	5.30	4.53	5.51	6.03	3.92
Tolland Total	12	12	16	10	20
% Alcohol	40.8%	45.0%	51.3%	43.0%	36.0%
Alcohol Rate/100,000	3.24	3.57	5.43	2.85	4.78
Windham Total	16	15	13	17	11
% Alcohol	23.8%	36.0%	63.1%	53.5%	54.5%
Alcohol Rate/100,000	3.27	4.64	7.01	7.79	5.15
Statewide Total Fatalities	304	281	293	249	295
% Alcohol	43.2%	46.9%	46.7%	44.9%	45.6%
Alcohol Rate/100,000	3.67	3.67	3.83	3.14	3.78

Sources: FARS Imputed Alcohol Data Final Files 2016-2019, FARS Annual Report File 2020

The number of alcohol-related driving fatalities increased statewide every year from 131 in 2016 to 137 in 2018, dropped to 109 in 2019, and increased to 118 in 2020 (see Table AL-8). Overall fatalities have fluctuated from 304 in 2016 to 295 in 2020 (-3.0%). The percentage of fatalities that are alcohol-related was highest in 2017 (46.9%). The alcohol-related driving fatality rate has

shown an increase over the last five years, from 3.67 per 100,000 population in 2016 to 3.78 in 2020.

Table AL-5 shows the age groups of drinking drivers (BAC ≥ 0.01) killed during the five-year period from 2016 to 2020, 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 47 percent of the drinking drivers' fatalities. The table shows that approximately six percent (6%) 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 and 25-34-year age groups and the under-representation of the 55 and over age group is also of significance.

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

Age	Drinking Drivers Killed (2016-2020)		Licensed Drivers (2020)		Rate[3]
	Number[1]	Percent of Total	Number[2]	Percent of Total	
<16	0	0.0%	0	0.0%	n/a
16-20	24	5.8%	118,446	4.7%	19.9
21-24	58	14.2%	148,276	5.9%	39.0
25-34	118	28.9%	414,524	16.5%	28.5
35-44	68	16.7%	395,259	15.8%	17.3
45-54	70	17.1%	420,824	16.8%	16.6
55-64	44	10.7%	467,848	18.6%	9.4
65-69	12	2.8%	183,100	7.3%	6.3
>69	16	3.9%	360,393	14.4%	4.4
Total	409	100.0%	2,508,670	100.0%	16.3

1. Sources: FARS, Imputed Alcohol Data Final Files 2016-2019, FARS Annual Report File 2020
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 (62%). Overall, 79 percent of the victims had valid licenses, six percent had a previous DUI conviction, and 92 percent were Connecticut residents. Approximately 69 percent of the fatalities took place on arterial type roadways, 18 percent were on collector roadways, and 13 percent were on local roadways. The second part of Table AL-6 shows that during the period of 2016-2020 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 percent of all alcohol-related driving fatalities. The table shows that 35 percent of the fatalities occurred during the late-night hours of midnight to 5:59am, 28 percent took place between 8pm and midnight, and 37 percent occurred during the daytime hours from 6am to 7:59pm.

Table AL-6. Characteristics of Fatally Injured Drunk Drivers (BAC ≥ 0.01), 2016-2020

	2016 (N=86)	2017 (N=86)	2018 (N=82)	2019 (N=70)	2020 (N=85)	Total (N=409)
Age						
<21	6.0%	3.7%	5.7%	7.7%	6.3%	5.8%
21-34	40.3%	42.3%	43.0%	43.1%	46.6%	43.0%
35-49	24.2%	29.4%	29.0%	28.2%	20.3%	26.1%
50+	29.5%	24.5%	22.3%	21.0%	26.8%	25.0%
Sex						
Male	84.7%	81.4%	79.2%	84.0%	81.3%	82.1%
Female	15.3%	18.6%	20.8%	16.0%	18.7%	17.9%
Number of Vehicles						
Single Vehicle	61.3%	60.1%	59.3%	63.8%	63.5%	61.5%
Multiple Vehicle	38.7%	39.9%	40.7%	36.2%	36.5%	38.5%
License Valid	82.9%	77.0%	88.7%	68.9%	74.9%	78.8%
Previous DUI	7.1%	8.2%	4.0%	10.0%	2.7%	6.3%
Connecticut Resident	95.7%	89.4%	87.9%	91.7%	93.0%	91.6%
Road Type						
Arterial	66.0%	73.3%	67.0%	56.3%	77.8%	68.5%
Collector	16.6%	12.5%	19.4%	30.7%	13.6%	18.1%
Local	17.4%	14.2%	13.6%	13.0%	8.6%	13.4%

Sources: FARS Alcohol Imputed Data Final Files 2016-2019, FARS Annual Report File 2020

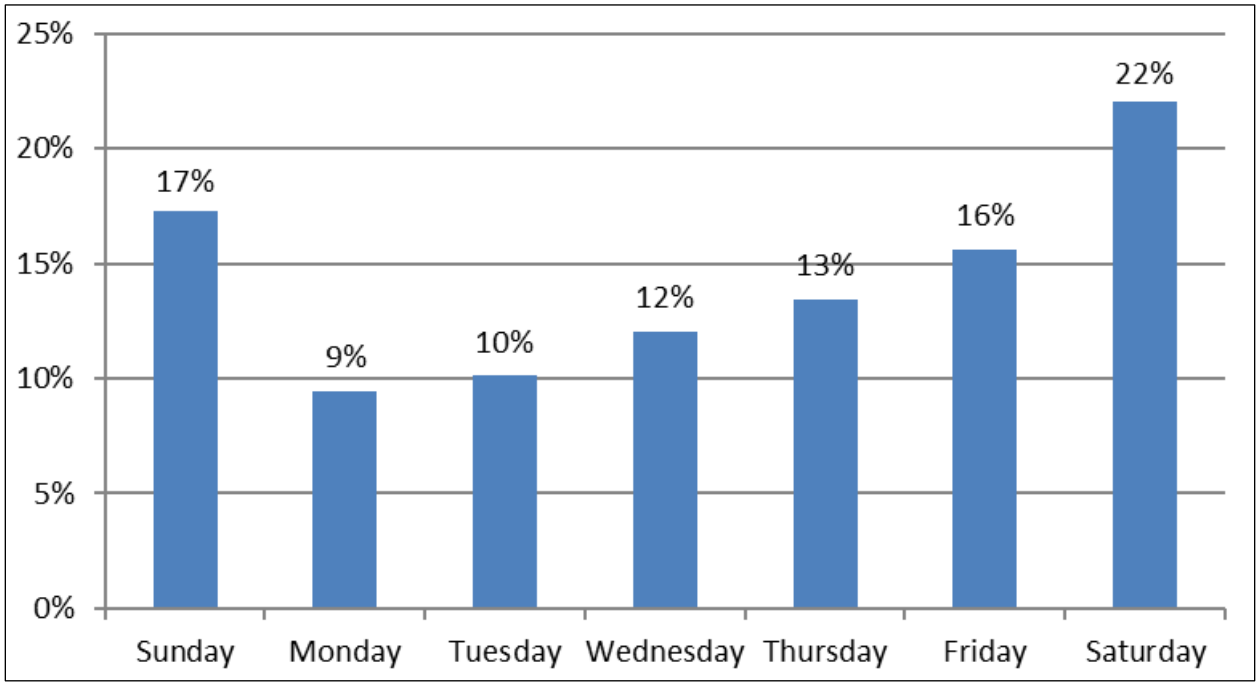
Table AL-6. Characteristics of Fatally Injured Drunk Drivers (BAC ≥ 0.01), 2016-2020
(Continued)

	2016 (N=86)	2017 (N=86)	2018 (N=82)	2019 (N=70)	2019 (N=85)	Total (N=409)
Day						
Sunday	17.9%	20.0%	15.8%	20.5%	24.7%	19.8%
Monday	13.2%	9.8%	11.9%	7.1%	7.9%	10.1%
Tuesday	6.0%	13.0%	13.6%	7.1%	11.3%	10.3%
Wednesday	12.2%	8.2%	8.5%	7.0%	8.1%	8.9%
Thursday	11.8%	14.6%	10.9%	12.6%	11.6%	12.3%
Friday	15.1%	9.0%	11.9%	18.7%	15.3%	13.8%
Saturday	23.7%	25.6%	27.4%	27.0%	21.0%	24.8%
Time						
Midnight-05:59	40.3%	32.9%	33.3%	32.1%	34.8%	34.8%
06:00-19:59	30.1%	40.7%	28.3%	40.9%	45.1%	36.9%
20:00-23:59	29.6%	26.4%	38.5%	27.0%	20.1%	28.3%
Month						
January	5.8%	5.9%	8.1%	5.7%	4.1%	5.9%
February	7.4%	10.7%	7.6%	5.7%	3.8%	7.1%
March	9.5%	2.9%	2.4%	9.3%	9.0%	6.5%
April	7.0%	14.7%	9.1%	4.6%	7.8%	8.8%
May	8.6%	13.4%	10.3%	8.6%	6.8%	9.6%
June	12.9%	12.2%	8.7%	10.8%	17.0%	12.4%
July	11.3%	7.1%	14.9%	16.1%	10.3%	11.8%
August	9.6%	1.4%	8.7%	12.0%	10.0%	8.2%
September	8.4%	12.9%	10.1%	7.8%	5.1%	8.9%
October	6.0%	3.8%	5.0%	11.8%	3.5%	5.8%
November	6.0%	9.1%	6.1%	3.0%	15.5%	8.1%
December	7.4%	5.8%	8.9%	4.6%	7.1%	6.8%

Sources: FARS Alcohol Imputed Data Final Files 2016-2019, FARS Annual Report File 2020

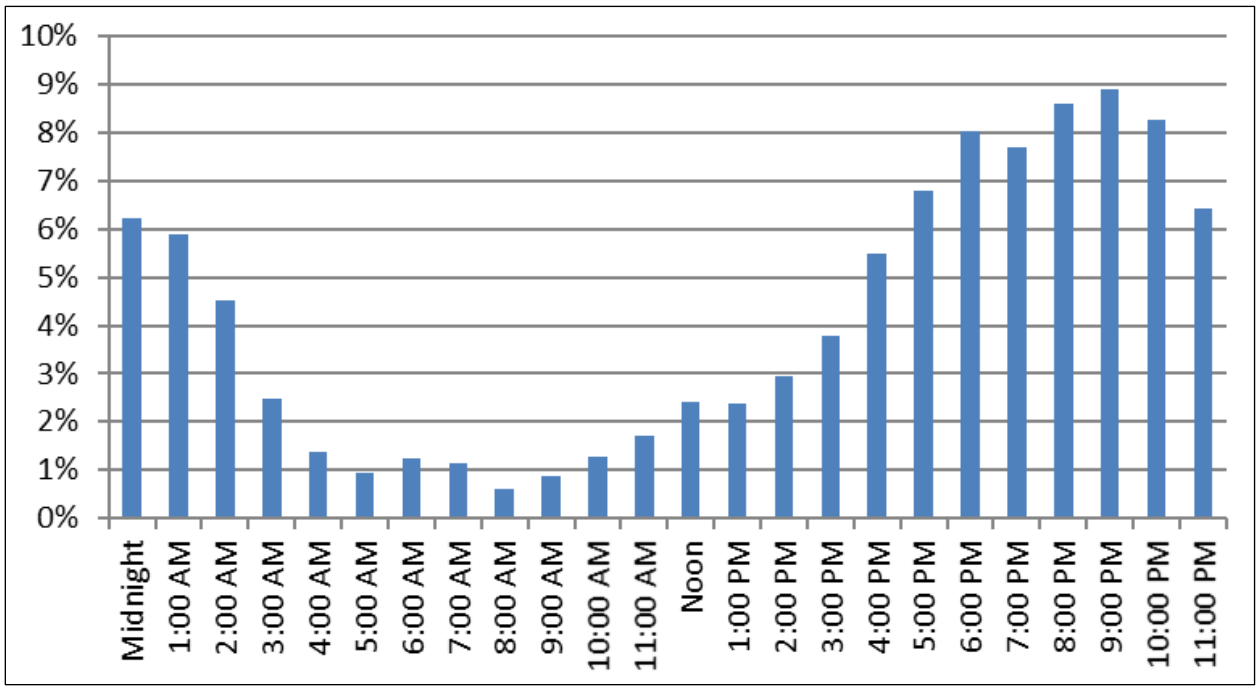
The distributions of crashes related to alcohol, medication or other drugs by time of day and day of week are shown in Figures AL-2 and AL-3. Note that the injury crash data reporting does not allow for separate computation of alcohol-related crashes from the more general impaired crashes. As such, the 2020 impaired-related injury data presented here include 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 6pm to 11pm time period.

Figure AL-2. Alcohol-Related and Other Impaired-Related Crashes by Day of Week, 2020



Source: Connecticut Crash Data Repository

Figure AL-3. Alcohol-Related and Other Impaired-Related Crashes by Time of Day, 2020



Source: Connecticut Crash Data Repository

Table AL-7 shows the percentage of Connecticut non-fatal crashes in 2020 in which police reported that *alcohol, medication or other drugs* were involved. The table shows that alcohol, medication or other drugs are a greater factor in severe crashes than less severe crashes. For instance, 2020 results indicate ten percent (10%) of "A"-injury crashes and six percent (6%) of "B"-injury crashes involved an impairing substance compared to four percent (4%) 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	2020
A Injury	9.7%
B Injury	6.0%
C Injury	3.8%
No Injury	2.3%
Injury Crashes	5.1%
Total Crashes	3.1%

Source: Connecticut Crash Data Repository

Table AL-8 provides an overview of the statistics for alcohol-impaired driving crashes in Connecticut.

Table AL-8. Statistics for Alcohol-Impaired Crashes in Connecticut

	2016	2017	2018	2019	2020
Alcohol-Impaired Driving Fatalities	114	122	120	98	118
Alcohol-Impaired Driving Fatal Crashes	110	108	112	87	112
Percent Alcohol-Impaired Driving Fatal Crashes	37.7%	41.1%	40.7%	37.3%	40.0%
Alcohol-Related Driving Fatalities	131	132	137	112	135
Percent Alcohol-Related Driving Fatalities	43.1%	47.0%	46.8%	45.0%	45.8%
Alcohol-Related Driving Fatalities per 100M VMT	0.41	0.42	0.43	0.35	0.45
Alcohol-Related Driving Injury Crashes*	1280	1282	1083	1127	1078
Percent Alcohol-Related Driving Injury Crashes	4.8%	4.6%	4.0%	4.2%	5.1%

*Impaired injury crash data include 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). Drug 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 about half (49.7%) of drivers involved in fatal crashes have been tested for drugs over the period 2016-2020, so it is difficult to estimate the "true" rate of drug positive drivers and fatalities related to driver drug use. Overall, about one-fifth of drivers involved in fatal crashes tested positive for drugs (21.7%), with rates fluctuating from year to year. Close to one quarter (23.1%) tested negative, five percent (5.0%) had unknown results despite being tested, 26 percent (25.7%) were untested, and the remainder (24.6%) had unknown test status (i.e., unknown if tested).

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

	2016	2017	2018	2019	2020	2016-2020
N Drivers Involved	442	379	413	338	414	1986
N Tested for Drugs	205	218	226	182	157	988
Percent Tested	46.4%	57.5%	54.7%	53.8%	37.9%	49.7%
N Negative for Drug	89	99	119	74	77	458
Percent Negative Results	20.1%	26.1%	28.8%	21.9%	18.6%	23.1%
N Positive for Drug	95	97	91	77	70	430
Percent Positive Results	21.5%	25.6%	22.0%	22.8%	16.9%	21.7%
N Tested, Results Unknown	21	22	16	31	10	100
Percent Tested, Results Unknown	4.8%	5.8%	3.9%	9.2%	2.4%	5.0%
N Not Tested	108	82	124	90	106	510
Percent Not Tested	24.4%	21.6%	30.0%	26.6%	25.6%	25.7%
N Unknown if Tested	129	79	63	66	151	488
Percent Unknown if Tested	29.2%	20.8%	15.3%	19.5%	36.5%	24.6%

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Of those drivers who were tested, 44 percent had positive results and 46 percent had negative results. Drug results were unknown for ten percent (10%) of tested drivers (Table DR-2).

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

Drivers Tested	2016 (N=205)	2017 (N=218)	2018 (N=226)	2019 (N=182)	2020 (N=157)	2016-2020 (N=988)
% Known Negative	43.4%	45.4%	52.7%	40.7%	49.0%	46.4%
% Known Positive	46.3%	44.5%	40.3%	42.3%	44.6%	43.5%
% Tested, Results Unknown	10.2%	10.1%	7.1%	17.0%	6.4%	10.1%

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Table DR-3 shows that the number of drug positive driving fatal crashes decreased across the period 2016-2020, settling at 65 in 2020, the lowest total in five years. The number of drug positive driving fatalities has also declined since 2017 and settled at 73 in 2020. Note that it is common for the FARS Annual Report File (i.e., 2020) 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	2016	2017	2018	2019	2020
Number of Fatal Crashes Involving Drug Positive Driving	94	93	88	77	65
Percent Fatal Crashes Involving Drug Positive Driving	46%	32%	35%	32%	28%
Number of Fatalities Involving Drug Positive Driving	99	102	97	84	73
Percent Fatalities Involving Drug Positive Driving	46%	33%	36%	33%	28%

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Table DR-4 shows the drug testing results for fatally injured non-motorists. Testing rates were 80 percent or above from 2016 to 2018, but lower in 2019 (72%) and 2020 (70%). Overall, 32 percent of fatally injured non-motorists had positive drug results, fluctuating from a low of 27 percent in 2017 to a high of 39 percent in 2018.

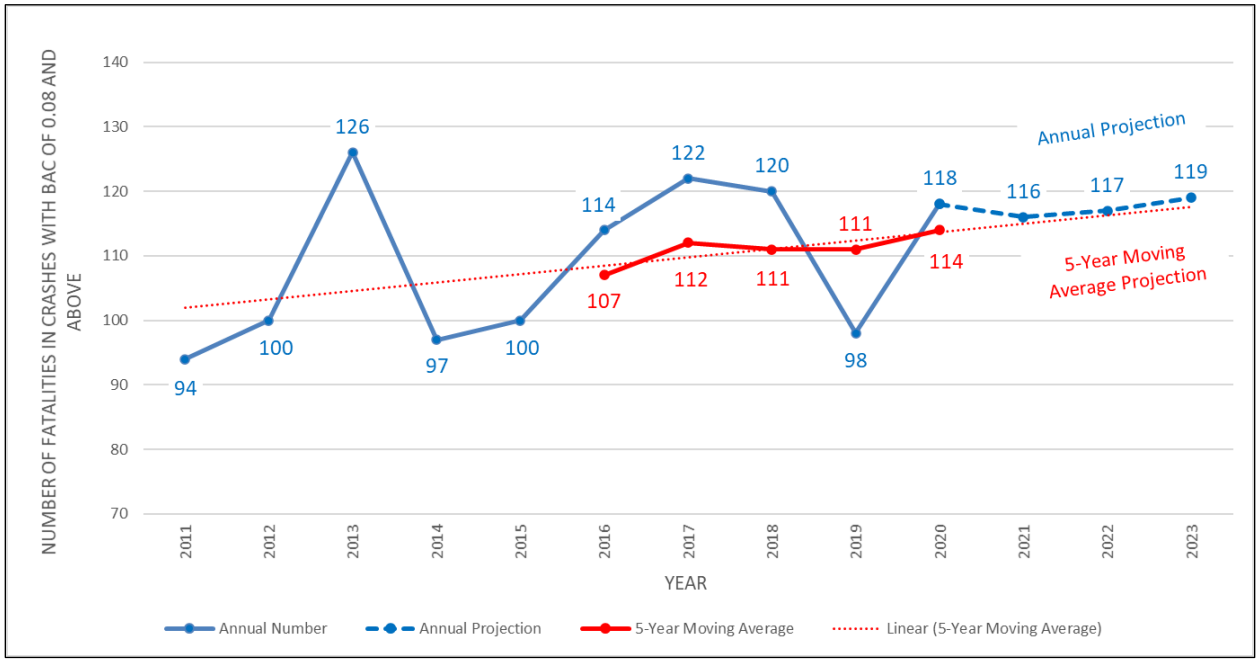
Table DR-4. Fatal Crashes and Fatalities Involving Drug Positive Driving

Non- Motorists Fatalities	2016	2017	2018	2019	2020
Non-Motorist Fatalities (N)	65	52	61	57	61
Percent Tested for Drugs	80%	85%	85%	72%	70%
Percent Non-Motorists with Positive Drug Results	32%	27%	39%	32%	28%

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Performance Measure

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



Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020

Performance Target: To reduce the alcohol impaired driving fatalities (BAC = 0.08+) (2019-2023 moving average) to 110 by 2023.

Performance Target Justification: The five-year moving average and the annual projection were used as the basis for establishing the performance target using linear extrapolation. Although the five-year moving average projection and the annual projection suggest a fatality number higher than the target value of 110 in 2023, CTDOT wants to set an aggressive target that will move the State back toward annual fatality levels experienced in 2015 or less. *Connecticut is mindful of NHTSA's recommendation of not setting recessive targets*. Traffic fatalities have increased over the past two years not just in Connecticut but also nationally as an unexpected consequence of the COVID-19 pandemic. Impaired driving has been suggested as one of the causes of increased traffic fatalities nationwide. Connecticut has new media campaigns to address alcohol as well as drug impaired driving and increased enforcement as well as DRE trainings. The preliminary 2021 State data were 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 ID-1: Impaired Driving Administration

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Kathryn Nohelty

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, including but not limited to impaired driving informational brochures/pamphlets, 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): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-AL	0203-0704-AA	CTDOT/HSO	Alcohol Program Management	$10,000
154-AL	0203-0722-AA	CTDOT/HSO	Alcohol Program Management (154)	$100,000

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 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 ID-2: DUI Overtime Enforcement and Equipment

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Kathryn Nohelty/Daniel Parlapiano
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 HSO 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. For FFY2023, 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 HSO 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 eight (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 2022 through September 2023

- 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	0203-0722-ZZ	Municipal Police Agencies	Comprehensive DUI Enforcement and Equipment (ZZ)	$5,815,000
154-AL	0203-0722-DT	DESPP	Expanded DUI Enforcement and Equipment	$800,000

Planned Activity ID-3: Standardized Field Sobriety Training (SFST)

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Robert Klin/Kathryn Nohelty

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	2019	2020	2021
SFST – Standardized Field Sobriety Training	164	54	103
ARIDE – Advanced Roadside Impaired Driving Enforcement	102	58	188
TOTAL Law Enforcement Trained	266	112	291

Intended Subrecipient(s): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	0203-0722-AB	CTDOT/HSO	Alcohol Related Program Training	$100,000

Planned Activity ID-4: DRE Overtime Call Out and DRE Instructor Support

Administrative Oversight: Connecticut 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 a coordinated 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 DREs to saturation patrols and checkpoints. The HSO will offer law enforcement agencies with certified DREs funding for overtime call outs that utilize the expertise of current certified DREs.

Grant opportunities will also be made available for up to 15 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, assisting in call-out situations, and providing support to all current and newly trained Connecticut DREs throughout the state.

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

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-LET_DG	0203-0724-AE	CTDOT/HSO	DRE Overtime Call-Out	$900,000
154-LET_DG	0203-0724-AF	DESPP	DRE Instructor Support (3)	$150,000
154-LET_DG	0203-0724-AG	Manchester	DRE Instructor Support	$50,000
154-LET_DG	0203-0724-AH	Montville	DRE Instructor Support	$50,000
154-LET_DG	0203-0724-AI	Newtown	DRE Instructor Support	$50,000
154-LET_DG	0203-0724-AJ	South Windsor	DRE Instructor Support	$50,000
154-LET_DG	0203-0724-AK	Waterford	DRE Instructor Support	$50,000
154-LET_DG	0203-0724-AL	Southington	DRE Instructor Support	$50,000
154-LET_DG	0203-0724-AM	New Milford	DRE Instructor Support	$50,000
154-LET_DG	0203-0724-AN	Vernon	DRE Instructor Support	$50,000
154-LET_DG	0203-0724-AO	Norwalk	DRE Instructor Support	$50,000
154-LET_DG	0203-0724-AP	Norwich	DRE Instructor Support	$50,000

Planned Activity ID-5: Toxicology Testing Program

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Kathryn Nohelty/Daniel Parlapiano
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 between support of the Breath Alcohol Testing (BAT) program, and analysis of toxicology samples in DUI cases. Activities in BAT will include, but will not be limited to, being a primary instructor for breathalyzer training, instrument evaluation/verification/operability, and assistance with the coordination/accessibility of breathalyzer data connectivity within remote locations. Activities within the Toxicology Unit will include, but will not be limited to, ensuring instruments are operating as expected on a daily basis, preparing control and/or calibration solutions, cleaning glassware, organizing data, organizing laboratory materials, verifying supply needs/packing slips, and other general duties assigned.

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 (Office of the Chief Medical Examiner) 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 researchers positions. The positions will be used to support research and development activities within the Toxicology Unit to include, but not be limited to validation of instrumentation/procedures and the ability to detect/quantitate novel psychoactive components in the area of forensic toxicology. Saliva, a new biological matrix, will be evaluated.

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

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 Liquid Chromatograph/Mass Spectrometer(s) which is used in the development of the detection of drugs/metabolites within all biological matrices, including possibly saliva. This equipment will help in the improvement of the lab's capabilities and be critical for analyzing and detecting impairing substances within toxicological evidence. Additional equipment includes a Centrifuge, in order to continue with processing DUI and DUID (driving under the influence of drugs) saliva,

blood, and urine evidence for the possible presence of impairing drugs, a centrifuge is necessary for the sample preparation process.

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 percent to 28 percent split between grant funding and DSS general fund funding for these purchases.

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

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405d-5 (M5BAC)	0203-0743-5-BQ	DESPP	Toxicology Lab Personnel	$590,000
405d-5 (M5BAC)	0203-0743-5-DO	DESPP	Toxicology Supplies	$84,000
405d-5 (M5BAC)	0203-0743-5-DN	DESPP	Warranties and Equipment	$515,000

Planned Activity ID-6: Emerging Initiatives

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Kathryn Nohelty

Planned Activity Description: The goal of this project is to make funds available when safety partners bring emerging initiatives, ideas or programs to the HSO. If any emerging issue(s) comes up in the Impaired Driving program area, this funding can cover any crisis. If any emerging initiative projects come in, an amendment will be submitted for NHTSA Region 2 approval.

Intended Subrecipient(s): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	0203-0722-YZ	CTDOT/HSO	Emerging Initiatives	$3,000,000

Countermeasure Strategy: DUI 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 HSO on all DUI and/or impaired driving legislation.

Planned Activity ID-7: Traffic Safety Resource Prosecutor (TSRP)

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Kathryn Nohelty/Robert Klin

Planned Activity Description: Two Statewide Traffic Safety Resource Prosecutor (TSRP) positions will be funded within the Office of the Chief State's Attorney. The TSRPs 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 Statewide Prosecutor's meeting(s) and local geographical area trainings. The groups include but are not limited to, prosecutors, law enforcement personnel and hearing officers. The TSRPs will also act in an advisory capacity to State and municipal law enforcement agencies and the HSO on all DUI and/or impaired driving legislation. The TSRPs will also develop and update training manuals aiding successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. The TSRPs will coordinate and conduct 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. Funding will be provided for

membership dues and conferences to include, but not limited to, the International Association of Chiefs of Police (IACP).

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)	0203-0743-1-AC	CT Judicial	TSRP	$300,000
154-AL	0203-0722-AC	CT Judicial	TSRP (Additional Alcohol)	$150,000
154-DUI_DG	0203-0721-AC	CT Judicial	TSRP (Additional Drugs)	$150,000

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 ID-8: DUI Media Campaign

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley/Kathryn Nohelty/Phyllis DiFiore

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, Saint 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 percent 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 located throughout Connecticut and include: Dunkin' Donuts Park, XL Center, Total Mortgage Arena, Rentschler Field, Gampel Pavilion, Dodd Stadium, Xfinity Theatre, Oakdale Theatre, Hartford Healthcare Amphitheater, Lime Rock Park, Stafford Motor Speedway, Thompson International Speedway, New Britain Stadium, Trinity Health Stadium, Mohegan Sun Casino, additional sports venues at UConn and CCSU, locations for high school sports State championships, and festivals throughout Connecticut.

Anticipated Media Campaign Costs:

- Thanksgiving, Christmas, New Year's crackdown (November 17, 2022, to January 1, 2023) – $1,000,000
- Memorial Day/July 4th/Labor Day crackdown (May 25, 2023, to September 4, 2023) – $300,000
- Super Bowl, Saint Patrick's Day, Cinco de Mayo, etc. (various dates) – $200,000
- Venue Advertising (October 1, 2022, to September 30, 2023) – $700,000
- Spanish Language Media Campaign –$300,000

Intended Subrecipient(s): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-PM	0203-0720-AA	CTDOT/HSO	DUI Media Campaign	$2,500,000

Planned Activity ID-9: Healthcare Heroes Against Impaired Driving: A Hospital-Based Impaired Driving Messaging Approach to Behavior Change

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Kathryn Nohelty

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 continued initiative will involve the State of Connecticut's four Level I trauma centers for FFY2023 at the outset: Hartford Hospital, Connecticut Children's Medical Center, Yale New Haven Hospital, and Saint Francis Hospital, and eight Level II and III trauma centers. Taking the lead, the Injury Prevention Centre at Hartford Hospital along with the Hartford Hospital Trauma Center, proposes the creation of an impaired (alcohol, drugs, cannabis) driving prevention campaign that magnifies the voice of healthcare providers, capitalizing on the power of their voice during this current and post-COVID-19 pandemic period.

The campaign will consist of the creation of new creative materials in print, graphics, video, and audio formats for use in the respective media promotions and community outreach efforts in an attempt to inform, educate, and affect behavior change in impaired driving. The campaign will continue a freestanding website that serves as a home for the campaign and features leading healthcare heroes. The media campaign will be evaluated by both process and behavioral metrics. The Injury Prevention Centre at Hartford Hospital will collaborate with media organizations to enhance the campaign's effectiveness and also be responsible for co-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 with various community and non-profit stakeholder groups across the State through community outreach and education.

The outreach and engagement activities will include collaborating with the other statewide trauma centers' injury prevention stakeholders and activities, ideally allowing for a deeper and broader reach into the respective statewide trauma centers' high-risk communities. The Injury Prevention Centre at Hartford Hospital will be responsible for reviewing all survey responses and determining the effectiveness of the campaign with the media organizations. The Hartford Hospital Trauma Program and Injury Prevention Centre at Hartford Hospital will lead the campaign, providing direction and guidance to the other Level I, II, and III trauma centers across the State with media and community outreach education for a broader statewide impact.

To understand if the campaign is successfully able to positively influence behaviors, a subset of the target group will be surveyed. This will be accomplished using survey tools and communication mediums seeking to predict behavior based on one's attitudes and beliefs via a set of survey questions that measure norms, attitudes, perceived behavior control, and intentions around impaired and distracted driving. 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, demographic data from each survey respondent to include age and gender at a minimum 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)	0203-0743-1-AB	Hartford Hospital	Healthcare Heroes Against Impaired Driving	$700,000

Planned Activity ID-10: Safe States DUI Media Campaign

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Planned Activity Description: In 2019, Connecticut had almost 44 percent alcohol-related driving fatalities compared to the 33 percent for the rest of the 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 reveals 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 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 FFY2023, 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 planned activities will include 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.). Social media will include social media strategy and planning, content creation, and posting for organic and paid media.

Intended Subrecipient(s): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-PM	0203-0720-AB	CTDOT/HSO	Safe States DUI Media Campaign	$200,000

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 ID-11: Administrative Per Se Hearing Attorney(s)

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Kathryn Nohelty
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. The DMV Per Se attorneys will also process cases of drug-impaired persons who have denied DRE (Drug Recognition Expert) evaluations. 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 (2) 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): Connecticut Department of Motor Vehicles (DMV)

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405d-4 (M5CS)	0203-0743-4-BF	DMV	Administrative Per Se Hearing Attorneys (2)	$550,000

Planned Activity ID-12: Ignition Interlock Device (IID) Staff Positions

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Kathryn Nohelty
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 emails 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): Connecticut Department of Motor Vehicles (DMV)

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	0203-0722-EI	DMV	Ignition Interlock Device Staff Positions	$300,000

Planned Activity ID-13: Emerging Initiatives

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Kathryn Nohelty

Planned Activity Description: The goal of this project is to make funds available when safety partners bring emerging initiatives, ideas or programs to the HSO. If any emerging issue(s) comes up this funding can cover any crisis. If any emerging initiative projects come in, an amendment will be submitted for NHTSA Region 2 approval.

Intended Subrecipient(s): CTDOT/HSO

Funding Source(s):

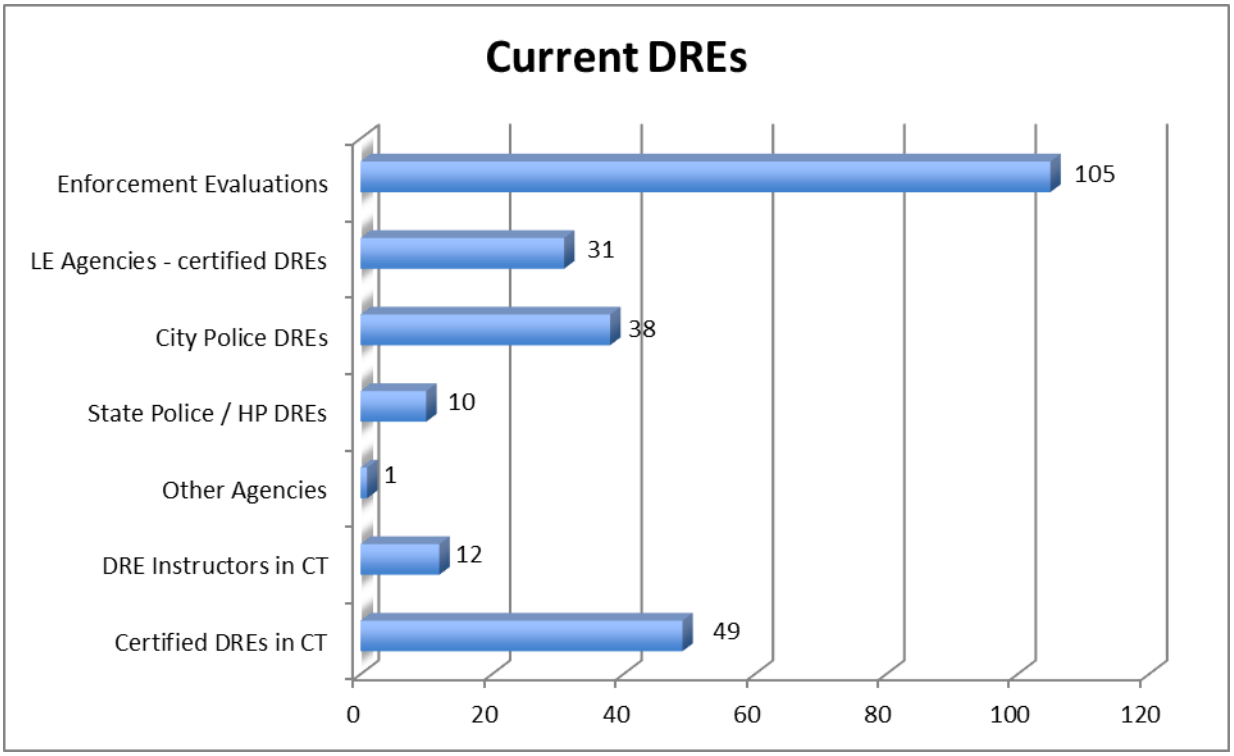
Funding Source	Project Number	Agency	Title	$ Amount
405d-ii-6 (FDIOT)	0203-0740-6-YZ	CTDOT/HSO	Emerging Initiatives	$250,000

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 legalized cannabis and the potential increase in drug-related driving issues cannot be ignored. A priority for FFY2023 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 legalization of cannabis in Connecticut.



Sources: Institute for Traffic Safety Management and Research (ITSMR), CTDOT

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

Planned Activity ID-14: Drug Evaluation and Classification Program (DECP)

Administrative Oversight: Connecticut 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 DREs 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 DREs. 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 DREs 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): CTDOT/HSO; State and Municipal Law Enforcement Agencies; State and Local DREs

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-LET_DG	0203-0724-AB	CTDOT/HSO	DRE Training	$250,000
405d-1 (M5HVE)	0203-0743-1-BM	CTDOT/HSO	Drug Recognition Expert Field Kits	$150,000
405d-1 (M5HVE)	0203-0743-1-DK	UConn/CTSRC	Tablets, Software, and Evaluation for DRE Program	$130,000

Planned Activity ID-15: Cannabis Impairment Awareness Media Campaign

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Bryan Pavlik/Phyllis DiFiore

Planned Activity Description: In FFY2023, Connecticut is expected to have its first adult-use recreational cannabis facilities open for retail sales in multiple locations throughout the state. Funding will be used for paid media campaigns in both English and Spanish languages to reduce injuries and fatalities related to drug-impaired driving. The HSO will create a media campaign that focuses on the dangers of DUID and driving under the influence of cannabis. Funds will be used for paid advertising in support of Cannabis Impairment Awareness efforts throughout the State. Media buys will include television, radio, billboards, bus panels and internet and social media. Media effectiveness will be tracked through impressions, reach and interactions. The messaging will run on various dates from October 1, 2022, through September 30, 2023.

Intended Subrecipient(s): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-LET_DG	0203-0724-AD	CTDOT/HSO	Cannabis Impairment Awareness Media Campaign	$500,000

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.

OCCUPANT PROTECTION (OP) AND CHILD PASSENGER SAFETY (CPS)

Description of Highway Safety Problems/Problem Identification

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 the 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 in increasing Connecticut's belt use rate. The Working Group is represented by State and local law enforcement, Preusser Research Group, CashmanKatz Media Consultant, AAA, Connecticut 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 COVID-19 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 2021, 99 percent of children under age four were being restrained and 98 percent were in the rear seat of their vehicles. Ninety-nine percent (99%) or more of young children were restrained regardless of their driver's belt status (98.7% when the driver was belted versus 100.0% when the driver was not belted). Child restraint use has increased by 28 percentage points since the first child restraint survey was performed in 1997. More than 98 percent 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 2014-2021

	Baseline 1997 (N=247)	2014 (N=362)	2015 (N=165)	2016 (N=163)	2018 (N=392)	2019 (N=165)	2020 (N=212)	2021 (N=164)
Child Restraint Use	70.4%	91.1%	93.9%	90.8%	92.4%	93.3%	88.2%	98.8%
Driver Belt Use	63.6%	91.7%	90.3%	95.7%	93.6%	90.7%	90.1%	96.3%
When Driver Belted	80.3%	92.0%	94.0%	91.0%	94.6%	94.6%	89.2%	98.7%
When Driver Not Belted	56.3%	82.1%	93.3%	83.3%	60.0%	78.6%	75.0%	100.0%
Children in: Front Seat	23.9%	17.4%	1.2%	0.6%	0.6%	0.0%	0.0%	1.8%
Children in: Rear Seat	76.1%	82.6%	98.8%	99.4%	99.4%	100.0%	100.0%	98.2%

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 2021. 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 COVID-19 pandemic, there was no official 2020 statewide survey. Seat belt use was 92 percent in 2021, the second highest rate ever.

Table OP-2. Statewide Scientific Observations

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total	87%	87%	85%	85%	89%	90%	92%	94%	n/a	92%

Source: CTDOT Statewide Scientific Observations rounded to the nearest whole number

Table OP-3 shows driver and front seat passenger seat belt use rates in 2021 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 local roads and lowest on interstates, higher among females than males and higher for Caucasians than non-Caucasians. Statewide seat belt use increased by five percentage points from 2012 (the year of the last redesign) to 2021 (87% to 92%). Comparing 2021 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 and 2021

	Drivers		Passengers	
	2012	2021	2012	2021
Vehicle Type				
Passenger Car	88.8%	91.0%	87.8%	89.7%
Pick Up Truck	80.1%	84.1%	77.8%	85.2%
SUV	90.4%	94.8%	89.7%	93.7%
Van	90.6%	89.3%	90.3%	90.7%
Roadway Type				
Interstate	89.8%	91.0%	89.5%	91.0%
Principal Arterial	88.0%	91.7%	86.8%	90.4%
Minor Arterial	88.0%	91.5%	87.4%	92.3%
Collector	88.2%	92.1%	87.7%	93.4%
Local Road	86.1%	92.7%	84.8%	95.2%
Gender				
Male	86.8%	89.4%	84.9%	88.6%
Female	90.8%	94.3%	89.5%	93.2%
Race				
Caucasian	88.9%	92.1%	88.2%	92.5%
Non-Caucasian	83.4%	87.2%	83.1%	91.4%

Source: CTDOT 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 2016-2020, daytime belt use in fatal crashes has been 17 percentage points higher than nighttime belt use.

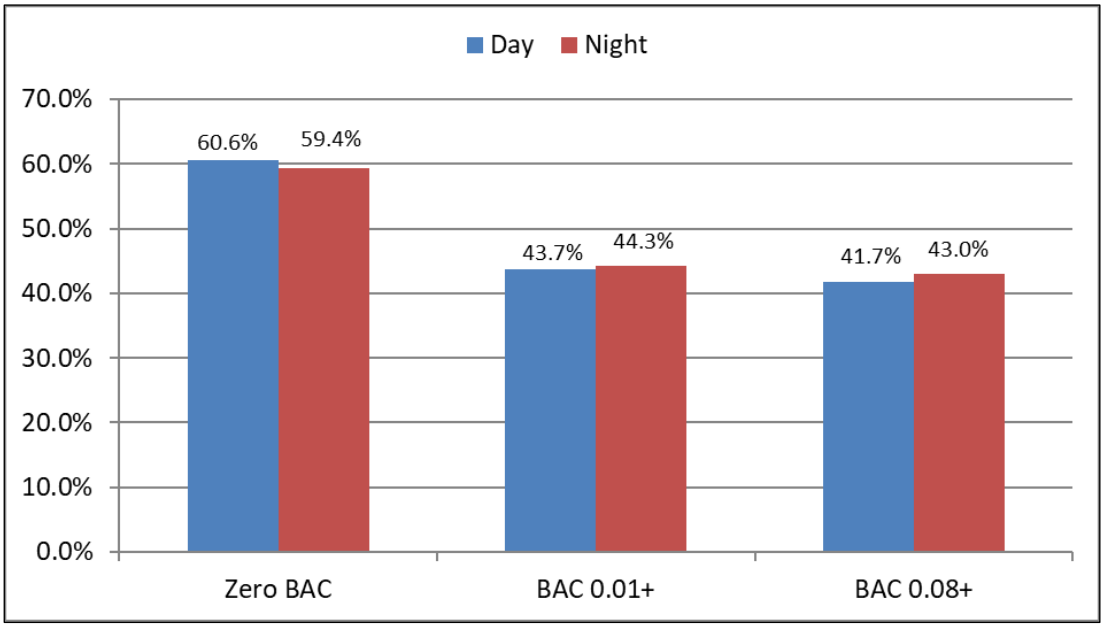
Table OP-4. Percent of Belt Use by Time of Day, Fatally Injured Passenger Vehicle Occupants, 2016-2020

% Belted	2016	2017	2018	2019	2020	2016-2020
Day (5am to 8:59pm)	56.6%	68.8%	56.1%	57.3%	49.4%	57.7%
Night (9pm to 4:59am)	45.3%	48.1%	40.0%	33.3%	54.0%	44.8%

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

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 17 percentage points higher than drivers with BAC of 0.01 or above, and 19 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 15 percentage points higher than drivers with BAC of 0.01 and above, and 16 percentage points higher than impaired drivers.

Figure OP-1. Fatally Injured Driver Belt Use by Time of Day and Alcohol Involvement, 2016-2020



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 2020. The data indicate that seat belt use in serious crashes varies around the State, ranging from a low of 44 percent in Tolland County to a high of 73.8 percent in Fairfield County. Table OP-6 shows that belt use in passenger vehicle fatalities has decreased between 2019 (41.3%) and 2020 (38.7%).

Table OP-5. Driver Belt Use by Injury and County, 2020

Driver Injury	Fairfield	Hartford	Litchfield	Middlesex	New Haven	New London	Tolland	Windham
Killed or A Injury	73.8%	70.9%	57.1%	73.3%	68.0%	70.5%	44.0%	72.2%

Source: Connecticut Crash Data Repository

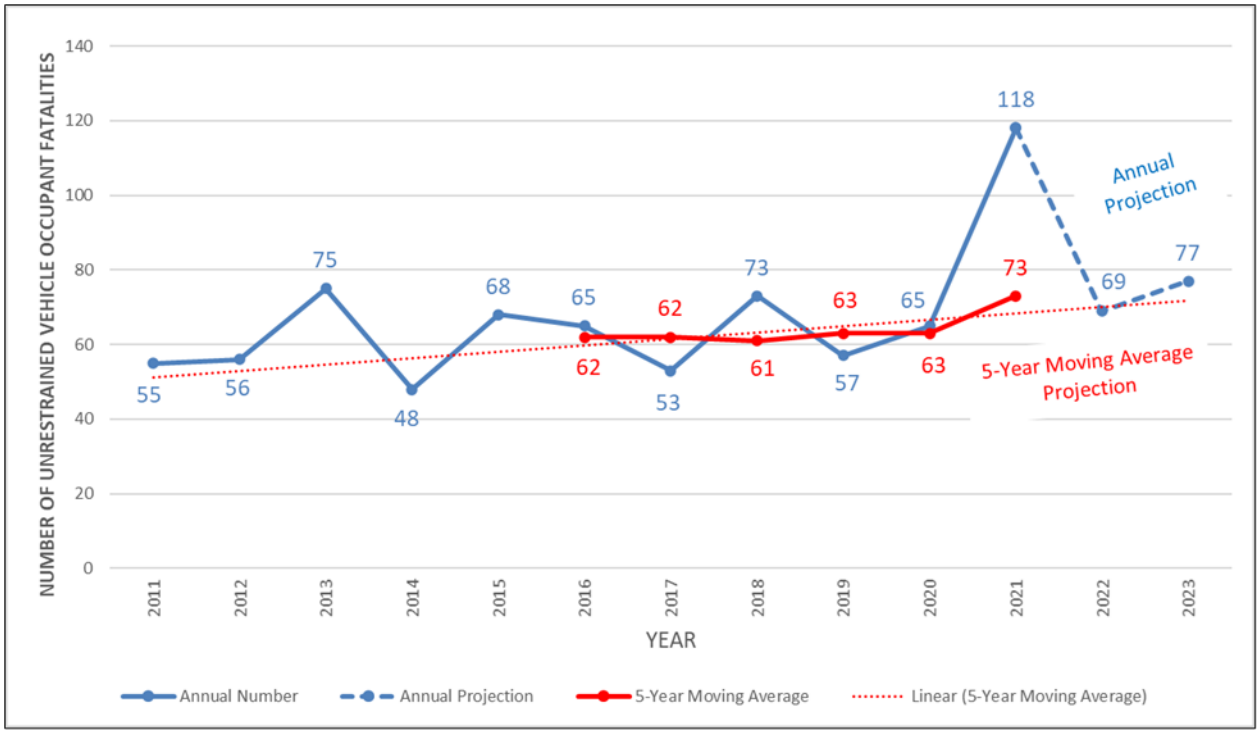
Table OP-6. Belt Use in Passenger Vehicle Fatalities, 2018-2020

	2018		2019		2020	
	N	Percent	N	Percent	N	Percent
Belt	71	41.3%	58	42.3%	65	38.7%
No Belt	73	42.4%	57	41.6%	65	38.7%
Unknown	28	16.3%	22	16.1%	38	22.6%
Total	172	100.0%	137	100.0%	168	100.0%

Sources: FARS Final Files 2018-2019, FARS Annual Report File 2020

Performance Measures

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

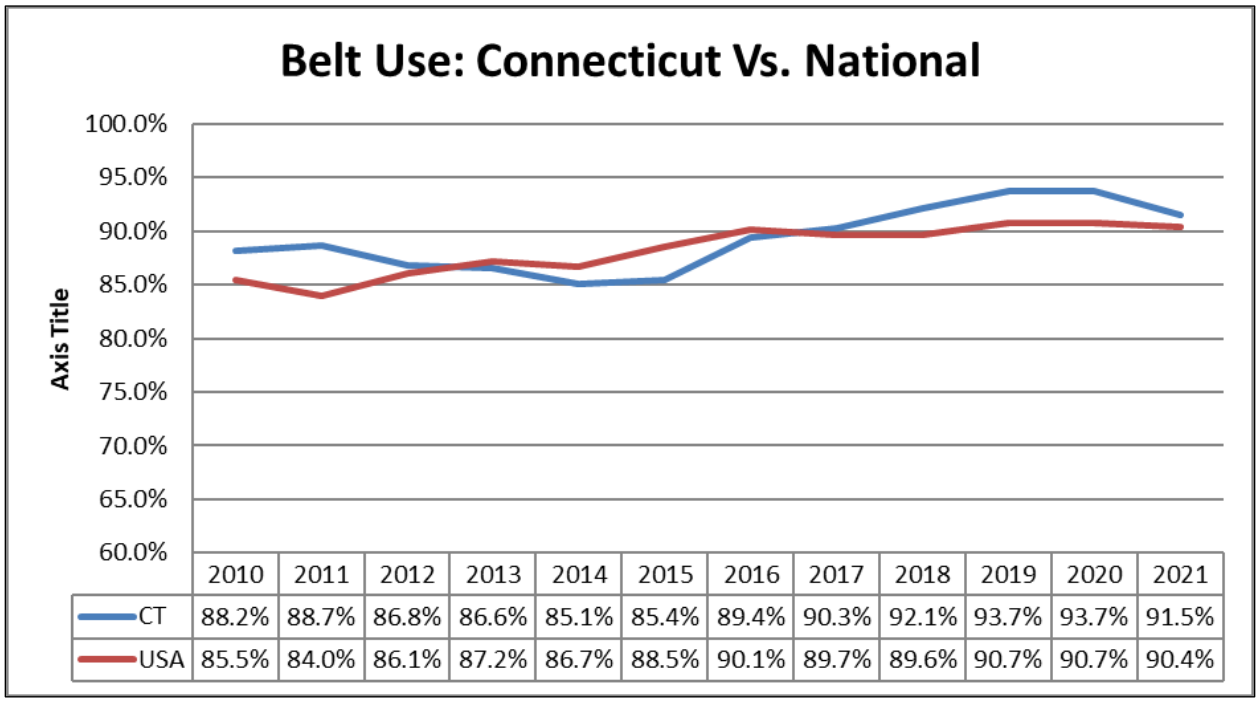


Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020, preliminary 2021 CTDOT data as of 04/21/2022

Performance Target: To reduce the unrestrained vehicle occupant fatalities (2019-2023 moving average) to 63 by 2023.

Performance Target Justification: The five-year moving average along with the annual projection weres used as the basis for establishing the performance target using linear extrapolation. The annual preliminary State data for 2021 as well as the 5-year moving average suggest a spike in the number of unrestrained vehicle occupant fatalities. The annual as well as the five-year moving average projections for 2023 suggest an increasing trend. *Connecticut is mindful of NHTSA's recommendation of not setting recessive targets and has chosen to set the aggressive target of 63 for the HSP 2023 planning period*. Unrestrained fatalities have increased nationally over the past two years and Connecticut has seen the same trend. Connecticut has worked to bring awareness of the increase in unrestrained vehicle occupant fatalities through media and enforcement campaigns and have participated in the *Click It or Ticket* "Border to Border" campaign with Massachusetts to raise awareness on this issue.

Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (B-1)



	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
CT	88.2%	88.7%	86.8%	86.6%	85.1%	85.4%	89.4%	90.3%	92.1%	93.7%	93.7%	91.5%
USA	85.5%	84.0%	86.1%	87.2%	86.7%	88.5%	90.1%	89.7%	89.6%	90.7%	90.7%	90.4%

Performance Target: To attain a statewide observed seat belt use rate of 94.0 percent or above in 2023.

Performance Target Justification: Observed seat belt use rate peaked in Connecticut in 2019, to 93.7 percent. 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 percent for 2021. *Connecticut is mindful of NHTSA's recommendation of not setting recessive targets*. Connecticut chooses to maintain the 2022 target of 94 percent seat belt use rate during the 2023 planning period.

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 OP-1: Occupant Protection Program Administration

Administrative Oversight: Connecticut 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): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	0203-0702-AA	CTDOT/HSO	OP Program Administration	$10,000

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 Connecticut 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 OP-2: *Click It or Ticket* Enforcement

Administrative Oversight: Connecticut 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. The HSO is increasing the focus on the top towns based on data from Connecticut's 2021 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 VMT data, crash and observation data to identify towns and areas where low belt use by motorists can best be addressed. 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 agencies 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. For FFY2023, there will be 40-60 agencies selected to participate in this enforcement mobilization.

The Connecticut State Police Traffic Services 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:

- *Click It or Ticket* 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-hour shifts/Maximum of 8-hour shifts
    - Must include at least 1am/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/Maximum of 8 Officers
    - Participating agencies are required to take part in earned media activity related to *Click It or Ticket*. 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 Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	0203-0702-ZZ	Municipal Police Agencies	*Click It or Ticket* Enforcement (ZZ)	$800,000

Planned Activity OP-3: Occupant Protection Enforcement/Connecticut State Police

Administrative Oversight: Connecticut 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 Computer Aided Dispatch/Records Management System (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 OP-3: *Click It or Ticket* Enforcement' above but will not be restricted to interstates. The Connecticut State Police Traffic Services 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 Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405b-1 (M1HVE)	0203-0741-1-AC	DESPP	Occupant Protection Enforcement	$150,000

Countermeasure Strategy: Communications and Outreach

- 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 OP-4: Waterbury Area Traffic Safety Program

Administrative Oversight: Connecticut 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) CPS 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 Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	0203-0702-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 OP-5: Safety Belt Convincer/Rollover Simulator Education and Equipment

Administrative Oversight: Connecticut 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 additional 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 Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405b-2 (M1PE)	0203-0741-2-AE	DESPP	Convincer/Rollover Simulator Education and Equipment	$200,000

Planned Activity OP-6: Occupant Protection Media Buy and Earned Media

Administrative Oversight: Connecticut 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 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 DMVs. 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 2023 – $500,000
- *Buckle Up Connecticut*: Year-round campaign of social norming messaging – $250,000
- Spanish Language Media Campaign – $150,000

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

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 located throughout Connecticut and include: Dunkin' Donuts Park, XL Center, Total Mortgage Arena, Rentschler Field, Gampel Pavilion, Dodd Stadium, Xfinity Theatre, Oakdale Theatre, Hartford Healthcare Amphitheater, Lime Rock Park, Stafford Motor Speedway, Thompson International Speedway, New Britain Stadium, Trinity Health Stadium, Mohegan Sun Casino, additional sports venues at UConn and CCSU, locations for high school sports State championships, and festivals throughout Connecticut.

Intended Subrecipient(s): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	0203-0702-AE	CTDOT/HSO	Occupant Protection Media Buy	$100,000
405b-2 (M1PE)	0203-0741-2-AD	CTDOT/HSO	Occupant Protection Media Buy	$800,000

Planned Activity OP-7: Occupant Protection Public Information and Education

Administrative Oversight: Connecticut 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.

Note this task does not include the purchase of ANY promotional items.

Intended Subrecipient(s): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	0203-0702-AF	CTDOT/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 CPS-1: Child Restraint Administration

Administrative Oversight: Connecticut 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): CTDOT/HSO; CPS Partners

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	0203-0709-AA	CTDOT/HSO	Child Restraint Administration	$10,000

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 CPS-2: Child Passenger Safety Support – Training

Administrative Oversight: Connecticut 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 CEUs necessary for recertification. Child Passenger Safety Basic Awareness Course – the participants who successfully complete this class will have developed a basic awareness of CPS 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 CPS 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. The training is held at various locations throughout the State, based on where the largest number of technicians that will be expiring for that year.

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

Intended Subrecipient(s): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	0203-0709-AB	CTDOT/HSO	CPS Training	$25,000

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 CPS 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 CPS-3: Child Passenger Safety Support – Fitting Stations

Administrative Oversight: Connecticut 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 Child Passenger Safety 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	0203-0709-AC	Connecticut Children's Medical Center	CPS Fitting Stations Support	$75,000
402-CR	0203-0709-AD	Yale New Haven Children's Hospital	CPS Fitting Stations Support	$110,000

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 CPS-4: Yale New Haven Children's Hospital Community Traffic Safety Program

Administrative Oversight: Connecticut 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 CPS. 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 CPS 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	0203-0709-AE	Yale New Haven Children's Hospital	Community Traffic Safety Program	$150,000

Planned Activity CPS-5: Targeting Disparities to Increase Proper Car Seat Use – *NEW PLANNED ACTIVITY*

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

Planned Activity Description: This traffic safety program will help expand the HSO's outreach to provide educational programs to increase car seat safety awareness as well as proper use amongst a more diverse population including African American and Hispanic parents and caregivers throughout Connecticut with an emphasis on the Southeastern corner of the state. This task will fund or partially fund a coordinator position to develop a new culturally appropriate and multi-lingual car seat safety curriculum to deliver to parents and caregivers. This program will conduct checkup events and run certification classes as well as other CPS education programs and events.

Intended Subrecipient(s): Yale New Haven Hospital

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	0203-0709-AI	Yale New Haven Hospital	Targeting Disparities to Increase Proper Car Seat Use	$160,000

Planned Activity CPS-6: Hangtime Community Traffic Safety Program – *NEW PLANNED ACTIVITY*

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

Planned Activity Description: This traffic safety program will work with nonprofit, faith-based organizations, as well as other grass roots groups in underserved communities, to educate on the importance of car seat safety and provide car seats to those who due to their socioeconomic status, are unable to afford them. This program will provide support to populations that normally are not reached through the HSO's other occupant protection programs. The program includes a two-hour long gathering every week in a comfortable centrally located space provided by Bridgeport Neighborhood Trust. The unlikely brotherhood and sisterhood of ex-offenders, legal and community leaders grows stronger each week when they all come together for group conversation. The environment is always welcoming and an informal forum for discussion. These free-flowing discussions run the gamut, creating an ideal environment to reach community members as well as leaders regarding occupant protection. This task will fund a coordinator position to educate on crash dynamics, proper car seat, booster seat as well as seat belt usage and distribute educational and resource information to attendees. The coordinator will identify key members who would be good candidates to become a technician so they can be a resource in their communities.

Intended Subrecipient(s): Waterbury Police Department

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	0203-0709-AJ	Waterbury Police Department	Hangtime Community Traffic Safety Program	$120,000

Planned Activity CPS-7: Safe Kids Hartford Child Passenger Safety Program – *NEW PLANNED ACTIVITY*

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

Planned Activity Description: This traffic safety program will create a robust car seat safety program to be affiliated with Safe Kids Connecticut. A full-time CPS technician will be recruited and trained to serve the residents of the City of Hartford. The CPS technician will staff an open car seat clinic each month and will have an appointment-based car seat check day each week. The CPS technician, with technical assistance from Safe Kids Connecticut, will work to provide CPS education throughout the city, including in schools, community-based organizations, faith-based organizations, and hospitals and medical clinics. The CPS technician will work with Hartford's forty (40) home-visiting team members to ensure that they know the car seat basics and that a number of the team become trained as CPS technicians. The program will directly serve at least twenty-five (25) families each month and provide indirect support for at least 100 additional persons per month. Additionally, with support for CPS supplies, the CPS technician will distribute at least 120 seats to families in need.

Intended Subrecipient(s): City of Hartford of Health and Human Services (Hartford HHS)

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	0203-0709-AH	Hartford HHS	Safe Kids Hartford Child Passenger Safety Program	$130,000

Planned Activity CPS-8: Western Connecticut Child Passenger Safety Support – *NEW PLANNED ACTIVITY*

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

Planned Activity Description: This traffic safety program will create a car seat safety program in western Connecticut, focusing on low-income minorities and refugees. These communities are at high risk for serious injury or death in a motor vehicle crash. Connecticut Children's Medical Center and Nuvance Health recently combined forces to make it easier for parents to get the care they need for their children in western Connecticut. This alliance connects patients, their caregivers and providers specifically in the Nuvance Health hospitals' Neonatal Intensive Care Units (NICUs), Birth Centers, Emergency Departments and pediatric in-patient units with specialists and clinicians from Connecticut Children's Medical Center. The Nuvance system includes hospitals in Danbury and Norwalk and provides the HSO with access to these institutions and the communities they serve. The new CPS program for Western Connecticut will serve communities in these two cities and the surrounding areas with a focus on recent immigrant communities. A full-time CPS technician will staff an open car seat clinic each month in Norwalk or Danbury and will have an appointment-based car seat check day each week in each city. Additionally, with support for CPS supplies, the CPS technician will distribute at least 120 seats to families in need.

Intended Subrecipient(s): Connecticut Children's Medical Center

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	0203-0709-AG	Connecticut Children's Medical Center	Western Connecticut CPS Support	$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 CPS-9: *Look Before You Lock, Where's Baby*

Administrative Oversight: Connecticut 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	0203-0702-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 CTDOT data versus FARS data. This issue has since been addressed through the development of a Model Minimum Uniform Crash Criteria (MMUCC) Guideline compliant crash reporting form. This change is reflected in 2015 and later crash data.

Among injury crashes in Connecticut during 2020, 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 Injury Crashes, 2020

	Injury Crashes		Fatal Crashes		PDO Crashes	
	Number	%	Number	%	Number	%
Followed Too Closely	5,582	14.5%	11	2.4%	14,995	13.9%
Failed to Yield Right-of-Way	2,823	7.4%	21	4.6%	5,889	5.4%
Operated Motor Vehicle in Inattentive, Careless, Negligent, or Erratic Manner	613	1.6%	14	3.1%	1,528	1.4%
Ran Stop Sign	770	2.0%	5	1.1%	1,328	1.2%
Ran Red Light	873	2.3%	10	2.2%	1,106	1.0%

Source: Connecticut Crash Data Repository

During the 2016 to 2020 period, the most prevalent driver-related factors in fatal crashes (Table PT-2) were “speed-related” and “failure to keep in proper lane.” In 2020, “speed-related” was identified in 22 percent of fatal crashes, “under the influence of alcohol, drugs, or medication” in 17 percent, and “failure to keep in proper lane” in 13 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 percent. **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 three percent (3%) of fatal crashes.

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

Factors	2016 (N=433)	2017 (N=433)	2018 (N=415)	2019 (N=337)	2020 (N=415)
Speed-related	17.0%	20.8%	21.5%	19.0%	22.4%
Failure to keep in Proper Lane	15.4%	16.1%	11.6%	9.5%	12.5%
Under the Influence of Alcohol, Drugs or Medication	7.5%	9.0%	14.3%	13.4%	17.1%
Operating the Vehicle in an Erratic, Reckless or Negligent Manner, Operating at Erratic or Suddenly Changing Speeds.	8.4%	6.9%	9.7%	6.8%	9.4%
Aggressive Driving / Road Rage	4.3%	9.2%	5.1%	8.6%	8.7%
Failure to Yield Right-of-Way	3.4%	4.5%	4.6%	3.6%	1.9%
Driver's vision obscured by…	2.9%	2.4%	3.9%	1.8%	2.9%
Other Physical Impairment	1.6%	3.4%	1.9%	1.2%	4.8%
Driver distracted by…	1.8%	2.9%	1.9%	4.2%	2.7%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers	2.3%	2.9%	2.2%	2.7%	3.1%
Overcorrecting	2.0%	2.9%	2.2%	1.8%	2.7%
Following Improperly	2.5%	1.8%	1.9%	1.8%	2.9%
Drowsy, asleep, fatigued, ill, or blackout	0.7%	0.5%	2.7%	2.4%	2.4%
None	57.0%	41.4%	53.3%	49.0%	47.0%
Other	3.4%	3.4%	4.4%	6.2%	3.4%
Unknown	8.1%	17.4%	14.3%	16.0%	18.1%

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Table PT-3 indicates that more than half of speeding-related fatal crashes in the period 2016 to 2020 involved a driver with a positive BAC. Overall, 58 percent of speeding-related crashes involved a driver with a BAC of 0.01 or above and 53 percent of speeding-related crashes involved an impaired driver (BAC of 0.08 or above).

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

	2016	2017	2018	2019	2020	2016-2020
N Speeding-Related Crashes						
Zero BAC	33	35	36	23	42	167
BAC ≥ 0.01	43	46	53	41	51	235
BAC ≥ 0.08	39	42	48	38	45	212
% Speeding-Related Crashes						
Zero BAC	43.3%	42.8%	40.1%	35.5%	44.9%	41.6%
BAC ≥ 0.01	56.7%	57.2%	59.9%	64.5%	55.1%	58.4%
BAC ≥ 0.08	51.5%	52.2%	54.3%	58.9%	48.6%	52.8%

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Over the five-year period of 2016-2020, the greatest proportion of fatalities (37.2%) 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 (16.1%). Details are included in Table PT-4.

Table PT-4. Fatalities by Posted Speed Limit

Posted Speed Limit	2016 (N=304)	2017 (N=281)	2018 (N=293)	2019 (N=249)	2020 (N=295)	Total (N=1,422)
30 mph or less	125	110	106	89	99	37.2%
35 or 40 mph	65	66	62	61	73	23.0%
45 or 50 mph	53	46	54	41	35	16.1%
55 mph	24	23	29	19	39	9.4%
60+ mph	28	25	39	31	33	11.0%
No statutory limit	7	7	2	4	1	1.5%
Unknown	2	4	1	4	15	1.8%

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Table PT-5 and Figure PT-1 represent 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.

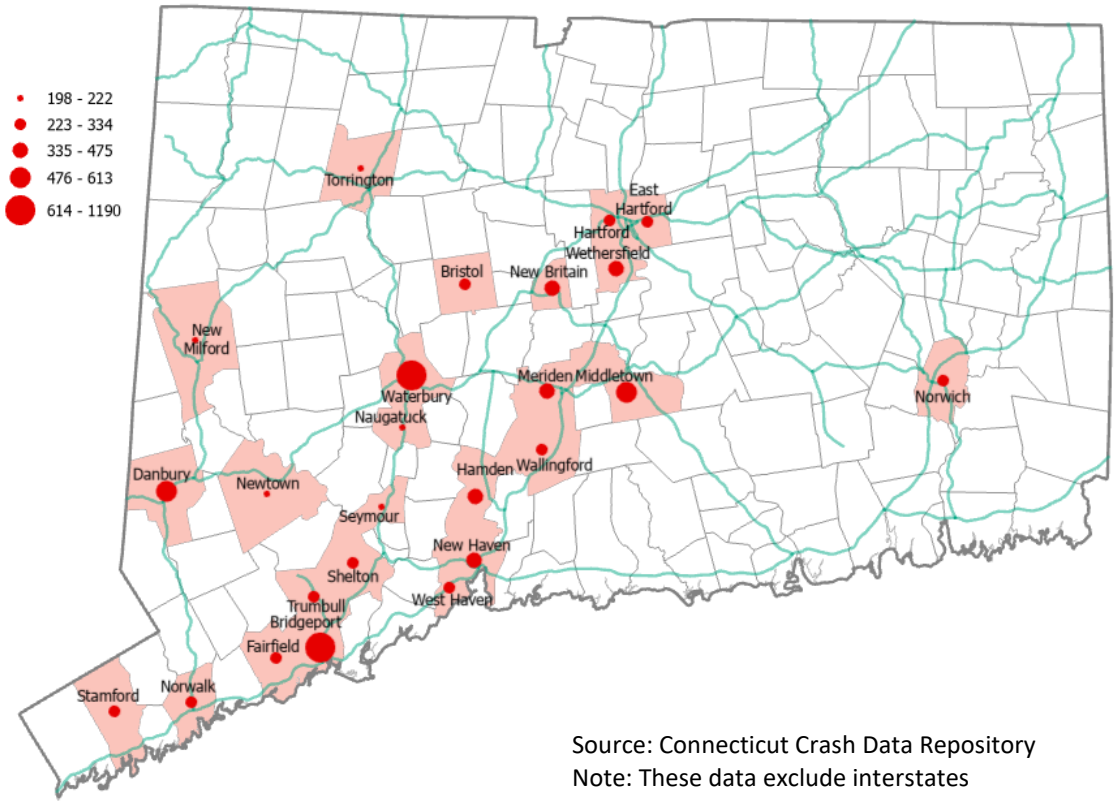
Table PT-5. Speed Crashes by Town

City/Town	2018	2019	2020	Total
Bridgeport	480	393	317	1190
Waterbury	468	350	317	1135
Middletown	221	180	212	613
Danbury	203	198	141	542
New Britain	185	166	124	475
New Haven	158	158	127	443
Meriden	176	135	121	432
Hamden	129	133	115	377
Wethersfield	129	160	83	372
Norwalk	134	127	73	334
Hartford	87	115	102	304
Shelton	100	106	79	285
East Hartford	123	95	63	281
Fairfield	88	113	77	278
Bristol	112	93	70	275
Stamford	86	90	93	269
West Haven	100	86	78	264
Norwich	99	102	61	262
Trumbull	96	76	85	257
Wallingford	108	74	61	243
Seymour	99	69	54	222
Torrington	94	72	47	213
Naugatuck	78	65	66	209
Newtown	86	71	42	199
New Milford	69	75	54	198

Source: Connecticut Crash Data Repository
Note: These data exclude interstates

Figure PT-1. Speed Crashes by Town (top 25)

(Graphic Representation of Data in Table PT-5)



Source: Connecticut Crash Data Repository
Note: These data exclude interstates

Table PT-6 provides an overview of the statistics for speed-related crashes in Connecticut versus the U.S. In 2020, Connecticut had a higher percentage of speed-related fatal crashes than the U.S. as whole. The overall number of speeding-related fatalities in 2020 was the second highest in five years.

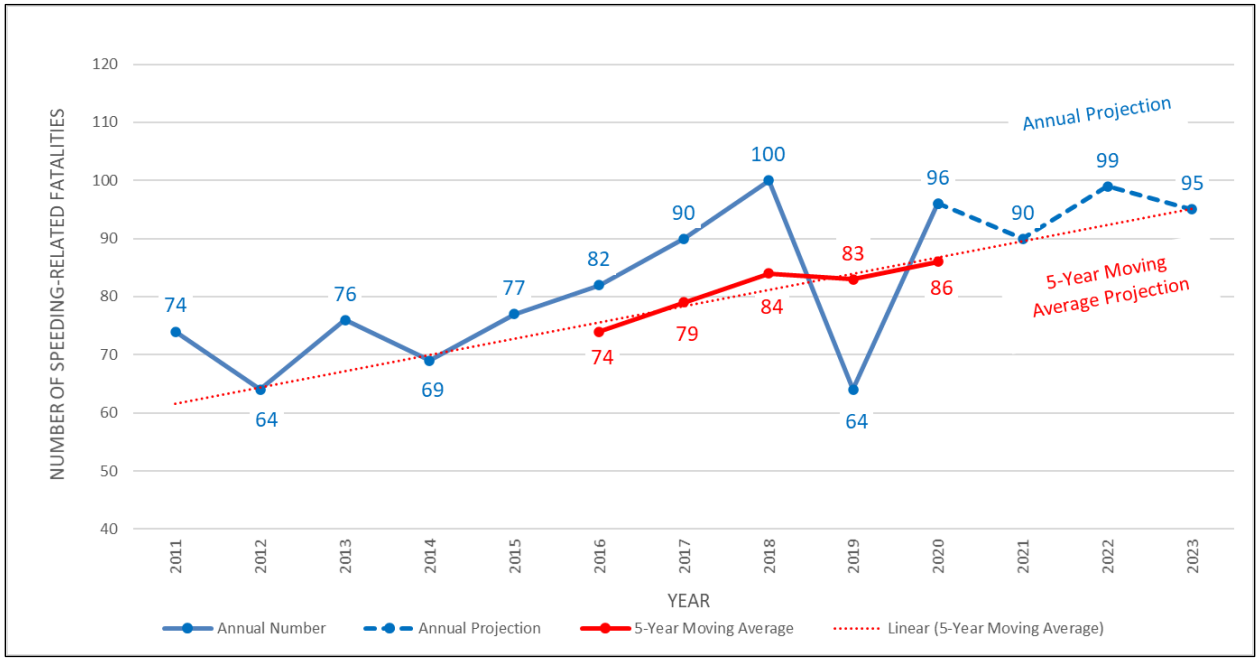
Table PT-6. Statistics for Speed-Related Crashes in Connecticut Versus U.S.

	2016	2017	2018	2019	2020
% CT Speed-Related Fatal Crashes	25.7%	30.8%	32.4%	27.5%	33.3%
% U.S. Speed-Related Fatal Crashes	26.7%	25.9%	25.5%	25.9%	28.4%
% CT Speed-Related Injury Crashes	9.7%	10.0%	9.7%	9.2%	9.5%
Speeding-Related Fatalities in CT	82	90	100	66	97

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Performance Measures

Number of Speeding-Related Fatalities (C-6)



Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020

Performance Target: To reduce the speeding-related fatalities (2019-2023 moving average) to 83 by 2023.

Performance Target Justification: The five-year moving average and the annual projection were used as the basis for establishing the performance target using linear extrapolation. The five-year moving average and the annual projection suggest an increasing trend in speeding-related fatalities in 2023. The projected number is 95 speeding-related fatalities. *Connecticut is mindful of NHTSA's recommendation of not setting recessive targets and has chosen to set the aggressive target of 83 for the HSP 2023 planning period*. Increased speeding has been observed nationally since the start of the COVID-19 pandemic in 2020 and Connecticut has been no exception. The HSO has addressed the issue of speeding on Connecticut roadways through numerous press releases and on social media and has more planned in the Summer of 2022. In addition, Connecticut has collaborated with other New England States including Massachusetts, Rhode Island, New Hampshire, Vermont and Maine on a campaign to address the speeding issue. The preliminary 2021 State data were 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 publication *Countermeasures That Wo*rk (Tenth Edition, 2020) and sharing of best practices at national safety conferences such as the International Association of Chiefs of Police, Governors 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 LEL's 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 PTS-1: Police Traffic Services Program Administration

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Daniel Parlapiano/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 Office. 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 to conferences including but not limited to GHSA, Lifesavers, IACP, IDTS, ATSIP, etc., materials, brochures, 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): CTDOT/HSO Program Staff; State and Municipal Law Enforcement Agencies

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PT	0203-0707-AA	CTDOT/HSO	PTS Administration	$20,000

Planned Activity PTS-2: Intelligrants IGX eGrants Implementation and Maintenance – *NEW PLANNED ACTIVITY*

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Bryan Pavlik

Planned Activity Description: The task will include the installation of the Intelligrants IGX eGrants management system software as well as software maintenance. The IntelliGrants IGX eGrants management system is a commercial-off-the-shelf grants management solution that will allow the HSO the ability to manage every step of the grant lifecycle in an online environment. Functions include application and workflow, review and scoring, award and accounting, all the way through internal and federal reporting requirements. Funding will also cover annual support as well as hosting via secure Microsoft Azure Government Cloud services.

Intended Subrecipient(s): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PT	0203-0707-AW	CTDOT/HSO	Intelligrants IGX eGrants Implementation and Maintenance	$455,000
154-PA	0203-0723-AB	CTDOT/HSO	Intelligrants IGX eGrants Implementation and Maintenance	$245,000

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 Law Enforcement Agencies (LEAs) to put more officers on the roadway to enforce speed and aggressive driving laws. Without these additional resources many LEAs 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 PTS-3: Speed and Aggressive Driving Enforcement

Administrative Oversight: Connecticut 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 25 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 $25,000-$75,000 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 allocate funding to purchase speed enforcement equipment.

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 FFY2023, there will up to 25 agencies selected to participate in this enforcement mobilization.

The Connecticut State Police Traffic Services 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 of 8 officers per enforcement activity 8-hour shifts
    - Enforcement dates will be determined later

- 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; CT Department of Emergency Services and Public Protection (DESPP)

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-SE	0203-0706-ZZ	Municipal Police Agencies	Speed and Aggressive Driving Enforcement (ZZ)	$1,175,000
405e-4 (M8*SE)	0203-0745-4-EQ	DESPP	Speed and Aggressive Driving Enforcement and Equipment	$250,000

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 PTS-4: Speed and Aggressive Driving High Visibility Enforcement Media Buy

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

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 by 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 suggest that nearly 70 percent of those surveyed believe that when a car is pulled over during daylight that it is speeding-related and nearly 50 percent 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 in English and Spanish languages.

Intended Subrecipient(s): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-6 (M8*PM)	0203-0745-6-AB	CTDOT/HSO	HVE Speed Campaign Media Buy	$300,000

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 PTS-5: Connecticut Police Chiefs Association – Public Information and Education – *NEW PLANNED ACTIVITY (Breaking Barriers)*

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Daniel Parlapiano

Planned Activity Description: Partnering with the Connecticut Police Chiefs Association (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.

The third component of this task will be "Breaking Barriers" which will include the purchase of materials for social norming and enforcement efforts such as posters and public service announcements. Distribution will be provided to all municipal law enforcement agencies to promote traffic safety enforcement programs statewide. This comprehensive initiative will include the development and purchase of public information and education materials in the form of brochures and posters carrying messaging to discourage impaired driving and provide information about related laws and associated risks. Impaired Driving messages and images including *Drive Sober or Get Pulled Over*, *Buzzed Driving is Drunk Driving*, *Buckle Up Connecticut*, *When Speeding Kills, it's Never an Accident*, *SubtraCT the Distraction* and "Breaking Barriers". Information will be distributed to municipal agencies, libraries, schools, local businesses, tourist locations, bus shelters, and liquor establishments. "Breaking Barriers" is a unique Connecticut Police Chiefs Association (CPCA) initiative that will create a training program for both driver education programs as well as law enforcement's about each party's expectations during a traffic stop. In turn, this will benefit law enforcement and the motoring public by learning to work together on how to make a traffic stop experience as positive and as safe as is possible for all parties involved.

The CPCA will work with interested groups as to a strategy to mitigate the issue, identify a brand or logo. Partners will include the DMV, CTDOT, and Driver's Education Programs and will create a curriculum for law enforcement to teach during Driver's Ed Classes or elsewhere.

Intended Subrecipient(s): Connecticut Police Chiefs Association (CPCA)

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PM	0203-0711-AC	CPCA	Public Outreach and Education Campaigns	$350,000
402-PT	0203-0707-AG	CPCA	Breaking Barriers	$350,000

Countermeasure Strategy: Racial Profiling Data Collection

Project Safety Impact: Develop methodologies to best identify racial and ethnic disparities in traffic stops and evaluate the results of such data. Use the data to identify traffic enforcement techniques that will help reduce traffic related fatalities and injuries and ensure those techniques are implemented in a fair and equitable manner. Improve the transparency of traffic enforcement to build public trust for law enforcement.

Linkage Between Program Area: Traffic stops are the most common encounter between law enforcement and the public. They are a big part of traffic safety and enforcement.

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

Planned Activity PTS-6: 1906 Racial Profiling

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Daniel Parlapiano
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 (IMRP) has developed and implemented the Connecticut Racial Profiling Prohibition Project, as per Connecticut General Statute 54-1m. The project, with guidance from statewide stakeholders and 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 crash rates across racial and ethnic groups.

    a. Study the impact of automated enforcement tools on racial disparities in traffic enforcement.
    b. Study the impact of traffic enforcement actions taken by municipal police departments that border communities with populations greater than 100,000 people. This would be accomplished through a comprehensive border discontinuity analysis.
    c. Conduct a multi-year analysis of any socio-economic factors, such as age and condition of vehicles, using vehicle information provided by the Connecticut Department of Motor Vehicles.
2. Update all methodologies that rely on census data to reflect changes from the 2020 census, which will be fully published in late 2022.
3. Develop a machine learning tool to more easily geocode traffic stop location data submitted by police departments to enhance the statewide mapping capabilities of all stops.
4. Finalize 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. Modify the data collection and analysis system to accommodate the October 2020 change in Connecticut General Statute which limits police use of consent searches during a motor vehicle stop.
6. Develop a tool to conduct a multi-year analysis of traffic stops and apply a methodology that will use judicial branch data to better understand the decision to make a traffic stop. By linking the Connecticut judicial and traffic stop datasets, the IMRP can develop a methodology to identify whether there is a racial component to the discretionary power of police in traffic stop offenses.
7. 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 and improve roadway safety.
    a. Develop a methodology to estimate a driving population using granular point-to-point mobility data. The data may also be used to identify drivers more likely to violate traffic laws, in particular speeding offenses.
8. 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 crash data into the analysis along with any other locally relevant factors.
9. Finish development and implement 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.
10. Work with the Connecticut Criminal Justice Information System and records management system vendors to expand and modify the current data collection system.
11. Increase the number of departments utilizing the electronic citation/warning system.

12. 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.
13. Improve the online 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 (IMRP) at the University of Connecticut

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
1906 (F1906ER)	0203-0725-AA	University of Connecticut	Racial Profiling Prohibition	$1,200,000

Planned Activity PTS-7: Emerging Initiatives – *NEW PLANNED ACTIVITY*

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Daniel Parlapiano

Planned Activity Description: The goal of this project is to make funds available when safety partners bring emerging initiatives, ideas or programs to the HSO. If any emerging issue(s) come up in the Police Traffic Services program area, this funding can cover any crisis. If any emerging projects come in, an amendment will be submitted for NHTSA Region 2 approval.

Intended Subrecipient(s): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
1906 (F1906ER)	0203-0725-YZ	CTDOT/HSO	Emerging Initiatives	$1,200,000

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.

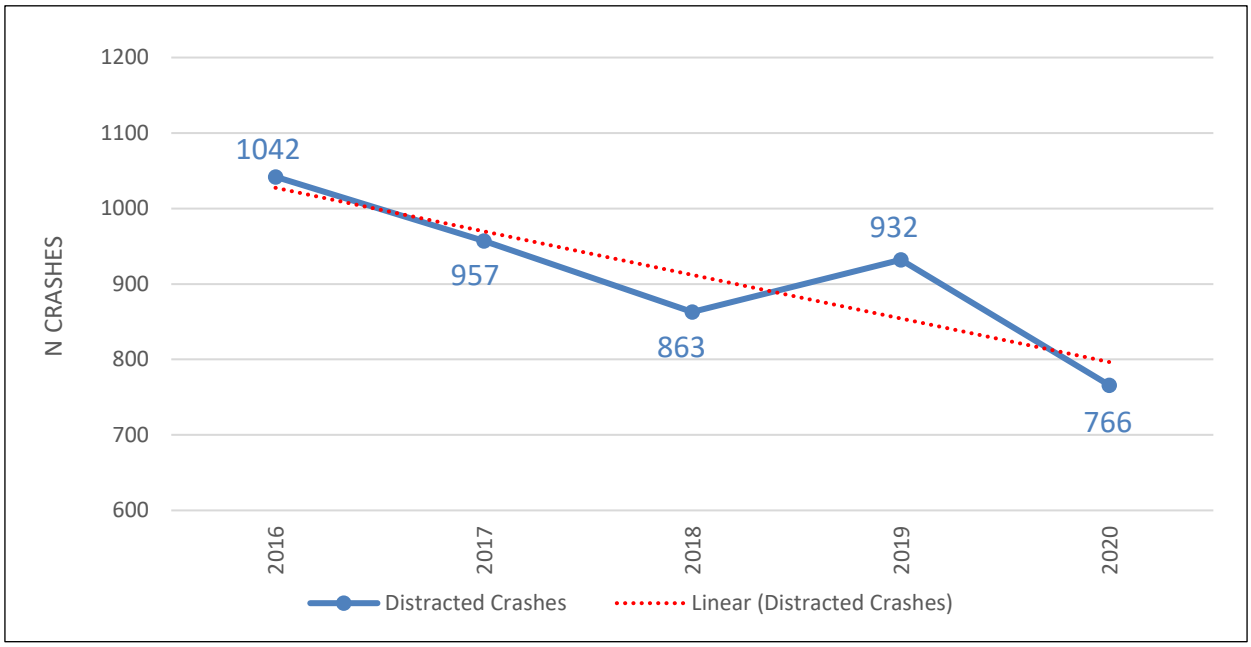
DISTRACTED DRIVING (DD)

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 are 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 2016 to 2020 in Figure DD-1. Only crashes where the most severe injury was at least a "B" on the KABCO injury scale were included. "B" crashes made up about 91 percent of the 4,560 crashes included in these 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, the HSO attempted to make the non-fatal data comparable with the NHTSA fatal data reported below). Crashes were trending downward from 2016 to 2018, increased in 2019, and decreased to their lowest level in 2020.

Figure DD-1. Distracted Driving Crashes, 2016-2020



Source: Connecticut Crash Data Repository

Table DD-1 shows that most distracted driving crashes in the period 2016-2020 occurred in Hartford County (28%) followed by New Haven (27%) and Fairfield (19%) 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 five percentage points below the expected (24% of the VMT and 19% of the distracted crashes) whereas Hartford and New Haven Counties were overrepresented in distracted crashes relative to the VMT distribution (+3 and +4 percentage points, respectively).

Table DD-1. Distracted Driving Crashes by County/VMT, 2016-2020

County	% VMT (2019)	% Distracted Driving Crashes
Fairfield	24%	19%
Hartford	25%	28%
Litchfield	5%	6%
Middlesex	6%	5%
New Haven	23%	27%
New London	9%	7%
Tolland	5%	4%
Windham	3%	3%

Source: Connecticut Crash Data Repository

Table DD-2. shows that most distracted driving crashes occurred on Minor Arterial roadways (30%) followed by Other Principal Arterials (23%). 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 make up 33 percent of traffic volume but only account for 11 percent of the crashes. Minor Arterials however account for 18 percent of the volume but 30 percent 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.

Table DD-2. Distracted Driving Crashes by Roadway Functional Class, 2016-2020

Functional Class	% VMT	% Distracted Driving Crashes
Interstates	33%	11%
Other Freeways	16%	9%
Other Principal Arterial	13%	23%
Minor Arterial	18%	30%
Major Collector	11%	12%
Minor Collector	1%	1%
Local	9%	13%

Source: Connecticut Crash Data Repository

Table DD-3 shows that 32 percent of distracted driving crashes took place between the hours of 2pm and 5pm. Friday crashes were the most frequent (17%), but overall, fairly evenly distributed throughout the days of the week (Table DD-4).

Table DD-3. Distracted Driving Crashes by Time of Day, 2016-2020

Hour	N	%	Hour	N	%
Midnight	108	2%	**Noon**	289	6%
1:00am	104	2%	**1:00pm**	284	6%
2:00am	88	2%	**2:00pm**	352	8%
3:00am	53	1%	**3:00pm**	339	7%
4:00am	34	1%	**4:00pm**	386	8%
5:00am	44	1%	**5:00pm**	379	8%
6:00am	105	2%	**6:00pm**	284	6%
7:00am	186	4%	**7:00pm**	182	4%
8:00am	211	5%	**8:00pm**	167	4%
9:00am	164	4%	**9:00pm**	155	3%
10:00am	187	4%	**10:00pm**	141	3%
11:00am	225	5%	**11:00pm**	93	2%

Source: Connecticut Crash Data Repository

Table DD-4. Distracted Driving Crashes by Day of Week, 2016-2020

Day of Week	N	Percent
Sunday	601	13%
Monday	608	13%
Tuesday	593	13%
Wednesday	662	15%
Thursday	676	15%
Friday	764	17%
Saturday	656	14%

Source: Connecticut Crash Data Repository

Table DD-5 shows that the months of May through October shared the highest incidents of distracted crashes with each having about over nine percent (9%) of the crashes. January had the lowest number, accounting for six percent (6%) of the crashes.

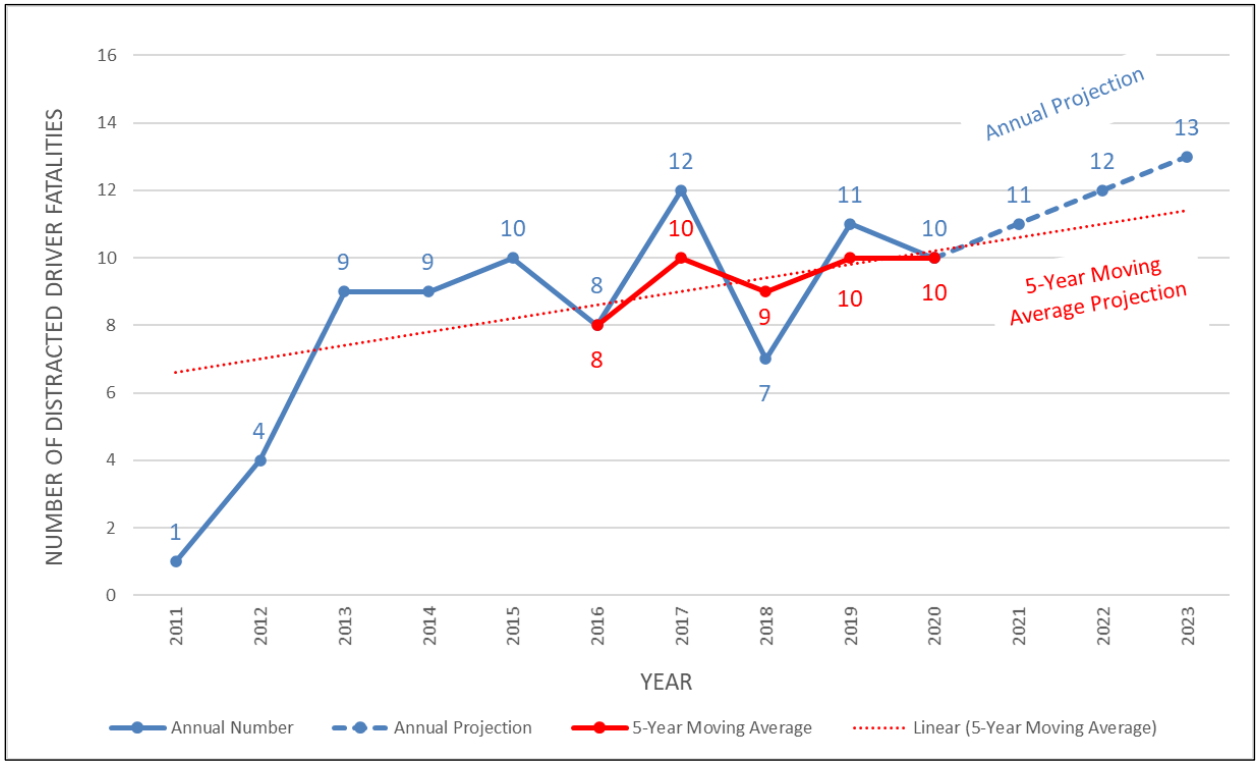
Table DD-5. Distracted Driving Crashes by Month of Year, 2016-2020

Month	N	Percent
January	286	6%
February	307	7%
March	352	8%
April	329	7%
May	425	9%
June	426	9%
July	474	10%
August	405	9%
September	413	9%
October	460	10%
November	337	7%
December	346	8%

Source: Connecticut Crash Data Repository

Performance Measure

Distracted Driver Fatalities



Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020

Performance Target: To maintain the distracted driver fatalities of 10 or under (2019-2023 moving average) in 2023.

Performance Target Justification: The HSO adopted this new performance measure for distracted driving in 2022. The five-year moving average and the annual projection were used as the basis for establishing the performance target using linear extrapolation. The number of distracted driver fatalities has fluctuated over the years. The annual projection suggests that number of distracted driver fatalities will increase to 13 fatalities for 2023. The five-year moving average projection shows an increase with about 11 fatalities for 2023. *However, Connecticut is mindful of NHTSA's recommendation of not setting recessive targets and has chosen to set the aggressive target of 10 for the HSP 2023 planning period*. The preliminary 2021 State data were 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 FFY2023, 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; in FFY2021, there were 50 agencies, and in FFY2022 there were 44 agencies with approved grants. This evidence-based enforcement program prioritizes funding levels based on various types of crash data based on crash type, severity, population and roadway data.

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 DD-1: HVE Distracted Driving – Enforcement

Administrative Oversight: Connecticut 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, an average of 47 agencies participated in HVE as part of this project. This evidence-based enforcement program prioritizes funding levels based on various types of crash data such as crash type, severity,

population and roadway data. The HSO will focus on the top 60 law enforcement agencies for priority funding in 2023 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 2022, and a second campaign in April 2023. The HVE campaigns will be held for two (2) 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 Awareness 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 agencies 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 distracted driving crash/roadway data as detailed above. For FFY2023, there will up to 60 agencies selected to participate in this enforcement mobilization.

The Connecticut State Police Traffic Services 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-hour shifts/Maximum of 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 2022 and April 2023

- Personnel
    - Minimum of 2/Maximum of 8 Officers

- Training
    - Participating agencies must participate in training programs sponsored by the HSO
    - 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 Subrecipient(s): Municipal Police Agencies

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-2 (M8DDLE)	0203-0745-2-ZZ	Municipal Police Agencies	Distracted Driving Enforcement (ZZ)	$3,245,000

Planned Activity DD-2: HVE Distracted Driving – Enforcement – CSP/DESPP

Administrative Oversight: Connecticut 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 prioritizes 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 2022, and a second campaign in April 2023. The HVE campaigns will be held for two (2) 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 DD-1: HVE Distracted Driving – Enforcement' above but will not be restricted to interstates. The Connecticut State Police Traffic Services 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)	0203-0745-2-DW	DESPP	Distracted Driving Enforcement	$155,000

Planned Activity DD-3: Data Analysis and Surveys

Administrative Oversight: Connecticut 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 HSO 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. 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. 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): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-3 (M8*PT)	0203-0745-3-EP	CTDOT/HSO	Data Analysis and Surveys	$400,000

Planned Activity DD-4: Emerging Initiatives

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

Planned Activity Description: The goal of this project is to make funds available when safety partners bring emerging initiatives, ideas or programs to the HSO. 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. The HSO had to act quickly and bring partners together to see what could be done to combat this issue. In one week, a PSA was created, and it enabled additional law enforcement on the streets proactively addressing the issue and handing out literature.

Intended Subrecipient(s): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-8 (M8X)	0203-0745-8-YZ	CTDOT/HSO	Emerging Initiatives	$900,000

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 DD-5: Distracted Driving Public Messaging Campaign

Administrative Oversight: Connecticut 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 2023 media plan. Media buys will include but will 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 DMVs. 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 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 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 DMVs. 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 aged 18-34. This will include local Spanish broadcasting stations featuring music and local news, weather, and sports. The HSO will work with its Spanish media contractor to increase the media buy and 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.

Survey results from the HSO data contractor support media strategies in conjunction with High Visibility Enforcement. Data from attitude and awareness surveys suggest that 70 percent of those surveyed believed they will be ticketed for using a hand-held cell phone while driving and 70 percent also believed they will be ticketed 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): CTDOT/HSO

Funding Source(s):

- HVE Media Support: October and April – $400,000
- Social Norming Year-Round Campaign – $250,000
- Creation of New Content for HVE and Social Norming – $100,000
- Spanish Language Media Campaign – $200,000

Funding Source	Project Number	Agency	Title	$ Amount
405e-1 (M8PE)	0203-0745-1-DY	CTDOT/HSO	Distracted Driving Public Messaging Campaign	$950,000

Planned Activity DD-6: Distracted Driving Public Information and Education

Administrative Oversight: Connecticut 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 project is to purchase educational materials to be distributed at health and safety fairs, school events and other public outreach events. This activity will also fund the purchase of citation holders in support of HVE mobilizations. These citation holders 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): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-1 (M8PE)	0203-0745-1-DZ	CTDOT/HSO	Distracted Driving PI&E	$40,000

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 2020, a total of 58 motorcycle operators and passengers were killed on Connecticut roadways, representing 20 percent of the State's total traffic fatalities. Based on 83,197 registered motorcycles, the fatality rate per 10,000 registered vehicles was 7.0, an increase from the 2019 rate of 5.3 per 10,000 registered vehicles.

Nationally, motorcyclist fatalities in 2020 accounted for 14 percent of motor vehicle crash victims (20% in Connecticut) with a fatality rate of 6.7 per 10,000 registered motorcycles (7.0 in Connecticut). Table MS-1 indicates that, from 2019 to 2020, the fatality rate per 10,000 registered motorcyclists increased in Connecticut and nationwide. The percentage of total fatalities represented by motorcycles increased in Connecticut and nationwide from 2019 to 2020.

Table MS-1. Motorcyclists Killed/Fatality Rate, 2019 and 2020

	Connecticut		U.S.	
	2019	**2020**	**2019**	**2020**
% of all fatalities	18.5%	19.7%	13.9%	14.4%
Fatality Rate per 10k Motorcyclists	5.3	7.0	5.9	6.7
Motorcycles Registered	86,112	83,197	8,596,314	8,317,363

Sources: FARS, FHWA, Connecticut DMV

Tables MS-2 and MS-3 show the numbers of motorcyclists killed and injured during the 2016 to 2020 period. In 2020, the number of motorcyclists killed (58) was the highest in five years. The number of operator and passenger injuries in 2020 (1,124) was the second highest number for the five-year period shown. The injury rate of 135 injuries per 10,000 registered motorcycles was also the highest in the five-year period.

Table MS-2. Motorcyclists Killed

	2016	**2017**	**2018**	**2019**	**2020**
Operators Killed	50	55	48	43	55
Passengers Killed	2	2	1	3	3
Total Killed	55	57	49	46	58

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Table MS-3. Motorcyclists Injured

	2016	2017	2018	2019	2020
Operators Injured	1,085	948	848	890	1,017
Passengers Injured	123	114	65	100	107
Total Injured	1,208	1,062	913	990	1,124
Injuries per 10,000 Registrations	131	116	104	115	135
Total Number of Crashes*	1,407	1,250	1,127	1,137	1,271

*Includes Property Damage Only
Sources: Connecticut Crash Data Repository, Connecticut DMV

Forty-six percent (46%) of fatally injured motorcycle operators in Connecticut were tested for alcohol in 2020 (Table MS-4), the lowest rate of testing in five years. During these years, 48 to 59 percent of those tested were found to have been drinking (any trace of alcohol). For 2020, 48 percent had been drinking and 44 percent (11 of 25) had BACs of 0.08 or more.

Table MS-4. BACs of Fatally Injured Motorcycle Operators

BAC	2016	2017	2018	2019	2020
0	19	18	23	17	13
0.01-0.07	2	6	8	5	1
0.08 - up	17	20	13	16	11
No/Unknown	12	11	4	5	30
Percent tested	76.0%	80.0%	91.7%	88.4%	45.5%
Percent 0.01+	50.0%	59.1%	47.7%	55.3%	48.0%

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Table MS-5 shows the distribution of the age and gender of motorcycle operators involved in fatal and injury crashes during the 2016 to 2020 period. The table indicates that the majority of riders are under the age of 45 (66% in 2020). 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 29 percent of the operators involved in fatal/injury crashes in 2020. Overall, riders 35 or older accounted for 50 percent 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 (97% in 2020).

Table MS-5. Motorcycle Operators Involved by Age and Sex
Fatal/Injury Crashes, 2016-2020

		2016 (n=1,083)	2017	2018	2019	2020 (n=1,020)
Age	**Under 16**	0.4%	0.0%	0.6%	0.2%	0.7%
	16-20	6.2%	6.7%	5.3%	4.9%	5.8%
	21-24	11.7%	11.5%	12.1%	11.5%	12.4%
	25-34	26.2%	26.8%	29.3%	27.8%	31.0%
	35-44	15.1%	15.2%	15.4%	17.7%	16.1%
	45-54	22.7%	19.3%	19.1%	15.8%	14.8%
	55-64	13.2%	14.4%	12.9%	15.6%	13.8%
	65-69	2.1%	3.7%	2.9%	3.0%	3.4%
	69 - Up	2.3%	2.5%	2.3%	3.4%	2.0%
Gender	**Male**	95.7%	97.1%	96.7%	95.3%	96.9%
	Female	4.3%	2.9%	3.3%	4.7%	3.1%

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

Table MS-6 and Figure MS-1 show the distributions by month, day of week, and time of day of motorcycle crashes involving fatalities and injuries during the 2016-2020 period. Motorcycle crashes in Connecticut are rare during the colder months with 17 percent having taken place during the six-month period from November through April. Crashes are more frequent on Saturdays and Sundays (45%). In 2020, 70 percent of the crashes occurred between 12pm (noon) and 8pm.

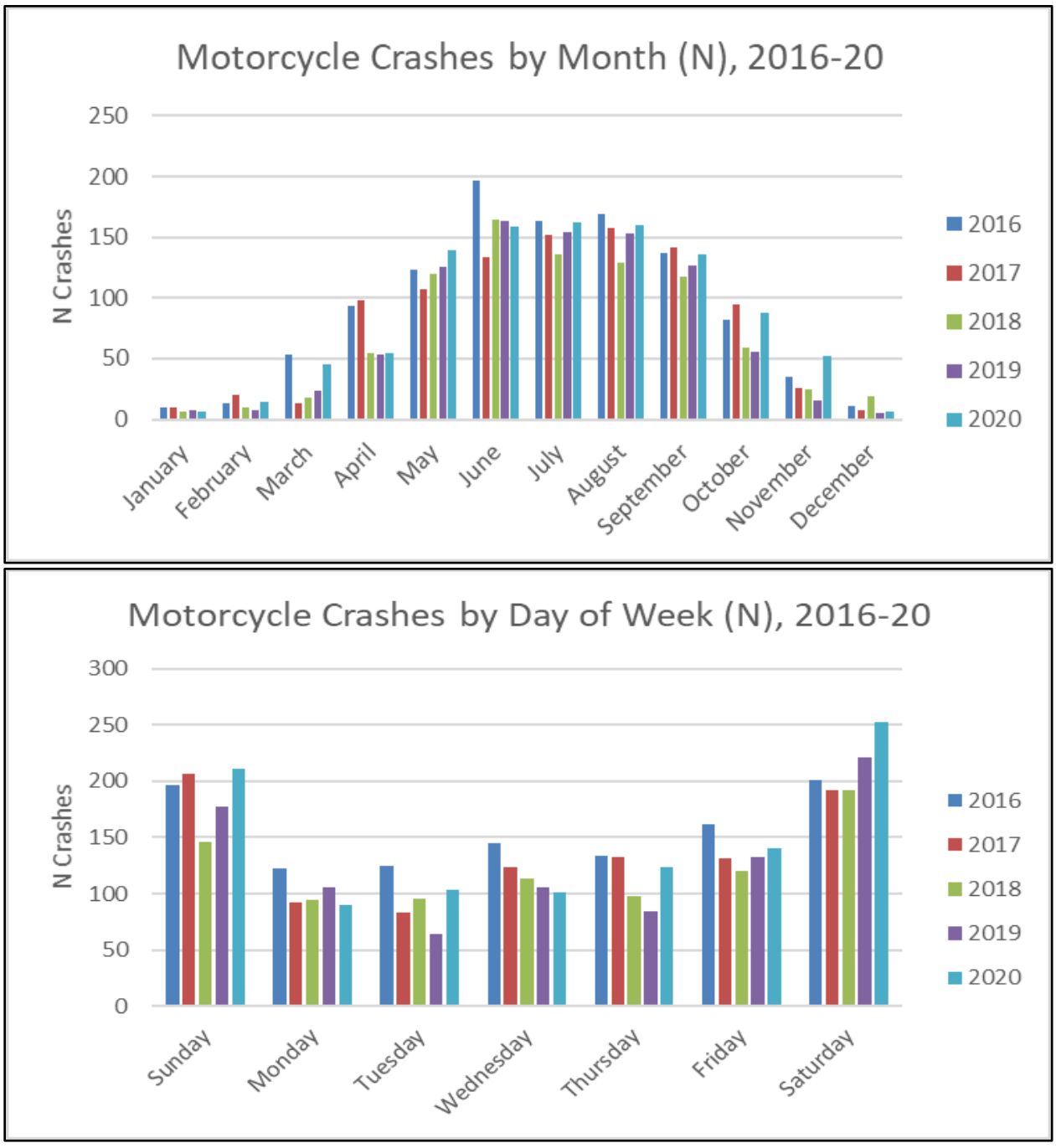
Table MS-6. Motorcycle Operators: Month, Day of Week, and Time of Fatal and Other Injury Crashes, 2016-2020

	2016 (n=1,086)	2017 (n=961)	2018 (n=860)	2019 (n=890)	2020 (n=1,021)
Month					
January	0.9%	1.0%	0.7%	0.9%	0.6%
February	1.2%	2.1%	1.2%	0.8%	1.4%
March	4.9%	1.4%	2.1%	2.6%	4.4%
April	8.6%	10.2%	6.4%	6.0%	5.3%
May	11.3%	11.1%	14.0%	14.0%	13.6%
June	18.1%	13.9%	19.2%	18.3%	15.6%
July	15.0%	15.8%	15.8%	17.3%	15.9%
August	15.6%	16.4%	15.0%	17.2%	15.7%
September	12.6%	14.8%	13.7%	14.3%	13.3%
October	7.6%	9.8%	6.9%	6.3%	8.6%
November	3.2%	2.7%	2.9%	1.8%	5.1%
December	1.0%	0.7%	2.2%	0.6%	0.6%
Day of Week					
Sunday	18.0%	21.5%	17.0%	19.9%	20.7%
Monday	11.3%	9.6%	10.9%	11.9%	8.8%
Tuesday	11.5%	8.6%	11.2%	7.2%	10.1%
Wednesday	13.4%	12.9%	13.3%	11.9%	9.9%
Thursday	12.3%	13.7%	11.4%	9.4%	12.1%
Friday	14.9%	13.6%	14.0%	14.8%	13.7%
Saturday	18.5%	20.0%	22.3%	24.8%	24.7%
Time of Day					
Midnight-03:59	4.7%	4.4%	5.8%	4.5%	4.3%
04:00-07:59	4.1%	4.3%	5.8%	3.8%	2.4%
08:00-11:59	12.5%	10.7%	10.1%	11.9%	8.0%
12:00-15:59	27.7%	28.9%	28.4%	26.1%	30.4%
16:00-19:59	37.0%	36.6%	33.0%	36.3%	39.2%
20:00-23:59	13.9%	15.1%	16.9%	17.4%	15.7%

Source: Connecticut Crash Data Repository

Figure MS-1. Motorcycle Operators: Number of Crashes by Month, Day of Week, and Time of Day (Fatal and Other Injury Crashes), 2016-2020

(Graphic Representation of Data in Table MS-6)



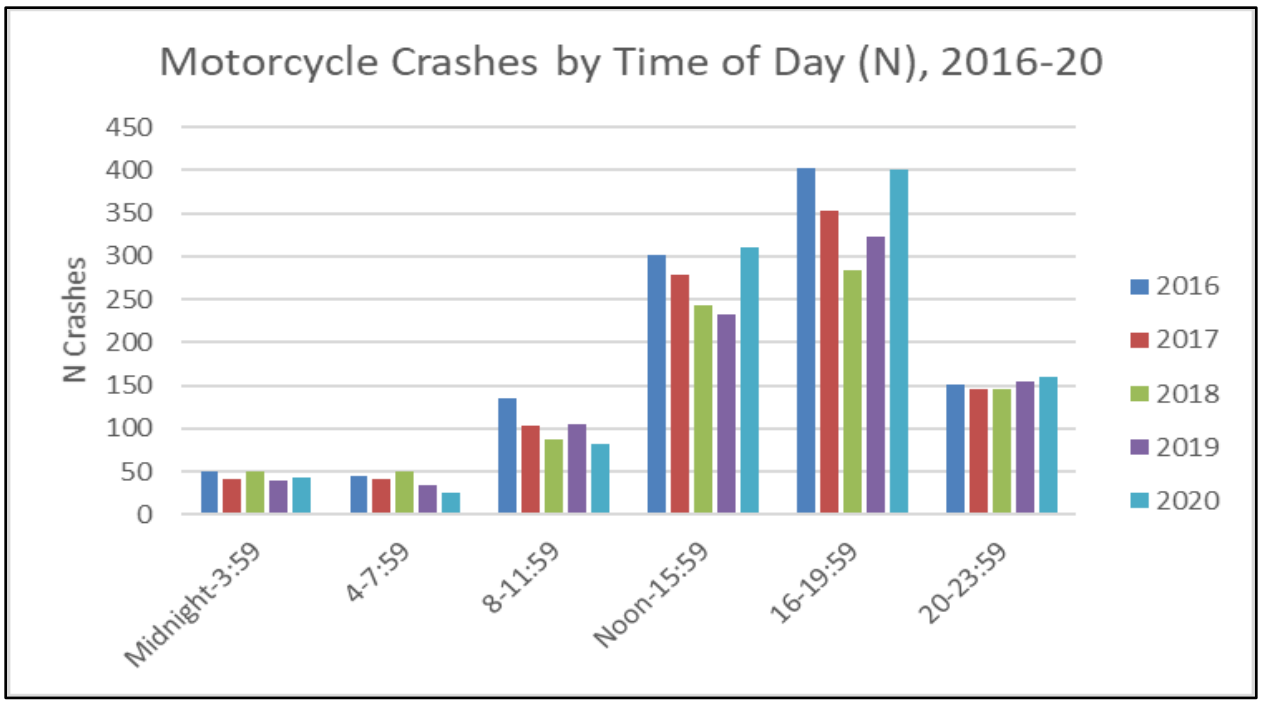


Table MS-7 shows the total fatal and injury motorcycle crashes in each Connecticut County in 2020 and the number of these crashes per 100,000 population.

Table MS-7. Motorcyclist Fatal/Injury Crashes by County, 2020

County	2020 Crashes Total	2020 Crashes per 100,000 Pop.
Fairfield	185	19.63
Hartford	266	29.91
Litchfield	57	31.74
Middlesex	34	21.03
New Haven	305	35.80
New London	78	29.43
Tolland	50	33.20
Windham	46	39.47

Sources: Connecticut Crash Data Repository; population data estimate for 2020

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

Table MS-8. Summary Statistics

	2016	2017	2018	2019	2020
Motorcyclists Killed and Injured	1,256	1,119	962	1,036	1,182
Injuries per 10,000 Registered Motorcycles	135	123	109	120	142
Number of Unhelmeted Motorcyclist Fatalities	36	33	28	28	25
Number of Motorcyclist Injuries Helmeted	521	470	435	442	476
Number of Operators Killed with BAC>0.00%	19	26	21	21	12
Number of Motorcyclist Trained	4,670	4,371	3,891	3,453	819

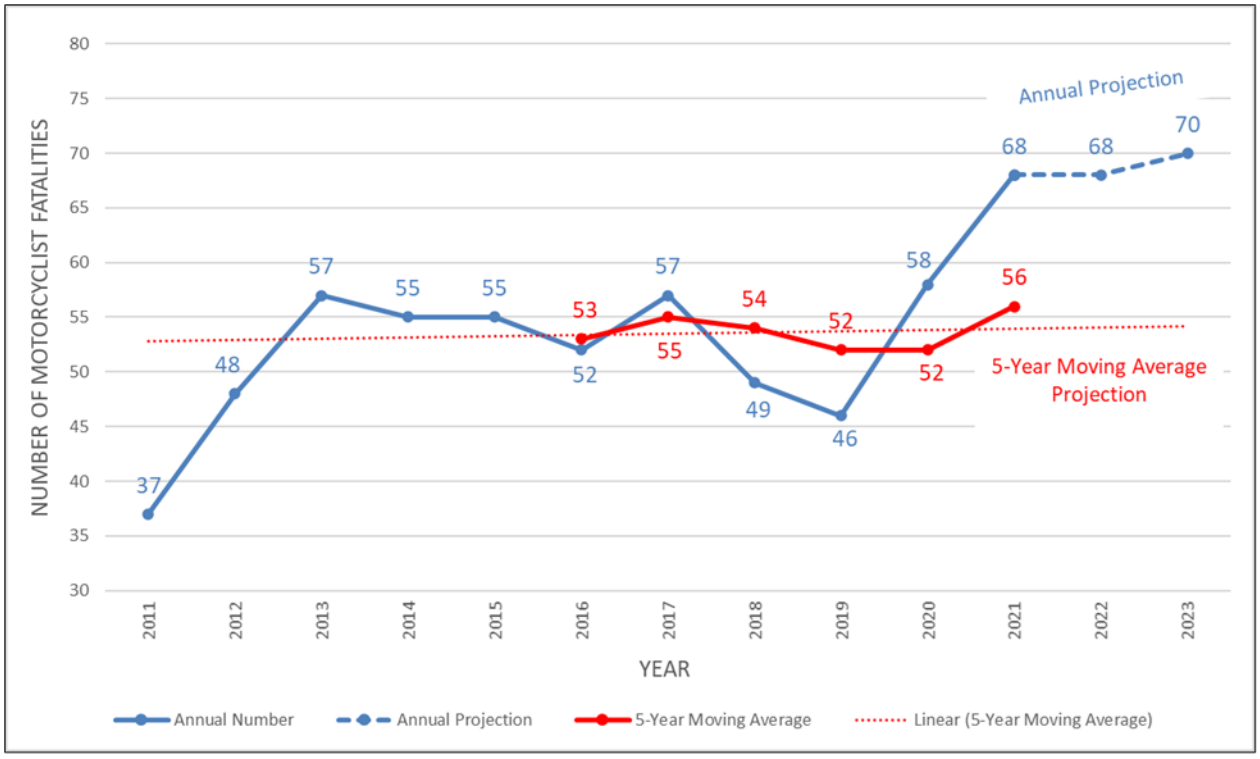
Sources: FARS, CTDOT, Connecticut Crash Data Repository

In summary, the motorcycle crash data show:

- A fluctuating number of motorcyclist fatalities in the period 2016 to 2020
- The majority of motorcycle fatal and injury crashes occurred between the hours of 12pm (noon) and 8pm
- 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)

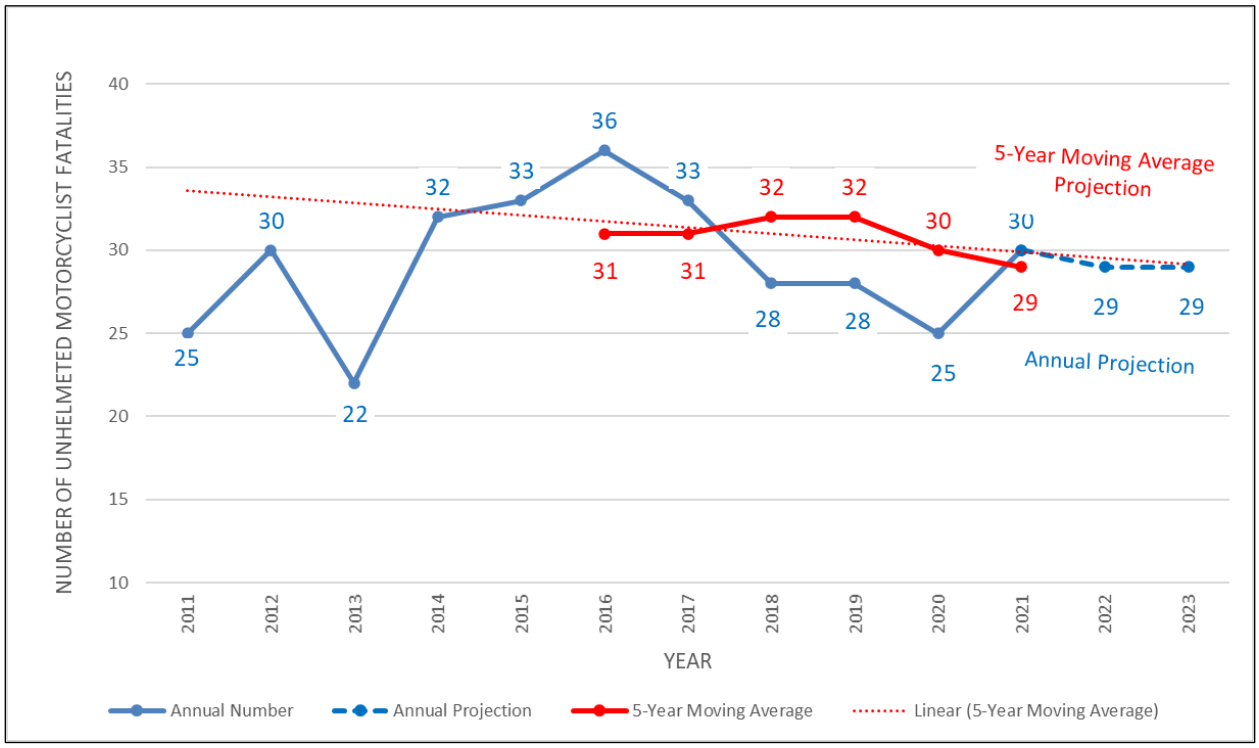


Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020, preliminary 2021 CTDOT data as of 04/21/2022

Performance Target: To reduce the motorcycle fatalities (2019-2023 moving average) to 52 by 2023.

Performance Target Justification: The five-year moving average and the annual projection were used as the basis for establishing the performance target using linear extrapolation. The 2021 preliminary State data show a marked increase in motorcycle fatalities, and the annual projection for 2023 suggests that the motorcyclist fatalities will be 70. However, the five-year moving average trend is predicted to remain flat or increase slightly to 53 motorcyclist fatalities for the 2023 planning period. *Connecticut is mindful of NHTSA's recommendation of not setting recessive targets and has chosen to set the aggressive target of 52 for the HSP 2023 planning period*.

Number of Unhelmeted Motorcyclist Fatalities (C-8)



Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020, preliminary 2021 CTDOT data as of 04/21/2022

Performance Target: To maintain the unhelmeted motorcyclist fatalities of 30 or under (2019-2023 moving average) in 2023.

Performance Target Justification: The five-year moving average and the annual projection were used as the basis for establishing the performance target using linear extrapolation. There had been a progressive drop in the number of unhelmeted motorcyclist fatalities over the past couple of years but 2021 reversed the trend. The annual projection as well as the five-year moving average predict 29 fatalities in 2023. With increased focus on public/driver education and awareness about motorcycle riders as well as efforts to increase motorcyclist training, Connecticut hopes to keep the unhelmeted motorcyclist fatalities at 30 during the 2023 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 publication *Countermeasures That Wo*rk (Tenth Edition, 2020) and sharing of best practices at national safety conferences such as the Governors 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 (3) counties accounted for 70 percent of the State's 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 Unhelmeted 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 crashes only crashes. Close to 40 percent of all motorcyclists killed on Connecticut roads are single vehicle, thus indicating a decision-making problem among those riders.

Planned Activity MS-1: Motorcycle Safety Program Administration

Administrative Oversight: Connecticut 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): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-MC	0203-0701-AA	CTDOT/HSO	Motorcycle Safety Program Administration	$10,000

Planned Activity MS-2: Connecticut Rider Education Program (Training) Administration

Administrative Oversight: Connecticut 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 motorcyclist fatalities and decreasing the number of unhelmeted 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 website(www.ride4ever.org), 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 to 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): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-MC	0203-0701-AB	CTDOT/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 drivers do not expect to "see" something, and 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 MS-3: Public Information and Education/Community Outreach about Motorcycle Riders

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

Planned Activity Description: This task will provide coordination and overtime 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): CTDOT/HSO; other Non-Profits

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405f-1 (M11MT)	0203-0744-1-AB	CTDOT/HSO	PI&E	$10,000
405f-2 (M11MA)	0203-0744-2-AC	CTDOT/HSO	PI&E Media	$100,000

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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 Traffic Records Strategic Plan is posted to the CTDOT Traffic Records Webpage. The following web link contains the most recent version of the Strategic Plan:
https://portal.ct.gov/-/media/DOT/documents/dhighwaysafety/TRCC/Connecticut-Traffic-Records-Strategic-Plan_7-1-22.pdf

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 are 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 are 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 National Emergency Medical Services Information System (NEMSIS) version 3.4.0 with overall data quality score of 90 percent or greater in seven categories. The focus in the prior years has been on electronic reporting for a motor vehicle crash as well as eCitation 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 were lost prior to 2020.

DPH, the Office of Emergency Medical Services (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.

In 2022, the Connecticut Transportation Safety Research Center (CTSRC), with funding from the CTDOT/HSO, entered into a data sharing agreement with the DPH to receive crash-related records from Connecticut's National Emergency Medical Services Information Systems (NEMSIS), Connecticut's emergency department and hospital discharge data (Chime Data), and Connecticut's International Trauma Diagnosis data. This agreement is conducted in compliance with the Health Insurance Portability and Accountability Act (HIPAA) privacy rule, protection of identifiable health data as defined by regulations for Connecticut State agencies 19a-25-1 et. Seq., and under guidance from the Centers for Disease Control and Prevention (CDC) National Center for Injury Prevention and Control's (NCIPC) traffic safety initiative of linking information for Nonfatal Crash Surveillance (LINCS). This agreement will support the prevention and reduction of motor vehicle crash-related fatal and non-fatal injuries by improving upon the knowledge base of traffic injury-related behaviors associated with but not limited to child passengers, teen drivers, older adult drivers, substance-impaired drivers, distracted drivers, pedestrians, bicyclists, and motorcyclists.

eCitation 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
- Dispositions 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 NHTSA, FHWA, and FMCSA, the TRCC places a high priority on integrating planned performance measures with any new proposed system improvements.

Performance Measures

Percentage of Citations Adjudicated through Online 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 2023.

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 online disposition by the court decreased by 41.14 percent (7,890 citation in 2019-2020 compared to 4,644 citations in 2020-2021) and the time it took for adjudication increased by 133.87 percent (0.070 days to 0.164 days per citation).

Current data show that the time it takes for adjudication decreased from 0.164 in average number of days in 2020 to 0.0525 days in 2021. This is an improvement of 68.11 percent over the previous year. Also, the total number of online dispositions increased significantly from 4,644 in 2020 compared to 10,101 in 2021.

The performance target for FFY2023 is to improve (reduce) the time it takes to adjudicate a citation through the Online Disposition System and when it is posted to the Driver History File from 68.11 percent to 80 percent. The current baseline period to be used for the measurement is from April 1, 2021, to March 31, 2022, which has a total of 10,101 citations processed and recorded to the Driver History File with an average number of days per citation of 0.05247005.

Percentage of Law Enforcement Agencies Participating in the Use of eCitation

Performance Target: To increase the number of law enforcement agencies using the eCitation system to 80 percent in 2023.

Performance Target Justification: Connecticut's goal is to increase the number of agencies using the eCitation system from the current 68 percent to 80 percent in the target period. Out of 95 law enforcement agencies, 65 agencies are using the eCitation system and 30 agencies are still using paper tickets. Building on the capability to submit attachments and the expansion of eCitation 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 percent participation.

Planned Countermeasures

Countermeasure Strategy: Countermeasures for the Traffic Records Section were Developed from Past Traffic Records Assessments

- 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 data dictionaries for crash data system, driver data system, citation and adjudication system and the injury surveillance system
- Improve interfaces with the Crash data system, vehicle data system, Roadway data system, citation and adjudication system and the injury surveillance system
- Improve data quality control for the driver data system, vehicle data system, citation and adjudication system and the injury surveillance system
- Improve process flows for the vehicle data system

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 as well as improvements of data dictionaries, interfaces, process flows and data quality.

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 (TRCC) initiatives including the 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 TR-1: Traffic Records Administration

Administrative Oversight: Connecticut 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 Office. 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): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	0203-0742-AA	CTDOT/HSO	Traffic Records Administration	$150,000
402-TR	0203-0705-AA	CTDOT/HSO	Traffic Records Administration	$50,000

Planned Activity TR-2: Traffic Records Strategic Plan Implementation

Administrative Oversight: Connecticut 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).

TR-2a) eCitation – Technology/Software Support for Municipal/Local Law Enforcement

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 eCitation initiative. Some departments do not have computers or mobile data terminals (MDTs) in their vehicles, hindering their abilities for selective enforcement while some departments only have few patrol vehicles with the eCitation printers installed. The ideal scenario would be to have all the fleet patrol vehicles outfitted with equipment for eCitation. This would allow elimination of paper tickets and contribute towards timeliness in processing of traffic violation and updating the Driver History Files.

Equipment as well as software support will be provided to support municipal law enforcement agencies in implementing eCitation. 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 eCitation 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 these data to be received by the appropriate State agency. This project could fund up to 20-25 municipalities. 64 municipal police agencies, one University Police Agency and the Connecticut State Police (excluding the vehicles assigned to the troopers) currently use eCitation.

Intended Subrecipient(s): Municipal Police Agencies

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-TR	0203-0705-ZZ	Municipal Police Agencies	eCitation Local Law Enforcement	$700,000

TR-2b) eCitation Processing System – Version 2 Integration with Online Disposition

Planned Activity Description: Building on the fiscal year 2021 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 percent compliance with eCitation by validating new vendor schema and provide support for transition to eCitation; troubleshooting existing agency issues; and, continued outreach to law enforcement agencies regarding submission of subsequent documentation through eCitation to online disposition. In conjunction with the HSO, the Connecticut Judicial Branch will assess departments with eCitation, not producing citations electronically 100 percent of the time and identify equipment or funding issues.

Intended Subrecipient(s): Connecticut Judicial (Centralized Infractions Bureau)

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	0203-0742-AE	CT Judicial (CIB)	eCitation Processing System	$200,000

TR-2c) eCitation Processing System – Online Dispositions

Planned Activity Description: Due to lack of staff availability during the 2021/2022 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 2021 Highway Safety Plan. The Judicial Branch will therefore accomplish the following during the 2022/2023 grant year.

Building on the prior grant accomplishments, the Connecticut Judicial Branch Proposes to improve the Online Disposition Program by:

- Making improvements to the Online Disposition System to allow improved functioning and communication by upgrading the underlying programming to Motor Vehicle Crashes. 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
- Collaborating 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)
- Analyzing current disposition trends and statistics and document opportunities for improvement
- Completing programming for entirely paperless electronic process

Intended Subrecipient(s): Connecticut Judicial (Centralized Infractions Bureau)

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	0203-0742-AD	CT Judicial (CIB)	Online Disposition System	$200,000

TR-2d) Connecticut Department of Public health (DPH) Emergency Medical Services (EMS) System – *NEW PLANNED ACTIVITY*

Planned Activity Description: This project will address the recommendations for improvement in the category of Injury Surveillance during the 2021 Traffic Records Assessment. The Office of Emergency Medical Services will work to create a formal EMS Data Dictionary; create a formal Trauma Registry Data Dictionary; initiate automated edit checks and rule validation for EMS traffic data; educate EMS providers statewide on the implementation and importance of the edit checks and rule validation with at least six (6) educational sessions; and upgrade the EMS data to NEMSIS version 3.5.

Intended Subrecipient(s): Connecticut Department of Public Health (DPH)

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	0203-0742-AG	DPH	DPH EMS System	$150,000

TR-2e) eCitation Resident Trooper Towns – *NEW PLANNED ACTIVITY*

Planned Activity Description: Most police vehicles utilized by the Connecticut State Police (CSP), other than those designated as primary patrol vehicles, are not equipped with hardware and software that would allow for electronic reporting of citations and automatic upload of driver/registration information to use on traffic crash forms.

The CSP has approximately 150 vehicles assigned to troopers for daily use that lack any connectivity or access to the department's Computer Aided Dispatch (CAD), which is the gateway for access to querying driver/registration data and the eCitation and crash platforms. Accordingly, any citations written by a trooper in one of these vehicles is done on a paper citation form. These paper citations often take up to two weeks to be received at the Judicial Branch's Centralized Infractions Bureau. Priority will be given to those vehicles that are utilized by the troopers most closely associated/exposed to patrol work.

The intent of the proposed project is to deploy electronic solutions that are catered to the type of vehicle and available secure infrastructure necessary and available based on the need, including Bluetooth or similarly enabled eCitation printers along with corresponding connectivity peripherals; vehicle modems and antennas; ruggedized tablets and associated mounting equipment; barcode scanning capable devices (or application enhancements to existing issued mobile devices); portable kit solutions that can be transported from one vehicle to the next; and associated labor and installation

costs for additional new vehicle upfitting/existing vehicle retrofitting costs.

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

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	0203-0742-AM	DESPP	eCitation Resident Trooper Towns	$600,000

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.

COMMUNITY TRAFFIC SAFETY (CTS)

Driver Groups Problem Identification

Table CTS-1 outlines the age distribution of licensed drivers in Connecticut and the U.S. as a whole during calendar years 2018 to 2020. The data show that the percentage of Connecticut licensed drivers aged 19 and younger is slightly lower than the U.S. percentage (3.3% vs. 3.7%, respectively), and that the percentage of drivers aged 70 and older is slightly higher in Connecticut (14.4%) than in the U.S. as a whole (13.6%).

Table CTS-1. Licensed Drivers by Age Group, 2018-2020

Licensed Drivers by Age		2018		2019		2020	
		N	%	N	%	N	%
Connecticut	Under 16	0	0.0%	0	0.0%	0	0.0%
	16-17	30,565	1.2%	29,960	1.1%	23,790	0.9%
	18-19	64,322	2.5%	63,020	2.4%	59,369	2.4%
	19 and under 20	94,887	3.6%	92,980	3.6%	83,159	3.3%
		36,337	1.4%	36,746	1.4%	35,287	1.4%
	16-20	131,224	5.0%	129,726	5.0%	118,446	4.7%
	21-24	158,145	6.1%	156,551	6.0%	148,276	5.9%
	25-34	433,719	16.6%	433,937	16.6%	414,524	16.5%
	35-44	402,451	15.4%	408,345	15.7%	395,259	15.8%
	45-54	467,552	17.9%	452,021	17.3%	420,824	16.8%
	55-64	482,403	18.5%	484,584	18.6%	467,848	18.6%
	65-69	177,843	6.8%	181,834	7.0%	183,100	7.3%
	70 up	352,275	13.5%	361,063	13.8%	360,393	14.4%
Nationwide	Under 16	42,997	0.0%	43,808	0.0%	61,635	0.0%
	16-17	3,029,004	1.3%	3,045,234	1.3%	2,893,373	1.3%
	18-19	5,672,972	2.5%	5,693,151	2.5%	5,396,276	2.4%
	19 and under 20	8,744,973	3.8%	8,782,193	3.8%	8,351,284	3.7%
		3,252,994	1.4%	3,254,342	1.4%	3,236,841	1.4%
	16-20	11,954,970	5.3%	11,992,727	5.2%	11,526,490	5.1%
	21-24	14,269,752	6.3%	14,223,656	6.2%	14,041,261	6.2%
	25-34	40,165,514	17.7%	40,298,969	17.6%	39,900,499	17.5%
	35-44	37,634,363	16.5%	37,989,286	16.6%	38,208,444	16.7%
	45-54	38,617,702	17.0%	38,092,538	16.7%	37,372,539	16.4%
	55-64	39,570,701	17.4%	39,740,652	17.4%	39,417,228	17.3%
	65-69	15,941,519	7.0%	16,241,884	7.1%	16,574,842	7.3%
	70 up	29,351,377	12.9%	30,056,199	13.1%	31,092,864	13.6%

Source: Federal Highway Administration

Table CTS-2 contains 2018, 2019, and 2020 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*, 2018-2020

	2018		2019		2020	
	CT	**US**	**CT**	**US**	**CT**	**US**
Under 16	n/a	295.4	n/a	317.3	n/a	339.1
16-17	16.4	33.9	26.7	31.4	37.8	36.9
18-19	24.9	35.0	25.4	34.7	30.3	39.6
19 and under	23.2	35.9	25.8	35.0	32.5	40.9
20	16.5	33.1	19.0	30.3	19.8	38.2
16-20	20.6	34.2	23.9	32.7	28.7	38.5
21-24	32.2	33.9	19.8	32.6	31.0	34.8
25-34	21.4	27.0	15.7	26.3	24.6	29.9
35-44	15.2	21.8	11.5	22.1	13.4	23.3
45-54	14.8	20.6	10.4	19.9	13.8	20.7
55-64	10.6	18.5	9.1	18.2	10.9	18.5
65-59	9.6	15.1	8.2	15.7	8.7	14.2
70 up	9.7	16.9	12.5	17.1	10.8	14.7

*Licensed drivers within each age group.
Sources: FARS Final Files 2018-2019, FARS Annual Report File 2020

Table CTS-3 shows the 2018, 2019 and 2020 non-fatal injury crash rates per 100,000 licensed drivers by driver age group. There was a decrease in involvement in injury crashes for all age groups in 2020 compared to 2019 and 2018.

Table CTS-3. Number of Drivers Involved in Injury Crashes by Age Group Per 100,000 Licensed Drivers*, 2018-2020

	2018	2019	2020
16-17	3,347	3,418	3,190
18-19	3,164	3,089	2,651
19 and under	3,223	3,195	2,805
16-20	3,195	3,154	2,712
21-24	3,224	3,055	2,672
25-34	2,617	2,590	2,137
35-44	2,040	2,090	1,588
45-54	1,674	1,688	1,280
55-64	1,331	1,358	1,020
65-74	1,848	1,858	1,295
75 up	536	528	370

*Licensed drivers within each age group
Source: Connecticut Crash Data Repository

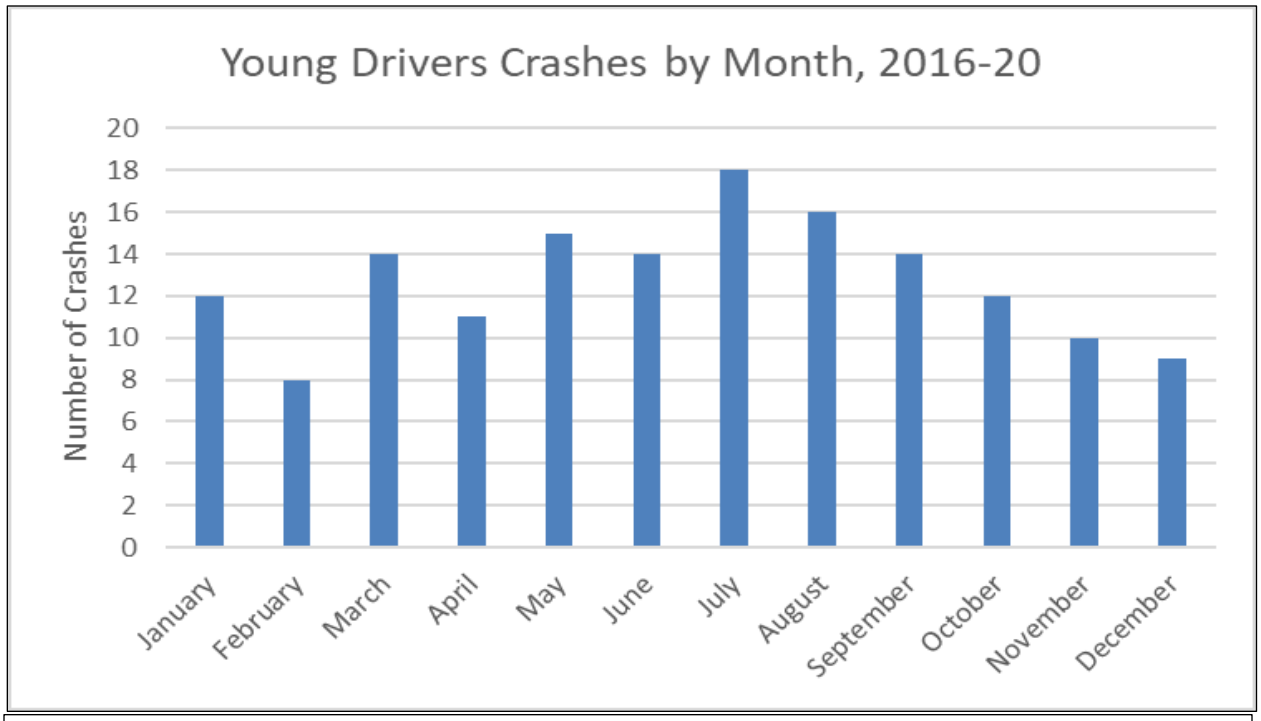
Table CTS-4 and Figure-CTS-1 show that, in the period 2016-2020, 31 percent of fatal crashes involving drivers aged 20 and undertook place between July and September. July and August had the highest number of crashes (18 and 16, respectively). Fifty-seven percent (57%) of fatal crashes occurred at night, between 6pm and 2:59am (86 fatal crashes). New Haven, Fairfield, and Hartford Counties (41, 32, and 29 crashes, respectively) accounted for the highest number of fatal crashes involving young drivers.

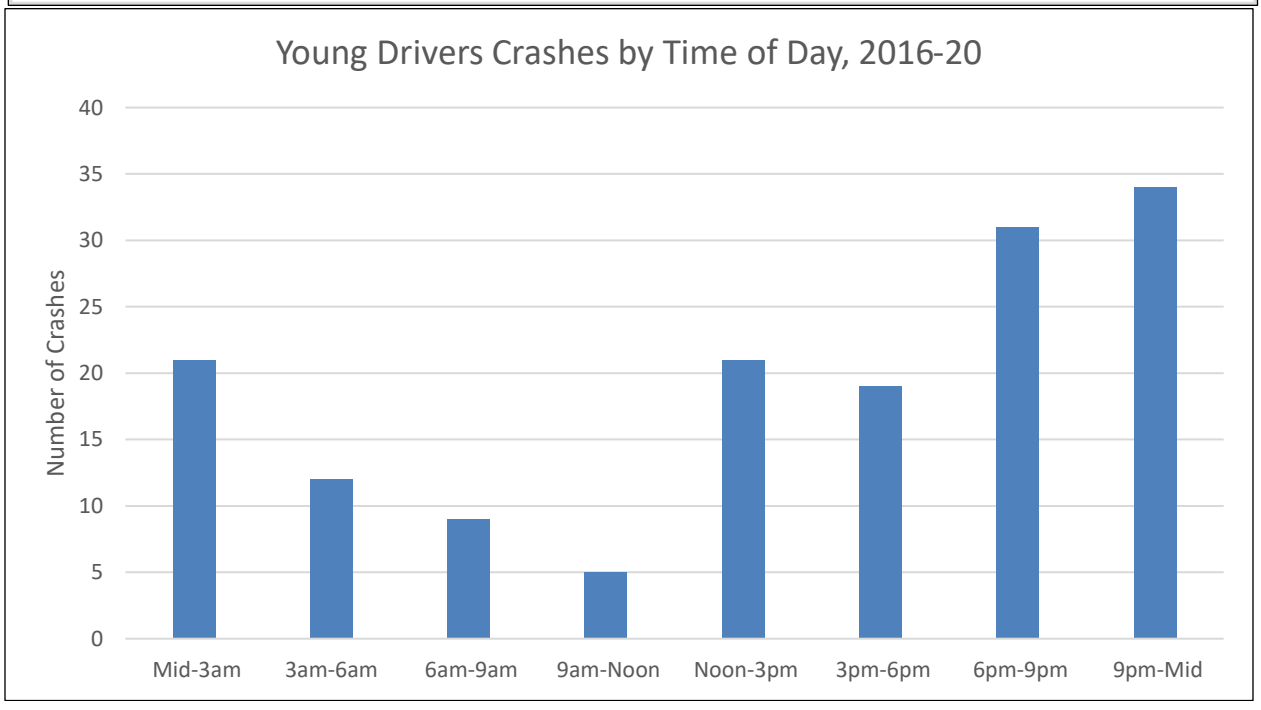
Table CTS-4. Fatal Crashes Involving Young Drivers (20 and under)
Month, Time of Day, and County, Five-Year Total, 2016-2020

	N=153	Percent
MONTH		
January	12	7.8%
February	8	5.2%
March	14	9.2%
April	11	7.2%
May	15	9.8%
June	14	9.2%
July	18	11.8%
August	16	10.5%
September	14	9.2%
October	12	7.8%
November	10	6.5%
December	9	5.9%
TIME OF DAY		
Midnight-3am	21	13.8%
3am-6am	12	7.9%
6am-9am	9	5.9%
9am-Noon	5	3.3%
Noon-3pm	21	13.8%
3pm-6pm	19	12.5%
6pm-9pm	31	20.4%
9pm-Midnight	34	22.4%
COUNTY		
Fairfield	32	20.9%
Hartford	29	19.0%
Litchfield	13	8.5%
Middlesex	5	3.3%
New Haven	41	26.8%
New London	12	7.8%
Tolland	12	7.8%
Windham	9	5.9%

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

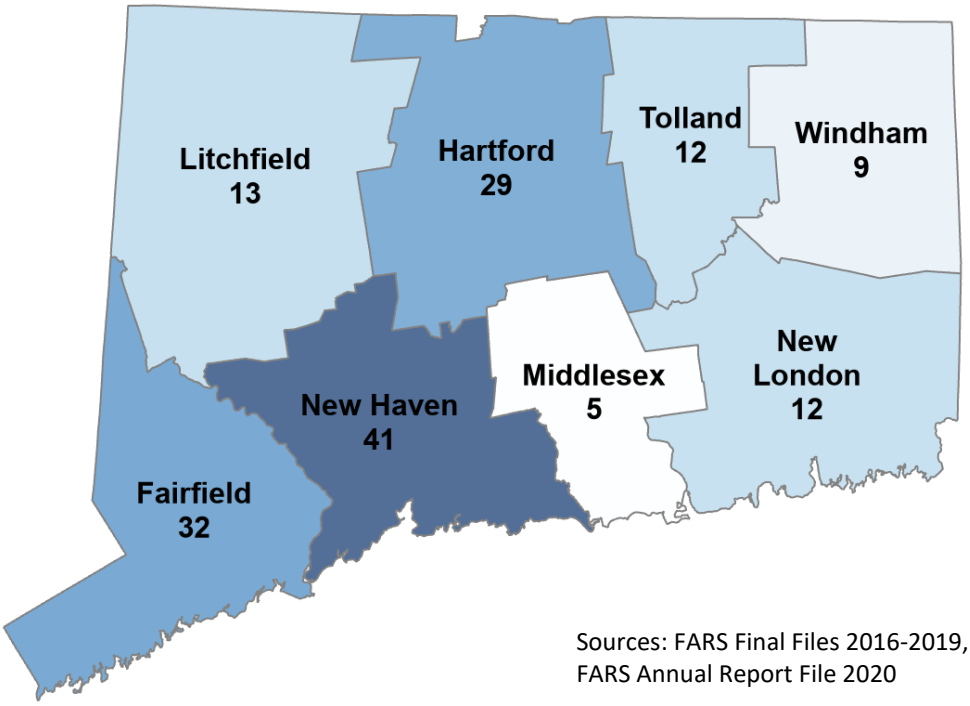
Figure CTS-1. Fatal Crashes Involving Young Drivers (20 and under)
Month, Time of Day, and County, Five-Year Total, 2016-2020
(Graphic Representation of Data in Table CTS-4)





Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Figure CTS-x. Young Drivers Crashes by County, 2016-2020



Sources: FARS Final Files 2016-2019,
FARS Annual Report File 2020

Table CTS-5 and Figure CTS-2 show the number of drivers involved in fatal crashes by age. Drivers aged 25 to 34 consistently show the highest involvement in the period 2016-2020.

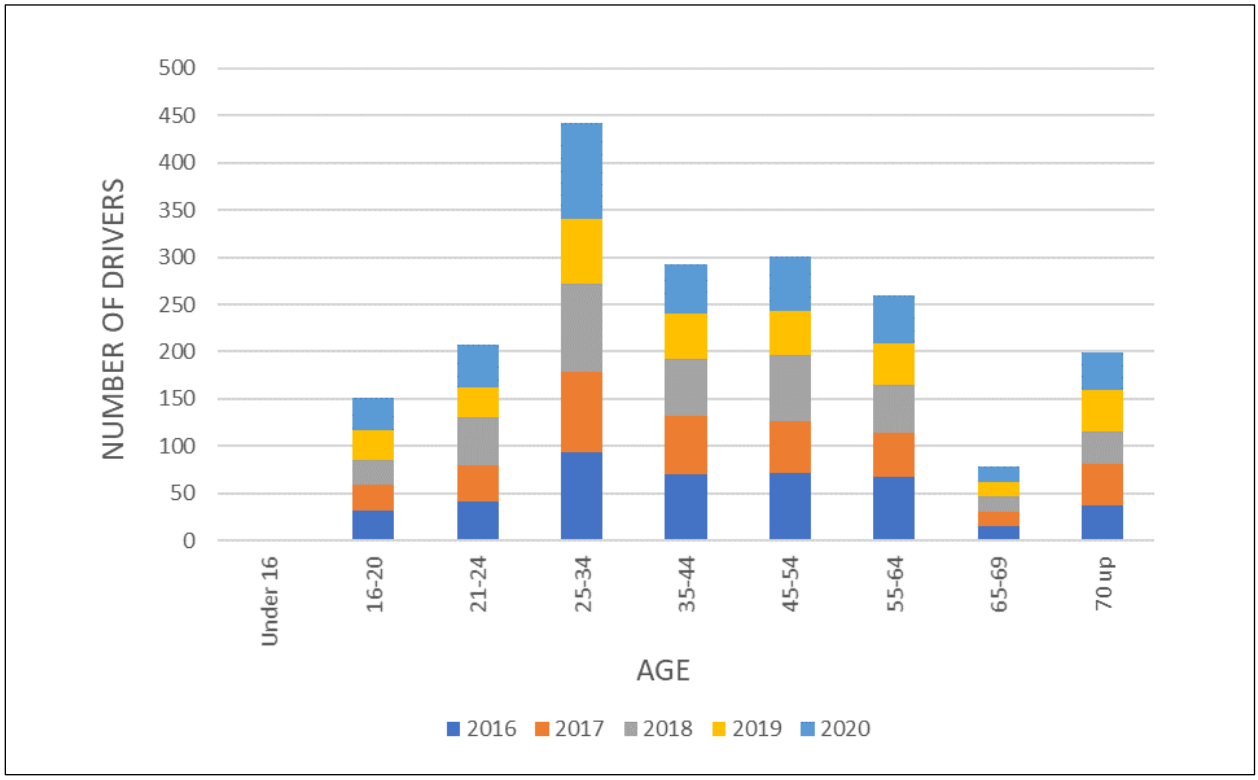
Table CTS-5. Drivers Involved in Fatal Crashes by Age

	2016	2017	2018	2019	2020
Total	442	379	413	338	414
Under 16	1	0	1	0	0
16-17	7	8	5	8	9
18-19	12	11	16	16	18
19 and under	20	19	22	24	27
20	13	8	6	7	7
16-20	32	27	27	31	34
21-24	41	39	51	31	46
25-34	93	86	93	68	102
35-44	70	62	61	47	53
45-54	72	55	69	47	58
55-64	67	47	51	44	51
65-69	15	15	17	15	16
70 and up	38	43	34	45	39
Unknown	13	5	9	10	15

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Figure CTS-2. Drivers Involved in Fatal Crashes by Age

(Graphic Representation of Data in Table CTS-5)



Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Table CTS-6 and Figure CTS-3 list the most common driver-related factors for young drivers (age 20 and under) involved in fatal crashes during the 2016 to 2020 period. The most prevalent factor was “speed-related”, identified in 31 percent of young drivers involved in fatal crashes, followed by “operating the vehicle in an erratic, reckless, or negligent manner” (17%) and “aggressive driving/road rage” (14%). The data in Table CTS-6 may involve up to four factors per driver thus the total may add up to more than 100 percent.

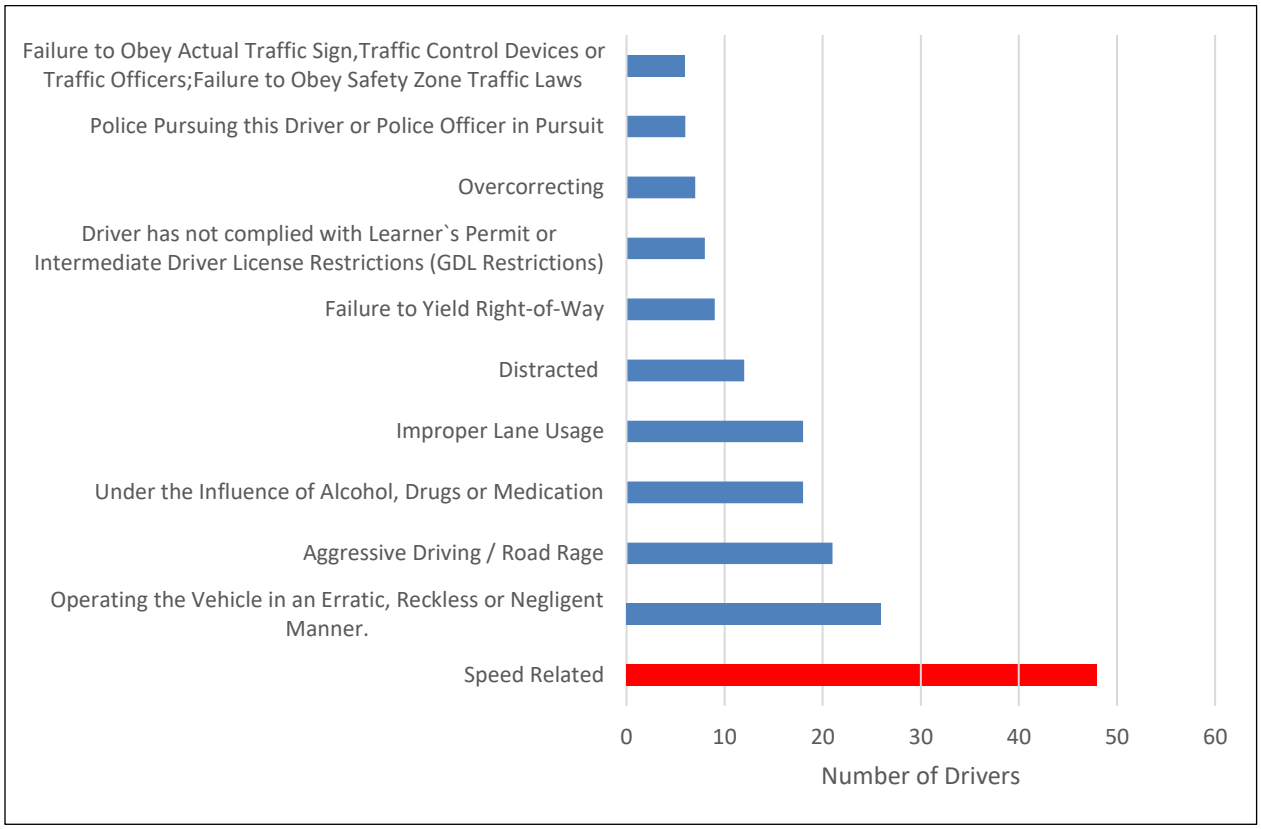
Table CTS-6. Young Drivers Involved in Fatal Crashes/Related Factors of Drivers, 2016-2020

	N Drivers*	Percent^
Motorists	(N=153)	
Driver-Related Factors	(N=195)	
Speed Related	48	31.4%
Operating the Vehicle in an Erratic, Reckless or Negligent Manner.	26	17.0%
Aggressive Driving / Road Rage	21	13.7%
Under the Influence of Alcohol, Drugs or Medication	18	11.8%
Improper Lane Usage	18	11.8%
Distracted	12	7.8%
Failure to Yield Right-of-Way	9	5.9%
Driver has not complied with Learner`s Permit or Intermediate Driver License Restrictions (Graduated Driver License Restrictions)	8	5.2%
Overcorrecting	7	4.6%
Police Pursuing this Driver or Police Officer in Pursuit	6	3.9%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	6	3.9%
None Reported	6	3.9%
Unknown	57	37.3%
All Other Factors	21	13.7%

*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
Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Figure CTS-3. Young Drivers Involved in Fatal Crashes/Related Factors of Drivers, 2016-2020

(Graphic Representation of Data in Table CTS-6)



Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Pedestrians and Bicyclists Problem Identification

In Connecticut in 2020, five (5) bicyclists were killed and 350 were injured in motor vehicle crashes whereas 56 pedestrians were killed and 933 were injured. Table CTS-7 and Figure CTS-4 outline the characteristics of pedestrian and bicyclist fatalities.

Pedestrian fatalities occurred more frequently during November through January (35.7%) than during other months of the year (Table CTS-7). The majority (63.9%) of pedestrian fatalities occurred in the 3pm to midnight time period. The largest number of pedestrian fatalities occurred in New Haven (92), Fairfield (79) and Hartford (68) Counties, accounting for about 86 percent of the victims.

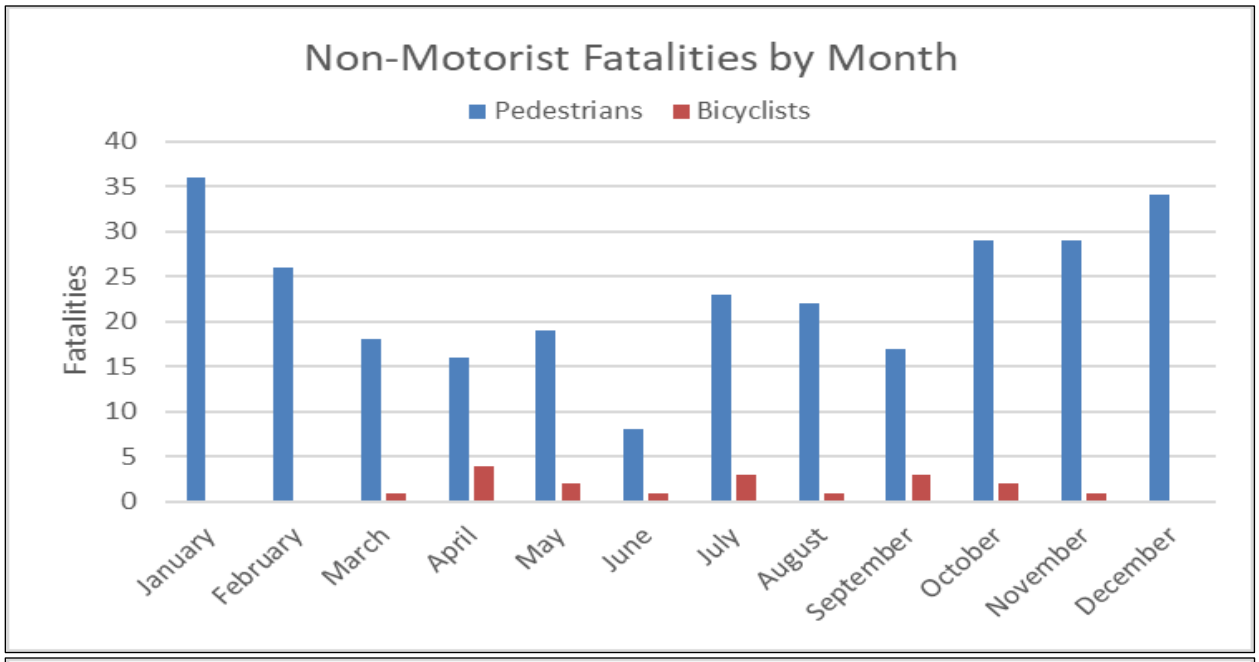
Most bicyclist fatalities occurred in May (22%), August and October (each at 17%) and 72 percent occurred between 12pm (noon) and 9pm. New Haven and Fairfield Counties accounted for 56 percent of all bicyclist fatalities in the period 2016-2020.

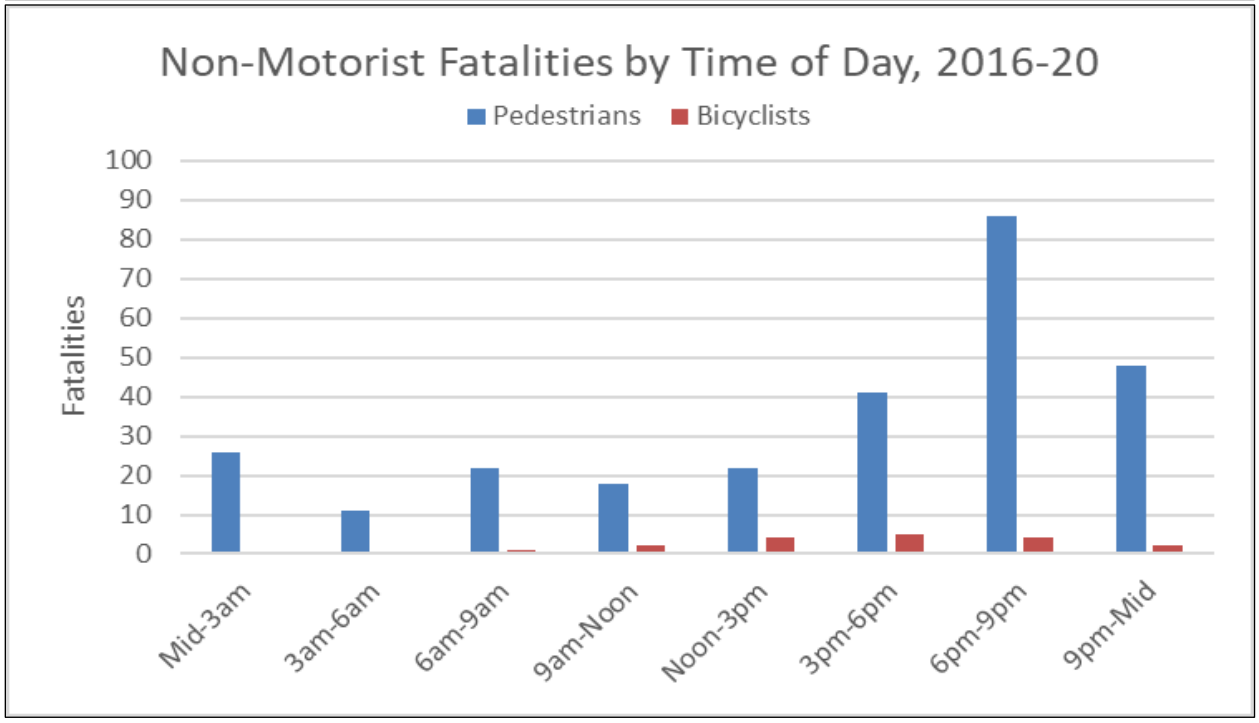
Table CTS-7. Connecticut Pedestrian and Bicyclist Fatalities
Month, Time of Day, and County Five-Year Total, 2016-2020

	Pedestrian Fatalities		Bicyclist Fatalities	
	(N=277)	%	(N=18)	%
Month				
January	36	13.0%	0	0.0%
February	26	9.4%	0	0.0%
March	18	6.5%	0	0.0%
April	16	5.8%	1	5.6%
May	19	6.9%	4	22.2%
June	8	2.9%	2	11.1%
July	23	8.3%	1	5.6%
August	22	7.9%	3	16.7%
September	17	6.1%	1	5.6%
October	29	10.5%	3	16.7%
November	29	10.5%	2	11.1%
December	34	12.3%	1	5.6%
Time of Day				
Midnight-3am	26	9.5%	0	0.0%
3am-6am	11	4.0%	0	0.0%
6am-9am	22	8.0%	1	5.6%
9am-Noon	18	6.6%	2	11.1%
Noon-3pm	22	8.0%	4	22.2%
3pm-6pm	41	15.0%	5	27.8%
6pm-9pm	86	31.4%	4	22.2%
9pm-Midnight	48	17.5%	2	11.1%
County				
Fairfield	79	28.5%	4	22.2%
Hartford	68	24.5%	2	11.1%
Litchfield	10	3.6%	2	11.1%
Middlesex	7	2.5%	3	16.7%
New Haven	92	33.2%	6	33.3%
New London	12	4.3%	1	5.6%
Tolland	3	1.1%	0	0.0%
Windham	6	2.2%	0	0.0%

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

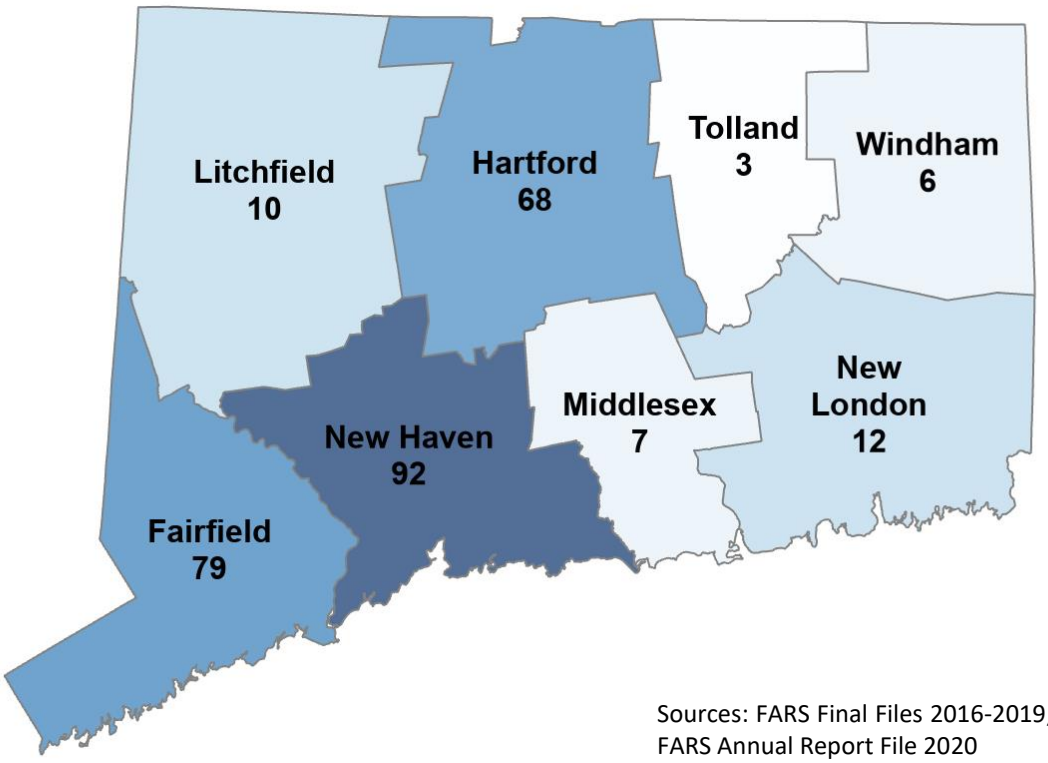
Figure CTS-4. Connecticut Pedestrian and Bicyclist Fatalities
Month, Time of Day, and County Five-Year Total, 2016-2020
(Graphic Representation of Data in Table CTS-7)





Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Figure CTS-x. Pedestrian Fatalities by County, 2016-2020



Sources: FARS Final Files 2016-2019,
FARS Annual Report File 2020

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 “failure to yield right-of-way” and “darting or running into road” (cited in 51 and 50 cases, respectively) whereas the most common actions for bicyclists were “failure to yield right-of-way” (5) and “failure to obey traffic signs, signals, or officers” cited in five and four cases, respectively.

Table CTS-8. Connecticut Pedestrian and Bicyclist Fatalities Related Factors for Pedestrians and Bicyclists Five-Year Total, 2016-2020

	Pedestrians	Bicyclists
Fatalities	(N=277)	(N=18)
Non-Motorist Condition/Action	N=317	N=18
Failure to yield right of way	51	5
Not visible (dark clothing, no lighting, etc.)	49	1
Darting or running into road	50	0
In roadway improperly (standing, lying, working, playing)	41	0
Under the influence of alcohol, drugs, or medication	27	1
Failure to obey traffic signs, signals, or officer	22	4
Improper crossing of roadway or intersection	22	1
Physical impairment	11	1
Distracted	6	2
Entering/exiting parked/standing vehicle	6	0
All Other Factors	32	3

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

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, no single driver-related factor emerged as the most common.

Table CTS-9. Connecticut Driver-Related Factors of Motorists Involved in Pedestrian and Bicyclist Fatalities, Five-Year Total, 2016-2020

	Fatal Pedestrian Crashes	Fatal Bicyclist Crashes
Motorists	(N=291)	(N=18)
Driver-Related Factors	N Factors =212	N Factors=15
Operating Vehicle in an Erratic, Reckless, or Negligent Manner	45	2
Vison Impaired by…	32	0
Speed-Related	31	1
Distracted	25	2
Under the Influence of Alcohol, Drug, or Medication	18	2
Improper Lane Usage	15	2
Aggressive Driving/Road Rage	10	1
Failure to Yield Right-of-Way	8	1
Emotional (depressed, angry, disturbed, etc.)	7	0
None Reported	150	11
Unknown	72	2
All Other Factors	21	4

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Bicyclist Problem Identification

Bicyclist fatalities accounted for less than two percent (2%) of the total number of traffic fatalities in Connecticut in 2020. Annual bicyclist fatalities ranged from one (1) to six (6) during the 2016 to 2020 period. There were 350 non-fatally injured bicyclists involved in motor vehicle crashes in Connecticut in 2020, the lowest number in the last five (5) years. The 2020 injury figure represents one percent (1.2%) of all motor vehicle related injuries.

Table CTS-10. Bicyclists Killed and Injured, 2016-2020

	2016	2017	2018	2019	2020
Killed	6	3	1	3	5
Injured	448	444	353	413	350
Bicyclists Killed and Injured per 100k Population	12	12	10	12	10
Percent Bicyclists Helmeted	25%	24%	28%	22%	32%

Sources: Connecticut Crash Data Repository, FARS

Table CTS-11 shows that bicyclist fatalities have dropped in Connecticut between 2016 and 2020 (-16.7%). During the five-year period of 2016 to 2020, the number of bicyclist fatalities in Connecticut each year ranged between one (1) and six (6).

Table CTS-11. Connecticut Bicyclist Fatalities

	2016	2017	2018	2019	2020	% Change 2016-2020
Connecticut	6	3	1	3	5	-16.7%

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Bicyclist fatalities have generally represented less than two percent (2%) of all Connecticut fatalities.

Table CTS-12. Connecticut Bicyclist Fatalities as Percent of Total Fatalities

	2016	2017	2018	2019	2020
Connecticut	2.0%	1.1%	0.3%	1.2%	1.7%

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Pedestrian Problem Identification

Table CTS-13 shows that the number of pedestrian fatalities in Connecticut fluctuated over the five-year period of 2016 to 2020. In 2020, there were 56 pedestrian fatalities, a five percent (5%) decrease from the 59 fatalities observed in 2016. The pedestrian fatality rate for Connecticut in 2020 was 1.6 per 100,000 population (Table CTS-13). Pedestrian fatalities in Connecticut accounted for 19 percent of all motor vehicle crash victims in 2020.

Table CTS-13. Connecticut Pedestrian Fatalities

	2016	2017	2018	2019	2020	% Change 2016-2020
Fatalities	59	49	59	54	56	-5.1%
% of Total Fatalities	19.4%	17.4%	20.1%	21.7%	19.0%	
Fatality Rate per 100k Pop.	1.6	1.4	1.7	1.5	1.6	-4.6%

Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020

Table CTS-14 shows the number of fatally and non-fatally injured pedestrians in the State over the 2016 to 2020 period. The State's 2020 non-fatal injury pedestrian rate was 26 per 100,000 population, the lowest rate in the last five years.

Table CTS-14. Number of Pedestrians Killed and Injured

	2016	2017	2018	2019	2020
Killed	59	49	59	54	56
Total Injured	1,387	1,309	1,260	1,340	933
Serious (A) Injury	249	242	210	220	163
Moderate (B) Injury	695	644	622	613	504
Minor (C) Injury	443	423	428	507	266
Fatality Rate per 100,000 Pop.	1.6	1.4	1.7	1.5	1.6
Non-Fatal Injury Rate per 100,000 Pop.	33	37	35	38	26

Sources: Connecticut Crash Data Repository; FARS Final Files 2016-2019, FARS Annual Report File 2020

Older Pedestrian Problem Identification

Pedestrian injury and fatality data collected for 2016-2021 were combined and compared across age groups. Fatal ("K") injury data were obtained from FARS for 2016-2020. The preliminary 2021 fatal injury data and the 2016-2021 minor ("B" and "C" injuries) and serious ("A") injury data were obtained from the Connecticut Crash Data 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, and 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, 2016-2021

	Minor	Serious	Fatal
<21	1,154	187	14
21-44	2,245	509	94
45-64	1,750	377	119
65+	689	166	94

Sources: Fatality data from FARS Final Files 2016-2019, FARS Annual Report File 2020; Injury data from the Connecticut Crash Data Repository

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.

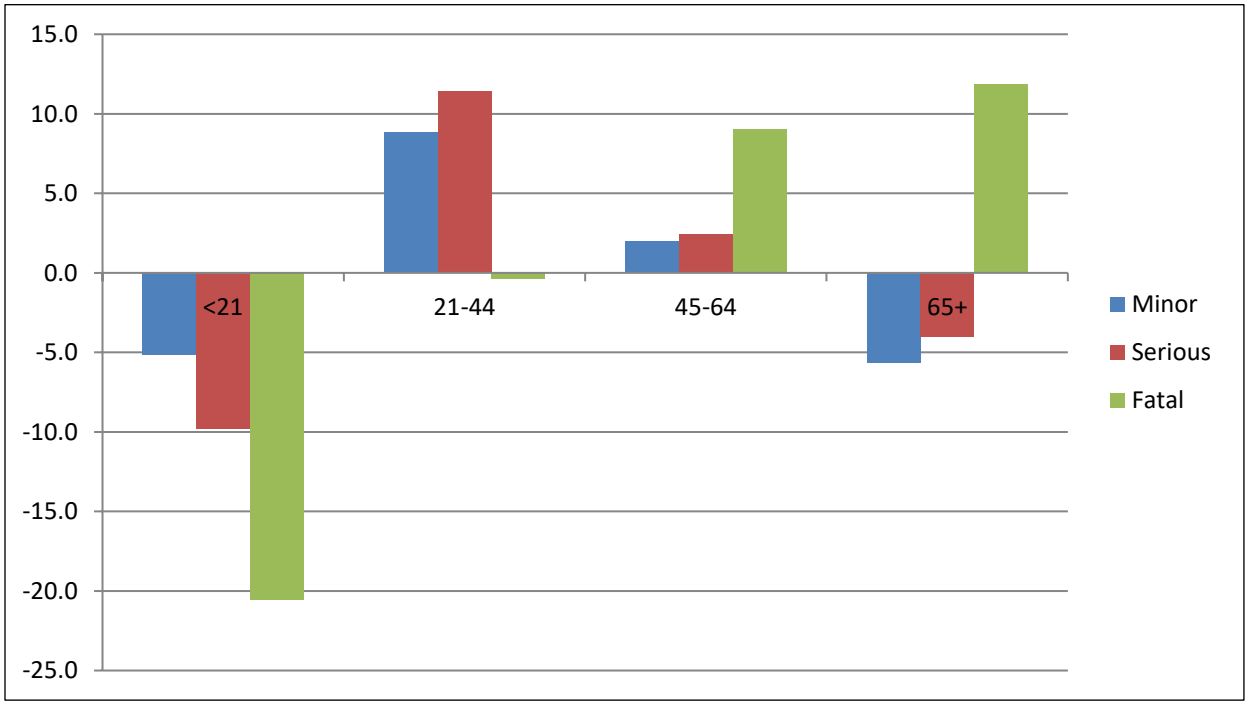
Table CTS-16. Percent Injuries by Age Group, 2016-2021

	Minor	Serious	Fatal	Population
<21	19.8%	15.1%	4.4%	24.9%
21-44	38.5%	41.1%	29.3%	29.7%
45-64	30.0%	30.4%	37.1%	28.0%
65+	11.8%	13.4%	29.3%	17.4%
Total	100.0%	100.0%	100.0%	100.0%

Sources: Fatality data from FARS Final Files 2016-2019, FARS Annual Report File 2020; Injury data from the Connecticut Crash Data Repository

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, 2016-2021



Sources: Fatality data from FARS Final Files 2016-2019, FARS Annual Report File 2020; Injury data from the Connecticut Crash Data Repository

Injury rates per 100,000 population for the various age and injury categories are showed in Table CTS-17. Note that the 2021 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 age group has the highest rate of fatal injuries. The serious and fatal injury rates per population are also represented graphically in Figure CTS-6.

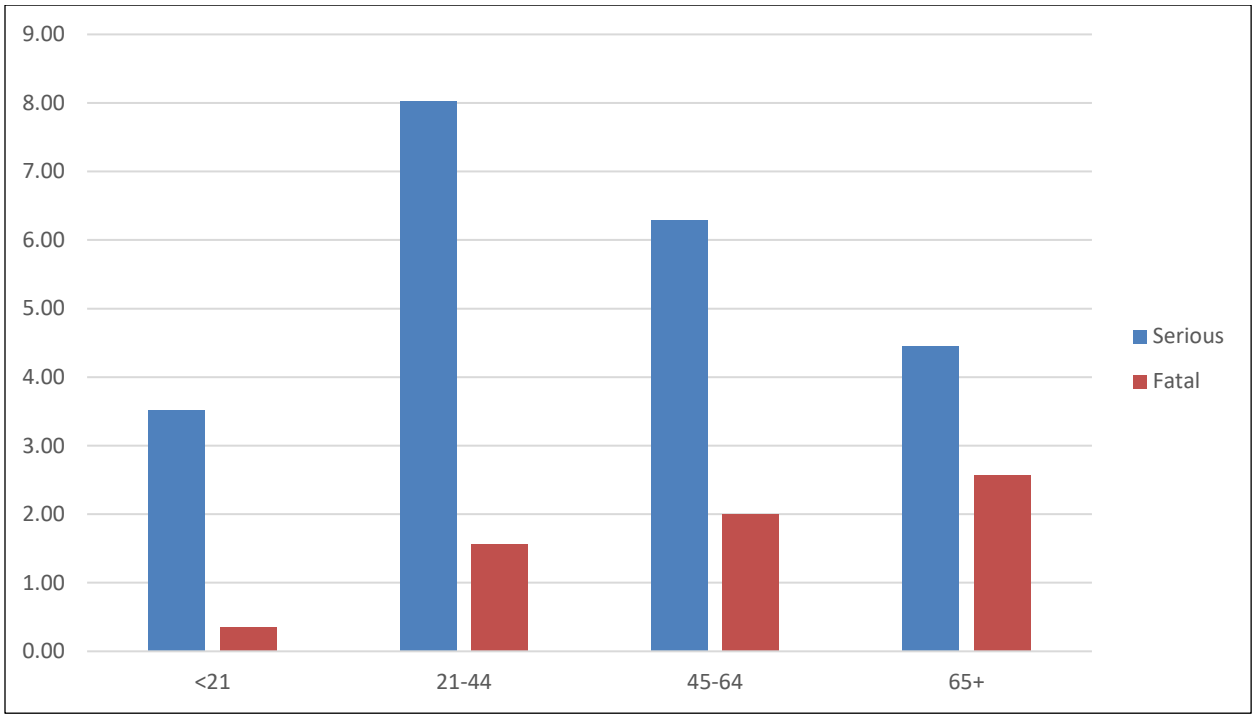
Table CTS-17. Injury Rates per 100K Population, 2016-2021

Injury	Age	2016	2017	2018	2019	2020	2021	2016-2021
Minor	**<21**	25.66	24.25	24.71	23.85	13.92	17.48	21.71
	21-44	40.39	39.04	34.47	40.55	28.08	30.15	35.43
	45-64	33.39	29.26	31.40	33.13	24.24	23.53	29.22
	65+	19.42	19.67	21.63	21.09	15.02	14.55	18.50
Serious	**<21**	4.40	4.56	3.48	4.09	1.50	2.99	3.52
	21-44	10.48	9.62	8.81	8.03	5.28	6.03	8.03
	45-64	6.52	6.38	6.16	6.97	6.27	5.44	6.29
	65+	4.43	5.33	3.74	3.96	4.49	4.80	4.46
Fatal	**<21**	0.77	0.44	0.11	0.11	0.35	0.35	0.36
	21-44	1.62	1.14	1.99	1.32	1.79	1.51	1.56
	45-64	2.24	1.37	2.48	2.12	1.95	1.85	2.00
	65+	2.90	3.50	2.28	3.01	2.48	1.39	2.58

Sources: Fatality data from FARS Final Files 2016-2019, FARS Annual Report File 2020; Injury data from the Connecticut Crash Data Repository

Figure CTS-6 shows that serious injury rates by population decrease with increasing age (after age 20), going from 8.03 serious injuries per 100,000 population for those ages 21 to 44 to 4.46 for those 65 and up. Fatal injury rates show the opposite pattern and increase with increasing age, from a low of 0.36 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.

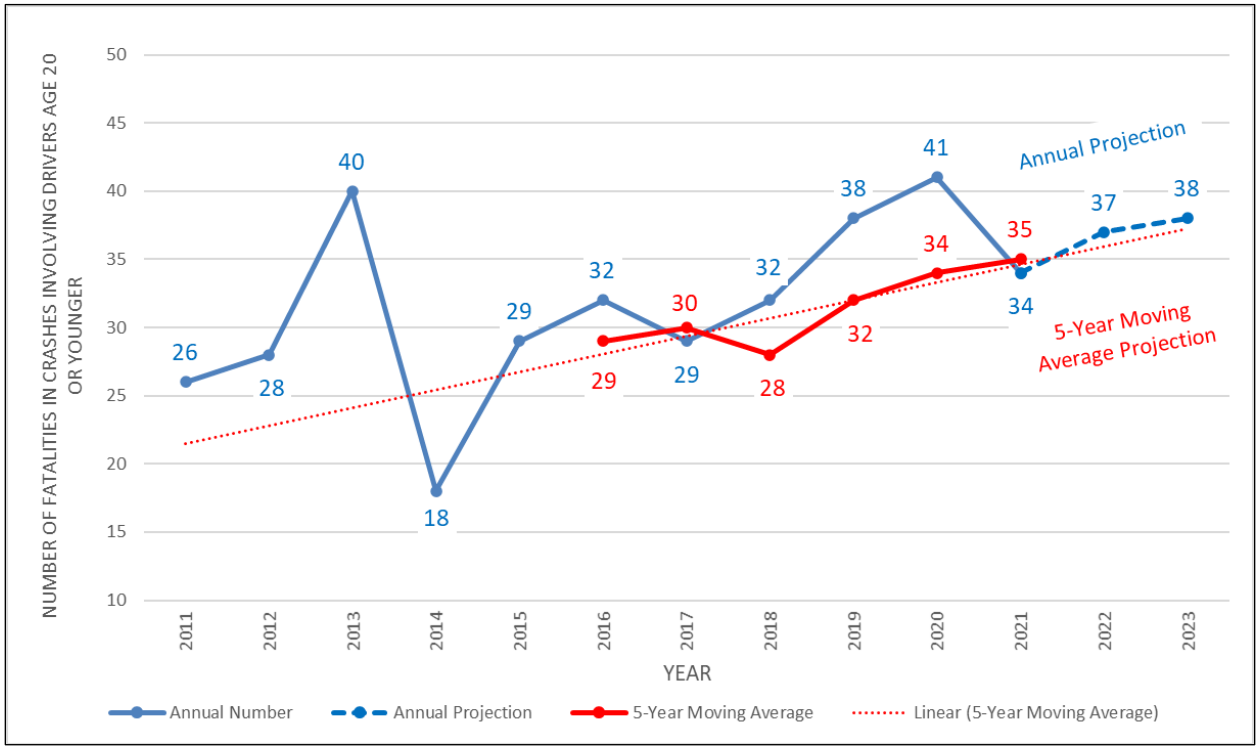
Figure CTS-6. Serious and Fatal Injury Rates by 100k Population, 2016-2021



Sources: Fatality data from FARS Final Files 2016-2019, FARS Annual Report File 2020; Injury data from the Connecticut Crash Data Repository

Performance Measures

Number of Drivers Aged 20 or Younger Involved in Fatal Crashes (C-9)*

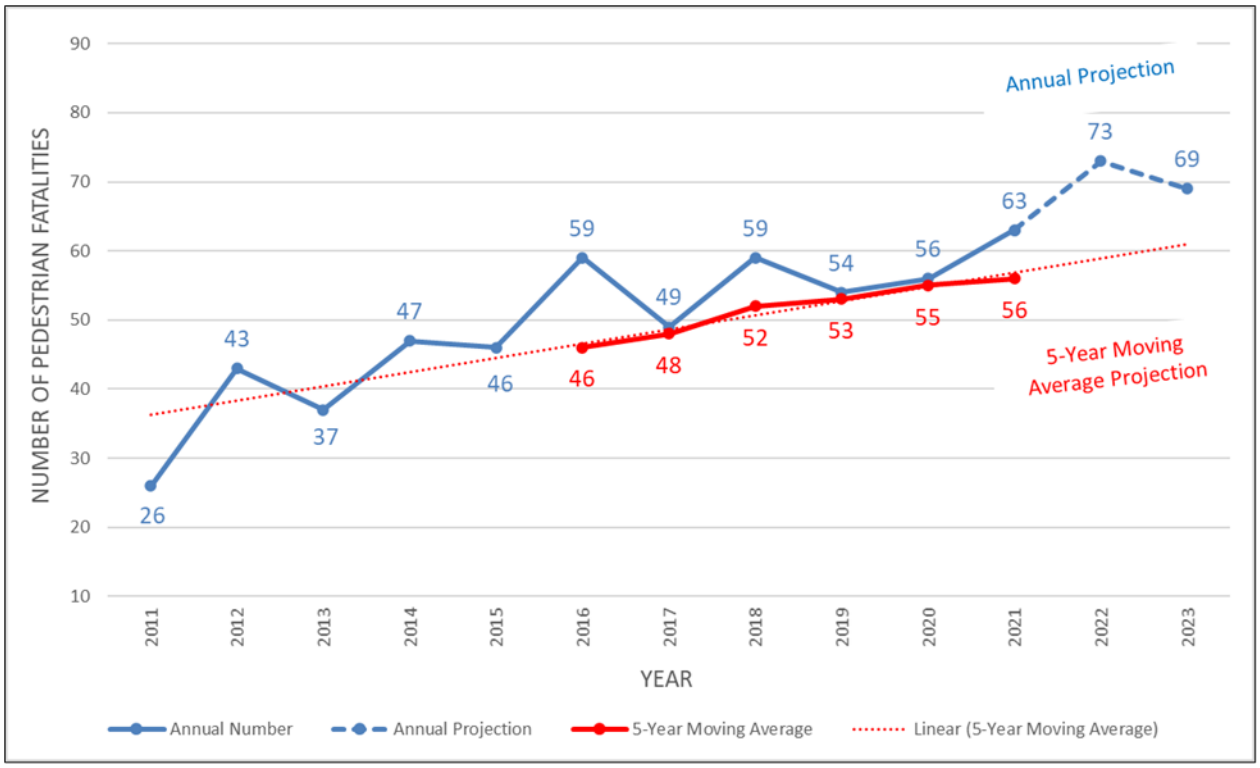


*The graph shows number of fatalities in crashes involving drivers aged 20 and younger
Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020, preliminary 2020 CTDOT data as of 04/21/2022

Performance Target: To reduce the fatalities involving drivers aged 20 or younger (2019-2023 moving average) to 32 by 2023.

Performance Target Justification: The five-year moving average and the annual projection were used as the basis for establishing the performance target using linear extrapolation. The 2021 preliminary State data show a drop in the number of fatalities in crashes involving drivers aged 20 and younger but the 5-year moving average shows an increase. Both the annual projection as well as the five-year moving average predict the fatality number to be around 38 in 2023. *Connecticut is mindful of NHTSA's recommendation of not setting recessive targets and has chosen to set the aggressive target of 32 for the HSP 2023 planning period*.

Number of Pedestrian Fatalities (C-10)

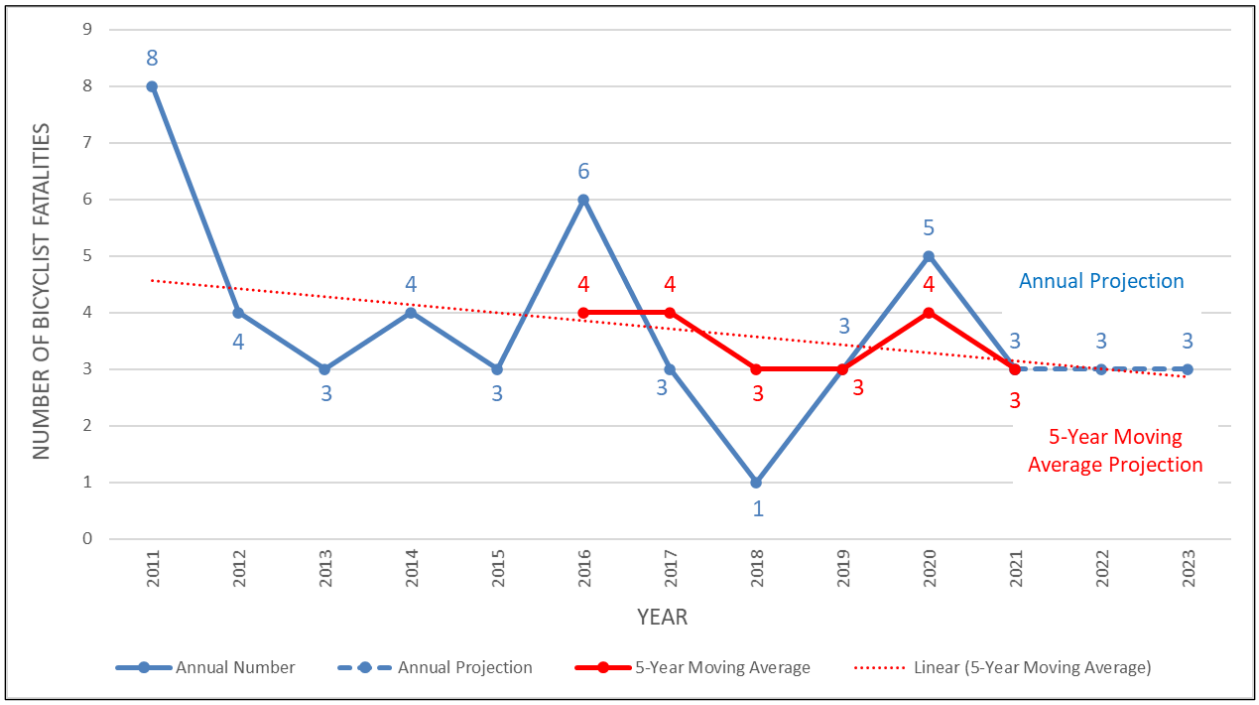


Sources: FARS Final Files 2011-2019, FARS Annual Report File 2020, preliminary 2021 CTDOT data as of 03/18/2022

Performance Target: To reduce the pedestrian fatalities (2019-2023 moving average) to 53 by 2023.

Performance Target Justification: The five-year moving average and the annual projection were used as the basis for establishing the performance target using linear extrapolation. The five-year moving average and the annual projection predict an increase in pedestrian fatalities in 2023. *However, Connecticut is mindful of NHTSA's recommendation of not setting recessive targets and has chosen to set the aggressive target of 53 for the HSP 2023 planning period*. The pededtrian fatalities have continually increased over the past couple of years. CTDOT 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 and several safety-related infrastructure projects were undertaken by CTDOT Traffic Safety Engineering to improve the conspicuity of traffic control devices for non-motorized road users including but not limited to marked crosswalk enhancements and other signage. Connecticut remains committed to these goals. The COVID-19 pandemic related driving behavior changes has contributed to increase in pedestrian fatalities not just in Connecicut but nationally.

Number of Bicyclist Fatalities (C-11)



Sources: FARS Final Files 2016-2019, FARS Annual Report File 2020, preliminary 2021 CTDOT data as of 03/18/2022

Performance Target: To maintain the bicyclist fatalities of 3 or under (2019-2023 moving average) in 2023.

Performance Target Justification: The five-year moving average and the annual projection were used as the basis for establishing the performance target using linear extrapolation. There was a marked increase in bicyclist fatalities in 2020 but the preliminary State data for 2021 show fewer bicyclist fatalities compared to 2020. The five-year moving average projection as well as the annual projection suggest that the bicyclist fatalities will stabilize to around three (3) during the 2023 planning period.

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 aged 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 CTS-1: Mothers Against Drunk Driving (MADD) Initiatives

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

Planned Activity Description: *Power of Parents 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	0203-0722-EE	MADD	*Power of Parents*	$70,000

Planned Activity CTS-2: GDL/Teen Driving Education and Outreach Initiatives

Administrative Oversight: Connecticut 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 Graduated Driver License (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. The HSO anticipates 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): CTDOT/HSO

Funding Source(s):

Funding Source	Project number	Agency	Title	$ Amount
402-TSP	0203-0708-AA	CTDOT/HSO	GDL/Teen Driving Education	$400,000

Planned Activity CTS-3: Drive Safe Connecticut Media Partnership

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Planned Activity Description: In FFY2021, the HSO began a new partnership with local news affiliate FOX61 to create a robust safe driving educational media campaign. This campaign has continued and 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. As a part of this program, HSO staff has recorded interviews with partners including police officers during enforcement waves as well as addressed current safety concerns in an effort to raise traffic safety awareness. Because funding is flexible for this campaign, various program areas can be featured including a major safe driving concern such as speeding and changes to cannabis laws. Other messaging will focus on impaired driving, pedestrian/bicyclist 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): CTDOT/HSO

Funding Source(s):

Funding Source	Project number	Agency	Title	$ Amount
405e-6 (M8*PM)	0203-0745-6-DX	CTDOT/HSO	Drive Safe CT Media Partnership	$200,000

Planned Activity CTS-4: City-Centric Pedestrian and Bicyclist Safety Campaign – *NEW PLANNED ACTIVITY*

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Planned Activity Description: In an extension of the *Watch for Me CT* campaign, the City of Hartford Department of Health and Human Services (HHS) proposes the creation of a city-centric pedestrian and bicyclist safety campaign that capitalizes on the existing *Watch for Me CT* campaign. A full-time Pedestrian and Bicyclist Safety Coordinator will be employed by a subcontracted agency, the Center for Latino Progress, to engage in pedestrian and bicyclist education in throughout the city, including in schools, community-based organizations, faith-based organizations, and hospitals and medical clinics. The program will produce additional *Watch for Me CT* safety campaign materials in Spanish and at least two other languages spoken by a significant number of City residents. The position will report to Hartford HHS. In addition, Hartford HHS will purchase and install, in collaboration with other city departments, additional safety signage at pedestrian intersections. The coordinator will work in concert with the HSO funded *Watch for Me CT* campaign coordinator based at Connecticut Children's Medical Center.

Intended Subrecipient(s): City of Hartford Health and Human Services (Hartford HHS)

Funding Source(s):

Funding Source	Project number	Agency	Title	$ Amount
402-PS	0203-0710-AG	Hartford HHS	City-Centric Pedestrian and Bicyclist Safety Campaign	$110,000

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 CTS-5: *Choices Matter* Impaired Driving Program Featuring Chris Sandy

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Administrative Oversight: Connecticut 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 up to 60 schools during the 2022-2023 school year. This program will continue to make an effort to visit schools throughout the state, with an emphasis on inner-city schools and underserved populations. When Chris Sandy was 22 years old, he was charged and convicted on two 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 well over one million students across the country. 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 returns for the 2022-2023 school year due to overwhelming requests to bring it back to Connecticut. Due to any lingering impacts of the COVID-19 pandemic, the HSO will continue to allow the ability to provide virtual presentations in the event this becomes necessary.

Intended Subrecipient(s): CTDOT/HSO; Alliance Sport Marketing

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	0203-0722-AY	CTDOT/HSO	*Choices Matter*	$325,000

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 CTS-6: Distracted Driving Education Programming and Younger Driver Education

Administrative Oversight: Connecticut 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. 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 2022-2023 school year. This program will continue to make an effort to visit schools throughout the state, with an emphasis on 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 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 several hundred times at high schools in Connecticut and continues to garner earned media attention at several schools throughout the year. Due to any lingering impacts of the COVID-19 pandemic, the HSO will continue to allow the ability to provide virtual presentations in the event this becomes necessary.

Intended Subrecipient(s): CTDOT/HSO; Matrix Entertainment

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-1 (M8PE)	0203-0745-1-AA	CTDOT/HSO	*Save a Life Tour*	$250,000

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 CTS-7: Pedestrian and Bicyclist Safety Media and Community Awareness Project

Administrative Oversight: Connecticut 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 in partnership with Connecticut Children's Medical Center. *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, it is estimated nationally 3,441 people were struck and killed by drivers in the first six months of 2021, a 17 percent increase from the same period in 2020, and 507 additional lives lost. Here in Connecticut, 55 pedestrians lost their lives in 2021, and the State is on track to surpass that number in 2022.

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 the HSO wants 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 in 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. The goal is to continue this important work which is needed to reverse the trend of escalating deaths and injuries of the most vulnerable road users.

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	0203-0710-AC	Connecticut Children's Medical Center	Pedestrian Safety Awareness Project – *Watch for Me CT*	$380,000

Planned Activity CTS-8: Public Information and Education/Community Outreach to Pedestrians and Bicyclists

Administrative Oversight: Connecticut 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 bicyclist 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	0203-0710-AE	CTDOT/HSO	PI&E	$10,000

Planned Activity CTS-9: AARP Non-Motorized Media and Education Program

Administrative Oversight: Connecticut 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 FFY2021 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 resulting in the *Words to Live By* campaign. 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): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405d-ii-4 (M7*PS)	0203-0740-4-AT	CTDOT/HSO	Bicyclist/Pedestrian Media Buy (AARP)	$200,000

Planned Activity CTS-10: Non-Motorized Safety Community Education and Outreach Program

Administrative Oversight: Connecticut 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. As related to HSO efforts, this specifically refers to granting the right-of-way to pedestrians who affirmatively indicate their intention to cross the road in a crosswalk and establishing 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. Efforts to improve existing non-motorized safety legislation have been led by many units within CTDOT, and the HSO has been designated as the unit to handle the educational/media component of these law changes which went into effect on October1, 2021, as part of Public Act 21-28. Building on *The Pedestrian Rules* campaign previously created under this grant, this funding allows the HSO to continue 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): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405h-2 (FHPE)	0203-0746-2-AC	CTDOT/HSO	Non-Motorized Education and Outreach	$300,000

Planned Activity CTS-11: HSO Staff Community Outreach

Administrative Oversight: Connecticut 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): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-CP	0203-0703-AA	CTDOT/HSO	HSO Staff Community Outreach	$75,000

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 CTS-12: Pedestrian Training for Law Enforcement

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Daniel Parlapiano/Michael Whaley

Planned Activity Description: In 2018, the HSO worked closely 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 this fiscal year 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): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405h-2 (FHPE)	0203-0746-2-AD	CTDOT/HSO	Pedestrian Training for Law Enforcement	$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 the 2024 Highway Safety Plan including Federal 402/405 application(s) by July 1, 2023, to submit the 2022 Annual Report by December 31, 2022, and to voucher to the Grants Tracking System (GTS) monthly.

Planned Activity PA-1: Planning and Administration Program Administration

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Flavia Pereira

The HSO 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 2023 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 programs; implement the 2023 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.

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
- Cover equipment costs related to completion of highway safety plans, reports and grant management
- Prepare and submit the 2022 Annual Report by December 31, 2022
- Prepare and submit the 2024 HSP and 405 Applications by July 1, 2023

Intended Subrecipient(s): CTDOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PA	0203-0733-AA	CTDOT/HSO	Planning and Administration	$800,000

The dollar amount for this planned activity is included for the purpose of planning only. It does not represent an approval of any specific activities and/or funding level. 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: 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: 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 the NHTSA Region 2 Office and GHSA revised the monitoring procedures and updated the Policy and Procedures manual. The Policy and Procedures manual is a "living document" and will be revised, as needed, to reflect changes. 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.

ATTITUDES AND AWARENESS

List of Surveys

1. Connecticut Highway Safety Office 2021 Awareness Survey
2. Connecticut Child Restraint Use Observation – see Table OP-1 Child Restraint Use (Age 0 to 3 Years), 1997 and 2014-2021 under Problem Identification: Child Passenger Safety/Child Restraints
3. Connecticut Seat Belt Observations 2021

Connecticut Highway Safety Office
2021 Awareness Survey Results
(TELEPHONE & WEB COMBINED)

The purpose of this summary report is to share with the Connecticut Department of Transportation's Highway Safety Office (HSO) early results of the 2021 telephone and web awareness survey. This single survey wave was conducted in lieu of in-person DMV surveys (not possible during the ongoing COVID-19 pandemic). The survey questions covered four key highway safety program areas: occupant protection, distracted driving, speed, and impaired driving and assessed the likelihood of getting a ticket for each type of infraction.

DATA COLLECTION

A 65-question combination phone/web survey was conducted in July 2021. It was designed to assess respondents' knowledge and awareness of the heightened enforcement activity and paid media campaign that is funded by HSO. All Connecticut DMV offices shut down in mid-March 2020 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

Data were collected from 500 telephone respondents. The data presented here was weighted by sex and age to reduce possible sampling error. Table 1 summarizes the demographic characteristics of survey respondents. Half of respondents were female (50.9%), close to half (48.5%) were male, and less than 1 percent were non-binary. The two most common reported age categories for respondents were *55-64 years old* (19.0%) and second most common age group were 25-34 years old (17.0%). Most respondents were *White* (81.0%), followed by African American (9.6%). Respondents also reported that 9.6 percent were of Hispanic origin.

TABLE 1.

DEMOGRAPHIC CHARACTERISTICS OF SURVEY RESPONDENTS

	Characteristic	*Percent*
Q59. Gender	**Male**	48.5
	Female	50.9
	Non-binary	0.6
	Self-describe	0.0
	Total N	***500***
Q60. Age	**18-20**	4.3
	21-24	6.1
	25-34	17.0
	35-44	16.0
	45-54	16.4
	55-64	19.0
	65-74	12.7
	75+	8.5
	Total N	***500***
Q61. Race	**White**	81.0
	African-Am	9.6
	Native	0.6
	Asian-Am	2.0
	Hawaiian/Pac Isl	0.0
	Other	4.3
	No response	2.5
	Total N	***500***
Q62. Hispanic	**Yes**	9.6
	No	90.4
	Total N	***500***

TRANSPORTATION HABITS

Table 2 provides a snapshot of respondents' transportation driving habits. Driving is by far the most common mode of transportation, followed by walking. The majority (61.5%) of participants report driving every single day; a quarter (25.6%) of respondents report walking every single day. About forty (41.6%) do not currently commute to work. Of those who do, close to 90 percent (89.5%) drive themselves to work, and 69 percent commute at least 5 days a week (Table 3).

TABLE 2. MODES OF TRANSPORTATION

Question		*Percent*
Q11. How often do you currently use the following modes of transportation?		
Driving	**Never**	2.5
	Once a month or less	3.2
	A few times a month	3.8
	A few times a week	29.1
	Every day	61.5
	Total N	***500***
Bus	**Never**	76.0
	Once a month or less	15.6
	A few times a month	5.4
	A few times a week	1.4
	Every day	1.7
	Total N	***500***
Train	**Never**	62.5
	Once a month or less	31.3
	A few times a month	4.5
	A few times a week	1.1
	Every day	0.7
	Total N	***500***
Bike	**Never**	67.7
	Once a month or less	15.8
	A few times a month	11.8
	A few times a week	3.8
	Every day	0.9
	Total N	***500***
Walking	**Never**	14.5
	Once a month or less	14.6
	A few times a month	16.7
	A few times a week	28.6
	Every day	25.6
	Total N	***500***

TABLE 3. COMMUTING HABITS

Question		*Percent*
Q12. Do you currently commute to work?	**Yes**	58.4
	No	41.6
	Total N	***500***
Q12-1. If so, how?		
Car driven by me	**Yes**	89.5
	No	10.5
	Total N	***292***
Car driven by other	**Yes**	8.9
	No	91.1
	Total N	***292***
Public transportation	**Yes**	6.6
	No	93.4
	Total N	***292***
Foot or Bike	**Yes**	3.6
	No	96.4
	Total N	***292***
Other	***Yes***	***1.8***
	No	***98.2***
	Total N	***292***
Q12-2. If yes, how many days a week do you currently commute?	**One or two**	6.2
	3 or 4	25.1
	5 or more	68.7
	Total N	***291***
Q13. Did you commute to work 6 months ago?	**Yes**	58.0
	No	42.0
	Total N	***500***
Q13-1. If so, how?		
Car driven by me	**Yes**	88.8
	No	11.2
	Total N	***290***
Car driven by other	**Yes**	10.0
	No	90.0
	Total N	***290***
Public transportation	**Yes**	8.2
	No	91.8
	Total N	***290***
Foot or Bike	**Yes**	3.5
	No	96.5
	Total N	***290***
Other	**Yes**	1.0
	No	99.0
	Total N	***290***
Q13a. If yes, how many days a week did you commute?	**One or two**	8.6
	3 or 4	22.8
	5 or more	68.6
	Total N	***290***

Respondents' attitudes toward various groups and agencies related to traffic and automotive safety information were also assessed. Results are shown in Table 4.

TABLE 4. ATTITUDES TOWARD TRAFFIC SAFETY AGENCIES/GROUPS

Question		*Percent*
Q14. How much do you trust the following groups to provide traffic and auto safety info?		
CT Dept of Transportation	**Greatly trust**	32.1
	Slightly trust	35.4
	Neither trust nor distrust	25.8
	Slightly distrust	3.9
	Greatly distrust	2.9
	Total N	***500***
US DOT/NHTSA	**Greatly trust**	30.4
	Slightly trust	34.1
	Neither trust nor distrust	29.3
	Slightly distrust	4.1
	Greatly distrust	2.2
	Total N	***500***
CT State Police	**Greatly trust**	41.0
	Slightly trust	31.1
	Neither trust nor distrust	16.5
	Slightly distrust	6.9
	Greatly distrust	4.6
	Total N	***500***
Local Police	**Greatly trust**	39.6
	Slightly trust	30.2
	Neither trust nor distrust	18.1
	Slightly distrust	6.8
	Greatly distrust	5.3
	Total N	***500***
Governor's Office	**Greatly trust**	20.4
	Slightly trust	31.3
	Neither trust nor distrust	33.9
	Slightly distrust	7.6
	Greatly distrust	6.9
	Total N	***500***
Universities	**Greatly trust**	22.2
	Slightly trust	28.8
	Neither trust nor distrust	38.7
	Slightly distrust	6.2
	Greatly distrust	4.1
	Total N	***500***

TABLE 4 *(continued)*

Question		*Percent*
AAA	**Greatly trust**	43.4
	Slightly trust	33.9
	Neither trust nor distrust	19.7
	Slightly distrust	1.9
	Greatly distrust	1.1
	Total N	***500***
MADD	**Greatly trust**	30.1
	Slightly trust	31.8
	Neither trust nor distrust	30.8
	Slightly distrust	5.1
	Greatly distrust	2.2
	Total N	***500***
CT Dept of Motor Vehicles	**Greatly trust**	27.3
	Slightly trust	34.1
	Neither trust nor distrust	29.6
	Slightly distrust	4.7
	Greatly distrust	4.2
	Total N	***500***
CT Dept of Public Health	**Greatly trust**	27.1
	Slightly trust	32.2
	Neither trust nor distrust	33.7
	Slightly distrust	4.4
	Greatly distrust	2.6
	Total N	***500***
Q15. How do you feel about each of the following groups and agencies?		
CT Dept of Transportation	**Greatly like**	19.9
	Slightly like	31.9
	Neither like nor dislike	40.3
	Slightly dislike	4.7
	Greatly dislike	3.2
	Total N	***500***
US DOT/NHTSA	**Greatly like**	18.7
	Slightly like	29.6
	Neither like nor dislike	44.0
	Slightly dislike	4.8
	Greatly dislike	2.9
	Total N	***500***
CT State Police	**Greatly like**	31.1
	Slightly like	31.3
	Neither like nor dislike	27.3
	Slightly dislike	5.2
	Greatly dislike	5.1
	Total N	***500***

TABLE 4 *(continued)*

Question		*Percent*
Local Police	**Greatly like**	34.9
	Slightly like	26.8
	Neither like nor dislike	25.1
	Slightly dislike	8.0
	Greatly dislike	5.4
	Total N	***500***
Governor's Office	**Greatly like**	18.1
	Slightly like	28.9
	Neither like nor dislike	36.3
	Slightly dislike	7.6
	Greatly dislike	9.2
	Total N	***500***
Universities	**Greatly like**	26.9
	Slightly like	27.7
	Neither like nor dislike	36.0
	Slightly dislike	6.5
	Greatly dislike	2.9
	Total N	***500***
AAA	**Greatly like**	41.7
	Slightly like	32.3
	Neither like nor dislike	23.6
	Slightly dislike	1.8
	Greatly dislike	0.5
	Total N	***500***
MADD	**Greatly like**	33.0
	Slightly like	27.0
	Neither like nor dislike	33.6
	Slightly dislike	4.3
	Greatly dislike	2.1
	Total N	***500***
CT Dept of Motor Vehicles	**Greatly like**	18.3
	Slightly like	25.5
	Neither like nor dislike	37.2
	Slightly dislike	12.3
	Greatly dislike	6.6
	Total N	***500***
CT Dept of Public Health	**Greatly like**	22.9
	Slightly like	29.3
	Neither like nor dislike	38.9
	Slightly dislike	5.2
	Greatly dislike	3.7
	Total N	***500***

SAFETY HABITS AND AWARENESS QUESTIONS

OCCUPANT PROTECTION/SEAT BELTS

Respondents were asked about their seat belt wearing habits and whether they had heard of any enforcement program focused on seat belt use. Close to 90 percent (88.9%) of those surveyed indicated *always* wearing their seatbelt when riding in a motor vehicle. The rate of belt use in the rear seat was much lower. Fourteen percent (13.7%) reported never riding in the back. Of those who do ride in the rear seat, half (49.9%) reported *always* wearing their seat belt in the rear seat (see Table 5 for details).

TABLE 5. SEAT BELT HABITS

Question		*Percent*
Q20. How often do you wear a seat belt when your drive or ride in a motor vehicle?	**Always**	88.9
	Nearly always	5.5
	Sometimes	2.3
	Rarely	2.0
	Never	1.4
	Total N	***500***
Q21. When was the last time you did not wear you seat belt while driving?	**Today**	9.0
	Past week	5.2
	Past month	4.1
	Past year	4.1
	Don't know/more than a year	77.6
	Total N	***500***
Q22. How often do you wear a seat belt when you are in the rear seat of a motor vehicle? (if YES)	**Always**	49.9
	Nearly always	14.4
	Sometimes	15.1
	Rarely	11.4
	Never	9.3
	Total N	***431***

More than one third (35.3%) of respondents reported having *read, seen, or heard* about police being focused on seat belt enforcement. *TV, Radio,* and *Electric Message Sign* were the more common source of awareness among those who had heard of such enforcement (Table 6). Ten percent (9.6%) of respondents did not know the name of any belt enforcement program in CT; the program slogan *Click It or Ticket* recognized by nearly 80 percent (79.4%) of respondents (Table 7).

TABLE 6. MEDIA AWARENESS – SEAT BELT

Question		*Percent*
Q23. In the past 3 month, have you read, seen, or heard about police being focused on seat belt enforcement?	**Yes**	35.3
	No	64.7
	Total N	***500***
Q23A. If yes, where did you see or hear about it?		
Newspaper	**Yes**	22.1
	No	77.9
	Total N	***176***
Radio	**Yes**	36.6
	No	63.4
	Total N	***176***
Internet/Online Ad/Website	**Yes**	15.0
	No	85.0
	Total N	***176***
TV	**Yes**	43.8
	No	56.2
	Total N	***176***
Poster	**Yes**	6.9
	No	93.1
	Total N	***176***
Billboard	**Yes**	23.0
	No	77.0
	Total N	***176***
Police Patrol	**Yes**	8.1
	No	91.9
	Total N	***176***
Electronic message sign	**Yes**	24.4
	No	75.6
	Total N	***176***
Bus Ad	**Yes**	3.7
	No	96.3
	Total N	***176***
Other	**Yes**	1.4
	No	98.6
	Total N	***176***
Don't know/remember	**Yes**	3.8
	No	96.2
	N	***176***

TABLE 7. SLOGAN RECOGNITION – SEAT BELT

Question		*Percent*
Q24. Do you know the name or any seat belt enforcement programs in CT?		
Click It or Ticket	**Yes**	79.4
	No	20.6
	Total N	***500***
Buckle Up, No Excuses! It's the Law, It's Enforced	**Yes**	18.1
	No	81.9
	Total N	***500***
Seat belts save lives. Buckle Up Every Time	**Yes**	20.7
	No	79.3
	Total N	***500***
Clickity Clack, in the front and the back	**Yes**	3.6
	No	96.4
	Total N	***500***
Survive your drive and stay alive	**Yes**	4.9
	No	95.1
	Total N	***500***
Buckle Up Connecticut	**Yes**	26.6
	No	73.4
	Total N	***500***
Seat belts rule! Wear yours (it's cool)	**Yes**	1.6
	No	98.4
	Total N	***500***
Other	**Yes**	0.1
	No	99.9
	Total N	***500***

DISTRACTED DRIVING

Respondents were asked about their cell phone use while driving and whether they had heard of any enforcement program focused on distracted driving. More than half (55.6%) of respondents indicated *never talking on a cell phone* while driving (Table 8); more than 60 percent (63.3%) reported *never sending text messages, DMS, or emails* while driving (Table 9).

TABLE 8. TALKING ON A CELL PHONE USE WHILE DRIVING

Question		*Percent*
Q25. How often do you talk on a phone while driving?	**Multiple times/trip**	3.8
	Once a trip	4.9
	On occasional trips	7.7
	Rarely	28.1
	Never	55.6
	Total N	***500***
Q26.How do you talk on you cell while driving?		
Hold phone in hand and up to ear	**Yes**	4.5
	No	95.5
	Total N	***500***
Hold phone in hand and use speaker function	**Yes**	10.6
	No	89.4
	Total N	***500***
Use hands free in-vehicle or phone voice activated technology	**Yes**	40.5
	No	59.5
	Total N	***500***
Use Bluetooth (handsfree) headset	**Yes**	29.9
	No	70.1
	Total N	***500***
I do not talk on cell while driving	**Yes**	29.6
	No	70.4
	Total N	***500***
Q27. When was the last time you talked on a cell phone while driving?	**Today**	12.0
	Past week	22.4
	Past month	17.7
	Past year	7.9
	Don't know/more than a year	13.8
	Never	26.2
	Total N	***500***

TABLE 9. USING TEXT FUNCTIONS WHILE DRIVING

Question		*Percent*
Q28. How often do you send text messages, DMs, or emails on a cell phone while driving?	**Multiple times/trip**	4.2
	Once a trip	4.1
	On occasional trips	9.1
	Rarely	19.3
	Never	63.3
	Total N	***500***
Q29.How do you send texts, DMs, or emails on your cell while driving?		
Hold phone in hand and look down/up briefly (multitask)	**Yes**	7.1
	No	92.9
	Total N	***500***
Wait until you are at a red light or stop sign and quickly type/send message	**Yes**	15.9
	No	84.1
	Total N	***500***
Use handsfree in-vehicle or phone voice activated technology	**Yes**	16.8
	No	83.2
	Total N	***500***
Use Bluetooth (handsfree) headset	**Yes**	8.1
	No	91.9
	Total N	***500***
Pull over in safe area or exit roadway, put car in park, then write/send text, DM, or email	**Yes**	13.1
	No	86.9
	Total N	***500***
I do not write/send texts, DMs or email when I drive	**Yes**	58.9
	No	41.1
	Total N	***500***
Q30. When was the last time you texted etc. while driving?	**Today**	5.4
	Past week	9.9
	Past month	13.5
	Past year	3.9
	Don't know/more than a year	12.5
	Never	54.8
	Total N	***500***

The vast majority (79.5%) of respondents *never use their cell phone for entertainment or social media* while driving. Details on frequency and manner of use are available in Table 10.

TABLE 10. USE OF CELL PHONE FOR ENTERTAIMENT

Question		*Percent*
Q31. How often do you use you cell for entertainment or social media while driving?	**Multiple times/trip**	4.2
	Once a trip	4.7
	On occasional trips	3.9
	Rarely	7.7
	Never	79.5
	Total N	***500***
Q32.How do you use your cell for entertainment or social media while driving?		
Hold phone in one hand and look down/up briefly (multitask)	**Yes**	3.1
	No	96.9
	Total N	***500***
Phone is mounted in holder, hands are on the wheel, eyes on the road	**Yes**	6.7
	No	93.3
	Total N	***500***
Phone is mounted and connected to in-vehicle technology (manually use touch screen or buttons)	**Yes**	7.3
	No	92.7
	Total N	***500***
Phone is mounted and connected to in-vehicle technology, handsfree	**Yes**	8.0
	No	92.0
	Total N	***500***
Kee phone on lap so you can quickly look down at red lights and stop signs	**Yes**	3.3
	No	96.7
	Total N	***500***
I do not use my phone for entertainment or social media while driving	**Yes**	77.9
	No	22.1
	Total N	***500***
Q33. When was the last time you used your phone for entertainment or social media while driving?	**Today**	4.4
	Past week	5.0
	Past month	4.2
	Past year	5.3
	Don't know/more than a year	6.4
	Never	74.8
	Total N	***500***

More than one third (37.4%) of respondents reported having *read, seen, or heard* about police being focused on enforcing distracted driving related to cell phone use. Close to a quarter (22.9%) did not know the name of any distracted driving program in CT; the slogan *U Drive, U Text, U Pay* was the most widely recognized (41.5%) (Table 11).

TABLE 11. SLOGAN RECOGNITION – DISTRACTED DRIVING

Question			*Percent*
Q34. In the past 3 months, have you read, seen, or heard anything about police being focused on enforcing distracted driving?	**Yes**		37.4
	No		62.6
		Total N	***500***
Q35. Do you know the name or any distracted driving enforcement programs in CT?			
Phone in one hand, ticket in the other	**Yes**		9.5
	No		90.5
		Total N	***500***
U Drive, U Text, U Pay	**Yes**		41.5
	No		58.5
		Total N	***500***
It can wait	**Yes**		24.2
	No		75.8
		Total N	***500***
Want to survive? Don't text and drive	**Yes**		7.1
	No		92.9
		Total N	***500***
Drivers in the front (seat), cell phones in the back	**Yes**		2.3
	No		97.7
		Total N	***500***
SubstraCT the distraction	**Yes**		1.1
	No		98.9
		Total N	***500***
Put the phone away or you will pay	**Yes**		5.4
	No		94.6
		Total N	***500***
Don't be a clown, put your phone down	**Yes**		3.8
	No		96.2
		Total N	***500***
Eyes on the road, not on your phone	**Yes**		5.4
	No		94.6
		Total N	***500***

SPEED

Respondents were asked about their speeding habits and whether they had heard of any enforcement program focused on speeding. Close to a quarter (23.9%) of respondents indicated *never* driving more than 35mph on local roads with a 20mph speed limit and 17 percent (17.1%) reported never driving faster than 70mph on local roads with a speed limit of 65mph (Table 12).

TABLE 12. SPEEDING HABITS

Question		*Percent*
Q36. On local roads with a speed limit of 20 mph, how often do you drive faster than 35mph?	**Always**	2.4
	Nearly always	7.2
	Sometimes	29.8
	Rarely	36.7
	Never	23.9
	Total N	***500***
Q37. On local roads with a speed limit of 65 mph, how often do you drive faster than 70mph?	**Always**	5.9
	Nearly always	20.4
	Sometimes	34.4
	Rarely	22.1
	Never	17.1
	Total N	***500***

Close to 30 percent (29.3%) of respondents reported having heard, seen, or heard of police being focused on speed enforcement. Close to 50 percent (49.8%) did not know the name of any speed enforcement programs in CT and slogans recognition rates were fairly low (Table 13).

TABLE 13. SPEED MEDIA AND SLOGAN RECOGNITION

Question		*Percent*
Q38. In the past 3 months, haven you read, seen, or heard anything about police being focused on speed enforcement?	**Yes**	29.3
	No	70.7
	Total N	***500***
Q39. Do you know the name of any speeding related enforcement programs in CT?		
Slow Down or Pay Up	**Yes**	16.6
	No	83.4
	Total N	***500***
Go too fast & you will crash	**Yes**	5.8
	No	94.2
	Total N	***500***
Driving & Speeding = Crashing & Bleeding	**Yes**	4.1
	No	95.9
	Total N	***500***
When speed kills, it's never an accident	**Yes**	10.3
	No	89.7
	Total N	***500***
Other	**Yes**	0.1
	No	99.9
	Total N	***500***

IMPAIRED DRIVING

Respondents were asked about their habits with regards to impaired driving and whether they had heard of any enforcement program focused on enforcing drunk driving laws. Most (88.0%) of respondents indicated *never* having driven within two hours of drinking alcohol (Table 14).

TABLE 14. IMPAIRED DRIVING HABITS

Question		***Percent***
Q40. In the past 3 months, how many times have you driven a motor vehicle within 2 hours of drinking alcohol?	**Zero**	88.0
	Once or twice	7.9
	3 or more	4.2
	Total N	***500***
Q41. In the past 3 months, how many times have you driven a motor vehicle within 2 hours of using cannabis/marijuana?	**Zero**	91.7
	Once or twice	3.1
	3 or more	5.2
	Total N	***500***
Q42. In the past 3 months, how often have you driven within 2 hours of using drug other than cannabis/marijuana?	**Zero**	97.2
	Once or twice	1.5
	3 or more	1.3
	Total N	***500***

More than one quarter (26.0%) of respondents reported having *read, seen, or heard* about police being focused on enforcing drunk driving laws. *TV, Radio,* and *Billboard* were the more common source of awareness among those who had heard of such enforcement (Table 15). Close to 20 percent (18.3%) of respondents did not know the name of any belt enforcement program in CT; the slogan *Sober or Get Pulled Over* was recognized by 40 percent (40.5%) of respondents (Table 16).

TABLE 15. MEDIA AWARENESS - IMPAIRED DRIVING

Question		*Percent*
Q43. In the past 30 days, have you seen a mobile alcohol breath testing unit where police process drunk drivers?	**Yes**	4.9
	No	95.1
	Total N	***500***
Q44. In the past 30 days, have you read, seen, or heard anything about police being focused on enforcing drunk driving laws?	**Yes**	26.0
	No	74.0
	Total N	***500***
Q45a. If yes, where did you read, see or hear about it?		
Newspaper	**Yes**	27.0
	No	73.0
	Total N	***130***
Radio	**Yes**	34.8
	No	65.2
	Total N	***130***
Internet/Online Ad/Website	**Yes**	23.2
	No	76.8
	Total N	***130***
TV	**Yes**	55.9
	No	44.1
	Total N	***130***
Poster	**Yes**	8.7
	No	91.3
	Total N	***130***
Billboard	**Yes**	27.5
	No	72.5
	Total N	***130***
Police Patrol	**Yes**	14.4
	No	85.6
	Total N	***130***
Electronic message sign	**Yes**	19.3
	No	80.7
	Total N	***130***
Bus Ad	**Yes**	7.1
	No	92.9
	Total N	***130***
Other	**Yes**	1.4
	No	98.6
	Total N	***130***

TABLE 16. SLOGAN RECOGNITION – IMPAIRED DRIVING

Question			*Percent*
Q46. Do you know the name or any alcohol impaired enforcement programs in CT?			
Drive Sober or Get Pulled Over	**Yes**		40.5
	No		59.5
		Total N	***500***
The Ripple Effect	**Yes**		3.6
	No		96.4
		Total N	***500***
You Drink and Drive. You Lose.	**Yes**		23.2
	No		76.8
		Total N	***500***
Team DUI	**Yes**		3.9
	No		96.1
		Total N	***500***
Friends don't let friends drive drunk	**Yes**		37.5
	No		62.5
		Total N	***500***
Please step away from your vehicles	**Yes**		3.9
	No		96.1
		Total N	***500***
Enough!	**Yes**		2.0
	No		98.0
		Total N	***500***
MADD's red ribbon	**Yes**		8.4
	No		91.6
		Total N	***500***
Buzzed Driving is Drunk Driving	**Yes**		28.7
	No		71.3
		Total N	***500***
Other	**Yes**		0.0
	No		100.0
		Total N	***500***

PERCEPTIONS OF SAFE DRIVING

Respondents were asked how various behaviors may impact *a person's* ability to drive and were then asked how these same behaviors might impact *their own* ability to drive safely. Results are shown in Table 17.

TABLE 17. PERCEPTIONS OF SAFE DRIVING

Question		*Percent*
Q50. Would texting while driving negatively affect a person's ability to drive safely?	**A great deal**	87.7
	Somewhat	9.2
	Not at all	3.1
	N	***500***
Q51. Would using cannabis/ marijuana negatively affect a person's ability to drive safely?	**A great deal**	67.2
	Somewhat	26.2
	Not at all	6.6
	N	***500***
Q52. Would drinking alcohol negatively affect a person's ability to drive safely?	**A great deal**	86.9
	Somewhat	9.9
	Not at all	3.3
	N	***500***
Q53. Would texting while driving negatively affect your ability to drive?	**A great deal**	79.9
	Somewhat	14.6
	Not at all	5.5
	N	***500***
Q54. Would using cannabis/ marijuana negatively affect your ability to drive?	**A great deal**	71.0
	Somewhat	17.0
	Not at all	12.0
	N	***500***
Q55. Would drinking alcohol negatively affect your ability to drive?	**A great deal**	82.1
	Somewhat	12.0
	Not at all	5.9
	N	***500***

CHANCE OF TICKETING DAYTIME/NIGHTTIME

Respondents were asked about their likelihood of receiving a citation for a variety of safety violations. Table 20 shows the results for daytime ticketing, Table 21 shows nighttime ticketing.

TABLE 20. CHANCES OF TICKETING IN THE DAYTIME

Question		*Percent*
Q57. What do you think the chances are of someone getting a ticket or being arrested during daylight hours for:		
57a. Driving while talking on a handheld phone?	**Always**	20.1
	Nearly always	16.0
	Sometimes	38.0
	Rarely	20.0
	Never	6.0
	Total N	***500***
57b. Driving while texting/messaging (etc.) on a handheld phone?	**Always**	22.0
	Nearly always	19.3
	Sometimes	33.3
	Rarely	18.8
	Never	6.6
	Total N	***500***
57c. Driving while not wearing a seatbelt?	**Always**	19.3
	Nearly always	15.4
	Sometimes	38.7
	Rarely	19.1
	Never	7.5
	Total N	***500***
57d. Driving with a young child not properly restrained?	**Always**	25.1
	Nearly always	16.1
	Sometimes	33.0
	Rarely	16.8
	Never	8.9
	Total N	***500***
57e. Driving over the speed limit?	**Always**	20.7
	Nearly always	21.0
	Sometimes	42.9
	Rarely	11.3
	Never	4.0
	Total N	***500***
57f. Driving under the influence of alcohol (DUI)?	**Always**	31.6
	Nearly always	22.7
	Sometimes	31.4
	Rarely	8.2
	Never	6.0
	Total N	***500***
57g. Driving under the influence of drugs (DUID)?	**Always**	30.6
	Nearly always	19.3
	Sometimes	32.8
	Rarely	9.8
	Never	7.6
	Total N	***500***

TABLE 21. CHANCES OF TICKETING IN THE NIGHTTIME

Question		*Percent*
Q58. What do you think the chances are of someone getting a ticket or being arrested during nighttime/after dark hours for:		
58a. Driving while talking on a handheld phone?	**Always**	18.6
	Nearly always	15.3
	Sometimes	37.2
	Rarely	22.0
	Never	6.9
	Total N	***500***
58b. Driving while texting/messaging (etc.) on a handheld phone?	**Always**	20.5
	Nearly always	14.7
	Sometimes	35.9
	Rarely	22.2
	Never	6.8
	Total N	***500***
58c. Driving while not wearing a seatbelt?	**Always**	15.7
	Nearly always	13.5
	Sometimes	31.1
	Rarely	29.9
	Never	9.9
	Total N	***500***
58d. Driving with a young child not properly restrained?	**Always**	19.5
	Nearly always	14.4
	Sometimes	31.2
	Rarely	25.8
	Never	9.1
	Total N	***500***
58e. Driving over the speed limit?	**Always**	22.0
	Nearly always	24.1
	Sometimes	40.4
	Rarely	8.8
	Never	4.7
	Total N	***500***
58f. Driving under the influence of alcohol (DUI)?	**Always**	32.4
	Nearly always	22.1
	Sometimes	34.6
	Rarely	4.6
	Never	6.2
	Total N	***500***
58g. Driving under the influence of drugs (DUID)?	**Always**	29.1
	Nearly always	21.7
	Sometimes	34.7
	Rarely	8.1
	Never	6.3
	Total N	***500***

Connecticut Child Restraint Use Observation: October 2020

Problem Identification: ***Child Restraints***

Table OP-1 shows observed restraint use for children ages 0 to 3 years from the State's child restraint observations. A resample of sites was performed in 2017 in lieu of a child restraint survey that year. A convenience sample was conducted to choose the new locations; sites were primarily chosen based on the likelihood of children being in the vehicle with their parents (being near family friendly attractions and shopping centers, etc.). The new sites selected in 2017 better reflect child restraint use across the state and may not be comparable to previous years. The table indicates that in early October 2020, 88 percent of children under age 4 were being restrained in some type of child seat and 100 percent were in the rear seat of their vehicles. Young children are less likely to be restrained when their driver is not belted (75.0% versus 89.2% when the driver is belted). According to data collected in both 2019 and 2020, 100% 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

	1997 (N=247)	2013 (N=358)	2014 (N=362)	2015 (N=165)	2016 (N=163)	2018 (N=392)	2019 (N=163)	2020 (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: 1997-2020, 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.

Connecticut Statewide Seat Belt Use:

2021 Post "*Click It or Ticket*"
Daytime Roadside Observation Results

Final Report

Connecticut Department of Transportation
Highway Safety Office

2021 Seat Belt Use in Connecticut

DECEMBER 2021

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Connecticut Department of Transportation;
Highway Safety Office

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Table of Contents

List of Tables and Figures

TABLES

FIGURES

I. INTRODUCTION

Background

This report documents Connecticut's 2021 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. There was no statewide survey conducted in 2020 due to the COVID-19 pandemic. This is the twenty-third (23rd) follow-up to the original survey in 1995.

The current survey was conducted in June 2021, 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 2021 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 prior to June 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 2021 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 2021 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 28,225 drivers and front-seat outboard passengers were observed during daytime hours. The weighted use rate for these drivers and passengers combined was **91.5** percent. To date, statewide safety belt use has increased 32.3 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%	-----
2020	*no observations (COVID)*	-----
2021	**91.5%**	-----

II. PROCEDURES

Seat Belt Usage Rate and Variability Calculations

The sample sites used in the 2021 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 last resample (2019). 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 2021 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

Two staff members were assigned the responsibility of entering all collected data into an Excel database. After all data was entered, a minimum of 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, 22,836 drivers and 5,389 outboard front seat passengers were observed during daytime statewide observations. Roadside data was collected in 66 cities and towns across the State of Connecticut. The number 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, 2021

City/ Town	Drivers *N Observed*	Passengers *N Observed*	Combined *Total N Observed*
BETHANY	**88**	**16**	**104**
BETHEL	**702**	**147**	**849**
BOLTON	**466**	**82**	**548**
BRANFORD	**220**	**21**	**241**
BRIDGEPORT	**962**	**295**	**1257**
BROOKFIELD	**363**	**86**	**449**
CANTON	**149**	**80**	**229**
CHESHIRE	**158**	**40**	**198**
CHESTER	**452**	**102**	**554**
COLCHESTER	**283**	**69**	**352**
COLUMBIA	**613**	**101**	**714**
COVENTRY	**287**	**68**	**355**
CROMWELL	**978**	**213**	**1191**
DANBURY	**410**	**91**	**501**
DURHAM	**200**	**67**	**267**
EAST HADDAM	**21**	**7**	**28**
EAST HAMPTON	**34**	**7**	**41**
EAST HARTFORD	**400**	**83**	**483**
EAST LYME	**435**	**86**	**521**
EAST WINDSOR	**44**	**5**	**49**
EASTON	**169**	**34**	**203**
ENFIELD	**189**	**23**	**212**
ESSEX	**209**	**42**	**251**
FAIRFIELD	**524**	**153**	**677**
FRANKLIN	**188**	**52**	**240**
GRANBY	**173**	**32**	**205**
GRISWOLD	**164**	**26**	**190**
GROTON	**836**	**202**	**1038**
GUILFORD	**719**	**167**	**886**

City/ Town	Drivers *N Observed*	Passengers *N Observed*	Combined *Total N Observed*
HADDAM	**380**	**85**	**465**
HARTFORD	**468**	**130**	**598**
HEBRON	**130**	**26**	**156**
LEBANON	**70**	**13**	**83**
LEDYARD	**130**	**38**	**168**
MANCHESTER	**631**	**148**	**779**
MANSFIELD	**107**	**20**	**127**
MERIDEN	**286**	**99**	**385**
MIDDLETOWN	**406**	**104**	**510**
MILFORD	**182**	**43**	**225**
MONROE	**198**	**38**	**236**
NEW HAVEN	**149**	**41**	**190**
NEWTOWN	**441**	**117**	**558**
NORTH HAVEN	**417**	**143**	**560**
NORTH STONINGTON	**250**	**50**	**300**
OLD SAYBROOK	**133**	**32**	**165**
PLAINVILLE	**1002**	**277**	**1279**
PORTLAND	**257**	**61**	**318**
PRESTON	**194**	**39**	**233**
PROSPECT	**113**	**24**	**137**
REDDING	**161**	**33**	**194**
ROCKY HILL	**314**	**96**	**410**
SEYMOUR	**243**	**40**	**283**
SHELTON	**442**	**71**	**513**
SOUTHBURY	**302**	**56**	**358**
SOUTHINGTON	**413**	**115**	**528**
SPRAGUE	**56**	**11**	**67**
STRATFORD	**374**	**80**	**454**
SUFFIELD	**146**	**34**	**180**
TOLLAND	**693**	**124**	**817**
TRUMBULL	**1246**	**347**	**1593**
UNION	**150**	**25**	**175**
VERNON	**549**	**96**	**645**
WESTBROOK	**541**	**139**	**680**
WILLINGTON	**168**	**28**	**196**
WINDSOR	**214**	**87**	**301**
WOODBRIDGE	**291**	**37**	**328**

The 2021 seat belt use rate for Connecticut, based on the formulas previously described, was **91.5** percent for drivers and passengers combined (95 percent CI, ± 2 percent). The Connecticut statewide belt use rate has increased steadily over time, from 59.2 percent in 1995 to

a high of 93.7 percent in 2019. There was a decline in belt use in 2021 to 91.5%, but Connecticut is still above the national average. See Table 3 for details.

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%
2020	90.3%	93.7%*
2021	**90.7%**	**91.5%**

**A statewide survey was not conducted in June 2020 due to the COVID-19 pandemic.*

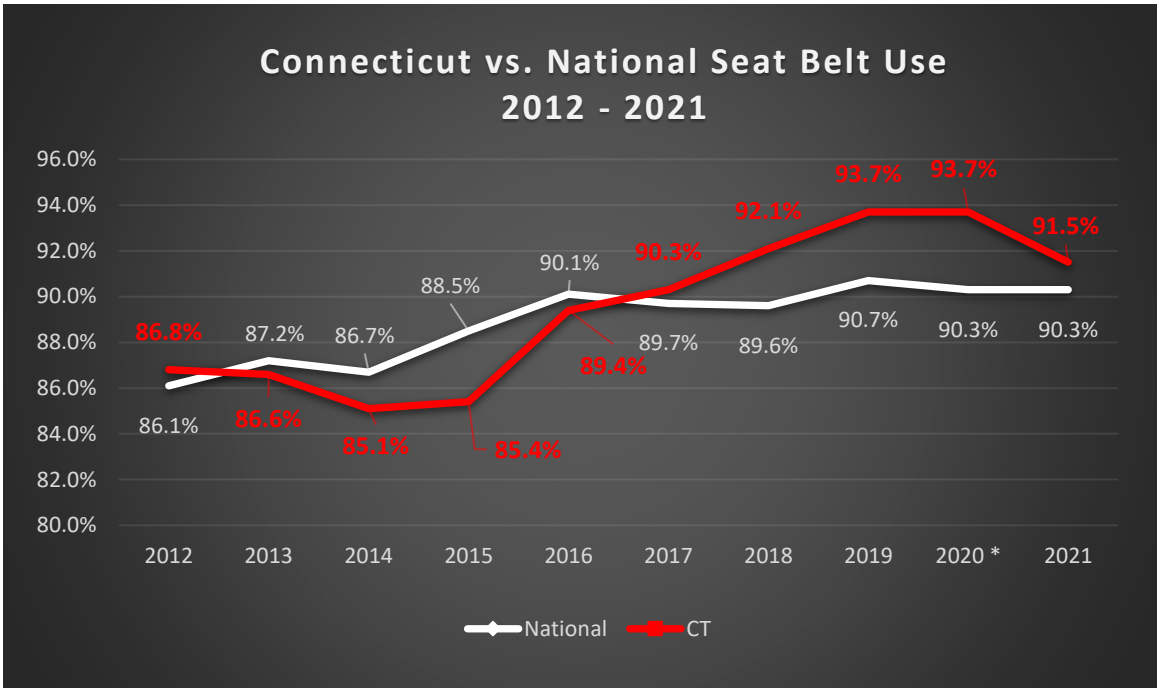

Figure 1. Connecticut vs. National Seat Belt Use (2010 – 2019)

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, 2021

		PERCENT BELTED		
		Drivers	Passengers	Combined
Site #	City/Town			(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%
3302	EAST HARTFORD	94%	100%	95%
3304	EAST HARTFORD	84%	85%	85%
11103	EAST LYME	96%	96%	96%

		PERCENT BELTED		
		Drivers	Passengers	Combined
Site #	City/Town			(N 23,445)
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%
9303	MERIDEN	92%	93%	92%
7202	MIDDLETOWN	95%	93%	94%

		PERCENT BELTED		
		Drivers	Passengers	Combined
Site #	City/Town			(N 23,445)
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	Passengers	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 2021 daytime statewide survey indicate that drivers of passenger cars, sport utility vehicles and vans were far more likely to wear a seat belt when 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 2021. 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	'21
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	**91.0**
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	**84.1**
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	**94.8**
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	**89.3**
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	**89.7**
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	**85.2**
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	**93.7**
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	**90.7**

The highest driver belt use rates were found in Fairfield, Hartford, and Tolland counties (all 92.2 %). The highest passenger belt use rates were found in Middlesex and Tolland counties (94.5% and 93%, respectively). The "lowest" driver and passenger belt use rates were found in New Haven County (89.4% and 91.0%)).

Table 6. Percent Seat Belt Use by County, 2021

	Fairfield	Hartford	Middlesex	New Haven	New London	Tolland
DRIVER	**92.2%**	**92.2%**	**92.1%**	**89.4%**	**91.9%**	**92.2%**
PASSENGER	**91.5%**	**92.4%**	**94.5%**	**91.0%**	**90.5%**	**93.0%**

Statewide seat belt use in 2021 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 Collectors and Local Roads in 2021. Belt use was lowest on Interstates for drivers (91.0%) and Principal Arterial (other Freeways & Expressways) for passengers. See Table 7 for details.

Table 7. Percent Seat Belt Use by Roadway Functional Classification, 2021

ROADWAY FUNCTIONAL CLASSIFICATION	PERCENT BELTED		
	Drivers	*Passengers*	*Total (D + P)*
Interstate	91.0%	91.0%	91.0%
Principal Arterial (other Freeways & Expressways)	91.7%	90.4%	91.4%
Minor Arterial	91.5%	92.3%	91.7%
Collector	92.1%	93.4%	92.3%
Local Road	92.7%	95.2%	92.9%

In 2021, seat belt use showed some declines from 2019 to 2021 for both male and female drivers and passengers. Male drivers went from 91.9 to 89.4 percent and female drivers went from 95.7 to 94.3 percent. The male passenger belt use rate decreased by 5.1 percentage points while female passengers decreased by 2.8 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 94.3 percent belt use rate and female passengers a 93.2 percent use rate, compared to male drivers and passengers (89.4 percent and 89.6 percent, respectively). The percentage point difference between male and female seat belt use has decreased over time. In 2005, the difference was 11.3 percentage points for drivers and 18.3 percentage points for passengers. In 2021, the percentage point difference

was much less, with a 4.9 percentage point difference for drivers and a 4.6 percentage point difference for passengers.

Table 8. Percent Seat Belt Use by Gender and Year 2005-2021

	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	21
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	**89.4**
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	**94.3**
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	**88.6**
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	**93.2**

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 2021 survey showed a substantial decline in belt use among non-white drivers. White drivers and passengers produced the highest belt use rates in 2021 (92.1 percent and 92.5 percent, respectively). Non-white passenger belt use increased slightly from 2019 to 2021 (from 90.8 to 91.4 percent, respectively).

Table 9. Percent Seat Belt Use by Race and Year 2005-2021

	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	21
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	**92.1**
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	**87.2**
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	**92.5**
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	**91.4**

In 2021, driver and passenger seat belt use were about the same during the week and on weekends (see Table 10). Belt use decreased across all days of week for both drivers and passengers. Specifically, the weekday use rate for drivers went from 93.5% in 2019 to 91.8% in 2021. The weekday use for passengers decreased from 95.5% in 2019 to 92.5% in 2021. A similar pattern was shown for both drivers and passengers on weekends.

Table 10. Percent Seat Belt Use by Type of Day and Year 2005-2021

	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	21
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	**91.8**
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	**91.4**
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	**92.5**
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	**92.1**

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 (Willimantic 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							
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34								69							
35								70							

CT STATEWIDE SEAT BELT SURVEY
FORM 2000

Page:_____ **of**_____

Appendix D. 2021 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	524	486	93%	153	142	93%	677	628	93%
1102	STRATFORD	197	174	88%	51	40	78%	248	214	86%
1103	BRIDGEPORT	492	471	96%	162	157	97%	654	628	96%
1104	BRIDGEPORT	470	426	91%	133	119	89%	603	545	90%
1201	TRUMBULL	537	509	95%	138	130	94%	675	639	95%
1202	SHELTON	250	228	91%	34	27	79%	284	255	90%
1203	TRUMBULL	495	462	93%	163	158	97%	658	620	94%
1204	STRATFORD	177	161	91%	29	24	83%	206	185	90%
1301	SHELTON	176	158	90%	33	28	85%	209	186	89%
1302	BETHEL	418	378	90%	103	98	95%	521	476	91%
1303	NEWTOWN	441	410	93%	117	114	97%	558	524	94%
1304	BROOKFIELD	363	343	94%	86	84	98%	449	427	95%
1401	BETHEL	284	260	92%	44	40	91%	328	300	91%
1402	MONROE	198	185	93%	38	37	97%	236	222	94%
1403	REDDING	161	145	90%	33	32	97%	194	177	91%
1404	EASTON	169	157	93%	34	33	97%	203	190	94%
1501	DANBURY	160	157	98%	38	37	97%	198	194	98%
1502	SHELTON	16	14	88%	4	4	100%	20	18	90%
1503	TRUMBULL	214	196	92%	46	42	91%	260	238	92%
1504	DANBURY	250	243	97%	53	52	98%	303	295	97%
3101	MANCHESTER	270	248	92%	40	36	90%	310	284	92%
3102	SOUTHINGTON	413	367	89%	115	110	96%	528	477	90%
3104	HARTFORD	49	43	88%	7	6	86%	56	49	88%
3107	ROCKY HILL	314	298	95%	96	88	92%	410	386	94%
3201	PLAINVILLE	431	405	94%	131	123	94%	562	528	94%
3202	WINDSOR	214	209	98%	87	79	91%	301	288	96%
3203	PLAINVILLE	216	198	92%	58	51	88%	274	249	91%

3204	ENFIELD	189	175	93%	23	21	91%	212	196	92%
3301	MANCHESTER	198	187	94%	86	82	95%	284	269	95%
3302	EAST HARTFORD	157	142	90%	34	32	94%	191	174	91%
3304	EAST HARTFORD	243	224	92%	49	44	90%	292	268	92%
3305	MANCHESTER	163	155	95%	22	22	100%	185	177	96%
3401	PLAINVILLE	355	331	93%	88	80	91%	443	411	93%
3402	CANTON	149	139	93%	80	74	93%	229	213	93%
3403	SUFFIELD	146	139	95%	34	33	97%	180	172	96%
3404	GRANBY	173	159	92%	32	32	100%	205	191	93%
3501	HARTFORD	172	167	97%	81	78	96%	253	245	97%
3503	HARTFORD	138	128	93%	26	25	96%	164	153	93%
3504	HARTFORD	109	100	92%	16	14	88%	125	114	91%
3510	EAST WINDSOR	44	40	91%	5	5	100%	49	45	92%
7101	WESTBROOK	242	220	91%	79	70	89%	321	290	90%
7102	OLD SAYBROOK	133	123	92%	32	32	100%	165	155	94%
7103	CROMWELL	271	242	89%	49	45	92%	320	287	90%
7104	WESTBROOK	134	124	93%	28	27	96%	162	151	93%
7201	CROMWELL	359	331	92%	110	106	96%	469	437	93%
7202	MIDDLETOWN	174	165	95%	38	35	92%	212	200	94%
7204	CROMWELL	259	236	91%	36	32	89%	295	268	91%
7205	PORTLAND	257	237	92%	61	60	98%	318	297	93%
7301	DURHAM	200	183	92%	67	66	99%	267	249	93%
7302	HADDAM	138	128	93%	26	24	92%	164	152	93%
7303	WESTBROOK	165	153	93%	32	31	97%	197	184	93%
7304	HADDAM	242	231	95%	59	57	97%	301	288	96%
7401	MIDDLETOWN	232	206	89%	66	62	94%	298	268	90%
7402	CHESTER	197	181	92%	49	47	96%	246	228	93%
7403	CHESTER	255	239	94%	53	51	96%	308	290	94%
7404	EAST HADDAM	21	20	95%	7	6	86%	28	26	93%
7501	EAST HAMPTON	20	20	100%	5	5	100%	25	25	100%
7502	ESSEX	209	180	86%	42	36	86%	251	216	86%
7503	CROMWELL	89	80	90%	18	18	100%	107	98	92%

7504	EAST HAMPTON	14	14	100%	2	2	100%	16	16	100%
9101	NEW HAVEN	149	136	91%	41	38	93%	190	174	92%
9102	BRANFORD	220	195	89%	21	20	95%	241	215	89%
9103	SOUTHBURY	172	154	90%	40	36	90%	212	190	90%
9104	GUILFORD	224	203	91%	32	28	88%	256	231	90%
9201	WOODBRIDGE	176	159	90%	27	27	100%	203	186	92%
9202	NORTH HAVEN	332	295	89%	117	100	85%	449	395	88%
9203	MILFORD	182	153	84%	43	37	86%	225	190	84%
9204	CHESHIRE	158	141	89%	40	38	95%	198	179	90%
9301	SEYMOUR	243	217	89%	40	33	83%	283	250	88%
9302	GUILFORD	167	145	87%	30	25	83%	197	170	86%
9303	MERIDEN	286	265	93%	99	92	93%	385	357	93%
9304	PROSPECT	113	97	86%	24	22	92%	137	119	87%
9401	BETHANY	88	77	88%	16	15	94%	104	92	88%
9402	GUILFORD	87	80	92%	40	35	88%	127	115	91%
9403	GUILFORD	93	83	89%	31	30	97%	124	113	91%
9404	GUILFORD	148	133	90%	34	28	82%	182	161	88%
9501	SOUTHBURY	104	88	85%	14	13	93%	118	101	86%
9502	NORTH HAVEN	85	78	92%	26	24	92%	111	102	92%
9503	SOUTHBURY	26	23	88%	2	2	100%	28	25	89%
9504	WOODBRIDGE	115	101	88%	10	10	100%	125	111	89%
11101	GROTON	203	185	91%	56	51	91%	259	236	91%
11103	EAST LYME	220	201	91%	32	29	91%	252	230	91%
11104	EAST LYME	112	104	93%	31	28	90%	143	132	92%
11106	EAST LYME	103	95	92%	23	21	91%	126	116	92%
11201	PRESTON	194	181	93%	39	37	95%	233	218	94%
11203	FRANKLIN	188	171	91%	52	43	83%	240	214	89%
11205	NORTH STONINGTON	146	138	95%	37	35	95%	183	173	95%
11208	COLCHESTER	174	149	86%	44	37	84%	218	186	85%
11301	GRISWOLD	164	152	93%	26	25	96%	190	177	93%
11302	GROTON	300	282	94%	48	47	98%	348	329	95%

11303	GROTON	162	154	95%	53	48	91%	215	202	94%
11304	GROTON	144	125	87%	37	30	81%	181	155	86%
11401	NORTH STONINGTON	104	100	96%	13	13	100%	117	113	97%
11402	COLCHESTER	99	87	88%	21	17	81%	120	104	87%
11403	LEDYARD	130	119	92%	38	36	95%	168	155	92%
11404	SPRAGUE	56	52	93%	11	10	91%	67	62	93%
11501	LEBANON	55	52	95%	6	6	100%	61	58	95%
11502	COLCHESTER	10	9	90%	4	3	75%	14	12	86%
11503	GROTON	27	25	93%	8	7	88%	35	32	91%
11504	LEBANON	15	14	93%	7	6	86%	22	20	91%
13101	TOLLAND	145	131	90%	21	19	90%	166	150	90%
13102	TOLLAND	388	355	91%	79	77	97%	467	432	93%
13103	VERNON	369	346	94%	73	69	95%	442	415	94%
13104	VERNON	180	154	86%	23	22	96%	203	176	87%
13201	MANSFIELD	107	100	93%	20	18	90%	127	118	93%
13202	COVENTRY	129	117	91%	25	22	88%	154	139	90%
13203	BOLTON	137	122	89%	38	31	82%	175	153	87%
13204	COLUMBIA	240	219	91%	49	48	98%	289	267	92%
13301	WILLINGTON	168	159	95%	28	27	96%	196	186	95%
13302	BOLTON	182	160	88%	27	25	93%	209	185	89%
13303	BOLTON	147	137	93%	17	15	88%	164	152	93%
13304	COVENTRY	158	141	89%	43	34	79%	201	175	87%
13401	HEBRON	130	121	93%	26	24	92%	156	145	93%
13402	TOLLAND	160	149	93%	24	21	88%	184	170	92%
13403	COLUMBIA	147	140	95%	32	31	97%	179	171	96%
13404	COLUMBIA	226	214	95%	20	20	100%	246	234	95%
13501	UNION	73	69	95%	16	13	81%	89	82	92%
13502	UNION	44	43	98%	5	5	100%	49	48	98%
13503	UNION	18	18	100%	2	2	100%	20	20	100%
13504	UNION	15	15	100%	2	2	100%	17	17	100%