STATE OF CONNECTICUT

Highway Safety Plan

Federal Fiscal Year 2021

Prepared by:

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Executive Summary

The goal of the Connecticut Highway Safety Program is to prevent roadway fatalities and injuries as a result of crashes related to driver behavior. Under the Highway Safety Act of 1966 (U.S. 23 USC- Chapter 4) the Governor is required to implement a highway safety program through a designated State agency suitably equipped and organized to carry out the program. An appointed Governor's Highway Safety Representative oversees the program and supporting Section 402 and 405 highway safety grant funds made available to the States to carry out their annual Highway Safety Plans. The Connecticut Highway Safety program is an extension of this Federal requirement. The Highway Safety Office (HSO) is located in the Connecticut Department of Transportation (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 2018 in comparison to the previous year(s). Please see the Highway Safety Planning Process section for a further discussion of data sources used in this document. This document serves as Connecticut's application to the National Highway Traffic Safety Administration (NHTSA) for federal funds under Sections 402 and 405 of the Fixing America's Surface Transportation Act for the 2021 Federal Fiscal Year.

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

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

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

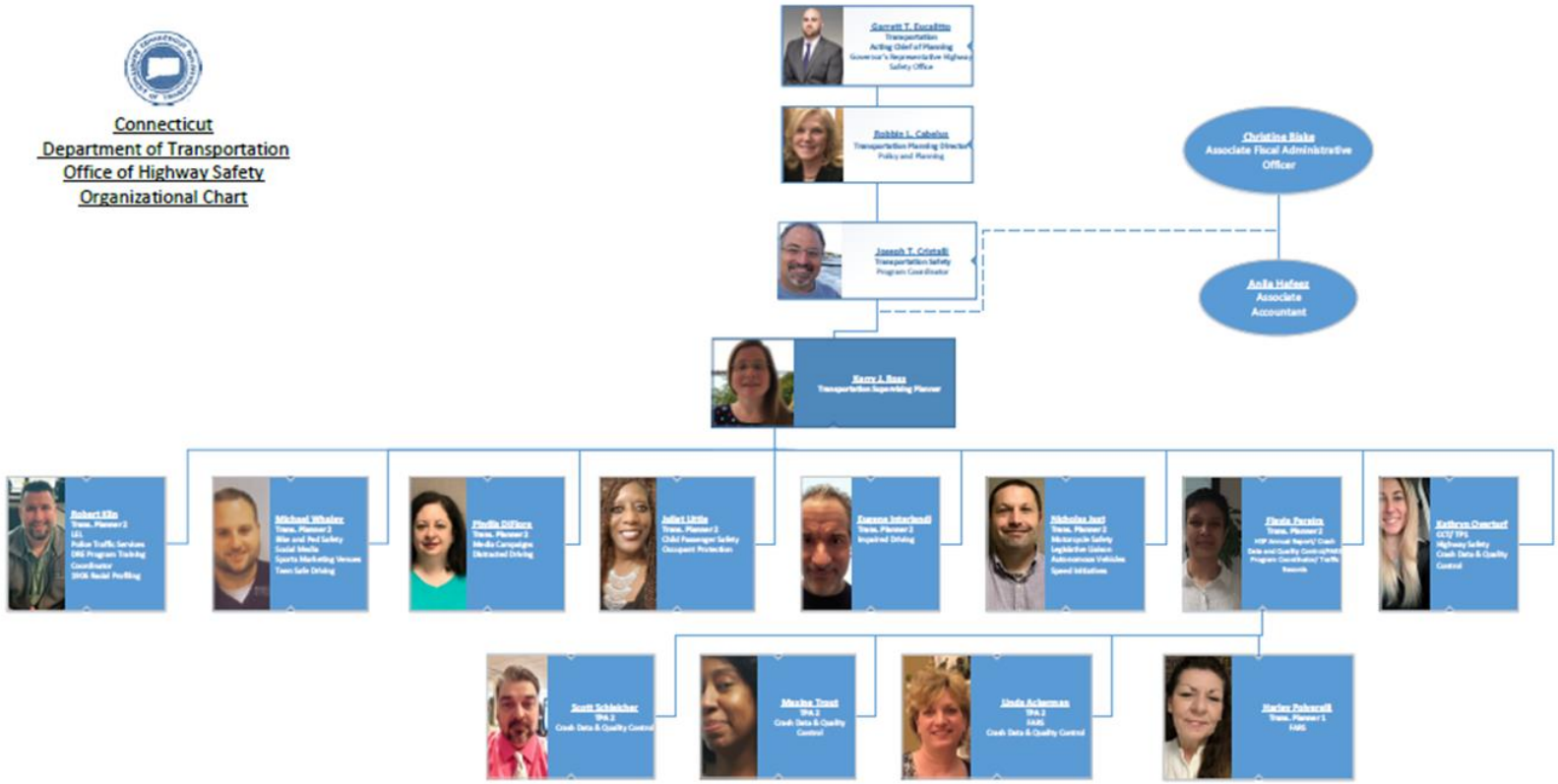
Distracted Driving, account for the majority of enforcement activities and paid media making up the largest component of high visibility and sustained enforcement efforts. Combined impaired driving and safety belt enforcement efforts are planned to effectively target these unsafe driving behaviors and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

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

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

Source: FARS Final Files 2014-2017; FARS Annual Report File 2018

Connecticut Department of Transportation
Office of Highway Safety
Organizational Chart



Highway Safety Planning Process

HIGHWAY SAFETY PLANNING PROCESS

Data Sources and Processes

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

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

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

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

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

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

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

Stakeholder input - Requests for local problem identifications are sent annually, to all highway safety stakeholders including 92 Municipal Law Enforcement Agencies, 53 Resident State Troopers, 11 State Police Troops, three (3) State Police District Headquarters, one (1) State Police Headquarters Traffic Unit, eight (8) University Police Departments and nine (9) Regional Councils of Government.

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

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

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

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

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

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

Still other projects may need monthly, weekly or daily scrutiny to accurately assess progress. As previously mentioned, the timeliness of the evaluation schedule should be incorporated into the initial development of strategic countermeasures as prescribed in the updated 2020 Policy and Procedure Manual for the Connecticut Highway Safety Office.

Data Driven Approaches to Crime in Traffic Safety (DDACTS) - In addition, the Connecticut State Police are using the DDACTS model to identify and implement enforcement in areas shown to have higher crash rates. Similarly, a handful of municipal agencies are piloting this technology and 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.

Processes Participants

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

participates as a member in the Governor's Highway Safety Association, Transportation research Board and the National Association of State Motorcycle Safety Administrators.

Description of Highway Safety Problems

Problem identification takes place when the most recent crash, injury and fatality data become available (currently 2017-18 crash data). The data is analyzed by the HSO data contractor to identify major problem areas, over-represented groups, demographics, and other "drill-down" factors in an attempt to determine who, what, where, when, and why crashes with fatalities and injuries are taking place. FARS data, annual observation belt use surveys, awareness surveys, injury, licensing and population, registration, citation and arrest/adjudication data, toxicology, CODES, as well as state VMT data are all used in this process.

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

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

To assist in analyzing and setting performance measures and targets, this data includes a five-year moving average to further normalize data trends over time and includes a projection based on the five- year moving average. The program manager(s) and Principal Highway Safety Coordinator set targets based on these projections, as well as priority ranking of specific highway safety problems and available funding. The NHTSA regional program manager is consulted during the goal setting process. Targets are generally set for one (1) year beyond the current planning period. This is meant to allow for the impacts of current year programming to have an effect on driver behavior and to be reflected in corresponding crash data.

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

Program objectives and countermeasures are further developed based on problem identification. For example, restrictions on grant-funded impaired driving enforcement are intended to focus activity on over-represented times, locations, and demographic and geographic

areas. While this process is based upon identified problem areas, solicitation includes both targeted and broad-based outreach to law enforcement agencies.

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

Methods for Project Selection

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

Requests for local problem identifications are sent annually, to all highway safety stakeholders including 92 Municipal law enforcement agencies, 55 Resident State Troopers, 11 State Police Troops, three (3) State Police District Headquarters, one(1) State Police Headquarters Traffic Unit, nine (9) colleges and universities and nine (9) Regional Councils of Government.

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

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

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

List of Information and Data Sources

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

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

Description of Outcomes regarding SHSP/HSIP Coordination

As required under MAP-21 legislation, the goal of this planning document is to complement and coordinate with the State's Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Plan (HSIP). This process will use complementary funding wherever possible to improve safety on highway and transportation systems through projects that address the "4 E's" – Education, Engineering Enforcement and Emergency Medical Services. Areas such as pedestrians, bicyclists, teen drivers (impaired driving) and distracted driving will be targeted under this coordinated process and will account for the overlap of countermeasures in their respective areas. At the time of publication of this document, the 2017 SHSP process was approved and accepted by the Federal Highway Administration (FHWA). Please note the above concerning shared goal setting coordination already taking place across these documents. The FFY2021 HSP reflects targets in the SHSP/HSIP for this planning cycle.

SHSP Emphasis Areas:

1. Infrastructure (Roadway Departure and Intersections)

2. Non-Motorized Users

3. Driver Behavior (Unbelted, Substance-Involved, Speeding, Aggressive Driving and Distracted Driving)

4. Young Drivers

5. Motorcyclists

6. Incident Management

Tier II/Secondary Emphasis Areas:

1. Traffic Records and Information Systems

2. Rail-Highway Grade Crossings

3. Work Zones

4. Commercial Vehicles

Risk Assessment

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

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

Match Calculation

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

Additional sources of match:

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

Indirect Rate

Unless otherwise stated as part of the project description, indirect rates will not be paid to subgrantees.

Projects that include indirect costs per a federally approved negotiated rate will be determined upon grant submission. This amount will be identified in the project agreement.

Local Benefit

If applicable, share to local benefit will be determined by the HSO when subgrantees submit proposed grants for the 2021 Federal Fiscal Year (FFY). The HSO will continue to prioritize requests from municipal police departments and subgrantees working at the local level to receive 402 and 154 funds.

Maintenance of Effort

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

Connecticut Highway Safety Timeline

January-February

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

March-April

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

May-June

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

July

The planning process is completed by gaining approval from the Governor's Highway Safety Representative and NHTSA approval through the submission of the HSP.

August-December

Upon HSP acceptance from NHTSA execute, monitor and analyze projects for review in Annual Evaluation Report.

Demographic Information

STATE OF CONNECTICUT DEMOGRAPHICS

- State Capitol: Hartford
- Largest City Population (2018): Bridgeport - 144,898
- Counties: 8
- Boroughs: 9
- Towns (including cities): 169
- Cities: 21
- Land Area: 4,845 Square Miles

- Connecticut Police Chiefs Association (CPCA)
  State Troops: 11
  Local Town Agencies/ Municipal Police Departments: 92
  Resident Trooper Towns: 53
  University Police Departments: 8
  Tribal Police Departments: 2

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

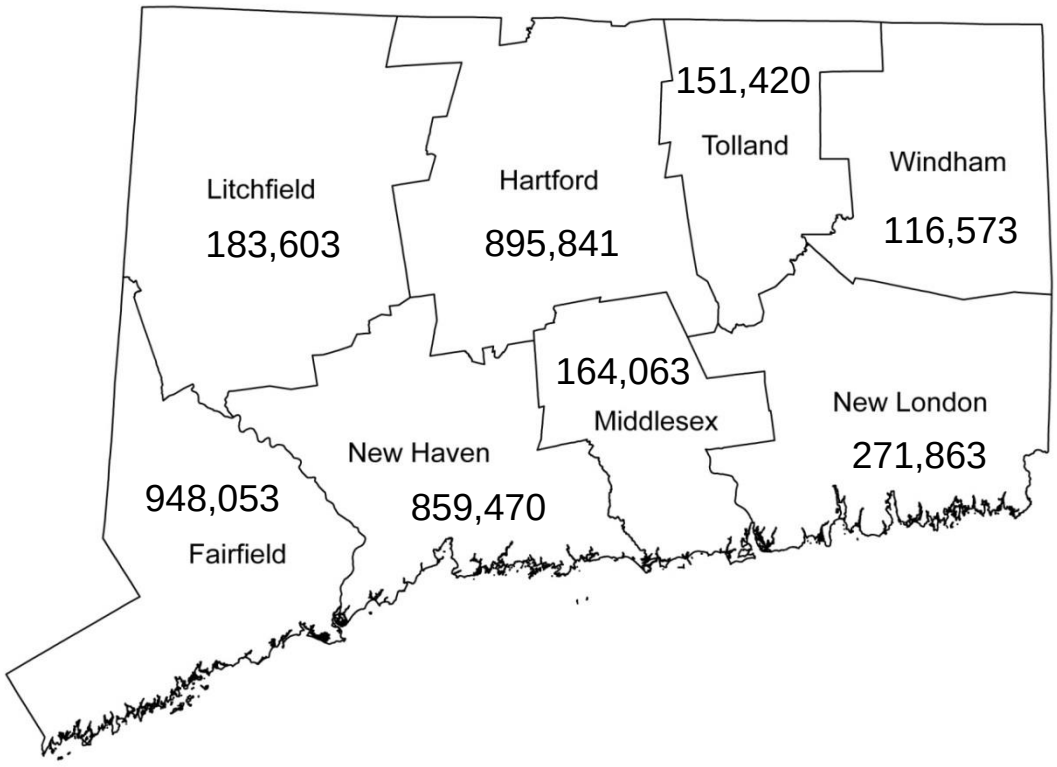
- Annual Miles of Travel Per-Driver CT: 12,126 Per Licensed Driver (2018)
- Daily Vehicle Miles Traveled: 86,563,582 (2018)
- Annual Vehicle Miles Traveled: 31,595,707,430 (2018)
- Miles of Roads (2019)
  21,577.40 - Public Roads
  4,130.94 - State Roads
  1,461.55 - National Highway System Roads
  346.34 - Interstate Roads

CONNECTICUT POPULATION 2018

(US Census Bureau Estimates)

	Connecticut	Region	USA
Population Estimate (2018)	**3,572,665**	**14,853,290**	**327,167,439**
Under 5 Years Old (2018)	**5.1%**	**5.0%**	**6.0%**
Under 18 Years Old (2018)	**20.6%**	**19.7%**	**22.4%**
65 Years Old and Older (2018)	**17.2%**	**17.4%**	**16.0%**
Caucasian Persons	**75.2%**	**80.7%**	**72.2%**
African American	**11.0%**	**7.1%**	**12.7%**
American Indian and Alaska Native	**0.3%**	**0.3%**	**0.9%**
Asian	**4.6%**	**5.0%**	**5.6%**
Native Hawaiian & Other Pacific Islander	**0.0%**	**0.0%**	**0.2%**
Hispanic or Latino Origin	**16.5%**	**11.4%**	**18.3%**

COUNTY POPULATION



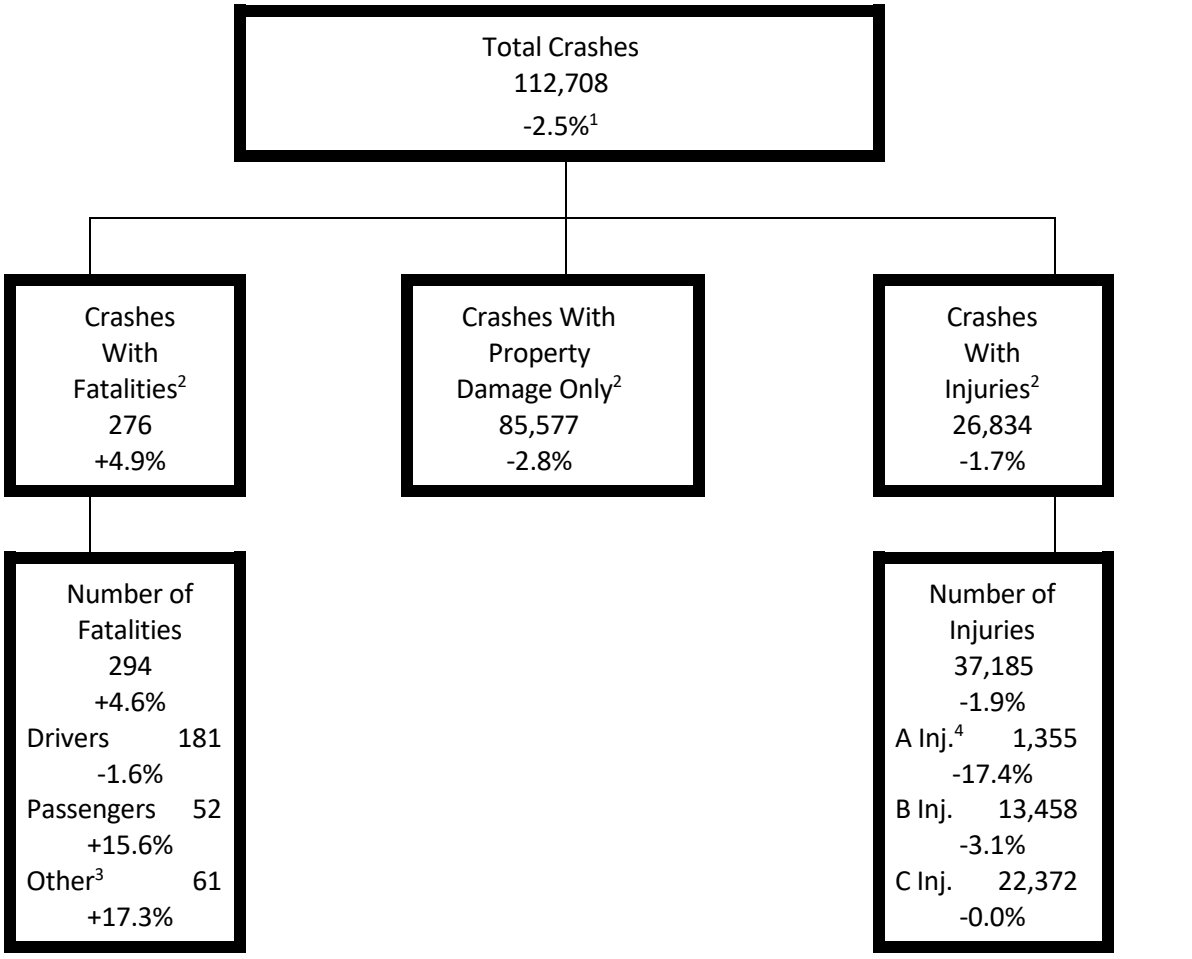
Highway Safety Data Analysis

HIGHWAY SAFETY DATA ANALYSIS

Figure 1 shows Connecticut's motor vehicle crash experience for the year 2018 and compares it with the prior year. Overall, the number of police reported crashes in the State decreased (-2.5%) compared to the year 2017. A decrease was observed in property damage only crashes (-2.8%) and in injury crashes (-1.7%), whereas fatal crashes showed an increase in 2018 compared to 2017 (+4.9%).

In 2018, there were 276 fatal crashes in which 294 persons were killed. The fatality total was 4.6% higher than in the previous year. Serious "A" injuries decreased (-17.4%) in 2018, as did "B" level injuries (-3.1 %) and "C" level injuries remained constant (0.0%).

Figure 1. 2018 Connecticut Motor Vehicle Crash Profile



1. Percent change 2018 vs. 2017
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

2018 Crash Rates

Table 1 shows Connecticut's fatality and injury rates for 2018 based on population, licensed drivers and vehicle miles of travel, along with similar rates for the United States. The table indicates that the State's fatality rates are below national levels. Connecticut's fatality rate was 8.2 fatalities per 100,000 population compared to 11.2 per 100,000 for the U.S. as a whole. Connecticut's fatality rate per 100 million miles of travel was 0.9 compared to the national figure of 1.1 fatalities per 100 million miles of travel. On the other hand, the non-fatal injury crash rates in Connecticut were higher than those for the nation as a whole.

Table 1. Connecticut and U.S. 2018 Fatality and Injury Rates

CT Data for 2018	Rate Base	Fatality Rate	Injury Rate
Population **3,572,665**	**Per 100,000 Population**	CT: 8.2 US: 11.2	CT: 1,041 US: 828
Licensed Drivers **2,605,612**	**Per 100,000 Licensed Drivers**	CT: 11.3 US: 16.1	CT: 1,427 US: 1,191
Vehicle Miles of Travel **31,596,000,000**	**Per 100 Million Miles of Travel**	CT: 0.9 US: 1.1	CT: 118 US: 84

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

Crash Trends

Table 2 contains data on the annual number of fatal crashes, the number of persons killed, injury crashes, and the number injured for the 22-year period from 1997 to 2018. Also shown are the number of licensed drivers and annual vehicle miles of travel for the State. The table shows that the 294 fatalities recorded in 2018, are the second highest in five years and ninth lowest figure in the 22-year period. Fatalities increased from 281 in 2017, a 4.6% increase. The injuries total (37,185) in 2018, is the tenth lowest figure in the period reported, but the third lowest figure in the last five years. The number of severe injuries ("A" injuries) reported (1,355) in 2018, is the lowest figure reported in 22 years.

In the 276 fatal crashes that occurred in 2018, 80 were reported as speeding-related and 33 were reported as driving under the influence of alcohol, medication or other drugs (see Table PT-2). Of the vehicles involved in fatal crashes, 213 were automobiles, 121 were light trucks (including 70 SUVs, 16 vans, and 35 pickup trucks), and 50 were motorcycles.

Of the 294 fatalities that occurred in 2018, 61 (21%) were non-occupants such as pedestrians and bicyclists, 176 (59%) were vehicle occupants, and 49 (17%) were motorcyclists.

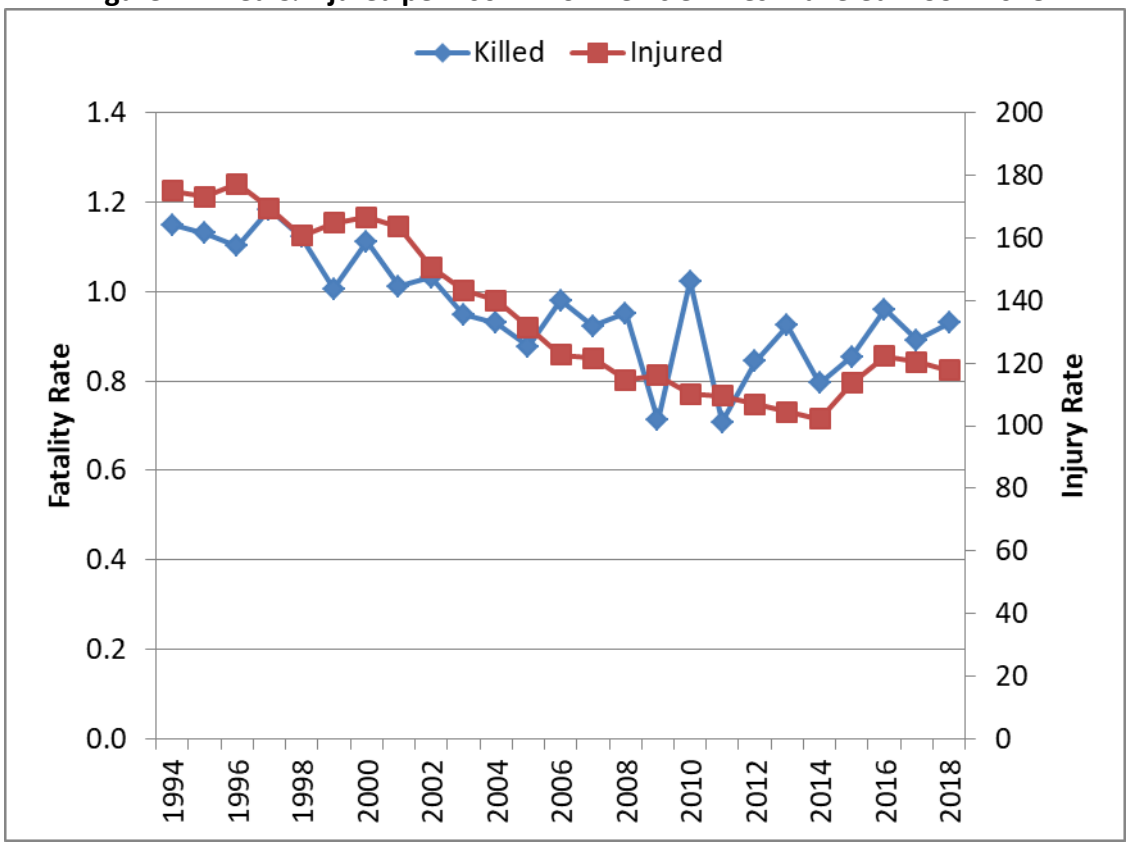
Table 2. Trend Data 1997-2018

Year	Fatal Crashes	Killed	Injury Crashes	Injured				Miles of Travel (100 Million)	Licensed Drivers (000)
				All	A Injury	B Injury	C Injury		
1997	314	338	32,623	48,432	4,671	11,832	31,929	285.5	2,270.2
1998	306	329	31,470	47,115	4,187	11,481	31,447	293.2	2,349.3
1999	270	301	32,909	49,304	3,927	12,229	33,148	299.3	2,373.7
2000	318	342	34,449	51,260	3,976	12,245	35,039	307.6	2,652.6
2001	285	312	34,133	50,449	3,598	12,052	34,799	308.4	2,650.4
2002	298	322	31,634	47,049	2,997	11,226	32,826	312.1	2,672.8
2003	277	298	30,952	45,046	2,731	10,881	31,434	314.3	2,659.9
2004	280	294	30,863	44,267	2,683	10,487	31,097	316.1	2,694.6
2005	262	278	29,429	41,657	2,465	10,442	28,750	316.8	2,740.3
2006	293	311	27,367	38,955	2,415	10,950	25,590	317.4	2,805.1
2007	269	296	27,367	38,955	2,415	10,950	25,590	320.5	2,848.6
2008	279	302	26,050	36,386	2,311	11,384	22,691	317.4	2,883.3
2009	211	224	25,720	36,447	2,155	10,981	23,311	314.2	2,916.1
2010	299	320	24,457	34,476	2,033	11,150	21,293	312.9	2,934.6
2011	208	221	24,436	34,186	1,673	9,602	22,911	312.0	2,986.3
2012	248	264	23,690	33,388	1,779	8,826	22,783	312.7	2,485.7
2013	265	286	23,249	32,324	1,523	8,389	22,412	309.4	2,534.1
2014	234	248	22,796	31,845	1,356	8,681	21,808	311.9	2,140.1
2015	257	270	25,818	35,908	1,526	12,272	22,110	316.0	2,566.1
2016	292	304	27,676	38,650	1,689	13,828	23,033	316.4	2,611.0
2017	263	281	27,304	37,908	1,641	13,889	22,378	315.0	2,587.0
2018	276	294	26,834	37,185	1,355	13,458	22,372	316.0	2,605.6

Sources: Fatal crash and fatality figures, FARS Final Files 1997-2017, Annual Report File 2018; Injury Data, CT Crash Data Repository.

Figure 2 shows the trends in Connecticut's fatality and injury rates per 100 million vehicle miles traveled over the 1994 to 2018 period. The fatality rates generally declined during the 1990s and into the 2000s, reached a historic low of 0.70 fatalities per 100 million miles in 2009 and 2011. Since 2014, an increasing trend is observed, settling at 0.9 in 2018. The injury rates increased slightly through the 1990s and have been on a declining trend since 2000, reaching an all-time low of 102 injuries per 100M miles traveled in 2014, and increasing since to reach 118 in 2018.

Figure 2. Killed & Injured per 100 Million Vehicle Miles Traveled: 1994-2018



Sources: Fatal crash and fatality figures are from the FARS Final Files 1994-2017, FARS Annual Report File 2018; Injury Data from CT Crash Data Repository.

Table 3 shows fatal, injury, and property damage-only crash rates per 100,000 population in Connecticut's eight counties during the 2014 to 2018 period, while Table 4 presents total number of fatalities by county. Not surprisingly, the greatest number of fatalities occurred in the most populous counties of New Haven, Hartford, and Fairfield (Table 4). 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.

Table 3. Crash Rates by County

County	Crash Type	Rates per 100,000 Population by Year				
		2014	2015	2016	2017	2018
Fairfield	Fatal	4.5	3.6	7.2	6.1	4.4
	Injury	684.3	703.9	759.4	733.5	738.6
	Property Damage	1,537.3	2,728.4	2,804.7	2,797.2	2,708.1
Hartford	Fatal	5.9	6.8	6.6	6.1	7.3
	Injury	746.1	792.8	853.4	840.4	831.0
	Property Damage	1,505.5	2,270.4	2,438.3	2,416.2	2,376.2
Litchfield	Fatal	8.6	11.4	8.8	9.3	12.7
	Injury	577.9	502.7	548.3	591.7	526.7
	Property Damage	1,314.1	1,712.9	1,684.3	1,781.2	1,776.8
Middlesex	Fatal	7.9	12.2	11.0	6.1	8.0
	Injury	534.7	499.8	535.1	549.5	537.2
	Property Damage	1,174.3	1,902.9	1,915.2	1,804.7	1,839.8
New Haven	Fatal	5.8	7.2	9.1	8.3	9.4
	Injury	780.1	895.3	966.4	955.0	940.7
	Property Damage	1,622.5	2,741.9	2,821.8	2,824.5	2,753.3
New London	Fatal	9.9	9.9	9.3	9.7	8.6
	Injury	526.9	545.9	554.5	546.0	518.4
	Property Damage	1,561.3	2,028.2	2,003.3	2,092.7	2,003.1
Tolland	Fatal	11.9	9.9	7.9	7.3	9.9
	Injury	440.0	403.5	471.8	425.2	408.8
	Property Damage	1,169.3	1,375.6	1,375.7	1,465.7	1,359.7
Windham	Fatal	12.0	14.6	13.8	12.9	12.0
	Injury	417.1	441.8	455.3	434.0	464.0
	Property Damage	1,157.3	1,250.7	1,335.7	1,313.2	1,304.0
Statewide	Fatal	6.5	7.0	8.2	7.3	7.7
	Injury	679.4	719.1	774.0	760.9	750.9
	Property Damage	1,495.6	2,369.7	2,451.0	2,454.7	2,393.7

Sources: FARS Final Files 2014-2017, FARS Annual Report File 2018; Connecticut Crash Data Repository

Table 4. Connecticut Fatalities by County

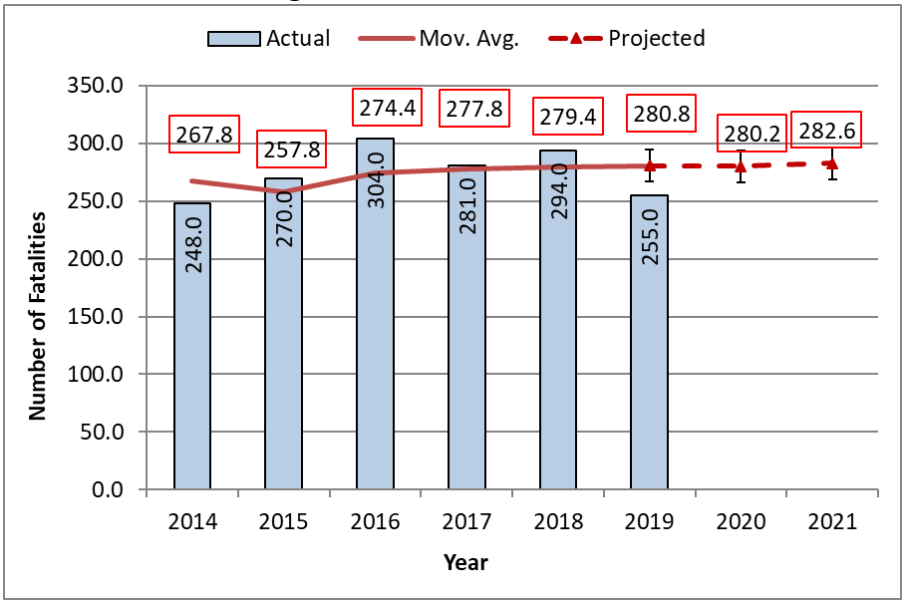
County	2014	2015	2016	2017	2018
Fairfield	47	35	73	59	45
Hartford	56	63	60	60	70
Litchfield	16	22	16	20	25
Middlesex	13	21	18	10	15
New Haven	52	65	82	77	85
New London	31	29	27	28	24
Tolland	18	17	12	12	16
Windham	15	18	16	15	14
Total	**248**	**270**	**304**	**281**	**294**

Source: FARS Final Files 2014-2017, FARS Annual Report File 2018

Figure 3 shows Connecticut's fatalities for the years 2014 to 2019, the five-year moving averages, and projects this trend through 2021. If Connecticut's moving averages trend for 2014 to 2019 continues, the projection would be 280.2 fatalities in 2020, and 282.6 fatalities in 2021. If the fatality rate per 100 million vehicle miles of travel continues (Figure 4), it would project to 0.904 in 2020, and 0.914 in 2021. Note that 2014-2018 fatality data was obtained from FARS whereas the 2019 fatality data was obtained from the Connecticut Crash Data Repository.

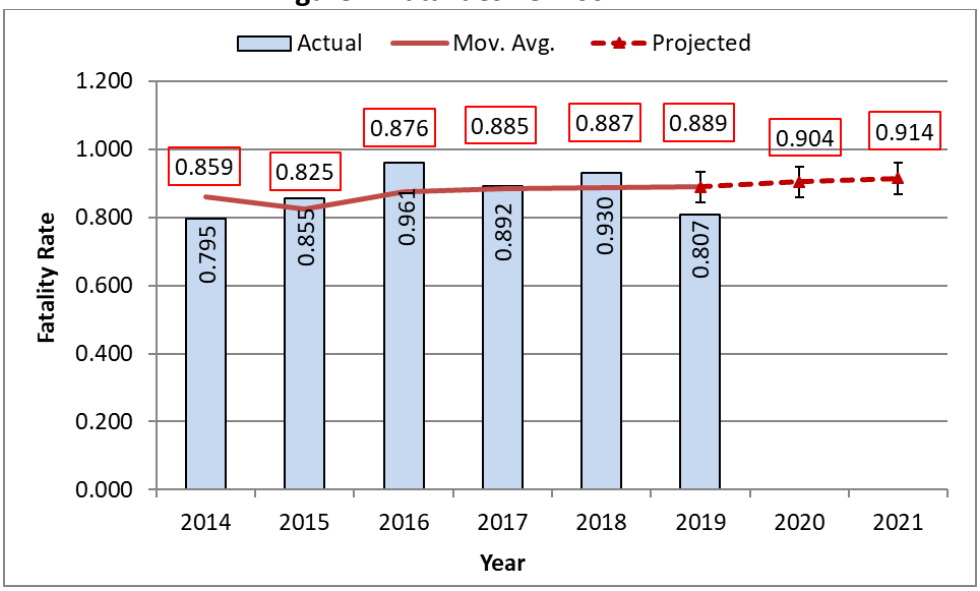
Figure 5 shows the trend in serious "A" injuries based on 2014 to 2019 data. If that trend continues, it would project to 1,461.3 "A" injuries in 2020, and 1,431.2 in 2021. Figure 6 shows the "A" injury rate per 100 million miles of travel would project to 4.613 in 2020, and 4.504 in 2021.

Figure 3. Number of Fatalities



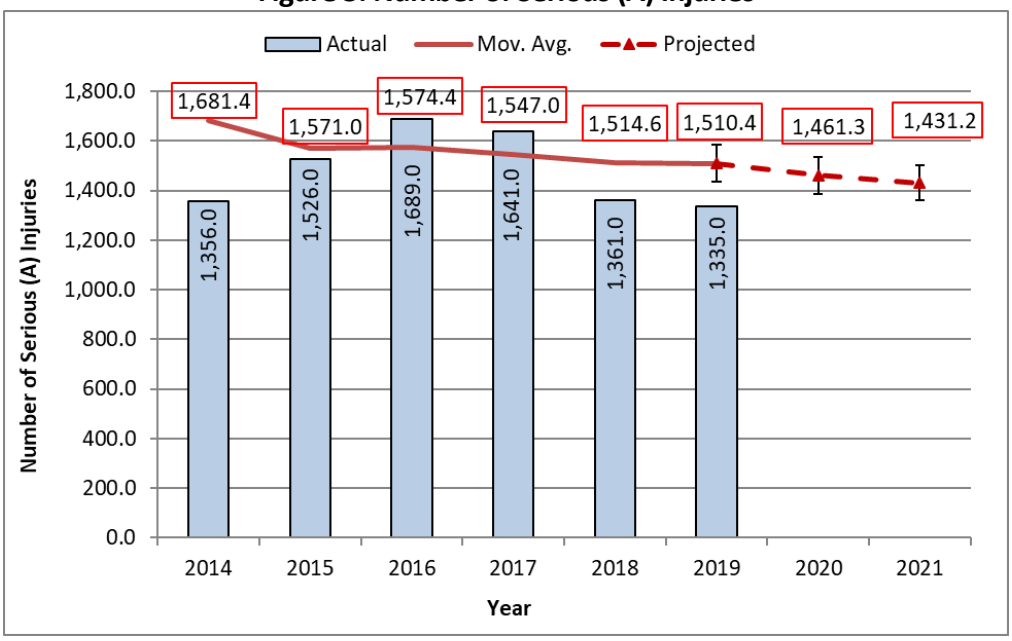
Source: FARS final files 2014-2017, FARS Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

Figure 4. Fatalities Per 100M VMT



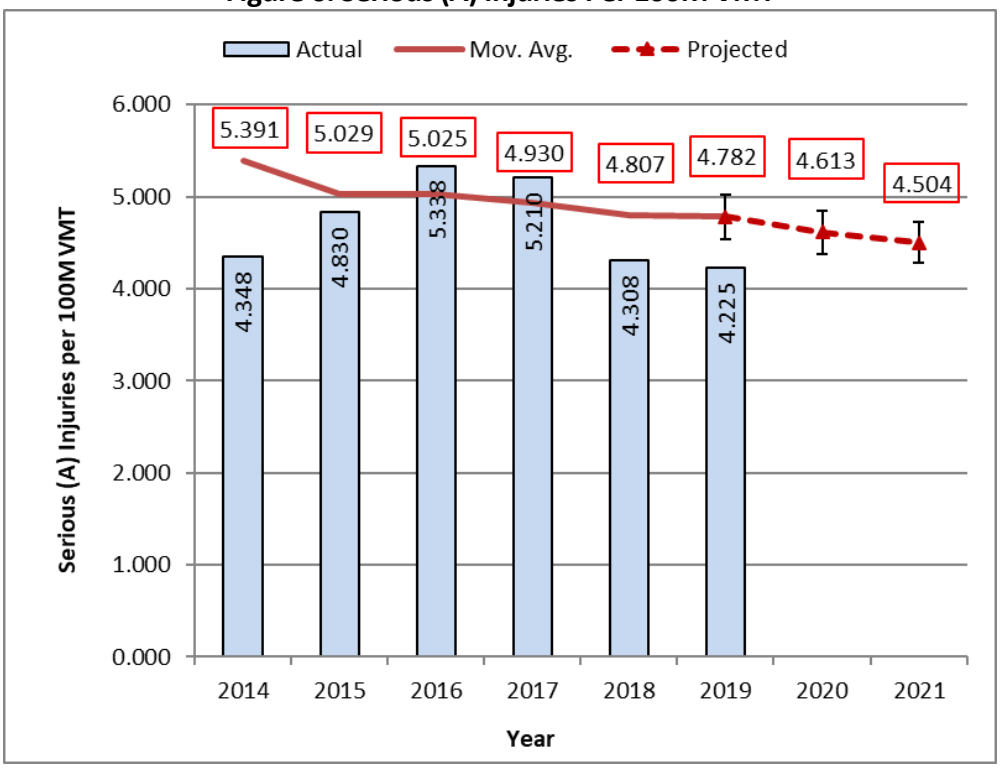
Source: FARS final files 2014-2017, FARS Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

Figure 5. Number of Serious (A) Injuries



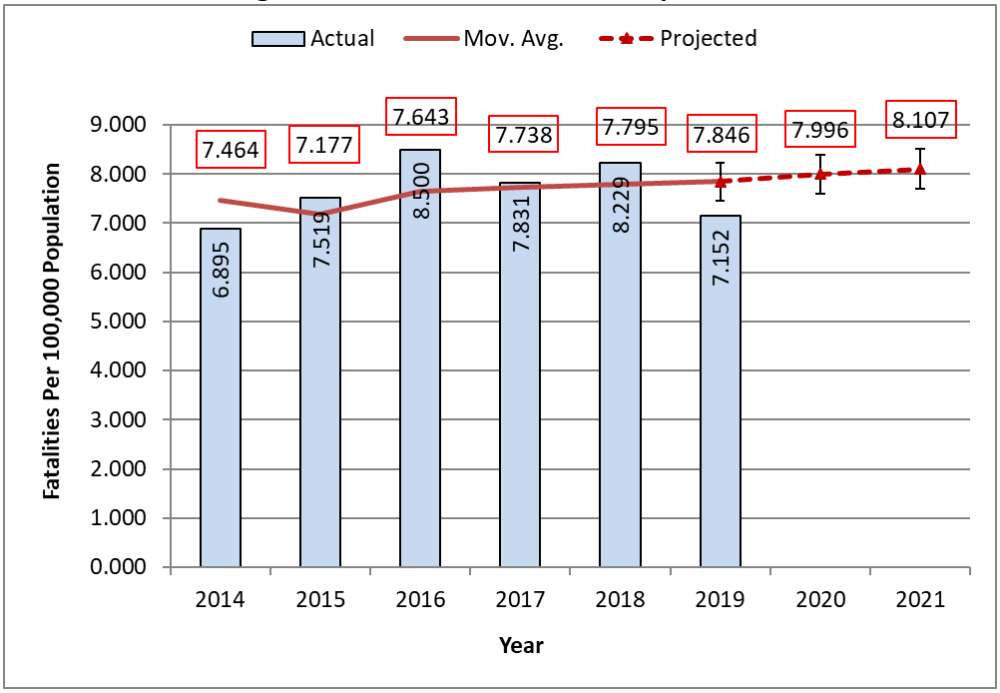
Source: Connecticut Crash Data Repository as of 04/01/20

Figure 6. Serious (A) Injuries Per 100M VMT



Source: Connecticut Crash Data Repository as of 04/01/20

Figure 7. Fatalities Per 100,000 Population



Source: FARS final files 2014-2017, FARS Annual Report File 2018, CT Crash Data Repository 2019 as of 04/01/20

Performance Report

The program level Performance Report describes the progress towards meeting State performance target(s) for each program area identified in the HSP 2020.

	Performance Measure	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met
13	Number of agencies participating in Distracted Driving High Visibility Enforcement	In Progress
14	Traffic Records	In Progress
15	Traffic Stop Data Collection	In Progress

Performance Measure C-1: Number of Traffic Fatalities

Progress: In Progress

Program-Area-Level Report: The performance target for traffic fatalities was to maintain the five-year moving average of 277 for the HSP 2020 planning period. The 2014-2018 five-year moving average, which includes the latest five years of FARS data, is 279.4 and showing an increasing trend based on the current preliminary 2019 State data. Please refer to the Performance Plan section of the HSP 2021 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 to maintain the five-year moving average of 1,547 for the HSP 2020 planning period. The 2014-2018 five-year moving average, which includes the latest five years of FARS data, is 1514.6 and showing a decreasing trend based on the current preliminary 2019 State data. Connecticut is cautiously optimistic about achieving the five-year average target by December 31, 2020. Please refer to the Performance Plan section of the HSP 2021 for the supporting data and data analysis.

Performance Measure C-3: Fatalities/VMT

Progress: In Progress

Program-Area-Level Report: The performance target for fatality rate was to maintain the five-year moving average of 0.883 for the HSP 2020 planning period. The 2014-2018 five-year moving average, which includes the latest five years of FARS data, is 0.887 and showing an increasing trend based on the current preliminary 2019 State data. Please refer to the Performance Plan section of the HSP 2021 for the supporting data and data analysis.

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

Progress: In Progress

Program-Area-Level Report: The performance target for the number of unrestrained passenger vehicle occupant fatalities, all seat positions, was to maintain the five-year moving average of 61 for the HSP 2020 planning period. The 2014-2018 five-year moving average, which includes the latest five years of FARS data, is 61 which might increase slightly based on the current preliminary 2019 State data. Please refer to the Performance Plan section of the HSP 2021 for the supporting data and data analysis.

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

Progress: In Progress

Program-Area-Level Report: The performance target for the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above, was to maintain the five-year moving average of 112 for the HSP 2020 planning period. The 2014-2018 five-year moving average, which includes the latest five years of FARS data, is 109. Connecticut is cautiously optimistic about achieving the five-year average target by December 31, 2020. Please refer to the Performance Plan section of the HSP 2021 for the supporting data and data analysis. The preliminary 2019 State data was not included in the analysis due to uncertainty of the data for this measure.

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

Progress: In Progress

Program-Area-Level Report: The performance target for the number of speeding-related fatalities was to maintain the five-year moving average of 78 for the HSP 2020 planning period. The 2014-2018 five-year moving average, which includes the latest five years of FARS data, is 82. Please refer to the Performance Plan section of the HSP 2021 for the supporting data and data analysis. The preliminary 2019 State data was not included in the analysis due to uncertainty of the data for this measure.

Performance Measure C-7: Number of Motorcyclist Fatalities

Progress: In Progress

Program-Area-Level Report: The performance target for the number of motorcyclist fatalities was to maintain the five-year moving average of 55 for the HSP 2020 planning period. The 2014-2018 five-year moving average, which includes the latest five years of FARS data, is 54 and showing a decreasing trend based on the current preliminary 2019 State data. Connecticut is cautiously optimistic about achieving the five-year average target by December 31, 2020. Please refer to the Performance Plan section of the HSP 2021 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 31 for the HSP 2020 planning period. The 2014-2018 five-year moving average, which includes the latest five years of FARS data, is 32 and the current preliminary 2019 State data suggest that the trend will stay flat or increase slightly. Please refer to the Performance Plan section of the HSP 2021 for the supporting data and data analysis.

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

Progress: In Progress

Program-Area-Level Report: The performance target for the number of drivers age 20 or younger involved in fatal crashes, was to maintain the five-year moving average of 29 for the HSP 2020 planning period. The 2014-2018 five-year moving average, which includes the latest five years of FARS data, is 28 but showing an increasing trend based on the current preliminary 2019 State data. Please refer to the Performance Plan section of the HSP 2021 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 48 for the HSP 2020 planning period. The 2014-2018

five-year moving average, which includes the latest five years of FARS data, is 52 and showing an increasing trend based on the current preliminary 2019 State data. Please refer to the Performance Plan section of the HSP 2021 for the supporting data and data analysis.

Performance Measure C-11: Number of Bicyclists Fatalities

Progress: In Progress

Program-Area-Level Report: The performance target for the number of bicyclists fatalities, was to maintain the five-year moving average of four (4) for the HSP 2020 planning period. The 2014-2018 five-year moving average, which includes the latest five years of FARS data, is three (3) and showing a decreasing trend based on the current preliminary 2019 State data. Connecticut is cautiously optimistic about achieving the five-year average target by December 31, 2020. Please refer to the Performance Plan section of the HSP 2021 for the supporting data and data analysis.

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

Progress: Met

Program-Area-Level Report: The NHTSA CARES Act Waiver Notice issued on April 9, 2020, waived the requirement to conduct the annual seat belt survey in 2020. Therefore, the HSO will not be conducting the 2020 seat belt survey and is using the 2019 observed seat belt use rate to report the progress.

The performance target for the observed seat belt use for passenger vehicles, front seat outboard occupants, was 93% in 2020. Observed seat belt use peaked in Connecticut in 2019 to 93.7%. Please refer to the Performance Plan section of the HSP 2021 for the supporting data. The data suggest that we have met our target for 2020.

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

Progress: In Progress

Program-Area-Level Report: The performance target for the number of agencies participating in Distracted Driving High Visibility Enforcement, was 55 in 2020. For FFY2020, the Distracted

Driving campaign was planned for the entire month of April 2020, and two (2) weeks in August of 2020. Fifty-seven (57) police agencies were approved grants to participate in the April 2020 campaign. However, due to the COVID-19 pandemic, the April 2020 campaign was cancelled and the HSO has scheduled the campaign for the entire month of August 2020.

Performance Measure: Traffic Records

The TRCC's focus for the HSP 2020 planning period has been on Citation/ Adjudication and Disposition Timeliness and Crash Timeliness. The performance attribute of "Accessibility" included in the HSP 2020 is incorrect and the correct performance attribute is "Timeliness."

Performance Measure: Number of Day between Citation Issuance to Adjudication/Disposition and posted to Driver History File

Progress: In Progress

Program-Area-Level Report: The Connecticut Traffic Records Coordinating Committee (TRCC) continued to focus on the Electronic Citation and Adjudication System. An On-Line Adjudication System was deployed which allows for timely adjudicating and disposition of motor vehicle violation with immediate posting to Driver History File. The state crash system continued to mature. Ongoing training and daily follow up with law enforcement agencies throughout the state result in an improvement of crash timelines from occurrence to available in the centralized crash database for analysis and reporting.

Connecticut Judicial Branch deployed an On-line Adjudication System which enabled individuals who pled "not guilty" to an infraction to participate in the court electronically process, rather than be required to physically appear in court (not including trials). Currently available in all locations in the State, the online dockets have reduced costs, improved the quality and timeliness of hearings, and improved the convenience and efficiency of the process for both the court and the individual who receives the infraction. These adjudications results are subsequently available in a timely manner to members of the highway safety community for use in subsequent offender sanctioning, training, and education of high-risk driver populations. Prosecutors have real time access to driver histories, pending cases and registration information to consider when disposing infractions. Disposition results are now entered immediately to the Drive History File.

C/A-T-2- Citation/Adjudication Timeliness – The mean number of days from the date a citation is issued to the date the citation/adjudication disposition is entered into the Driver Record file. *Connecticut methods for calculation is the total number of days and hours from Citation adjudication disposition to posting of the disposition outcome to the Driver History File.* The mean

number of days reduced from 1.227 days in 2017-2018, to 0.274 days in 2018-2019, which is a 77.62% improvement. The mean number of days further reduced to 0.0703 days in 2019-2020, which is a 74.40% improvement compared to 2018-2019 period or 95% improvement compared to the 2017-2018 period.

Performance Measure	04/01/2017 to 03/31/2018	04/01/2018 to 03/31/2019	04/01/2019 to 03/31/2020
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
Change	Baseline	-77.62%	-74.40%
Improvement (Reduction)		77.62%	74.40%

Performance Measure: **The median number of days from the crash date to the date the crash report is entered into the centralized database.**

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized
Reduced the number of days from crash occurrence to when the report is processed and available in the Centralized Database for analysis and reporting	24 days	19 days

Performance Measure: Traffic Stop Data Collection

Progress: In Progress

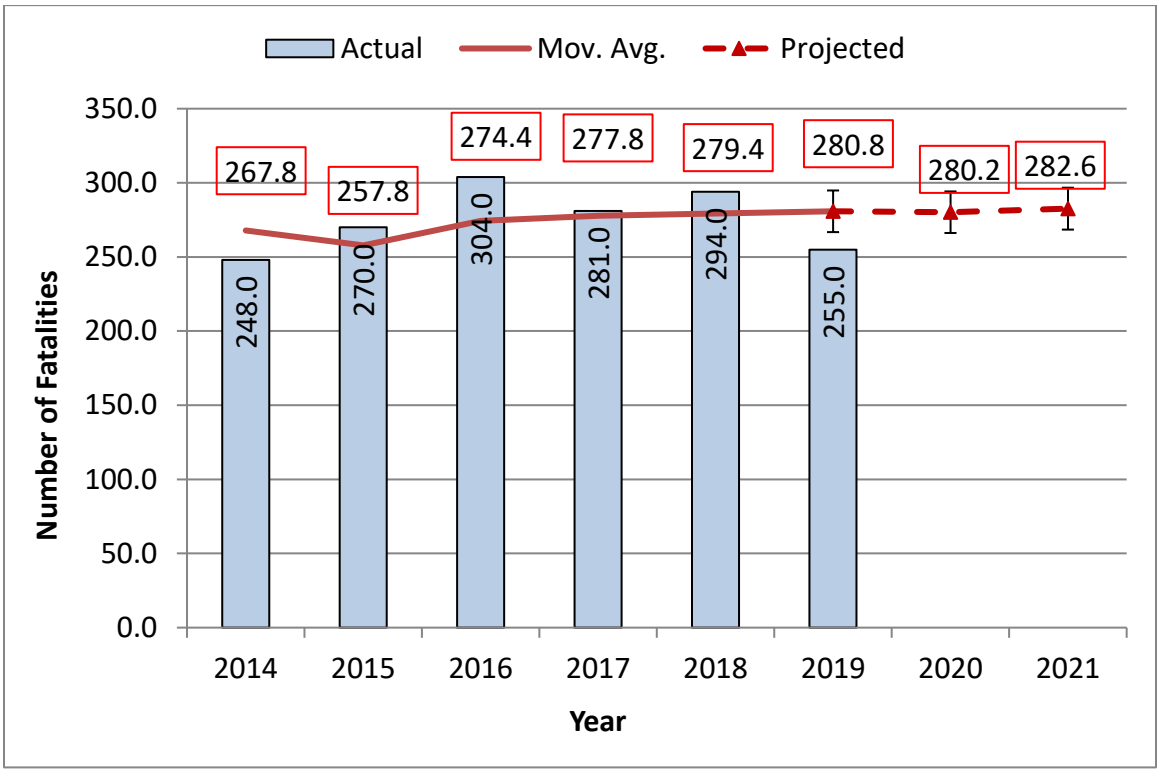
Program-Area-Level Report: The performance target for the traffic stop data collection performance measure was to have 100% of the 107 police agencies that collect and submit traffic stop records, do so electronically during 2020. At present, 105 of the 107 police agencies report data electronically at the time of the stop, which equals to 98% of the police agencies submitting data electronically. Please refer to the Performance Plan section of the HSP 2021 for the supporting data.

Performance Plan

The Performance Plan lists the highway safety performance targets for 2021

	Performance Measure	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 year	2017	2021	270.0
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 year	2017	2021	1360.0
3	C-3) Fatalities/VMT (FARS, FHWA)	5 year	2017	2021	0.850
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 year	2017	2021	61
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 year	2017	2021	109
6	C-6) Number of speeding-related fatalities (FARS)	5 year	2017	2021	82
7	C-7) Number of motorcyclist fatalities (FARS)	5 year	2017	2021	54
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 year	2017	2021	32
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 year	2017	2021	28
10	C-10) Number of pedestrian fatalities (FARS)	5 year	2017	2021	52
11	C-11) Number of bicyclists fatalities (FARS)	5 year	2017	2021	3
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2021	2021	94%
13	Number of agencies participating in Distracted Driving High Visibility Enforcement	Annual	2021	2021	60
14	Percentage of Citations adjudicated through On-Line Disposition System and posted to Driver History File	Annual	2021	2021	80%
15	Percentage of Law Enforcement Agencies Participating in the Use of E-Citation	Annual	2021	2021	80%
16	Traffic Stop Data Collection	Annual	2021	2021	100

Performance Measure C-1: Number of Traffic Fatalities

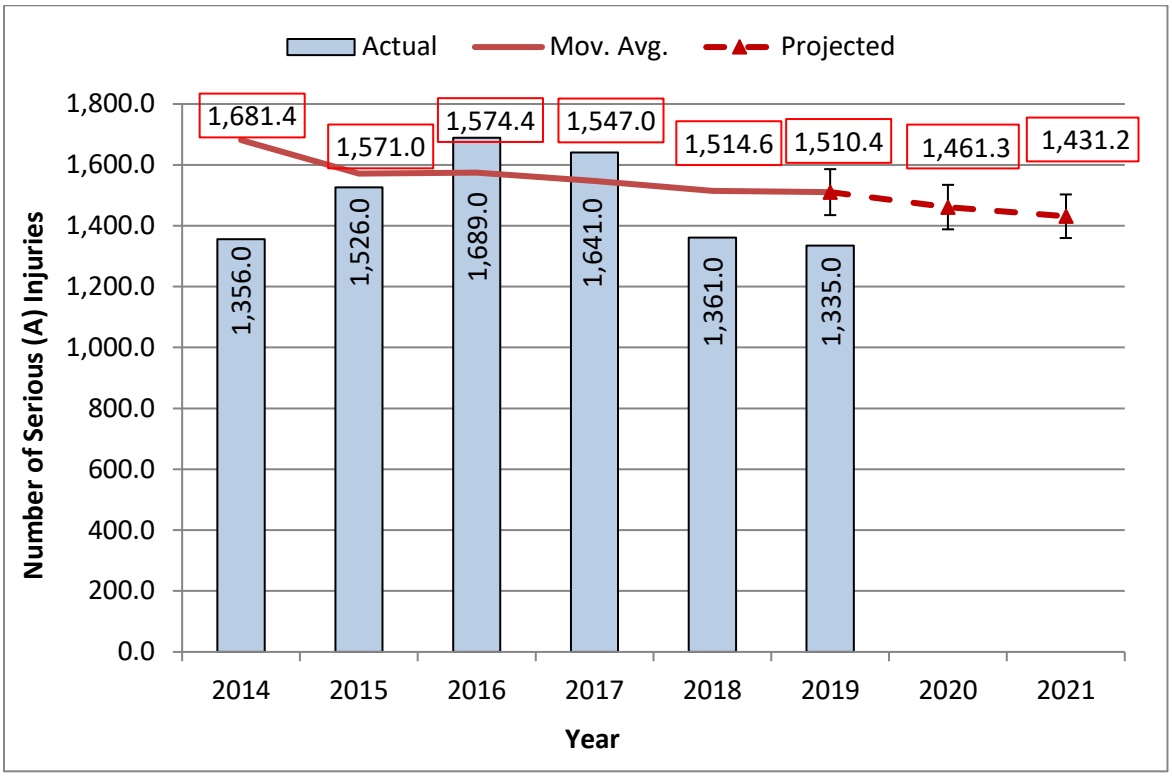


Source: FARS Final files 2014-2017, FARS Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

Performance Target: CTDOT is choosing to set the target of 270.0 during the HSP 2021 planning period.

Performance Target Justification: The actual number of fatalities have fluctuated from year to year and suggest a downward trend since a high point of 304.0 in 2016. Although the five-year moving average trend is projected to stay relatively flat or increase slightly during the 2021 planning period, CTDOT wants to set an aggressive target that will move the State back toward fatality levels experienced in 2015 and earlier.

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

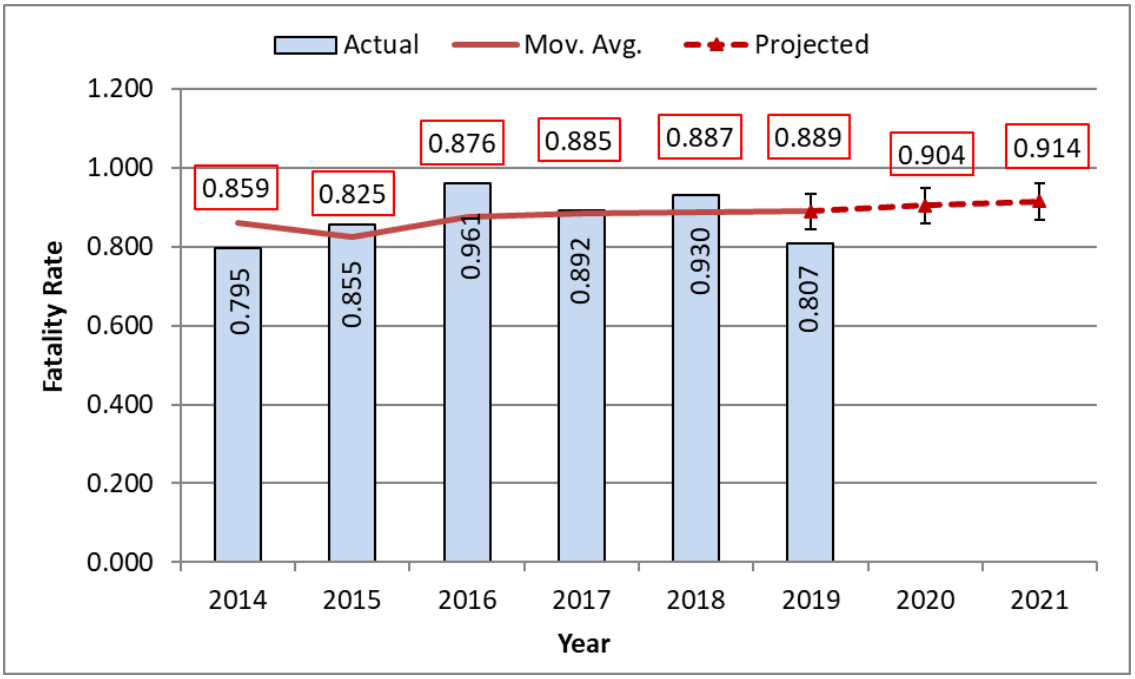


Source: CT Crash Data Repository as of 04/01/20

Performance Target: CTDOT is choosing to set the target of 1360.0 during the HSP 2021 planning period.

Performance Target Justification: The actual numbers of serious injuries have shown a downward trend since a high point of 1689.0 in 2016. The five-year moving average trend is also projected to decrease during the 2021 planning period. CTDOT wants to set an aggressive target that will move the State back toward serious injury levels experienced in 2014 and earlier.

Performance Measure C-3: Fatalities/VMT

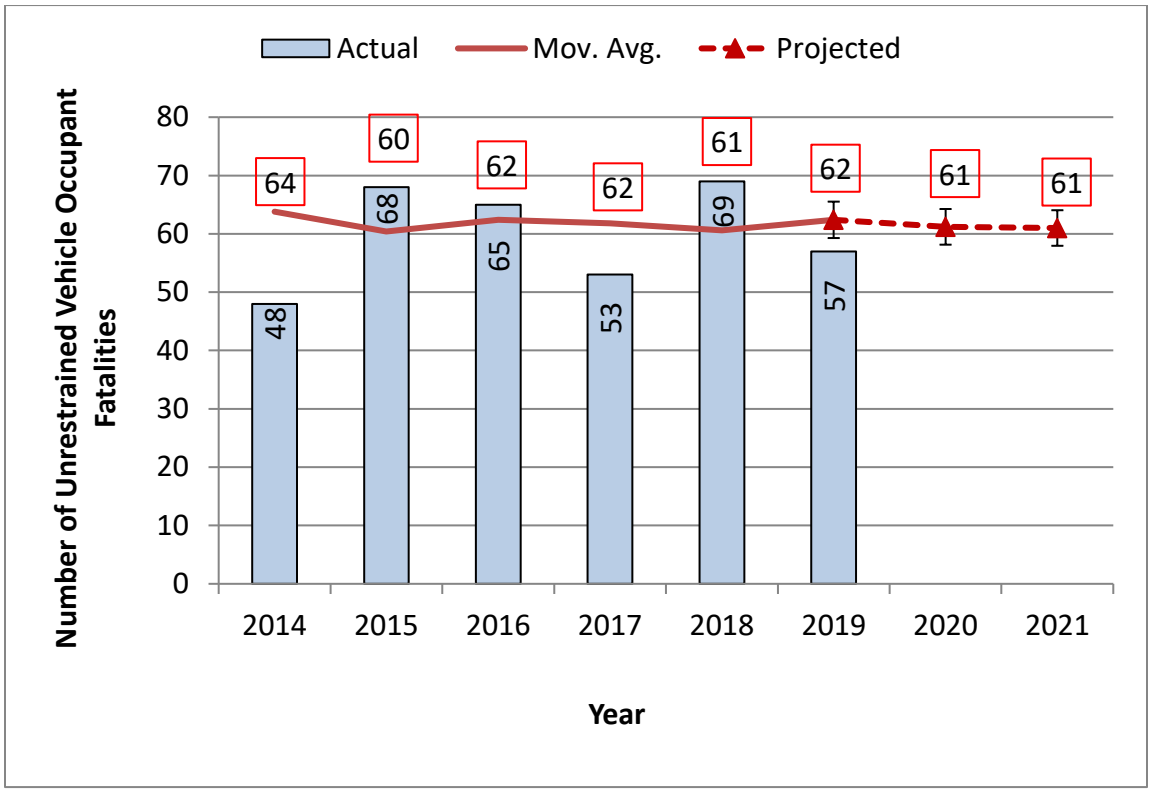


Source: FARS Final files 2014-2017, FARS Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

Performance Target: CTDOT is choosing to set the target of 0.850 during the HSP 2021 planning period.

Performance Target Justification: The actual fatality rate has fluctuated from year to year but the data also suggest a downward trend since a high point of 0.961 fatalities/100M VMT in 2016. Although the five-year moving average trend is projected to stay relatively flat or increase slightly during the 2021 planning period, CTDOT wants to set an aggressive target that will move the State back toward fatality rate levels experienced in 2015 and earlier.

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

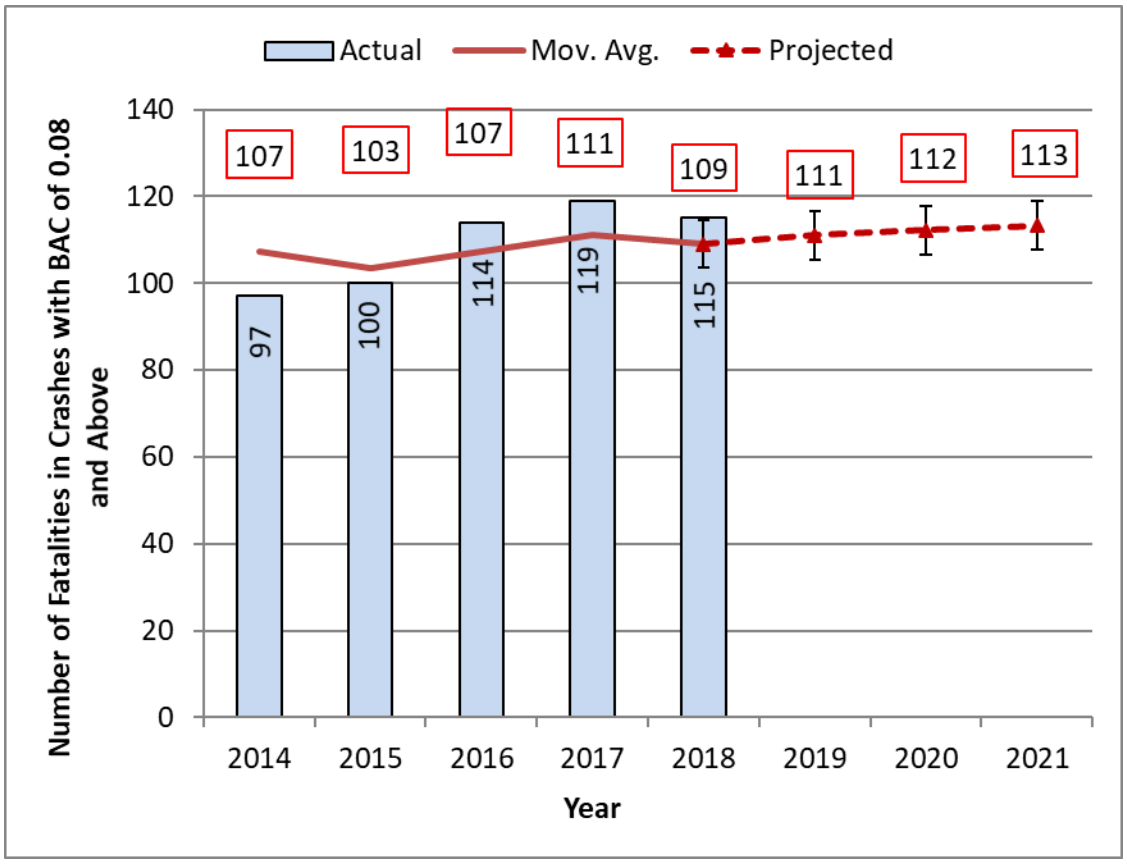


Source: FARS final files 2014-2017, FARS Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

Performance Target: To maintain the five-year moving average of 61 (2014 -2018) unrestrained vehicle occupant fatalities during the HSP 2021 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The actual preliminary State data for 2019 suggests a decrease in the number of unrestrained vehicle occupant fatalities, however the five-year moving average trend is predicted to remain flat or slightly decrease for the 2021 planning period. As such, Connecticut has chosen a maintenance target.

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

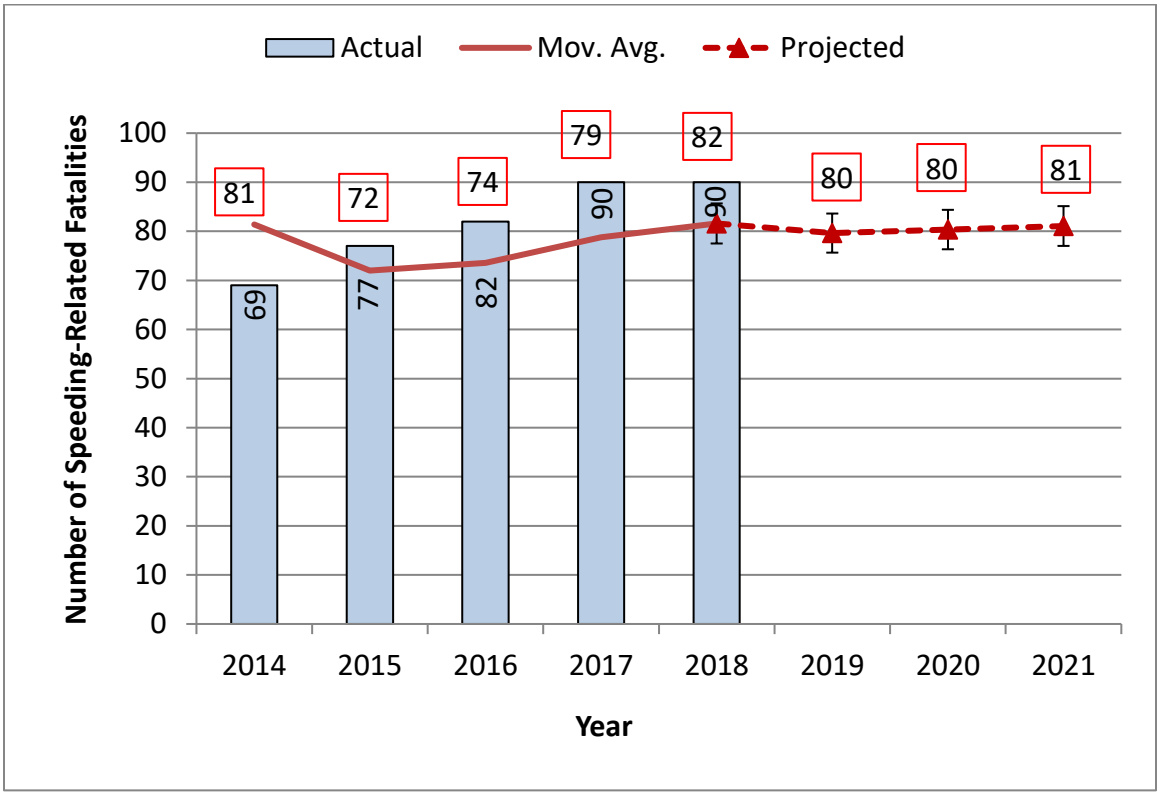


Source: FARS Final Files 2014-2017, FARS Annual Report File 2018

Performance Target: To maintain the five-year moving average of 109 (2014-2018) alcohol impaired driving fatalities (BAC = 0.08+) during the HSP 2021 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The five-year moving average trend projects this measure to remain flat or slightly increase during the 2021 planning period. As such, Connecticut has chosen a maintenance target. The preliminary 2019 State data was not included in the analysis due to uncertainty of the data for this measure at this time.

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

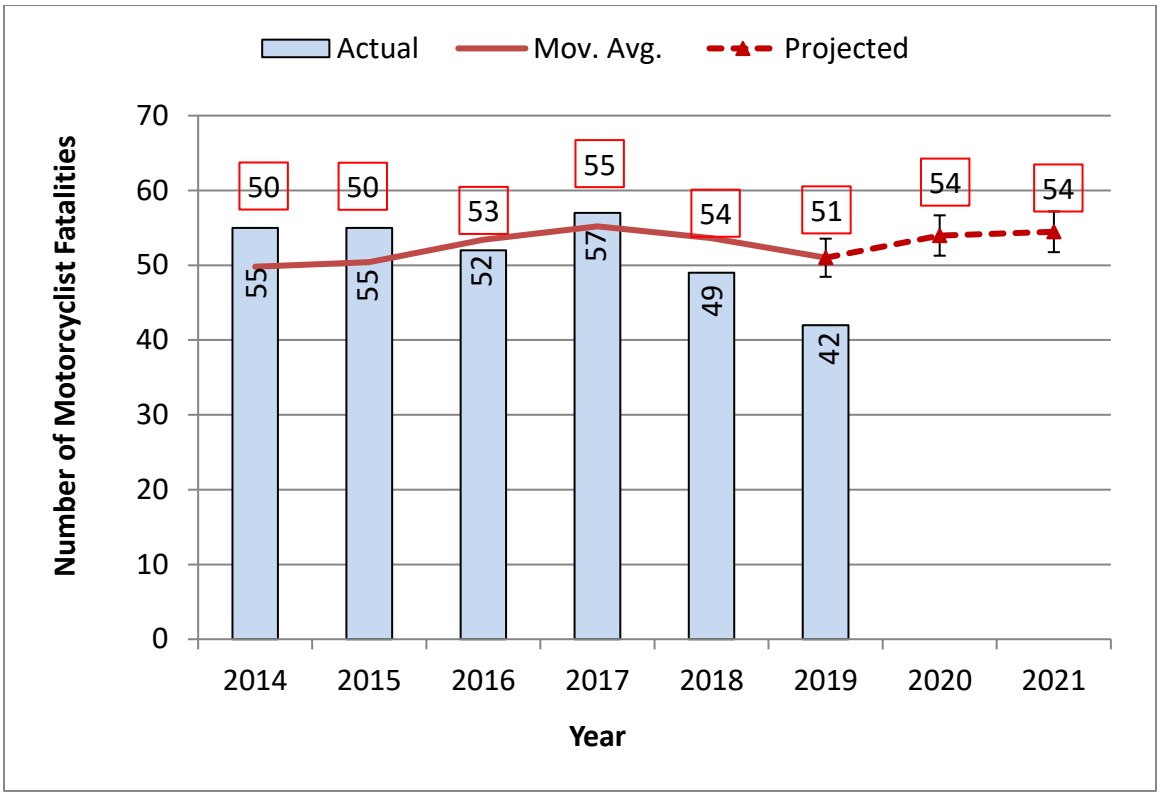


Source: FARS final files 2014-2017, FARS Annual Report File 2018

Performance Target: To maintain the five-year moving average of 82 (2014 – 2018) speeding-related fatalities during the HSP 2021 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The five-year moving average trend for speed-related fatalities is projected to stay flat or increase slightly for the 2021 planning period. As such, Connecticut has chosen a maintenance target. The preliminary 2019 State data was not included in the analysis due to uncertainty of the data for this measure at this time.

Performance Measure C-7: Number of Motorcyclist Fatalities

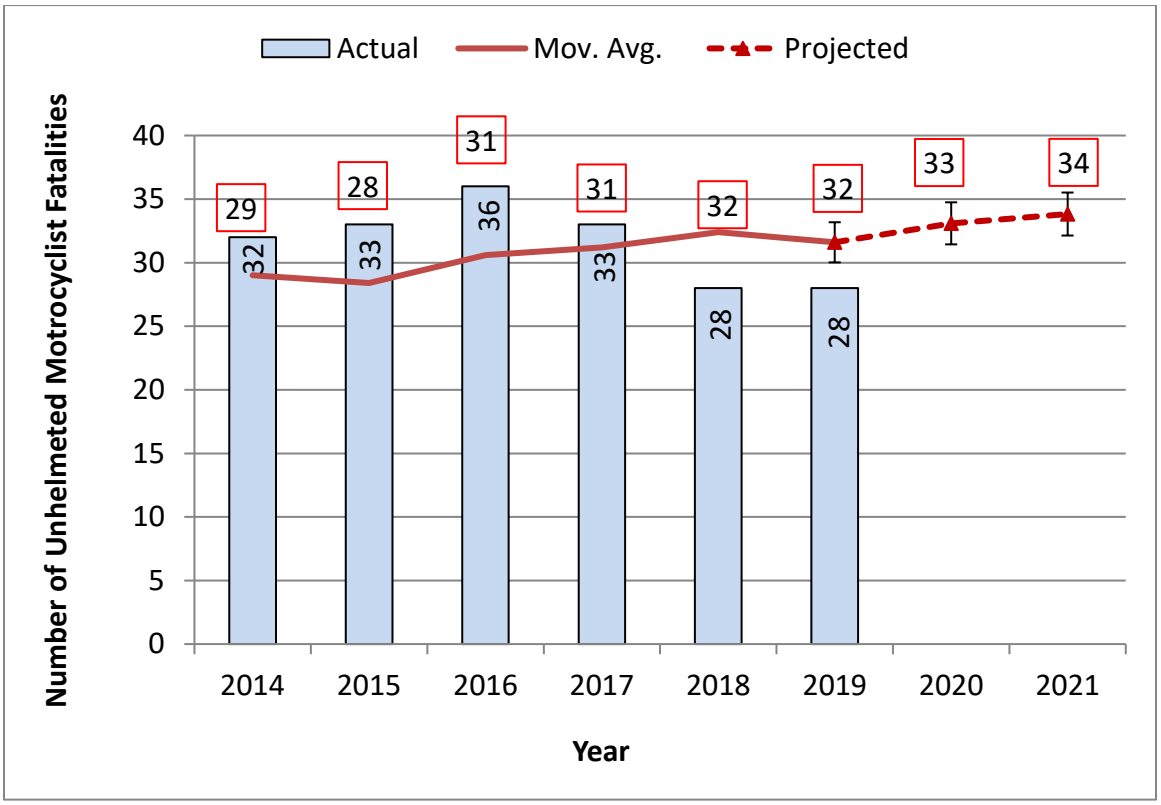


Source: FARS final files 2014-2017, FARS Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

Performance Target: To maintain the five-year moving average of 54 (2014-2018) motorcyclist fatalities during the HSP 2021 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The actual preliminary State data for 2019 suggest a decrease in motorcyclist fatalities. However, the five-year moving average trend is predicted to remain flat or slightly increase for the 2021 planning period. As such, Connecticut has chosen a maintenance target.

Performance Measure C-8: Number of Unhelmeted Motorcyclist Fatalities

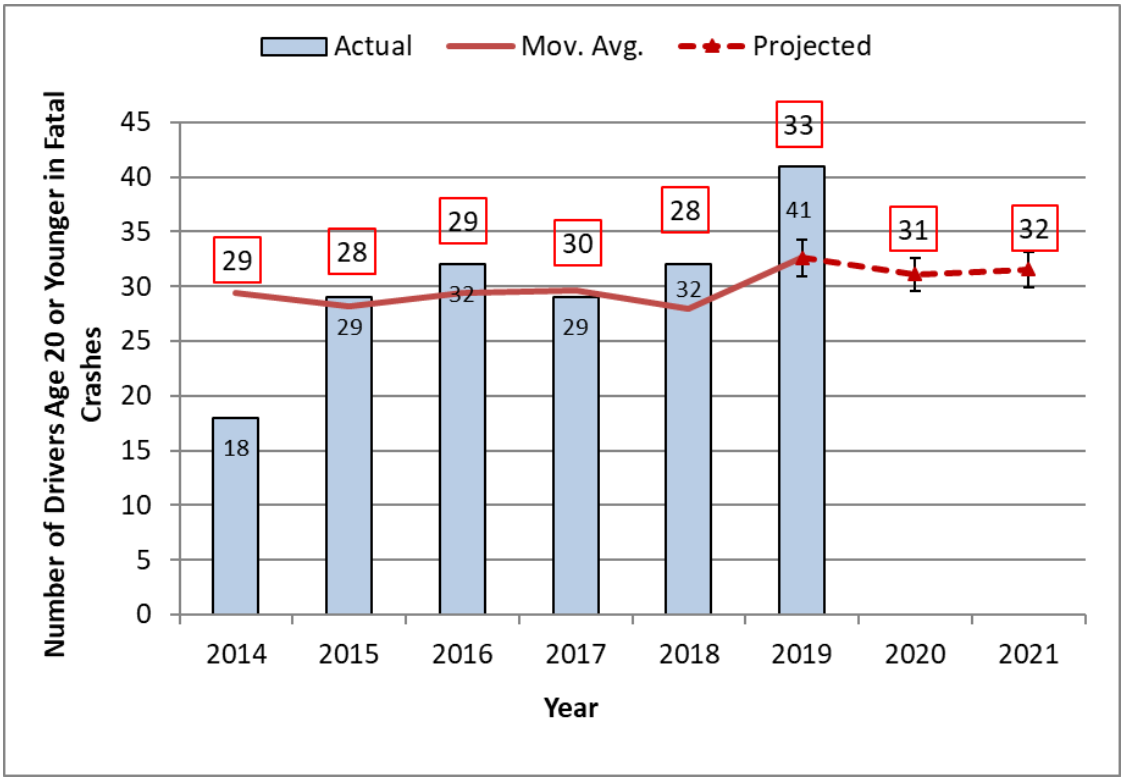


Source: FARS final files 2014-2017, FARS Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

Performance Target: To maintain the five-year moving average of 32 (2014-2018) motorcyclist fatalities during the HSP 2021 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The actual preliminary State data for 2019 suggest a decrease in unhelmeted motorcyclist fatalities. However, the five-year moving average trend is predicted to remain flat or slightly increase for the 2021 planning period. As such, Connecticut has chosen a maintenance target.

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

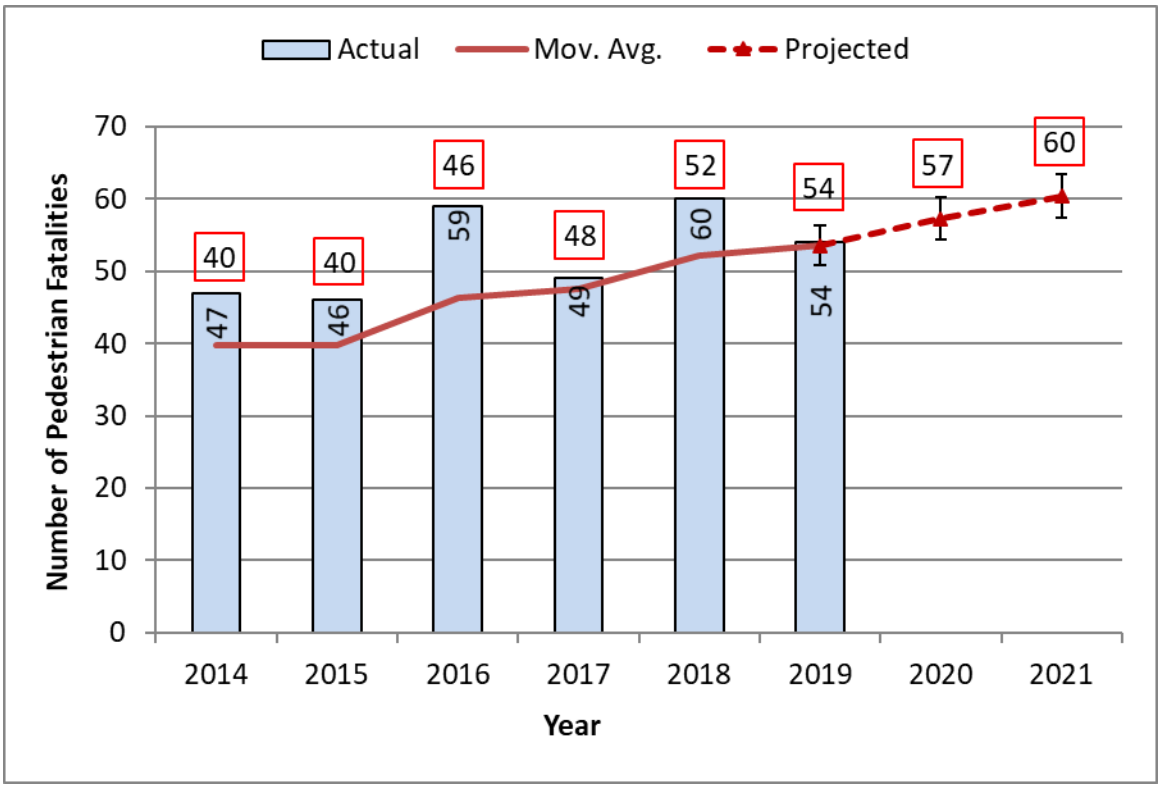


Source: FARS final files 2014-2017, FARS Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

Performance Target: To maintain the five-year moving average of 28 (2014-2018) fatalities involving drivers aged 20 or younger during the HSP 2021 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. Although the actual 2019 preliminary State data suggest an increase in fatalities involving drivers aged 20 or younger compared to the previous years, the five-year moving average trend is predicted to remain flat or slightly increase for the 2021 planning period. As such, Connecticut has chosen a maintenance target.

Performance Measure C-10: Number of Pedestrian Fatalities

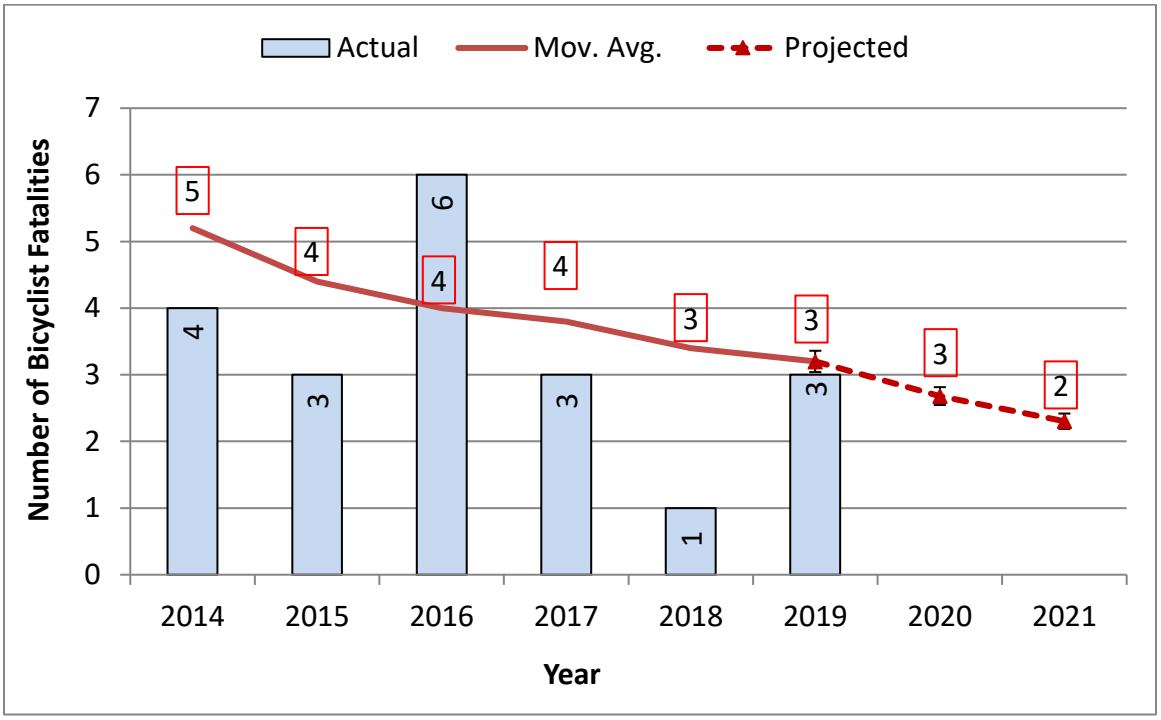


Source: FARS final files 2014-2017, FARS Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

Performance Target: To maintain the five-year moving average of 52 (2014-2018) pedestrian fatalities during the HSP 2021 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The actual 2019 preliminary State data suggests a decrease in pedestrian fatalities compared to 2018. However, the five-year moving average trend projects an increase in pedestrian fatalities during the 2021 planning period. As such, Connecticut has chosen a maintenance target.

Performance Measure C-11: Number of Bicyclists Fatalities

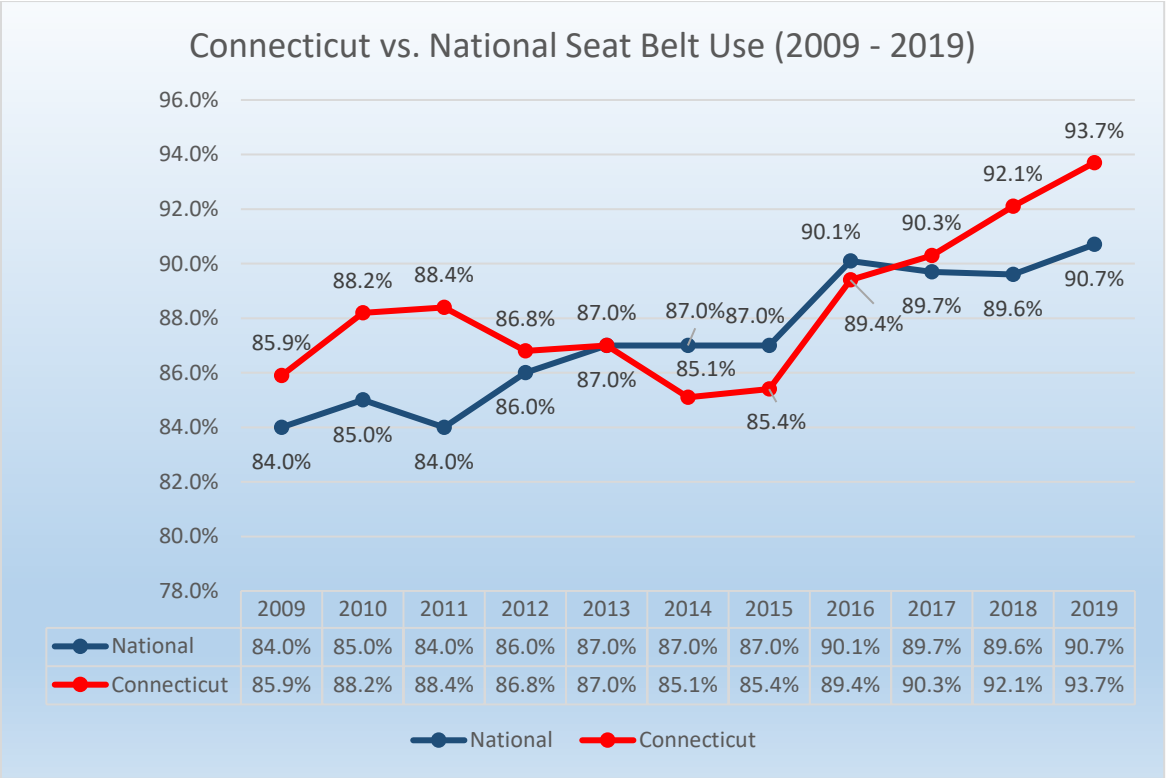


Source: FARS final files 2014-2017, FARS Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

Performance Target: To maintain the five-year (2014-2018) moving average of three (3) bicyclist fatalities during the HSP 2021 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The five-year moving average trend suggests that the bicyclist fatalities will remain the same or decrease during the 2021 planning period. As such, Connecticut has chosen a maintenance target.

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



Performance Target: To attain a statewide observed seat belt use rate of 94.0% or above in 2021.

Performance Target Justification: Observed seat belt use peaked in Connecticut in 2019, to 93.7%. The 2021 target was chosen to attain a seat belt use rate above 93.7%. The NHTSA CARES Act Waiver Notice issued on April 9, 2020, waived the requirement to conduct the annual seat belt survey in 2020. Therefore, the HSO will not be conducting the 2020 seat belt survey and is using the 2019 observed seat belt use rate to set the performance target for 2021.

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

Performance Target: To increase to 60 police agencies participating in distracted driving HVE enforcement in 2021.

Performance Target Justification: Historical data has shown that, in Connecticut, the number of law enforcement agencies participating in distracted driving high visibility enforcement have increased progressively. In FFY2018, there were 46 agencies participating; in FFY2019, we had 54 agencies participating; and in FFY2020, we have 57 agencies with approved grants. However, due to the COVID-19 pandemic, the April 2020 campaign was cancelled and the HSO has scheduled the campaign for the entire month of August 2020. Based on this data, we have chosen to increase the number of participating agencies to 60 for FFY2021.

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

Performance Target: To decrease the time it takes to adjudicate and post the outcome to the Driver History File to 80% in 2021.

Performance Target Justification: This is based on the C/A-T-2 model performance measure. Connecticut will improve the Timeliness of Citation as measures in terms of an increase in: The percentage of Citation adjudicated through the On-Line Disposition System and posted to the Driver History File. The current baseline line period from April 1, 2018, to March 31, 2019, has 2,238 electronic citations processed through the On-Line Disposition System with total average of days per citation at 0.274798928. The current performance measure period of April 1, 2019, to March 31, 2020, has a total of 7,890 Electronic Citations processed through the On-Line Disposition System; an increase of 352.55% and with average number of days per citation at 0.07034221. The result is a 74.40% decrease in the amount of time it takes to adjudicate and post outcome to the Driver History File.

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

Performance Target: To increase the number of law enforcement agencies using the E-Citation system to 80% in 2021.

Performance Target Justification: This is based on the C/A-U-1 model performance measure. Connecticut's goal is to increase the number of agencies using the E-Citation system from the current 60 to 80% in the target period. Out of 95 law enforcement agencies, 57 agencies are using the E-Citation system and 38 agencies are still using the paper tickets. Building on the capability to submit attachments and the expansion of E-Citation to allow for direct submission of reports (both arrest and crash) and flag cases involving crashes for the prosecutor, the expected result is an increase in uniformity to 80% participation.

Performance Measure: Traffic Stop Data Collection

Performance Target: To have 100% of the 107 police agencies that collect and submit traffic stop records electronically in 2021.

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

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

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: 6,981

Fiscal Year A-1: 2019

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

Impaired driving arrests: 1,107

Fiscal Year A-2: 2019

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

Speeding citations: 13,138

Fiscal Year A-3: 2019

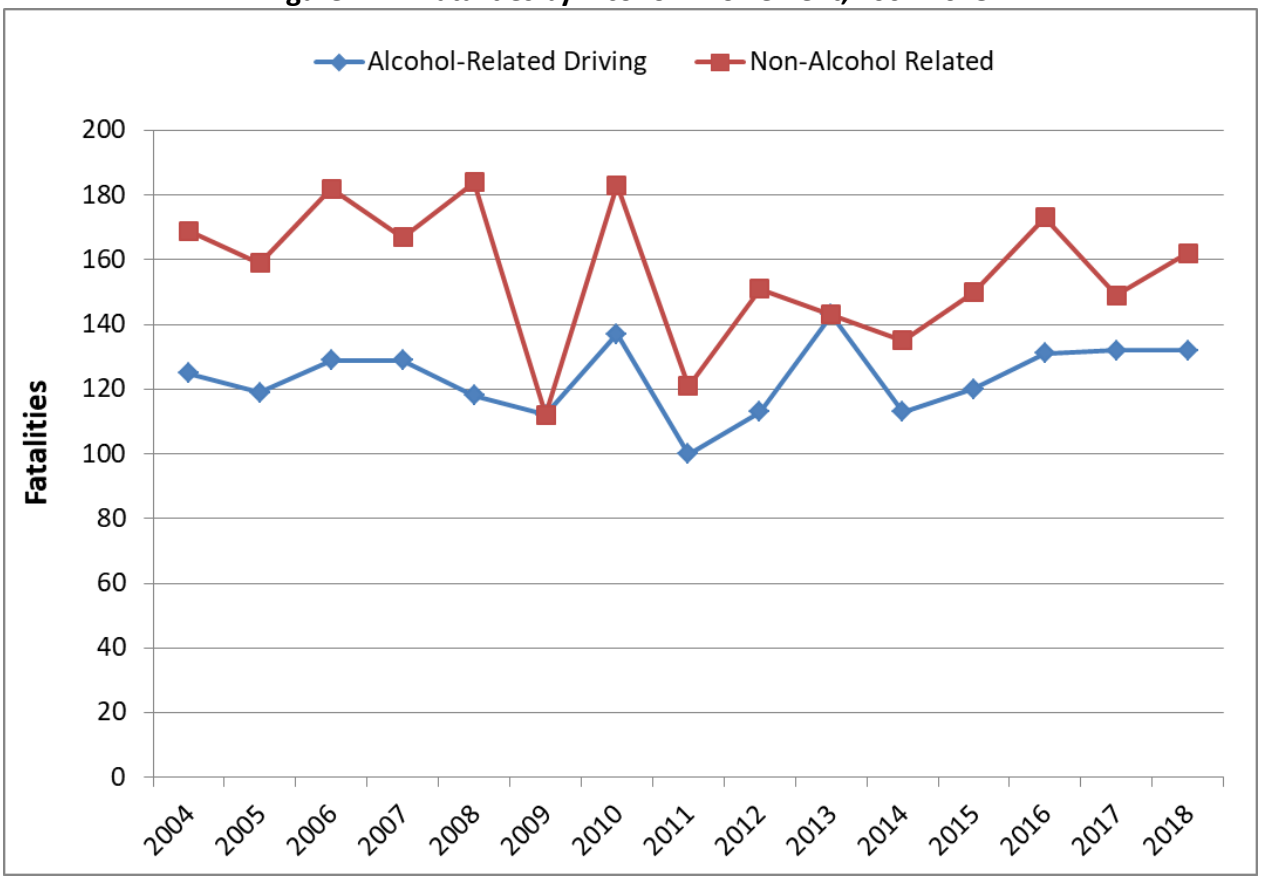
Program Areas

Impaired Driving

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS/ PROBLEM IDENTIFICATION

Alcohol-related driving **fatalities are fatalities involving drivers or motorcycle operators with a Blood Alcohol Content (BAC) of 0.01 or higher whereas *alcohol-impaired driving* fatalities are those fatalities involving drivers or motorcycle operators with a BAC of 0.08 of higher.** The 15-year trends in Connecticut's alcohol-related driving and non-alcohol-related driving fatalities are shown in Figure AL-1. Alcohol-related driving fatalities showed a generally decreasing trend until 2009. The year 2011 had the lowest number of alcohol-related driving fatalities (100), and then increased through 2013. Since 2014, the trend has been moving upward and there were 132 alcohol-related driving fatalities in 2018, the highest number in the last five years.

Figure AL-1. Fatalities by Alcohol Involvement, 2004-2018



Source: FARS Alcohol Imputed Data Final Files 2004-2017, FARS Annual Report File 2018

In 2018, Connecticut recorded BAC test results for 54% of fatally injured drivers and 16% of surviving drivers involved in fatal crashes. The state rates were below the national figures of 65% for fatally injured drivers and 23% for surviving drivers (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 2018 (45%) was higher than the national average of 34%. Thirty-nine percent

(39%) of Connecticut's fatal crashes were estimated to have been alcohol-impaired driving crashes (BAC≥ 0.08), a higher rate than that seen nationwide (28%).

Table AL-1. Alcohol-Related (BAC ≥ 0.01+) Driving Fatalities/ Alcohol-Impaired (BAC ≥ 0.08+) Driving Crashes, 2018

	Connecticut	U.S.
Percentage of Alcohol-Related Driving Fatalities	44.9%	33.9%
Percentage of Alcohol-Impaired Driving Crashes	39.3%	28.4%

Source: FARS Imputed Alcohol Data Annual Report File 2018

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

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

State of Connecticut	2014	2015	2016	2017	2018
Number of Alcohol-Impaired Driving Fatal *Crashes*	92	96	110	108	109
Percent Alcohol-Impaired Driving Fatal *Crashes*	39%	37%	38%	41%	39%
Number of Alcohol-Impaired Driving *Fatalities*	97	103	116	119	115
Percent Alcohol-Impaired Driving *Fatalities*	39%	38%	38%	42%	39%

Source: FARS Imputed Alcohol Data Final Files 2014-2017, FARS Annual Report File 2018

The number of alcohol-impaired driving fatal crashes increased from 2014 to 2016 and settled at 109 in 2018. The number of alcohol-impaired driving fatalities showed a similar pattern, increasing from 2014 to 2017. The number of 2018 alcohol-impaired driving fatalities was the third highest level in five years. The percentage of all crashes related to alcohol-impaired driving was the second highest in the five-year period reviewed. The percentage of all fatalities related to alcohol-impaired driving was also the second 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 the years 2014 to 2018.

Table AL-3. BACs of Fatally Injured Drivers

BAC	2014	2015	2016	2017	2018
0.00	54	92	82	76	50
0.01-0.07	7	7	10	12	7
0.08 –Up	47	61	65	65	39
No/Unknown Result	54	22	41	31	85

Source: FARS Final Files 2014-2017, FARS Annual Report File 2018

Table AL-4 shows the number of alcohol-related driving fatalities both by county and statewide for the years 2014 to 2018, 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. Tolland and New London counties had the highest percentage of alcohol-related driving fatalities for the year 2018 (56% and 53%, respectively), followed by New Haven and Windham counties (51% and 46%, respectively). The statewide data at the bottom of the table indicate that, for the five-year period shown, the percentage of alcohol-related fatalities ranged from 43.2 to 46.9%.

New London, Tolland, 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	2014	2015	2016	2017	2018
Fairfield Total	47	35	73	59	45
% Alcohol	38.7%	55.4%	37.9%	52.0%	36.0%
Alcohol Rate/100,000	1.93	2.05	2.93	3.23	1.72
Hartford Total	56	63	60	60	70
% Alcohol	50.7%	35.1%	47.5%	48.8%	40.0%
Alcohol Rate/100,000	3.16	2.47	3.19	3.27	3.14
Litchfield Total	16	22	16	20	25
% Alcohol	38.1%	55.0%	37.5%	48.0%	41.2%
Alcohol Rate/100,000	3.30	6.59	3.29	5.27	5.69
Middlesex Total	13	21	18	10	15
% Alcohol	18.5%	39.0%	46.7%	54.0%	38.7%
Alcohol Rate/100,000	1.46	5.00	5.14	3.30	3.57
New Haven Total	52	65	82	77	85
% Alcohol	42.3%	46.0%	46.0%	43.8%	51.3%
Alcohol Rate/100,000	2.55	3.48	4.40	3.92	5.08
New London Total	31	29	27	28	24
% Alcohol	62.9%	50.7%	53.0%	43.6%	52.9%
Alcohol Rate/100,000	7.13	5.41	5.30	4.53	4.76
Tolland Total	18	17	12	12	16
% Alcohol	53.9%	51.2%	40.8%	45.0%	55.6%
Alcohol Rate/100,000	6.41	5.75	3.24	3.57	5.90
Windham Total	15	18	16	15	14
% Alcohol	44.0%	28.9%	23.8%	36.0%	46.4%
Alcohol Rate/100,000	5.64	4.46	3.27	4.64	5.55
Statewide					
Total Fatalities	248	270	304	281	294
% Alcohol	45.5%	44.6%	43.2%	46.9%	44.9%
Alcohol Rate/100,000	3.14	3.35	3.67	3.67	3.69

Source: FARS Imputed Alcohol Data Final Files 2014-2017, FARS Annual Report File 2018

The number of alcohol-related driving fatalities has increased statewide every year from 113 in 2014 to 132 in 2018 (see Table AL-9). Overall fatalities have increased from 248 in 2014 to 296 in 2018 (+19%). 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 3.14 per 100,000 population in 2014 to 3.69 in 2018.

Table AL-5 shows the age groups of drinking drivers (BAC ≥ .01) killed during the five-year period from 2014 to 2018, 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% of the drinking drivers' fatalities. The table shows that approximately six percent of the fatally injured drinking drivers were under the legal drinking age.

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

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

Age	Drinking Drivers Killed (2014-2018)		Licensed Drivers (2018)		Rate[3]
	Number[1]	Percent of Total	Number[2]	Percent of Total	
<16	0	0.0%	0	0.0%	n/a
16-20	22	5.5%	131,224	5.0%	16.7
21-24	53	13.3%	158,145	6.1%	33.5
25-34	111	28.0%	433,719	16.6%	25.6
35-44	75	18.8%	402,451	15.4%	18.6
45-54	69	17.3%	467,552	17.9%	14.7
55-64	43	10.9%	482,403	18.5%	9.0
65-69	10	2.4%	177,843	6.8%	5.3
>69	15	3.8%	352,275	13.5%	4.3
Total	398	100.0%	2,605,612	100.0%	15.3

1. Source: FARS, Imputed Alcohol Data Final Files 2014-2017, FARS Annual Report File 2018
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 (84% overall) and were most often killed in single vehicle crashes (66%). Overall, 81% of the victims had valid licenses, 6% had a previous DUI conviction, and 92% were Connecticut residents. Approximately 71% of the fatalities took place on arterial type roadways, 14% were on collector roadways, and 15% were on local roadways. The second part of Table AL-6 shows that during the period of 2014-2018 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 57% of all alcohol-related driving fatalities. The table shows that 35% of the fatalities occurred during the late-night hours of midnight to 5:59am, 28% took place between 8:00pm and midnight, and 37% occurred during the daytime hours from 6:00am to 7:59pm

Table AL-6. Characteristics of Fatally Injured Drunk Drivers (BAC ≥ 0.01), 2014-2018

	2014 (N=73)	2015 (N=76)	2016 (N=86)	2017 (N=86)	2018 (N=77)	Total (N=398)
Age						
<21	4.8%	6.7%	6.0%	3.7%	6.1%	5.5%
21-34	46.6%	32.1%	40.3%	42.3%	45.3%	41.3%
35-49	26.2%	30.5%	24.2%	29.4%	27.0%	27.4%
50+	22.4%	30.6%	29.5%	24.5%	21.6%	25.8%
Sex						
Male	87.9%	81.3%	84.7%	81.4%	82.7%	83.5%
Female	12.1%	18.7%	15.3%	18.6%	17.3%	16.5%
Number of Vehicles						
Single Vehicle	74.9%	71.6%	61.3%	60.1%	62.5%	65.8%
Multiple Vehicle	25.1%	28.4%	38.7%	39.9%	37.5%	34.2%
License Valid	76.3%	81.3%	82.9%	77.0%	84.7%	80.5%
Previous DUI	4.1%	4.6%	7.1%	8.2%	3.4%	5.6%
Connecticut Resident	90.9%	94.3%	95.7%	89.4%	88.7%	91.8%
Road Type						
Arterial	71.4%	73.1%	66.0%	73.3%	69.3%	70.6%
Collector	10.1%	14.7%	16.6%	12.5%	16.6%	14.1%
Local	18.6%	12.2%	17.4%	14.2%	14.0%	15.3%

Source: FARS Alcohol Imputed Data Final Files 2014-2017, FARS Annual Report File 2018

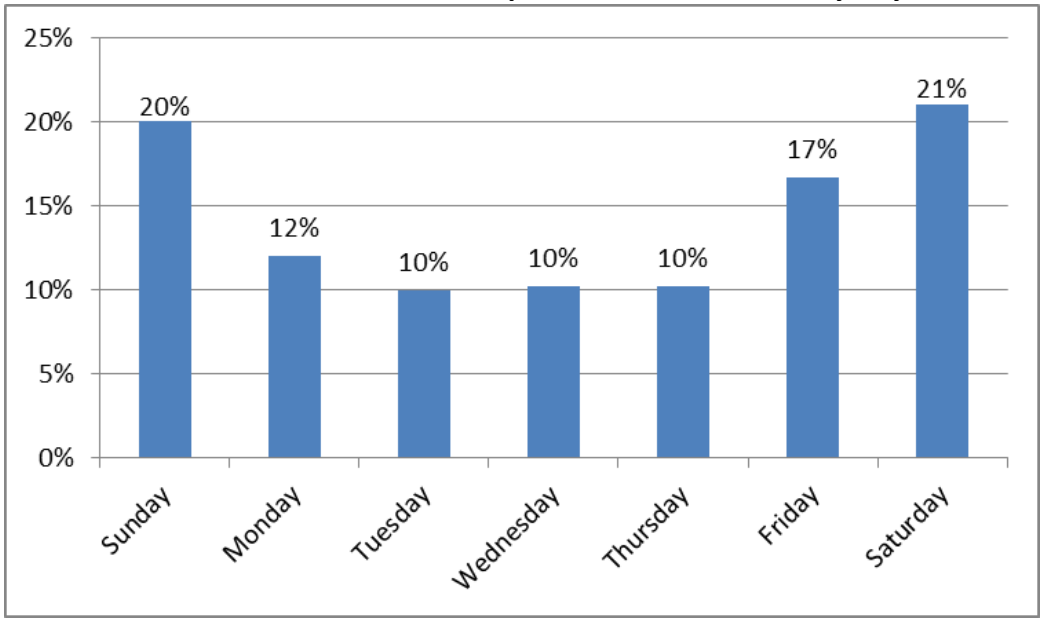
Table AL-6. Characteristics of Fatally Injured Drunk Drivers (BAC ≥ 0.01) 2014-2018 (Continued)

	2014 (N=73)	2015 (N=76)	2016 (N=86)	2017 (N=86)	2018 (N=77)	Total (N=398)
Day						
Sunday	26.7%	27.1%	17.9%	20.0%	14.7%	21.1%
Monday	9.8%	9.4%	13.2%	9.8%	13.5%	11.2%
Tuesday	12.3%	8.9%	6.0%	13.0%	12.1%	10.4%
Wednesday	7.9%	11.9%	12.2%	8.2%	10.0%	10.1%
Thursday	11.7%	11.9%	11.8%	14.6%	9.0%	11.9%
Friday	18.0%	8.5%	15.1%	9.0%	12.6%	12.6%
Saturday	13.5%	22.4%	23.7%	25.6%	28.1%	22.8%
Time						
Midnight-05:59	30.6%	39.2%	40.3%	32.9%	32.1%	35.1%
06:00-19:59	43.2%	39.6%	30.1%	40.7%	32.2%	37.0%
20:00-23:59	26.2%	21.3%	29.6%	26.4%	35.7%	27.9%
Month						
January	7.0%	4.0%	5.8%	5.9%	8.5%	6.2%
February	7.4%	4.6%	7.4%	10.7%	7.9%	7.7%
March	2.7%	5.8%	9.5%	2.9%	2.6%	4.8%
April	7.6%	6.3%	7.0%	14.7%	11.1%	9.4%
May	11.2%	10.6%	8.6%	13.4%	10.8%	10.9%
June	11.2%	11.9%	12.9%	12.2%	10.5%	11.8%
July	9.7%	2.6%	11.3%	7.1%	14.8%	9.1%
August	12.7%	8.1%	9.6%	1.4%	10.3%	8.2%
September	10.0%	10.7%	8.4%	12.9%	8.2%	10.1%
October	7.5%	12.6%	6.0%	3.8%	4.8%	6.8%
November	5.9%	14.8%	6.0%	9.1%	4.8%	8.1%
December	7.2%	7.9%	7.4%	5.8%	5.7%	6.8%

Source: FARS Alcohol Imputed Data Final Files 2014-2017, FARS Annual Report File 2018

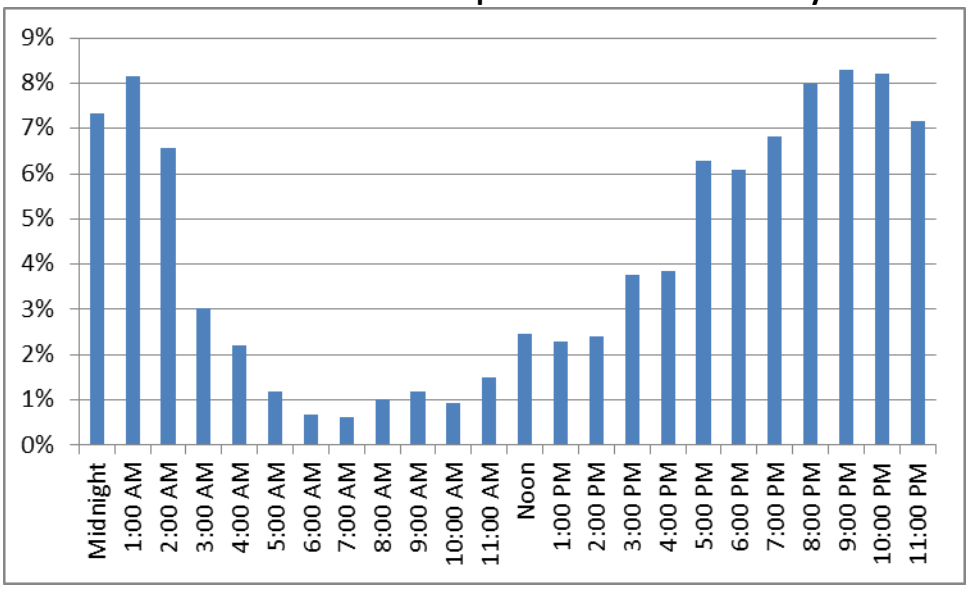
The distributions of crashes related to *alcohol, medication or other drugs* by time of day and day of week are shown in Figures AL-2 and AL-3. Note that 2015-2018 injury crash data reporting does not allow for separate computation of alcohol-related crashes from the more general impaired crashes. As such, the 2015-2018 impaired-related injury data presented here includes impairment related to alcohol, medication, or other drugs. Monday through Thursday have fewer crashes and the frequency then builds through the weekend days. The frequency of crashes builds up in the afternoon and evening hours, peaking during the 8pm to 3am period.

Figure AL-2. Alcohol-Related and Other Impaired-Related Crashes by Day of Week 2018



Source: Connecticut Crash Data Repository

Figure AL-3. Alcohol-Related and Other Impaired-Related Crashes by Time of Day 2018



Source: Connecticut Crash Data Repository

Table AL-7 shows the percentage of Connecticut non-fatal crashes in the year 2018 in which police reported that *alcohol, medication or other drugs* were involved. The table shows that alcohol, medication or other drugs is a greater factor in severe crashes than less severe crashes. For instance, 2018 results indicate 11% of "A"-injury crashes and five percent of "B"-injury crashes involved an impairing substance compared to three percent (3%) of "C"-injury and two percent (2%) of Property Damage Only crashes. Note that these data are not comparable to previous years due to changes in crash data reporting in 2015.

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	2018
A Injury	10.6%
B Injury	5.0%
C Injury	2.9%
No Injury	2.0%
Injury Crashes	4.0%
Total Crashes	2.5%

Source: Connecticut Crash Data Repository

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

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

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

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

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

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

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

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

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

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

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

2015-2019 Passenger Vehicles Injury Crashes

County	Town	Police Type	2018 Population	Single Vehicle Nighttime Crashes (9pm to 5:59	Rank (N Night)	Single Vehicle Nighttime Crashes (9pm to 5:59am)/ 100K Population	Rank (Rate Night)	Alcohol Related Crashes	Rank (N Alc Rel)	Alcohol Related Crashes/ 100K Population	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Cross County Ranks: Rank (N Night)	Rank (Rate Night)	Rank (N Alc Rel)	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank 2 (% Problem)
9	Waterbury	Municipal	108,093	521	1	482.0	1	201	1	186.0	10	3.25	1	1	1	1	23	6.5	1	1
9	New Haven	Municipal	130,418	352	2	269.9	7	185	2	141.9	13	6	3	2	14	3	49	17	5	2
1	Bridgeport	Municipal	144,900	342	1	236.0	4	190	1	131.1	8	3.5	2	3	19	2	57	20.25	7	3
3	Hartford	Municipal	122,587	250	1	203.9	8	174	1	141.9	16	6.5	3	4	34	4	48	22.5	10	4
1	Danbury	Municipal	84,730	219	2	258.5	2	133	3	157.0	2	2.25	1	5	15	7	35	15.5	3	5
3	Bristol	Municipal	60,032	149	2	248.2	3	136	2	226.5	4	2.75	1	7	17	6	10	10	2	6
1	Norwalk	Municipal	89,047	139	4	156.1	14	148	2	166.2	1	5.25	3	8	57	5	32	25.5	16	7
1	Stamford	Municipal	129,775	210	3	161.8	12	109	4	84.0	20	9.75	9	6	53	11	86	39	36	8
3	Manchester	Municipal	57,699	96	4	166.4	13	131	3	227.0	3	5.75	2	14	52	8	9	20.75	8	9
3	New Britain	Municipal	72,453	123	3	169.8	12	126	4	173.9	8	6.75	4	10	51	9	26	24	13	10
9	Meriden	Municipal	59,540	111	5	186.4	15	103	4	173.0	11	8.75	6	12	44	12	27	23.75	12	11
9	Orange	Municipal	13,949	57	8	408.6	2	39	12	279.6	1	5.75	2	29	2	41	2	18.5	6	12
9	Wallingford	Municipal	44,535	58	7	130.2	21	113	3	253.7	2	8.25	5	28	73	10	7	29.5	24	13
11	Norwich	Municipal	39,136	89	1	227.4	1	79	1	201.9	3	1.5	1	15	23	14	15	16.75	4	14
3	East Windsor	Municipal	11,375	35	16	307.7	1	38	13	334.1	1	7.75	7	56	7	42	1	26.5	19	15
3	Southington	Municipal	43,807	89	5	203.2	9	74	5	168.9	10	7.25	6	15	36	15	30	24	13	16
9	Hamden	Municipal	60,940	137	3	224.8	8	55	7	90.3	20	9.5	7	9	26	24	83	35.5	31	17
1	Fairfield	Municipal	61,952	80	5	129.1	16	97	5	156.6	3	7.25	4	18	75	13	36	35.5	31	18
5	New Milford	Municipal	26,974	79	1	292.9	2	47	2	174.2	3	2	1	19	9	34	25	21.75	9	19
9	West Haven	Municipal	54,879	121	4	220.5	9	55	7	100.2	18	9.5	7	11	29	24	76	35	29	20

11	Stonington	Municipal	18,449	41	3	222.2	2	51	2	276.4	1	2	2	42	28	29	4	25.75	**17**	**21**
3	Plainville	Municipal	17,623	40	13	227.0	6	49	11	278.0	2	8	8	43	24	33	3	25.75	**17**	**22**
5	Torrington	Municipal	34,228	67	2	195.7	5	62	1	181.1	2	2.5	2	23	41	20	24	27	**20**	**23**
9	Branford	Municipal	28,005	57	8	203.5	12	58	6	207.1	5	7.75	4	29	35	22	14	25	**15**	**24**
3	Farmington	Municipal	25,506	59	8	231.3	4	51	10	200.0	6	7	5	26	20	29	17	23	**11**	**25**
13	Coventry	Municipal	12,414	35	2	281.9	1	32	2	257.8	1	1.5	1	56	11	50	6	30.75	**25**	**26**
5	Plymouth	Municipal	11,645	42	4	360.7	1	23	4	197.5	1	2.5	2	40	4	65	18	31.75	**26**	**27**
9	Milford	Municipal	54,661	100	6	182.9	16	55	7	100.6	17	11.5	14	13	47	24	74	39.5	**37**	**28**
3	Suffield	Municipal	15,743	43	11	273.1	2	34	17	216.0	5	8.75	9	38	13	49	11	27.75	**21**	**29**
9	Seymour	Municipal	16,509	48	12	290.8	6	32	13	193.8	7	9.5	7	35	10	50	19	28.5	**22**	**30**
3	West Hartford	Municipal	62,939	83	6	131.9	19	71	6	112.8	20	12.75	12	17	72	16	69	43.5	**44**	**31**
9	Wolcott	Municipal	16,649	49	11	294.3	5	31	14	186.2	9	9.75	10	32	8	54	22	29	**23**	**32**
9	Woodbridge	Municipal	8,805	31	18	352.1	4	19	19	215.8	3	11	13	65	5	71	12	38.25	**35**	**33**
9	Naugatuck	Municipal	31,288	47	13	150.2	18	63	5	201.4	6	10.5	12	36	58	19	16	32.25	**27**	**34**
1	Stratford	Municipal	51,967	74	7	142.4	15	65	6	125.1	9	9.25	7	21	63	18	60	40.5	**39**	**35**
3	Enfield	Municipal	44,466	59	8	132.7	17	69	7	155.2	12	11	10	26	70	17	37	37.5	**34**	**36**
9	Ansonia	Municipal	18,721	39	15	208.3	11	40	11	213.7	4	10.25	11	45	33	40	13	32.75	**28**	**37**
1	Newtown	Municipal	27,774	64	8	230.4	5	37	9	133.2	7	7.25	4	24	21	43	53	35.25	**30**	**38**
7	Middletown	Municipal	46,146	62	1	134.4	4	61	1	132.2	5	2.75	3	25	67	21	55	42	**42**	**39**
11	Waterford	Municipal	18,887	30	5	158.8	3	44	4	233.0	2	3.5	3	66	54	37	8	41.25	**40**	**40**
3	East Hartford	Municipal	49,998	69	7	138.0	15	55	9	110.0	21	13	13	22	66	24	71	45.75	**48**	**41**
7	Cromwell	Municipal	13,905	22	4	158.2	3	36	2	258.9	1	2.5	1	76	56	46	5	45.75	**48**	**42**
3	Newington	Municipal	30,112	36	15	119.6	22	57	8	189.3	7	13	13	52	80	23	21	44	**45**	**43**
5	Watertown	Municipal	21,641	49	3	226.4	4	32	3	147.9	4	3.5	4	32	25	50	42	37.25	**33**	**44**
3	Berlin	Municipal	20,432	47	10	230.0	5	30	19	146.8	14	12	11	36	22	57	43	39.5	**37**	**45**
1	Greenwich	Municipal	62,727	77	6	122.8	18	53	7	84.5	18	12.25	13	20	79	28	84	52.75	**58**	**46**
9	North Haven	Municipal	23,691	52	10	219.5	10	31	14	130.9	15	12.25	15	31	30	54	58	43.25	**43**	**47**
13	Vernon	Municipal	29,303	38	1	129.7	2	50	1	170.6	2	1.5	1	49	74	32	29	46	**50**	**48**
3	Bloomfield	Municipal	21,301	43	11	201.9	10	32	18	150.2	13	13	13	38	38	50	39	41.25	**40**	**49**
11	New London	Municipal	26,939	38	4	141.1	5	45	3	167.0	4	4	4	49	64	36	31	45	**47**	**50**
9	East Haven	Municipal	28,699	40	14	139.4	19	46	10	160.3	12	13.75	16	43	65	35	34	44.25	**46**	**51**
1	Shelton	Municipal	41,097	49	9	119.2	19	51	8	124.1	10	11.5	11	32	81	29	61	50.75	**57**	**52**
1	Redding	Municipal	9,125	30	18	328.8	1	11	19	120.5	12	12.5	15	66	6	85	66	55.75	**61**	**53**

9	Derby	Municipal	12,515	25	21	199.8	13	24	18	191.8	8	15	17	73	39	62	20	48.5	**52**	**54**
3	Wethersfield	Municipal	26,082	35	16	134.2	16	42	12	161.0	11	13.75	16	56	68	39	33	49	**53**	**55**
7	Portland	Municipal	9,305	26	2	279.4	1	14	5	150.5	2	2.5	1	71	12	79	38	50	**56**	**56**
1	Darien	Municipal	21,753	39	10	179.3	10	31	11	142.5	6	9.25	7	45	48	54	46	48.25	**51**	**57**
15	Plainfield	Municipal	15,173	34	1	224.1	1	22	2	145.0	2	1.5	1	60	27	67	45	49.75	**55**	**58**
1	Monroe	Municipal	19,470	36	11	184.9	9	29	12	148.9	4	9	6	52	46	58	41	49.25	**54**	**59**
1	Brookfield	Municipal	17,002	36	11	211.7	6	21	15	123.5	11	10.75	10	52	32	70	62	54	**59**	**60**
9	Guilford	Municipal	22,216	39	15	175.5	17	27	17	121.5	16	16.25	18	45	50	61	65	55.25	**60**	**61**
9	Middlebury	Municipal	7,731	29	19	375.1	3	4	22	51.7	21	16.25	18	68	3	91	90	63	**72**	**62**
11	Groton	Municipal	38,692	42	2	108.5	6	43	5	111.1	5	4.5	5	40	84	38	70	58	**63**	**63**
1	Easton	Municipal	7,517	19	20	252.8	3	11	19	146.3	5	11.75	12	83	16	85	44	57	**62**	**64**
3	Windsor	Municipal	28,760	38	14	132.1	18	35	16	121.7	19	16.75	17	49	71	48	64	58	**63**	**65**
9	North Branford	Municipal	14,158	28	20	197.8	14	19	19	134.2	14	16.75	20	69	40	71	52	58	**63**	**66**
1	Bethel	Municipal	19,714	35	14	177.5	11	23	14	116.7	13	13	16	56	49	65	68	59.5	**68**	**67**
7	East Hampton	Municipal	12,854	26	2	202.3	2	17	4	132.3	4	3	4	71	37	75	54	59.25	**66**	**68**
3	South Windsor	Municipal	26,054	27	19	103.6	24	37	14	142.0	15	18	20	70	85	43	47	61.25	**71**	**69**
3	Canton	Municipal	10,270	22	22	214.2	7	14	24	136.3	17	17.5	19	76	31	79	51	59.25	**66**	**70**
3	Windsor Locks	Municipal	12,876	19	25	147.6	14	22	21	170.9	9	17.25	18	83	62	67	28	60	**69**	**71**
1	Wilton	Municipal	18,397	36	11	195.7	7	18	16	97.8	15	12.25	13	52	42	73	77	61	**70**	**72**
3	Granby	Municipal	11,375	22	22	193.4	11	15	23	131.9	18	18.5	21	76	43	77	56	63	**72**	**73**
9	Cheshire	Municipal	29,179	39	15	133.7	20	28	16	96.0	19	17.5	21	45	69	60	81	63.75	**74**	**74**
1	Trumbull	Municipal	35,802	33	15	92.2	20	36	10	100.6	14	14.75	17	61	88	46	75	67.5	**75**	**75**
3	Simsbury	Municipal	24,979	32	18	128.1	20	24	20	96.1	24	20.5	22	62	76	62	79	69.75	**79**	**76**
1	Ridgefield	Municipal	25,008	32	16	128.0	17	24	13	96.0	17	15.75	18	62	77	62	80	70.25	**80**	**77**
5	Thomaston	Municipal	7,560	18	5	238.1	3	7	6	92.6	6	5	5	86	18	89	82	68.75	**77**	**78**
15	Putnam	Municipal	9,395	14	3	149.0	2	14	3	149.0	1	2.25	2	90	61	79	40	67.5	**75**	**79**
1	New Canaan	Municipal	20,213	32	16	158.3	13	17	17	84.1	19	16.25	19	62	55	75	85	69.25	**78**	**80**
3	Glastonbury	Municipal	34,491	23	20	66.7	25	37	14	107.3	23	20.5	22	74	91	43	73	70.25	**80**	**81**
7	Clinton	Municipal	12,950	15	5	115.8	5	18	3	139.0	3	4	5	89	82	73	50	73.5	**83**	**82**
1	Weston	Municipal	10,247	19	20	185.4	8	10	21	97.6	16	16.25	19	83	45	88	78	73.5	**83**	**83**
5	Winchester	Municipal	10,655	16	6	150.2	6	13	5	122.0	5	5.5	6	88	59	82	63	73	**82**	**84**
15	Windham	Municipal	24,706	20	2	81.0	3	29	1	117.4	3	2.25	2	81	89	58	67	73.75	**85**	**85**

3	Rocky Hill	Municipal	20,145	22	22	109.2	23	22	21	109.2	22	22	24	76	83	67	72	74.5	**86**	**86**
11	Ledyard	Municipal	14,736	22	6	149.3	4	11	6	74.6	6	5.5	6	76	60	85	87	77	**87**	**87**
7	Old Saybrook	Municipal	10,087	10	6	99.1	6	13	6	128.9	6	6	6	91	86	82	59	79.5	**88**	**88**
3	Avon	Municipal	18,302	23	20	125.7	21	13	25	71.0	25	22.75	25	74	78	82	88	80.5	**89**	**89**
1	Westport	Municipal	28,115	20	19	71.1	21	15	18	53.4	21	19.75	21	81	90	77	89	84.25	**90**	**90**
9	Madison	Municipal	18,106	17	22	93.9	22	7	21	38.7	22	21.75	22	87	87	89	91	88.5	**91**	**91**
11	East Lyme	Municipal	18,645	8	7	42.9	8	4	7	21.5	7	7.25	7	92	93	91	92	92	**92**	**92**

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

2015-2019 Passenger Vehicles Injury Crashes														Cross County Ranks						
County	Town	Police Type	2018 Population	Single Vehicle Nighttime Crashes (9pm to 5:59am)	Rank (N Night)	Single Vehicle Nighttime Crashes (9pm to 5:59am)/ 100K Population	Rank (Rate Night)	Alcohol Related Crashes	Rank (N Alc Rel)	Alcohol Related Crashes/ 100K Population	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank (N Night)	Rank (Rate Night)	Rank (N Alc Rel)	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank 2 (% Problem)
11	Montville	Resident	18,716	52	1	277.8	10	42	1	224.4	4	4	2	13	48	3	12	19	**2**	**1**
11	Preston	Resident	4,638	27	4	582.1	4	21	4	452.8	1	3.25	1	46	8	14	2	17.5	**1**	**2**
15	Killingly	Resident	17,287	56	1	323.9	7	30	1	173.5	4	3.25	1	9	41	9	23	20.5	**4**	**3**
11	Colchester	Resident	15,936	40	2	251.0	11	35	2	219.6	6	5.25	5	21	53	5	15	23.5	**6**	**4**
9	Southbury	Resident	19,656	49	7	249.3	4	33	3	167.9	1	3.75	1	14	56	8	27	26.25	**9**	**5**
11	Lisbon	Resident	4,248	27	4	635.6	2	12	8	282.5	3	4.25	3	46	3	47	6	25.5	**8**	**6**
5	Litchfield	Resident	8,127	33	1	406.1	9	20	1	246.1	3	3.5	1	36	26	17	8	21.75	**5**	**7**
11	Lebanon	Resident	7,207	36	3	499.5	5	16	5	222.0	5	4.5	4	29	12	24	13	19.5	**3**	**8**
13	Mansfield	Resident	25,817	37	2	143.3	11	34	1	131.7	3	4.25	2	27	85	6	48	41.5	**20**	**9**
13	Tolland	Resident	14,655	46	1	313.9	5	19	2	129.6	4	3	1	17	43	19	49	32	**11**	**10**
7	Westbrook	Resident	6,914	31	3	448.4	2	15	1	217.0	1	1.75	1	39	17	27	16	24.75	**7**	**11**
7	Haddam	Resident	8,222	40	1	486.5	1	12	3	145.9	4	2.25	2	21	14	47	40	30.5	**10**	**12**
11	Griswold	Resident	11,591	27	4	232.9	13	22	3	189.8	8	7	6	46	61	12	19	34.5	**13**	**13**
3	Marlborough	Resident	6,358	31	10	487.6	1	11	12	173.0	2	6.25	5	39	13	51	25	32	**11**	**14**
15	Chaplin	Resident	2,256	13	8	576.2	2	7	8	310.3	1	4.75	3	96	9	78	5	47	**25**	**15**

5	Harwinton	Resident	5,430	19	4	349.9	12	14	2	257.8	2	5	2	73	35	34	7	37.25	**16**	**16**
13	Bolton	Resident	4,890	21	7	429.4	4	11	6	224.9	2	4.75	4	68	22	51	11	38	**17**	**17**
13	Stafford	Resident	11,884	34	3	286.1	6	15	3	126.2	5	4.25	2	34	46	27	51	39.5	**18**	**18**
5	Roxbury	Resident	2,160	13	8	601.9	2	5	7	231.5	4	5.25	4	96	6	98	10	52.5	**38**	**19**
9	Beacon Falls	Resident	6,182	25	11	404.4	1	10	10	161.8	3	6.25	4	54	28	57	33	43	**22**	**20**
7	East Haddam	Resident	8,988	24	4	267.0	5	15	1	166.9	2	3	3	60	51	27	28	41.5	**20**	**21**
5	Kent	Resident	2,785	17	5	610.4	1	5	7	179.5	7	5	2	80	5	98	21	51	**35**	**22**
9	Oxford	Resident	13,226	33	9	249.5	3	14	8	105.9	4	6	3	36	55	34	63	47	**25**	**23**
3	Burlington	Resident	9,665	26	12	269.0	3	13	11	134.5	4	7.5	6	50	49	39	47	46.25	**24**	**24**
13	Somers	Resident	10,834	28	5	258.4	7	13	4	120.0	6	5.5	5	44	52	39	56	47.75	**27**	**25**
9	Bethany	Resident	5,479	20	16	365.0	2	9	12	164.3	2	8	6	70	32	65	31	49.5	**30**	**26**
5	Washington	Resident	3,434	14	6	407.7	8	7	4	203.8	6	6	5	88	25	78	17	52	**37**	**27**
11	North Stonington	Resident	5,243	16	12	305.2	9	10	9	190.7	7	9.25	8	81	44	57	18	50	**33**	**28**
11	Old Lyme	Resident	7,366	25	8	339.4	8	9	10	122.2	11	9.25	8	54	38	65	54	52.75	**39**	**29**
5	Woodbury	Resident	9,537	23	2	241.2	16	12	3	125.8	16	9.25	8	62	59	47	52	55	**41**	**30**
13	Ellington	Resident	16,299	29	4	177.9	8	13	4	79.8	11	6.75	8	43	74	39	73	57.25	**49**	**31**
3	East Granby	Resident	5,147	19	16	369.1	2	7	16	136.0	3	9.25	7	73	30	78	46	56.75	**47**	**32**
7	Chester	Resident	4,229	15	7	354.7	3	7	7	165.5	3	5	4	84	34	78	30	56.5	**46**	**33**
15	Brooklyn	Resident	8,280	14	5	169.1	12	13	2	157.0	6	6.25	5	88	77	39	34	59.5	**52**	**34**
5	New Hartford	Resident	6,685	23	2	344.1	13	6	5	89.8	18	9.5	10	62	36	88	69	63.75	**56**	**35**
7	Durham	Resident	7,195	18	6	250.2	6	9	6	125.1	6	6	5	76	54	65	53	62	**53**	**36**
5	Barkhamsted	Resident	3,624	12	10	331.1	14	6	5	165.6	8	9.25	8	100	40	88	29	64.25	**59**	**37**

5	Salisbury	Resident	3,598	13	8	361.3	11	5	7	139.0	14	10	11	96	33	98	43	67.5	**68**	**38**
9	Prospect	Resident	9,790	22	14	224.7	7	8	14	81.7	6	10.25	13	66	64	71	72	68.25	**69**	**39**
13	Andover	Resident	3,231	14	9	433.3	3	3	10	92.9	10	8	9	88	21	120	67	74	**80**	**40**
13	Hebron	Resident	9,482	16	8	168.7	9	10	7	105.5	9	8.25	10	81	78	57	64	70	**72**	**41**
11	Salem	Resident	4,123	9	17	218.3	14	7	12	169.8	10	13.25	14	118	65	78	26	71.75	**77**	**42**
1	Sherman	Resident	3,614	15	14	415.1	1	3	15	83.0	1	7.75	6	84	24	120	71	74.75	**81**	**43**
11	Sprague	Resident	2,889	7	18	242.3	12	5	15	173.1	9	13.5	15	129	58	98	24	77.25	**88**	**44**
7	Middlefield	Resident	4,380	10	12	228.3	7	6	8	137.0	5	8	9	113	62	88	45	77	**85**	**45**
7	Deep River	Resident	4,463	12	9	268.9	4	5	9	112.0	7	7.25	7	100	50	98	60	77	**85**	**46**
5	Bridgewater	Resident	1,641	6	17	365.6	10	2	19	121.9	17	15.75	19	133	31	132	55	87.75	**105**	**47**
7	Essex	Resident	6,674	15	7	224.8	8	5	9	74.9	8	8	9	84	63	98	77	80.5	**93**	**48**
1	New Fairfield	Resident	13,877	18	13	129.7	4	8	12	57.6	3	8	7	76	89	71	90	81.5	**96**	**49**
5	North Canaan	Resident	3,254	6	17	184.4	19	5	7	153.7	9	13	12	133	73	98	36	85	**100**	**50**
13	Columbia	Resident	5,385	9	12	167.1	10	6	9	111.4	8	9.75	11	118	79	88	61	86.5	**102**	**51**
5	Bethlehem	Resident	3,422	5	21	146.1	21	5	7	146.1	12	15.25	18	141	83	98	39	90.25	**112**	**52**
7	Killingworth	Resident	6,370	12	9	188.4	9	4	11	62.8	10	9.75	11	100	72	115	88	93.75	**120**	**53**

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

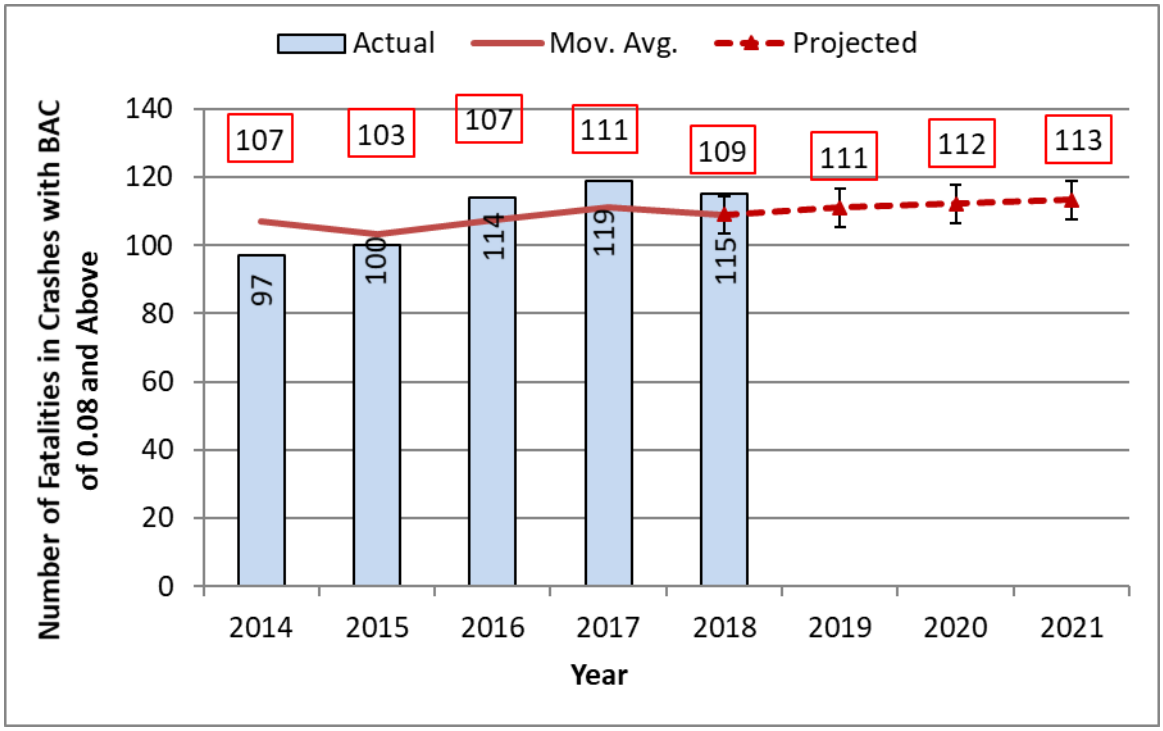
Table AL-9. Statistics for Alcohol-Impaired Crashes in Connecticut

	2014	2015	2016	2017	2018
Alcohol-Impaired Driving Fatalities	97	103	116	119	115
Alcohol-Impaired Driving Fatal Crashes	91.5	96	110	108	109
Percent Alcohol-Impaired Driving Fatal Crashes	39.1%	37.5%	37.7%	41.1%	39.5%
Alcohol-Related Driving Fatalities	113.2	120	131	132	132
Percent Alcohol-Related Driving Fatalities	45.6%	44.4%	43.1%	47.0%	44.9%
Alcohol-Related Driving Fatalities per 100M VMT	0.36	0.38	0.41	0.42	0.42
Alcohol-Related Driving Injury Crashes*	847	1175	1280	1282	1071
Percent Alcohol-Related Driving Injury Crashes	3.7%	4.6%	4.8%	4.6%	4.0%

*2015-2018 impaired injury crash data includes impairment due to alcohol, medication, or other drugs

PERFORMANCE MEASURE

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



Source: FARS Final Files 2014-2017, FARS Annual Report File 2018

Performance Target: To maintain the five-year moving average of 109 (2014-2018) alcohol impaired driving fatalities (BAC = 0.08+) during the HSP 2021 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The five-year moving average trend projects this measure to remain flat or slightly increase during the 2021 planning period. As such, Connecticut has chosen a maintenance target. The preliminary 2019 State data was not included in the analysis due to uncertainty of the data for this measure at this time.

PLANNED COUNTERMEASURES

Countermeasure Strategy: Impaired Driving Administration

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

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

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

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

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

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-AL	**0201-0704-AA**	**CT-DOT/HSO**	**Alcohol Program Management**	**$10,000**

154-AL	**0201-0722-AA**	**CT-DOT/HSO**	**Alcohol Program Management (154)**	**$50,000**

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

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

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

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

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

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

checkpoint activity every weekend throughout the year. It is anticipated that approximately 50 agencies will participate as subgrantees and an estimated 100 DUI checkpoints and approximately 3,000 roving/saturation patrols will be conducted statewide throughout 2020-2021. 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 by awarding funds for the purchase of DUI related equipment that will be jointly utilized by regional traffic units (RTUs) (i.e.: 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).

Intended Subrecipient(s): 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	**0201-0722-ZZ**	**Municipal Police Agencies**	**Comprehensive DUI Enforcement & Equipment**	**$4,205,000**
405d-1 (M5HVE)	**0201-0743-1-DM**	**DESPP**	**Expanded DUI Enforcement & Equipment**	**$610,000**
405d-1 (M5HVE)	**0201-0743-1-ZZ**	**Municipal Police Agencies**	**Comprehensive DUI Enforcement**	**$560,000**

Planned Activity 2: Data Analysis and Surveys
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Flavia Pereira

Planned Activity Description: The goal of this project is to provide data to the Highway Safety Office as included in the problem identification and the creation of countermeasures to decrease fatalities and injuries related to impaired driving. This project will provide funding for annual evaluation and support for the Impaired Driving Program. The project will include data evaluation and support for annual planning documents. This project will also include NHTSA core performance measure mandated attitude and awareness surveys and analysis as well as knowledge and awareness surveys at DMV offices to track the impact of enforcement activities.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	**0201-0722-AD**	**CT-DOT/HSO**	**Data Analysis & Surveys**	**$150,000**

Planned Activity 3: Standardized Field Sobriety Training (SFST)
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi/Robert Klin

Planned Activity Description: Funding will be provided for judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement. It is anticipated that approximately ten (10) training sessions will be conducted and 300 officers will be trained through this program. This task will ensure that NHTSA approved SFST procedures are implemented uniformly by practitioners throughout the state. The expansion of the SFST curriculum by the HSO sponsored trainings will provide law enforcement partners ample opportunity to become proficient in detecting operators who are under the influence of alcohol. Funding can include overtime, travel, and lodging. Funding will also be provided for SFST curriculum manuals, SFST stimulus pens, printed drug reference guide clipboards, stimulus light pens, SFST reference notebooks, and reimbursement for specified working lunches during portions of training. A projector (LCD) and wireless scanner/printer will be utilized by the Law Enforcement Liaison and POSTC Certified Instructors for classroom training at POSTC and regional law enforcement 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 stimulus pens and SFST reference notebooks.

TRAINING CLASS	2017	2018	2019
SFST - Standardized Field Sobriety Training	100	21	164
ARIDE - Advanced Roadside Impaired Driving Enforcement	35	87	102
TOTAL Law Enforcement Trained	135	108	266

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	0201-0722-AB	CT-DOT/HSO	Alcohol Related Program Training	$50,000

Planned Activity 4: DRE Overtime Call Out and DRE Instructor Support
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Robert Klin
Indirect Rate: The DESPP sub agreement will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission.

Planned Activity Description: DRE call out objectives will be accomplished through c oordinated call out list yet to be determined. Law Enforcement agencies will be offered DRE overtime call out enforcement grants. In order to fulfill the Impaired Driving Program countermeasures, the HSO will make an extra effort to add additional DRE's to saturation patrols and checkpoints. The HSO will offer law enforcement agencies with certified DRE's funding for overtime call outs that utilize the expertise of current certified DRE's.

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

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

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PT	0201-0707-AI	CT-DOT/HSO	DRE Overtime Call-Out Pilot	$600,000
402-PT	0201-0707-AM	DESPP	DRE Instructor Support	$35,000
402-PT	0201-0707-AN	Manchester	DRE Instructor Support	$35,000
402-PT	0201-0707-AO	Montville	DRE Instructor Support	$35,000
402-PT	0201-0707-AP	Newtown	DRE Instructor Support	$35,000
402-PT	0201-0707-AQ	Norwich	DRE Instructor Support	$35,000
402-PT	0201-0707-AR	South Windsor	DRE Instructor Support	$35,000

402-PT	**0201-0707-AS**	**Waterford**	**DRE Instructor Support**	**$35,000**

Planned Activity 5: Toxicology Testing Program
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi
Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

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

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

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

This task will also provide funding for contractual services and supplies to be used for equipment maintenance and in toxicology testing of blood and urine samples of fatally injured motorists. Funding will also be provided for equipment to be used in support of the analysis of toxicology samples related to impaired driving cases.

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

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

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405d-5 (M5BAC)	0201-0743-5-BQ	DESPP	Toxicology Lab Personnel	$294,000
405d-5 (M5BAC)	0201-0743-5-DO	DESPP	Toxicology Supplies	$84,000
405d-5 (M5BAC)	0201-0743-5-DN	DESPP	Warranties and Equipment	$392,000

Countermeasure Strategy: DWI Courts – Other Issues 3.1 *Countermeasures That Work*

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

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

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

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

Planned Activity Description: 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 up to two (2) Statewide Prosecutor's meeting (s) and up to 15 local geographical area trainings. The groups include but are not limited to, prosecutors, law enforcement personnel and hearing officers. The TSRPs will also act in an advisory capacity to

State and municipal law enforcement agencies and the Highway Safety Office on all DUI and/or impaired driving legislation. 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 two (2) DUI Investigation and Trial Advocacy Trainings for non-specialized DUI State prosecutors and judges to educate them in reconstruction methodologies, operator ID issues, direct cross examination, evaluation of defense expert reports, toxicology and DUI specific trial skills. The 402-PT funding will cover the TSRP during drug-impaired driving related activities.

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

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PT	**0201-0707-AF**	**CT Judicial**	**TSRP**	**$520,000**

Countermeasure Strategy: Prevention Intervention Communications and Outreach 5 *Countermeasures That Work*

Project Safety Impact: Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, the strategy of underage drinking and alcohol-impaired driving and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set. The Underage Drinking and Alcohol-Impaired Driving countermeasure strategy centers on The MADD Power of Parents Grant which will provide support for activities that address the issue of social host liability and adults, including parents, who provide alcohol to minors. This strategy and the planned activities will continue to have a positive effect on reducing the incidence of alcohol-impaired driving among drivers under the age of 21.

Linkage Between Program Area: This countermeasure strategy and planned activity will continue to strive toward having a positive impact on the performance targets set for impaired driving, as well as the target set for the drivers age 20 and younger involved in fatal crashes. Sufficient funding has been allocated to support the various activities designed specifically to address the issue of underage drinking and alcohol-impaired driving.

Rationale: The fact that drivers under the age of 21 continue to drink and drive documents the need to develop and implement initiatives that address the problem of underage drinking and driving.

Planned Activity 1: Mothers Against Drunk Driving (MADD) Initiatives
Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Nicholas Just

Planned Activity Description: *Power of Parent's It's Your Influence*
The Mothers Against Drunk Driving (MADD) educational outreach program "Power of Parents", would receive funding consideration under this task. "Power of Parents" is a 30-minute workshop given to parents. The program is based on the parent handbook, which motivates parents to talk with their teens about alcohol. Handbooks are presented to every parent in attendance at each workshop. The workshops are presented by trained facilitators who have each attended a facilitator training led by the MADD Connecticut Youth Department. A Program Specialist will oversee the implementation of this program. Approximately 50 presentations will be conducted over the course of the grant. 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	**0201-0722-EE**	**MADD**	**Power of Parents**	**$55,000**

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

Project Safety Impact: The goal of the mass media campaigns countermeasure is to spread awareness and education of the dangers of impaired driving. This education aims to prevent people from getting behind the wheel while impaired through television, radio, billboards, Internet, and bus panels. Specific times of year will utilize messages to deter impaired driving, along with targeting demographics with over-represented alcohol related crashes.

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

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

children in order to best influence safe driving behavior.

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

Planned Activity Description: Funding will be used for paid advertising in support of NHTSA scheduled crackdown periods (i.e. Thanksgiving/Christmas/New Year's, Memorial Day, July 4th and Labor Day holiday crackdown periods). Paid advertising in the form of television, radio, internet, billboards and bus panels in support of national holiday mobilizations (i.e. " Drive Sober or Get Pulled Over" and specific holiday messaging) will be utilized to compliment associated enforcement and is the major component of this activity. Also included are special holiday periods which NHTSA has identified as high-risk periods for increased impaired driving including Super Bowl Sunday, St. Patrick's Day and Cinco de Mayo. Paid media buys will include the development of a creative concept and images targeting the over-represented alcohol-related crash demographic of 21 to 34-year-old males and will include a bi-lingual component for Spanish speaking audiences. Paid media buys will also promote awareness of issues such as daytime DUI and 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.

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

Anticipated Media Campaign Costs:

- Thanksgiving, Christmas, New Year's crackdown (November 19, 2020 - January 1, 2021) - $900,000
- Memorial Day/July 4th/Labor Day crackdown (May 27, 2021 to September 6, 2021) – $200,000
- Super Bowl, St. Patrick's Day, Cinco de Mayo, etc. (various dates) - $200,000
- Venue Advertising (October 1, 2020 – September 30, 2021) - $500,000
- Spanish Language Media Campaign – Comprehensive Media campaigns to be used in conjunction with crackdown and mobilization advertising buys – $200,000

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-PM	0201-0720-AA	CT-DOT/HSO	DUI Media Campaign	$1,500,000

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

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi/Kathryn Overturf

Planned Activity Description: It has long been urged that in modeling safe driving behavior, health professionals can encourage parents, and furthermore children, to adopt safe behaviors on the road. This is a new initiative and will involve four level 1 trauma centers for FFY2021 at the outset; Hartford Hospital, Connecticut Children's Medical Center, Yale New Haven Hospital, and St. Francis Hospital. Taking the lead, the Injury Prevention Centre at the Hartford Hospital along with the Hartford Hospital Trauma Center, proposes the creation of a new impaired (alcohol, drugs, marijuana) driving prevention campaign that magnifies the voice of healthcare providers, capitalizing on the power of their voice during this COVID and post-COVID period. The campaign will consist of the creation of new creative materials in print, graphics, video, and audio formats. The campaign will create a free-standing website that serves as a home for the campaign and features leading healthcare heroes. The media campaign will be evaluated with both process and behavioral metrics. The Injury Prevention Centre at the Hartford Hospital will provide staff time to work with media organizations to create the campaign and will also be responsible for evaluating the effectiveness of the campaign. Staff time will be dedicated to developing survey materials and implementing surveys. The Injury Prevention Centre at the Hartford Hospital will be responsible for reviewing all survey responses and determining the effectiveness of the campaign. The Injury Prevention Centre at the Hartford hospital will lead the campaign providing direction and guidance to the other level 1 trauma centers across the State along with media for a broader statewide impact.

In order to know if the campaign is successfully able to positively influence behaviors, a subset of the target group will be surveyed. Using the Theory of Planned Behavior (Ajzen, 1991), which seeks to predict behavior based on one's attitudes and beliefs, a set of survey questions that measure norms, attitudes, perceived behavior control, and intentions around impaired and distracted driving will be created. This will reveal past attitudes and behaviors as well as future intentions. To measure overall impact of the campaign, the survey will also ask questions to ascertain participants' feelings about the content after viewing. The campaign will seek to determine if participants found the messaging informative, interesting, helpful, sincere, trustworthy, enjoyable, and shareable. Participants will be provided with a pre-survey to

measure their attitudes, beliefs, and intentions before exposure to campaign messaging. A post-survey given after viewing will measure belief changes as a result of the material. Additionally, varying campaign content will be shown to measure which provokes a stronger "intent to change" response, so the most impactful messaging can be used in further distribution. Finally, the demographic data from each survey respondent, including age, gender, vehicle type, crash history and traffic ticket record will be collected. This can inform the analysis related to likelihood to engage in risky driving behavior and uncover patterns among groups of people. Traditional process metrics that assess the reach of the campaign will also be collected.

Intended Subrecipient(s): Hartford Hospital Injury Prevention Center

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405d-1 (M5HVE)	**0201-0743-1-AB**	**Hartford Hospital**	**Healthcare Heroes Against Impaired Driving**	**$550,000**

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 1: Administrative Per Se Hearing Attorney(s)
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi

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

Planned Activity Description: Funding will be provided to the Department of Motor Vehicle (DMV) for two (2) Administrative Per Se Hearing Attorneys. Funding these positions provides legal counsel and representation for the DMV, thereby supporting the arresting officer during DMV Administrative Per Se hearings. By having counsel advocate on behalf of the DMV and the officer, fewer DUI-related license suspensions will be overturned during the Per Se Hearing process and this in turn will result in more administrative license suspensions and increased use of ignition interlock devices (IIDs) aimed at changing the behavior of offenders and reducing recidivism. In addition, these attorneys are utilized to conduct targeted formal training for law enforcement officers to increase the probability that a DUI arrest will result in a license suspension. DMV conducts approximately 18 dockets of hearings each week. This is necessary due to the statutory window for hearing eligibility. The schedule is as follows: Connecticut has greatly expanded its Ignition Interlock Device (IID) program. Legislation which went into effect in July 2015 ties the IID program to the administrative suspension of a license. Specifically, it expands IID usage to persons who receive a first DUI administrative suspension, even if those persons are eligible for a diversion program and will not ultimately face a DUI conviction. The DMV is responsible for monitoring violations of the IID program and must offer a hearing to anyone who contests a violation. Activities under this task will also include DMV representation at IID violation hearings, IID vendor oversight and administrative oversight of components of the IID program, such as gathering data and developing tracking reports. It will also include law enforcement training about the devices and how to detect circumvention and other noncompliance. Monthly case reporting to the HSO will be required for project monitoring and reimbursement.

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

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

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	**0201-0722-EH**	**DMV**	**Administrative Per Se Hearing Attorneys**	**$480,000**

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

Planned Activity Description: Funding will be provided for two (2) positions at the Connecticut Department of Motor Vehicles. They will be trained to understand sanctioning process, Connecticut ignition interlock law and procedure. Once proficient, they will answer Driver Services customer e-mails and phone calls, review documents, including the driving history, prepare correspondence and process changes to driver history including restorations. These positions will analyze requests for reconsideration prior to hearing to determine if violations should be removed or referred for administrative review and will prepare documentation and appear to represent CT DMV at any administrative hearing. To continue to effectively administer the expansion of the IID Program, DMV is seeking to continue funding for these two (2) full time positions.

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

Funding Source(s):

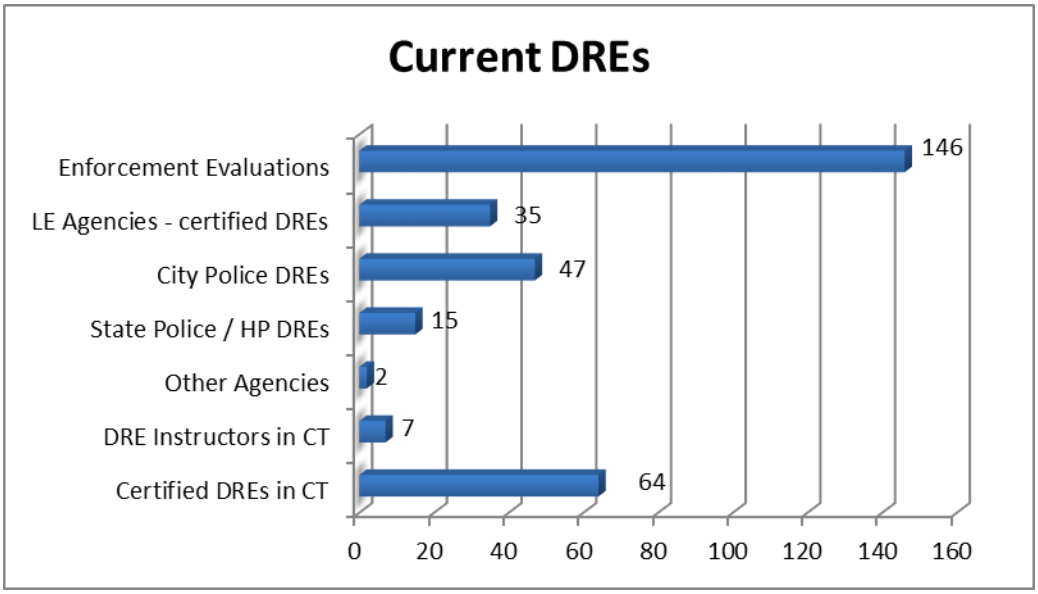
Funding Source	Project Number	Agency	Title	$ Amount
154-AL	**0201-0722-EI**	**DMV**	**Ignition Interlock Device Program Analysts**	**$170,000**

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 been on an upward trend in recent years. A priority for the 2021 Fiscal year is to provide Advanced Roadside Impaired Driving Enforcement

(ARIDE) training and continue training for the State of Connecticut's ongoing Drug Evaluation and Classification (DEC) Program. The goal of the DEC program is to train and certify law enforcement officers in drug recognition and provide the foundational training opportunity to become a Drug Recognition Expert (DRE). This certification will allow the qualified officer to effectively evaluate someone suspected of operating a motor vehicle under the influence of alcohol and/or drugs. Without the existence of DREs, it would be much tougher for officers to determine whether a driver is under the influence of drugs or not. The need for more DREs is even more pressing with the recent attempts to legalize marijuana in Connecticut.



Rationale: The increase in fatalities and injuries in drug-related crashes in recent years, together with an increase in the number of drivers cited for drug-impaired driving, document the need to develop and implement initiatives that address the problem of drugged driving. It is expected that the funding of the planned activities conducted under this countermeasure will contribute to attaining the performance target of reducing the number of fatalities in drug-related crashes.

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

Planned Activity Description: Funding will be provided to train personnel in the latest methods of drug evaluation and classification and certify law enforcement officials as Drug Recognition Experts (DRE). The HSO will be working with NHTSA and the Highway Safety Advisory Committee of the International Association of Chiefs of Police (IACP) to participate in the development and national expansion of this DRE program. Once the request for training dates have been approved by the IACP, Connecticut will be able to host approximately two (2) training sessions during the fiscal year and in turn up to 36 additional officers may become certified DREs. Also included

in this task is recertification and instructor training for approximately five instructor candidates. The DECP State coordinator will coordinate two 2-day recertification courses taught by a qualified DRE trainer. This task will ensure that IACP approved DRE's evaluations are implemented uniformly by practitioners throughout the State. Site monitoring visit to DRE course and field certification locations will be conducted. Funding can include overtime expenses, travel and lodging for instructors as well as DRE Course and Field certification materials to support this task, including special testing (Drug Check) kits with working lunch.

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

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

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PT	0201-0707-AL	CT-DOT/HSO	DRE Training	$150,000
405d-1 (M5HVE)	0201-0743-1-BM	CT-DOT/HSO	Drug Recognition Expert Field Kits	$70,000
405d-1 (M5HVE)	0201-0743-1-DK	UConn/CTSRC	Tablets, Software, and Evaluation for DRE Program	$50,000

Countermeasure Strategy: Alcohol Vendor Compliance Checks 6.3; Other Legal Minimum Drinking Age 21 Law Enforcement 6.4 *Countermeasures That Work*

Project Safety Impact: This countermeasure strategy focuses on the enforcement of Connecticut's legal drinking age of 21 and how that can impact impaired driving crashes. Underage project activities would focus on communities with higher underage drinking violation rates and injury and fatal crash data. Activities would include concert parking lot patrols, compliance checks, party patrols, surveillance patrols, Cops in Shops and shoulder taps. These activities are focused on reducing the number underage drinkers, especially those who might be driving.

Linkage Between Program Area: Through education, prevention and enforcement, underage project activities can reduce the percentage of fatally injured drinking drivers under the legal drinking age of 21 by reducing the number of underage drinkers getting behind the wheel. Enforcement will identify problem areas and target the necessary age groups that have a zero BAC tolerance. Target goals for summonses issued will be identified based on the problem identification data. Target goals for educational activities may also be identified in the form of the number of young people reached through project activities.

Rationale: Education and outreach can effectively send messages to young people and parents. Enforcement at higher underage drinking locations can effectively shut down the opportunity for impaired individuals to get behind the wheel. Project activities will also reduce the number of locations that are selling to underage drinkers.

Planned Activity 1: Underage Alcohol Enforcement Grant Program
Administrative Oversight: Department of Transportation, Highway Safety Office *Staff Person*: Eugene Interlandi

Planned Activity Description: Funding will be provided for up to 20 municipal, college, and university law enforcement agencies for underage drinking enforcement. Consideration will be given to communities with higher underage drinking violation rates weighted by population and injury and fatal crash data. Eligible activities will include concert parking lot patrols, compliance checks, party patrols, surveillance patrols, Cops in Shops, and shoulder taps. Grant award will range from $25,000 to $100,000 per department for overtime enforcement.

Intended Subrecipient(s): Connecticut State Universities, Municipal Police Agencies

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405d-1 (M5HVE)	0201-0743-1-YY	Connecticut State Universities	Underage Alcohol Enforcement Grant	$350,000
405d-1 (M5HVE)	0201-0743-1-DR	DESPP	Underage Alcohol Enforcement Grant	$50,000

154-AL	**0201-0722-YY**	**Municipal Police Agencies**	**Underage Alcohol Enforcement Grant**	**$160,000**

Countermeasure Strategy: Youth Programs 6.5 *Countermeasures That Work;* Education, Communications and Outreach on Youth Impaired Driving

Project Safety Impact: Public outreach and education is critical in disseminating messages to the public. Due to their inexperience behind the wheel and incomplete brain development, young drivers are at an increased risk to be involved in crashes. Bringing safety programs and messaging to students who are in the process of or have just obtained their license will educate them on the consequences of driving impaired.

Linkage Between Program Area: Impaired driving programs for young drivers will assist in helping lower crashes, injuries and fatalities by educating them on the dangers of drinking and driving.

Rationale: Education and outreach programs are an effective way to impact large audiences.

Planned Activity 1: 'Choices Matter' Impaired Driving Program Featuring Chris Sandy
Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Planned Activity Description: The 'Choices Matter' program continues to be extremely well received by Connecticut high schools and again plans to return with its impaired driving message to 60 schools during the 2020-2021 school year. When Chris Sandy was 22 years old, he was charged and convicted on two (2) counts of vehicular homicide by DUI and spent eight and a half years in prison for his crime. In prison, he committed himself to preventing anyone else from repeating his mistakes, and his story has since been the inspiration for a book and EMMY winning documentary. Chris is now serving the remainder of his sentence on Parole/Probation until 2031. This former inmate continues sharing his dynamic live presentation at schools, colleges, conferences, military bases and business organizations nationwide. He is considered one of the most talented speakers in the youth industry. Chris has spoken to over one million students across the country. Chris partners with Eric Krug, a victim of a deadly alcohol related crash, creating an incredible presentation featuring an offender and victim. Due to Eric's injuries he is unable to attend all of the shows but does plan to attend for a portion in Connecticut during the year when possible. An impaired driving simulator will be included for students as a hands-on portion of this program to allow them the experience to see the potentially devastating consequences of driving impaired in a safe setting. Surveys are also given to the students during this portion of the program to gauge their attitudes and awareness related to impaired driving. Due to the COVID-19 pandemic, the ability to provide virtual presentations will be built into this

partnership in the event that students are still working remotely during this school year. This presentation is emotional and inspirational to people of all ages, but especially teens, and return for the 2020-2021 school year due to the overwhelming requests to bring it back to Connecticut.

Intended Subrecipient(s): CT-DOT/HSO and Alliance Sport Marketing

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	**0201-0722-AY**	**CT-DOT/HSO**	**Choices Matter**	**$250,000**

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

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

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS / PROBLEM INDENTIFICATION

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

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

Problem Identification: Child Passenger Safety / Child Restraints

Table OP-1 shows observed restraint use for children ages zero (0) to three (3) years from the State's child restraint observations. A resample of sites was performed in 2017 in lieu of a child restraint survey. These new sites better reflect child restraint use across the state and may not be comparable to previous years. As such it is recommended that results of the 2018 and subsequent surveys not be compared to previous years. The table indicates that in 2019, 93% of children under age four were being restrained and 100% were in the rear seat of their vehicles. Young children are less likely to be restrained when their driver is not belted (78.6% versus 94.6% when the driver is belted). Child restraint use has increased by 23 percentage points since the first child restraint survey was performed. More than 99% of young children are now riding in the rear seat of their vehicles.

Table OP-1. Child Restraint Use (Age 0 to 3 Years) 1997 and 2012-2019

	Baseline 1997 (N=247)	2012 (N=338)	2013 (N=358)	2014 (N=362)	2015 (N=165)	2016 (N=163)	2018 (N=392)	2019 (N=165)
Child Restraint Use*	70.4%	87.4%	89.5%	91.1%	93.9%	90.8%	92.4%	93.3%
Driver Belt Use	63.6%	89.3%	94.4%	91.7%	90.3%	95.7%	93.6%	90.7%
When Driver Belted	80.3%	89.6%	90.1%	92.0%	94.0%	91.0%	94.6%	94.6%
When Driver Not Belted	56.3%	67.9%	83.3%	82.1%	93.3%	83.3%	60.0%	78.6%
Children in: Front Seat	23.9%	14.2%	13.7%	17.4%	1.2%	0.6%	0.6%	0.0%
Children in: Rear Seat	76.1%	85.8%	86.3%	82.6%	98.8%	99.4%	99.4%	100.0%

Source: 1997-2016, Connecticut Bellwether Seat Belt and Child Restraint Observations. Observations were first conducted in 1997 and as such 1997 is considered the baseline year for these data. In 2017, a resampling of the sites was performed instead of the survey.

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

Problem Identification: Occupant Protection

The latest scientific survey of belt observations was conducted in June 2019. It provides the most accurate and reliable statewide estimate of seat belt use available in Connecticut that is comparable to the 1995 baseline estimate accredited by NHTSA in September of 1998 and the statewide survey conducted in 1998. The results of statewide belt observations for the last ten (10) years are detailed in Table OP-2. Seat belt use was 94% in 2019, the highest level ever.

Table OP-2. Statewide Scientific Observations

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

Source: Connecticut Department of Transportation Statewide Scientific Observations

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

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

	Drivers		Passengers	
	2012	2019	2012	2019
Vehicle Type				
Passenger Car	88.8%	93.3%	87.8%	95.0%
Pick Up Truck	80.1%	86.6%	77.8%	92.8%
SUV	90.4%	95.9%	89.7%	96.1%
Van	90.6%	92.6%	90.3%	95.2%
Roadway Type				
Interstate	89.8%	94.8%	89.5%	94.9%
Principal Arterial	88.0%	93.9%	86.8%	94.3%
Minor Arterial	88.0%	92.1%	87.4%	92.4%
Collector	88.2%	93.0%	87.7%	93.6%
Local Road	86.1%	92.2%	84.8%	92.3%
Gender				
Male	86.8%	91.9%	84.9%	93.7%
Female	90.8%	95.7%	89.5%	96.0%
Race				
Caucasian	88.9%	93.7%	88.2%	95.6%
Non-Caucasian	83.4%	91.6%	83.1%	90.8%

Source: Connecticut Department of Transportation Statewide Scientific Observations

Table OP-4 shows belt use in fatally injured passenger vehicle occupants as a function of time of day. Belt use rates are consistently lower at night than during the daytime. Over the period 2014-2018, daytime belt use in fatal crashes has been 20 percentage points higher than nighttime belt use.

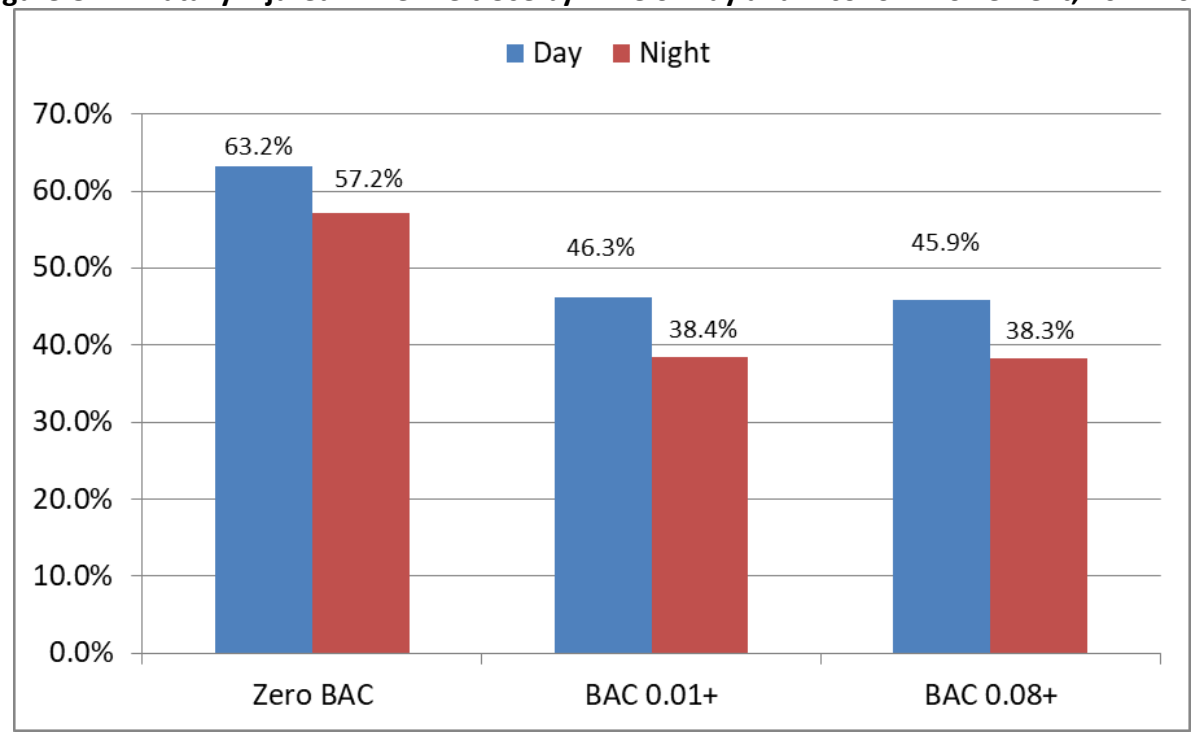
Table OP-4. Percent of Belt Use by Time of Day, Fatally Injured Passenger Vehicle Occupants, 2014-2018

% belted	2014	2015	2016	2017	2018	2014-18
Day (5:00am - 8:59pm)	63.1%	57.7%	56.6%	68.8%	60.0%	61.1%
Night (9:00pm to 4:59am)	27.3%	39.7%	45.3%	48.1%	41.0%	41.3%

Source: FARS Final Files 2014-2017, FARS Annual Report File 2018

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

Figure OP-1. Fatally Injured Driver Belt Use by Time of Day and Alcohol Involvement, 2014-2018



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 2018. The data indicate that seat belt use in serious crashes varies around the State, ranging from a low of 58% in Tolland County to a high of 82% in Fairfield County. Table OP-6 shows that belt use in passenger vehicle fatalities has decreased between 2017 (49.7%) and 2018 (42.8%).

Table OP-5. Driver Belt Use by Injury and County, 2018

Driver Injury	Fairfield	Hartford	Litchfield	Middlesex	New Haven	New London	Tolland	Windham
Killed or A Injury	82.4%	76.8%	61.5%	78.4%	74.1%	65.9%	57.9%	58.8%

Source: Connecticut Crash Data Repository

Table OP-6. Belt Use in Passenger Vehicle Fatalities, 2016-2018

	2016		2017		2018	
	N	Percent	N	Percent	N	Percent
Belt	73	42.0%	81	49.7%	74	42.8%
No Belt	65	37.4%	53	32.5%	69	39.9%
Unknown	36	20.7%	29	17.8%	30	17.3%
Total	174	100.0%	163	100.0%	173	100.0%

Source: FARS Final Files 2016-2017, FARS Annual Report File 2018

Table OP-7 shows the towns with 20 or more people injured or killed by rank. Preusser Research Group rank ordered towns based on belt use in fatal and severe injury (K and A on the KABCO scale) crashes. These crash severities were selected because they tend to have more accurate coding of seatbelt use in the crash report than less severe crashes. Belt use in passenger vehicles for crashes over the five-year period from 2015 to 2019 (excluding crashes occurring on Interstates likely to be investigated by State Police) were used in the ranks. Data from individuals in child restraints and those with unknown restraint use were excluded. Towns with fewer than 20 eligible occupants (i.e. with known lap or shoulder belt use) in the 5-year period were excluded from being ranked.

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

Table OP-7. Belt Use by Seriously and Fatally Injured Occupants by Town, 2015-2019

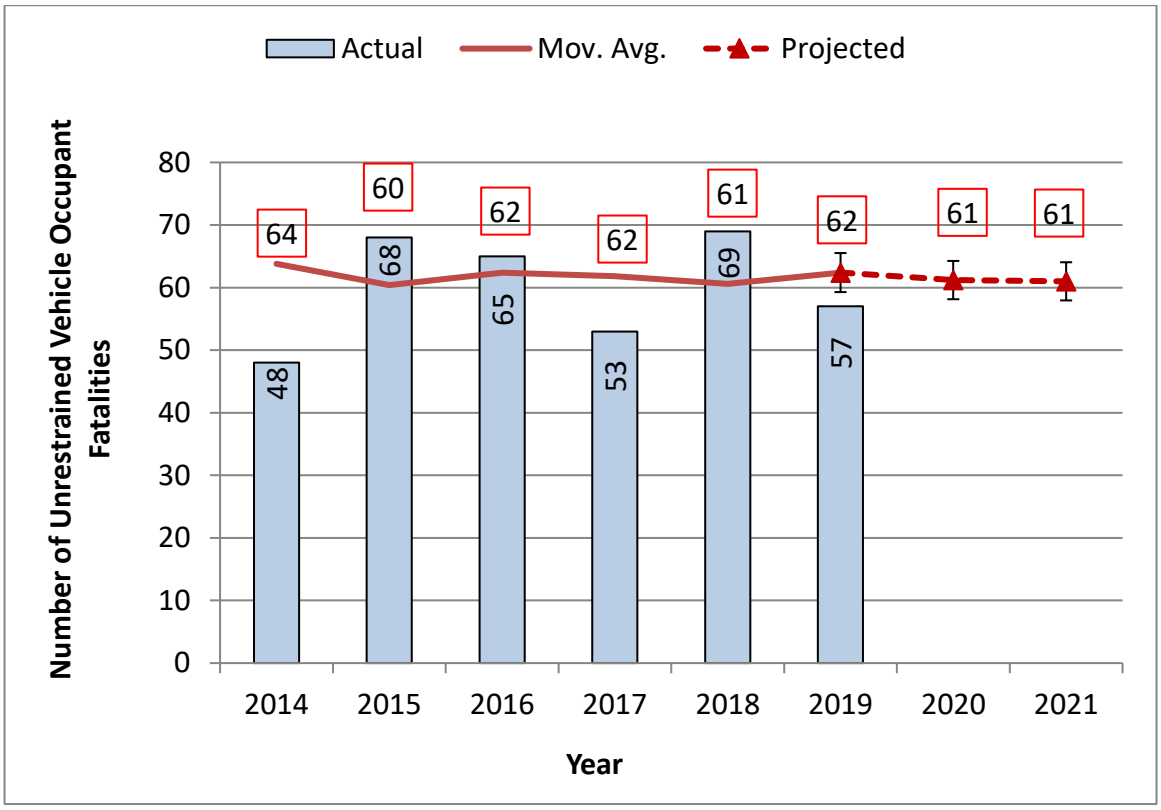
Town	County	Belted	Unbelted	Total	Percent Belted	Rate per 10k Pop	Rate per 100k VMT	Rank Order
Bridgeport	**Fairfield**	203	62	265	23%	4.23	5.29	1
New Haven	**New Haven**	263	41	304	13%	3.13	3.76	1
Hartford	**Hartford**	199	40	239	17%	3.24	3.91	3
Waterbury	**New Haven**	115	56	171	33%	5.16	4.41	4
Meriden	**New Haven**	101	20	121	17%	3.34	2.79	5
Suffield	**Hartford**	23	17	40	43%	10.83	6.38	6
Wolcott	**New Haven**	18	18	36	50%	10.80	8.78	7
New Milford	**Litchfield**	37	19	56	34%	7.01	3.37	8
Bristol	**Hartford**	51	25	76	33%	4.15	3.59	9
Bloomfield	**Hartford**	40	12	52	23%	5.61	2.44	10
Orange	**New Haven**	36	14	50	28%	10.00	2.13	10
Southington	**Hartford**	29	22	51	43%	5.02	4.25	12
Plainville	**Hartford**	22	12	34	35%	6.78	2.97	13
Stratford	**Fairfield**	50	17	67	25%	3.25	2.28	14
Manchester	**Hartford**	45	17	62	27%	2.93	2.56	15

Berlin	**Hartford**	33	12	45	27%	5.85	1.74	16
Winchester	**Litchfield**	12	8	20	40%	7.45	4.41	17
Norwich	**New London**	25	15	40	38%	3.80	2.99	18
Naugatuck	**New Haven**	14	15	29	52%	4.77	3.48	20
Newtown	**Fairfield**	23	13	36	36%	4.65	2.40	22
Danbury	**Fairfield**	40	24	64	38%	2.82	2.36	24
North Haven	**New Haven**	16	14	30	47%	5.89	1.93	25
Granby	**Hartford**	16	6	22	27%	5.28	2.87	26
Brookfield	**Fairfield**	16	9	25	36%	5.25	2.18	27
East Hartford	**Hartford**	49	13	62	21%	2.58	1.58	27
Vernon	**Tolland**	28	8	36	22%	2.73	2.29	30
Cheshire	**New Haven**	11	12	23	52%	4.09	2.92	33
Shelton	**Fairfield**	39	12	51	24%	2.90	1.32	36
Seymour	**New Haven**	11	9	20	45%	5.43	2.14	38
Stamford	**Fairfield**	103	16	119	13%	1.22	1.22	39
Wallingford	**New Haven**	41	12	53	23%	2.68	1.28	39
New Britain	**Hartford**	28	16	44	36%	2.20	2.00	42
Canton	**Hartford**	26	4	30	13%	3.88	1.83	44
Torrington	**Litchfield**	19	11	30	37%	3.18	2.00	47
Trumbull	**Fairfield**	21	14	35	40%	3.87	1.12	49
Windsor	**Hartford**	23	9	32	28%	3.11	1.47	50
Fairfield	**Fairfield**	64	11	75	15%	1.77	1.04	52
Ridgefield	**Fairfield**	22	7	29	24%	2.78	1.64	53
West Haven	**New Haven**	29	8	37	22%	1.46	2.17	54
Wethersfield	**Hartford**	27	7	34	21%	2.67	1.43	54
Newington	**Hartford**	40	7	47	15%	2.30	1.15	56
Stonington	**New London**	22	5	27	19%	2.69	1.64	56
Watertown	**Litchfield**	18	7	25	28%	3.22	1.47	56
Norwalk	**Fairfield**	37	14	51	27%	1.57	1.16	59
Groton	**New London**	14	10	24	42%	2.56	2.10	60
Hamden	**New Haven**	61	9	70	13%	1.47	1.01	61
Branford	**New Haven**	15	6	21	29%	2.13	2.04	64
Middletown	**Middlesex**	40	8	48	17%	1.72	0.96	64
Simsbury	**Hartford**	16	6	22	27%	2.40	1.50	66

Enfield	**Hartford**	22	7	29	24%	1.57	1.27	72
Milford	**New Haven**	82	6	88	7%	1.10	0.75	75
Woodbridge	**New Haven**	26	3	29	10%	3.39	0.72	79
North Branford	**New Haven**	21	3	24	13%	2.11	1.12	82
West Hartford	**Hartford**	27	6	33	18%	0.95	0.83	85
Farmington	**Hartford**	61	4	65	6%	1.56	0.58	89
Glastonbury	**Hartford**	18	6	24	25%	1.74	0.62	91
Monroe	**Fairfield**	27	3	30	10%	1.53	0.85	95
South Windsor	**Hartford**	24	3	27	11%	1.16	0.69	105
Westport	**Fairfield**	25	3	28	11%	1.07	0.45	110
New Canaan	**Fairfield**	26	2	28	7%	0.98	0.38	117
Greenwich	**Fairfield**	24	2	26	8%	0.32	0.19	119
Waterford	**New London**	25	1	26	4%	0.53	0.24	129

PERFORMANCE MEASURES

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

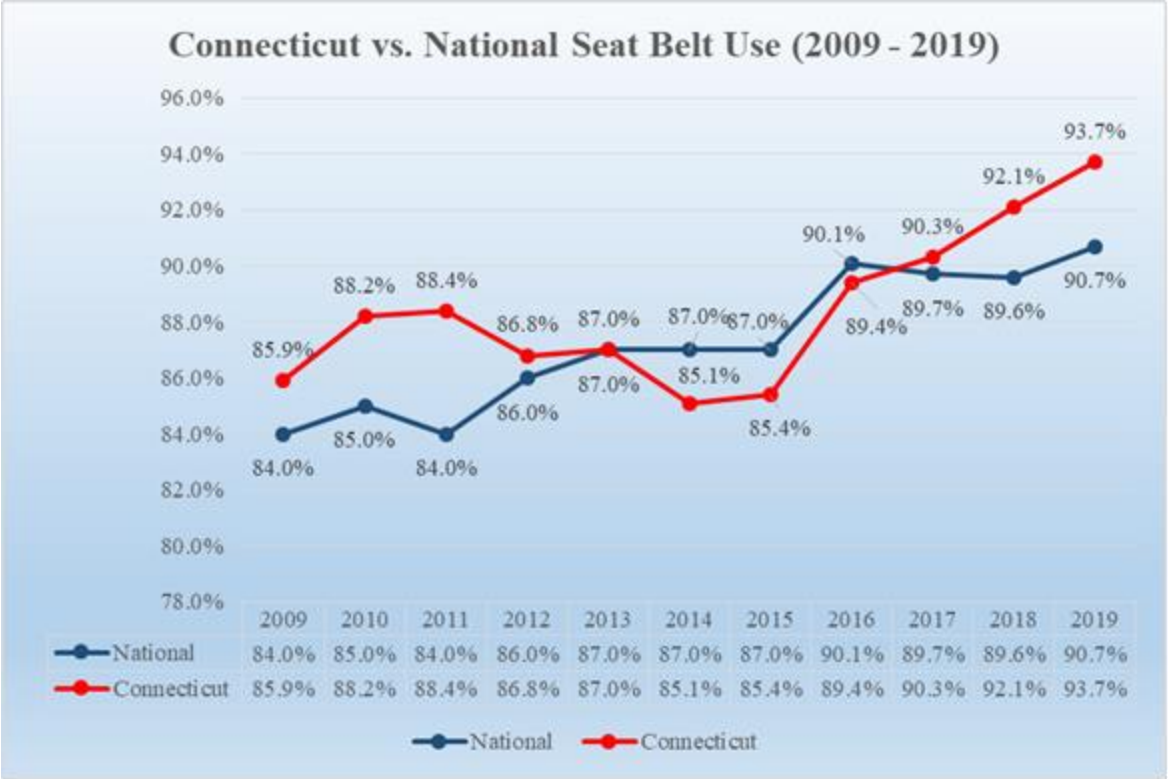


Source: FARS Final Files 2014-2017, FARS Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

Performance Target: To maintain the five-year moving average of 61 (2014 -2018) unrestrained vehicle occupant fatalities during the HSP 2021 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The actual preliminary State data for 2019 suggest a decrease in the number of unrestrained vehicle occupant fatalities, however the five-year moving average trend is predicted to remain flat or slightly decrease for the 2021 planning period. As such, Connecticut has chosen a maintenance target.

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



Performance Target: To attain a statewide observed seat belt use rate of 94.0% or above in 2021.

Performance Target Justification: Observed seat belt use peaked in Connecticut in 2019. The goal was chosen to attain a seat belt use rate above 93.7%. The NHTSA CARES Act Waiver Notice issued on April 9, 2020, waived the requirement to conduct the annual seat belt survey in 2020. Therefore, the HSO will not be conducting the 2020 seat belt survey and is using the 2019 observed seat belt use rate to set the performance target for 2021.

PLANNED COUNTERMEASURES

Planned Countermeasures for Occupant Protection

Countermeasure Strategy: Occupant Protection Program Administration

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

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

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

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

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

Intended Subrecipient(s): CT-DOT/HSO

Funding Sources:

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	**0201-0702-AA**	**CT-DOT/HSO**	**OP Program Administration**	**$115,000**

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. Also, data evaluation that supports the State's Occupant Protection program and Safety Belt Surveys as well as the attitude and awareness survey analysis will be funded under this countermeasure strategy. The data-driven, performance-based approach to increasing compliance with the State's seat belt laws by focusing on the high-risk and underserved populations in the State requires access to the appropriate data, as well as the technical capabilities to perform the analysis and interpret the results.

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

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

Planned Activity 1: Data Analysis & Surveys
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Flavia Pereira

Planned Activity Description: The goal of this project is to provide data to the Highway Safety Office to increase the statewide seat belt usage rate. This project will provide funding for annual evaluation and support for the Occupant Protection Program. The project will include the statewide annual seat belt use observations, as well as data evaluation and support for annual planning documents. This project will also include NHTSA core performance measure mandated attitude and awareness surveys and analysis. NHTSA approved Safety Belt Surveys as well as knowledge and awareness surveys at DMV offices to track the impact of mobilization enforcement activities funded under this task.

Intended Subrecipient(s): CT-DOT/HSO

Funding Sources:

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	0201-0702-AB	CT-DOT/HSO	Data Analysis & Surveys	$150,000

Planned Activity 2: Click It or Ticket Enforcement
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little
Indirect Rate: The DESPP project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Planned Activity Description: The goal of this project is to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols. This project provides funding for enforcement of occupant protection laws through the Selective Traffic Enforcement Program or WAVE in conjunction with the national "Click It or Ticket" mobilization (May and November) including checkpoints and roving/saturation patrols. The WAVE is an enforcement activity that takes place during the National Occupant Protection efforts. Law enforcement agencies will report a pre, post and enforcement survey to the HSO office. We are increasing our focus on the top towns based on data from Connecticut's *2019 Seat Belt Use Report*. Increased effort will focus on low seat belt use towns through increased enforcement and education. This will be accomplished through analysis of crash and observation data to identify towns and areas where low belt use by motorists can best be addressed (see table OP-7 in the problem ID section of this area). This analysis focuses on the combination of low belt use towns identified through observation surveys and pairs it with ranked analysis of unbelted crashes and fatalities as well as population and VMT data over a five-year period. This process serves to prioritize funding opportunities for 40-60 participating law enforcement agencies. The HSO will offer greater funding priority to towns and agencies that show the greatest need in this area. This increased focus on low belt used and unbelted crashes will not preclude the HSO from continuing historical practice of attempting to achieve statewide law enforcement participation during national mobilizations.

Intended Subrecipient(s): Municipal Police Agencies

Funding Sources:

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	0201-0702-ZZ	Municipal Police Agencies	Click It or Ticket Enforcement (November & May Mobilization)	$800,000

Planned Activity 3: Occupant Protection Enforcement/ Connecticut State Police

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Juliet Little

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

Planned Activity Description: The goal of this project is to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols by the Connecticut State Police. This project provides funding for enforcement of occupant protection laws through the NHTSA's national "Click It or Ticket" mobilization (May and November) including focused patrols and roving/saturation patrols. The Connecticut State Police covers 82 of the State's 169 towns without 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 goal of the nighttime enforcement pilot project is to decrease the number of unbelted fatalities and injury crashes that occur at nighttime. Available data and program evaluations suggest that more emphasis on seat belt enforcement during the night hours can provide additional gains in seat belt use.

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

CSP-TSU uses this information when completing occupant protection grant applications to ensure that the problem areas are addressed. The specific portions of the interstate 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.

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

Funding Sources:

Funding Source	Project Number	Agency	Title	$ Amount
405b-1 (M1HVE)	**0201-0741-1-AC**	**DESPP**	**Occupant Protection Enforcement**	**$150,000**

405d-ii-5 (M7*OP)	**0201-0740-5-AJ**	**DESPP**	**Nighttime Seat Belt Enforcement Pilot**	**$161,000**

Countermeasure Strategy:

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

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

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

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

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

Planned Activity Description: This task provides funding for the Waterbury Area Traffic Safety Program Administration. This program provides support to the HSO in the dissemination of educational programs and materials, specifically in the area of occupant protection. This task also provides support for approximately ten (10) Child Passenger Safety Technician training classes and supplies for fitting stations to assure that all technicians are provided with the latest available information on changes and updates in the certification process. This includes

curriculum, approved practices, child safety seat and booster seat engineering and hardware, as well as informational materials. This task will provide funding for travel, coordinating, and implementation. This task also provides funding for an assistant to work with the coordinator teaching additional certification and update classes. To help with car seat signoffs to maintain technicians' certification while enhancing the CPS program for the State.

Intended Subrecipient(s): Waterbury Police Department

Funding Sources:

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	**0201-0702-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: These is still a segment of the driving population that need to see the danger and injuries that can occur when not belted during a crash. Participating in these programs allows the public to experience the situation of a low impact crash. Education and outreach programs such as these, help increase seat belt use and decrease the number of fatalities and injuries.

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

Planned Activity Description: The goal of this task is to increase seat belt compliance, which will reduce the number of injuries and fatalities statewide and to increase public education programs through physical demonstrations. The Convincer demonstrates a low speed crash and allows the rider to feel how the seat belt restraint system works to protect them in a car crash. The Rollover simulator allows the public to view the ejection of crash dummies as a direct result of the failure to use seat belts. Funding for this project will be used to have the Seat Belt Convincer and Rollover Simulators demonstrations conducted at schools, fairs, places of employment and community events. Utilizing the Convincer and the Rollover

Simulator, the Connecticut State Police are able to demonstrate visually and physically the value of wearing a seat belt.

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

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

Funding Sources:

Funding Source	Project Number	Agency	Title	$ Amount
405b-2 (M1PE)	**0201-0741-2-AE**	**DESPP**	**Convincer/Rollover Simulator Education and Equipment**	**$150,000**

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

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

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

Anticipated Media Campaign:

- Click It or Ticket HVE media buy (national mobilization): May 2021 - $500,000
- Buckle Up CT: Year-round campaign of social norming messaging - $400,000

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

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

Intended Subrecipient(s): CT-DOT/HSO

Funding Sources:

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	**0201-0702-AE**	**CT-DOT/HSO**	**Occupant Protection Media Buy**	**$100,000**
405b-2 (M1PE)	**0201-0741-2-AD**	**CT-DOT/HSO**	**Occupant Protection Media Buy**	**$800,000**

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

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

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

Intended Subrecipient(s): CT-DOT/HSO

Funding Sources:

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	**0201-0702-AF**	**CT-DOT/HSO**	**Occupant Protection PI&E**	**$20,000**

Planned Countermeasures for Child Passenger Safety / Child Restraint

Countermeasure Strategy: Child Restraint Administration

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

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

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

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

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

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

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	**0201-0709-AA**	**CT-DOT/HSO**	**Child Restraint Administration**	**$5,000**

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

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

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

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

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

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

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

Intended Subrecipient(s): CT-DOT/HSO

Funding Sources:

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	**0201-0709-AB**	**CT-DOT/HSO**	**CPS Training**	**$20,000**

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

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

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

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

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

Planned Activity 1: Child Passenger Safety Support – Fitting Stations

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Juliet Little

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

Planned Activity Description: The goal of this task is solely to support in order to maintain fitting stations to increase proper child restraint use statewide. This support will include materials, supplies as well as child safety seats. Technicians will perform safety seat checks while educating caregivers to reduce the misuse and/or non- use of child safety seats and dispel incorrect information regarding child passenger safety. Technicians will explain how to select the correct seat not only for the vehicle but for the caregiver. Fitting stations that receive funds through this grant must participate in CPS Week. These grants are meant to serve multiple 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	**0201-0709-AC**	**Connecticut Children's Medical Center**	**CPS Fitting Stations Support**	**$75,000**
402-CR	**0201-0709-AD**	**Yale New Haven Children's Hospital**	**CPS Fitting Stations Support**	**$100,000**

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

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

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

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

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

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

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

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	**0201-0709-AE**	**Yale-New Haven Children's Hospital**	**Community Traffic Safety Program**	**$150,000**

Countermeasure Strategy: Educational Campaign

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

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

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

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

Planned Activity Description: The "Look Before You Lock, Where's Baby " Education Campaign is to increase child safety by delivering safety messages to increase awareness of the issue of hot cars and to provide strategies for parents and caregivers to be reminded not to forget children, or to leave them purposefully, in a motor vehicle unattended. The HSO will partner with the Injury Prevention Center at Connecticut Children's Medical Center to administer the program. The Injury Prevention Center uses their vast expertise in the development and selection of safety related material. They reach out to day care facilities during the months of April through September to increase awareness of the issue of hot cars and host Summer Safety press conferences to emphasize and draw attention to the issue. The campaign will utilize television, radio, billboards, newspapers, online media, social media, community education, 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	**0201-0702-AG**	**Connecticut Children's Medical Center**	**Look Before You Lock Education Campaign**	**$150,000**

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

Among injury crashes in Connecticut during 2018, 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 2018 Injury Crashes

	Injury Crashes		Fatal Crashes		PDO Crashes	
	Number	%	Number	%	Number	%
Followed Too Closely	8,697	17.6%	8	1.9%	24,529	16.3%
Failed to Yield Right-of-Way	3,475	7.0%	22	5.2%	8,052	5.4%
Operated Motor Vehicle in Inattentive, Careless, Negligent, or Erratic Manner	764	1.5%	31	7.3%	1,953	1.3%
Ran Stop Sign	903	1.8%	5	1.2%	1,710	1.1%
Ran Red Light	913	1.8%	4	0.9%	1,126	0.7%

Source: Connecticut Crash Data Repository

During the 2014 to 2018 period, the most prevalent driver-related factors in fatal crashes (Table PT-2) were “speed-related” and “failure to keep in proper lane.” In 2018, “speed-related” was identified in 19% of fatal crashes, “failure to keep in proper lane” in 11%, and “under the influence of alcohol, drugs, or medication” in eight percent of the fatal crashes. The data in Table PT-2 may involve up to four factors per driver thus the yearly total may add up to more than 100%. **As Highway Safety issues continue to emerge, distracted driving/handheld mobile electronic device use has been a consistently recognized factor leading to crashes, injuries and fatalities.** Table PT-2 indicates that “driver distracted by” was a driver-related factor in two percent (2%) of fatal crashes.

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

Factors	2014 (N=338)	2015 (N=374)	2016 (N=442)	2017 (N=379)	2018 (N=415)
Speed-related	18.3%	20.1%	17.0%	21.4%	19.3%
Failure to keep in Proper Lane	10.4%	6.4%	15.4%	15.8%	11.1%
Under the Influence of Alcohol, Drugs or Medication	12.1%	13.4%	7.5%	9.5%	8.0%
Operating vehicle in erratic, reckless, careless or negligent manner	5.0%	5.6%	8.4%	6.9%	9.2%
Failure to Yield Right-of-Way	4.7%	3.7%	3.4%	4.5%	4.3%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officer	3.8%	4.0%	2.3%	3.2%	2.2%
Driver's vision obscured by…	3.8%	2.4%	2.7%	2.4%	3.9%
Driver distracted by…	2.4%	2.7%	1.8%	3.2%	1.7%
Drowsy, asleep, fatigued, ill, or blackout	3.6%	2.1%	0.7%	1.3%	1.9%
Overcorrecting	0.6%	1.1%	2.0%	2.9%	1.9%
Driving wrong way on one-way trafficway or wrong side of the road	0.9%	1.3%	1.6%	1.1%	1.4%
Operating vehicle in a careless manner	1.2%	1.9%	1.1%	1.1%	0.5%
Swerving or avoiding due to wind, slippery surface, object in roadway, etc.	1.2%	2.9%	0.5%	0.3%	0.2%
None	14.5%	25.1%	27.4%	17.9%	21.9%
Other	14.2%	16.8%	13.8%	18.7%	14.5%
Unknown	38.5%	25.4%	26.9%	29.6%	31.6%

Source: FARS Final Files 2014-2017, FARS Annual Report File 2018

Table PT-3 indicates that more than half of speeding-related fatal crashes in the period 2014 to 2018 involved a driver with a positive BAC. Overall, 60% of speeding-related crashes involved a driver with a BAC of 0.01 or above and 54% of speeding-related crashes involved an impaired driver (BAC of 0.08 or above).

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

	2014	2015	2016	2017	2018	2014-18
N Speeding-Related Crashes						
Zero BAC	21	31	33	35	30	149
BAC ≥ 0.01	41	44	43	46	50	224
BAC ≥ 0.08	37	40	39	42	45	202
% Speeding-Related Crashes						
Zero BAC	33.7%	41.1%	43.3%	42.8%	37.1%	39.8%
BAC ≥ 0.01	66.3%	58.9%	56.7%	57.2%	62.9%	60.2%
BAC ≥ 0.08	59.0%	52.8%	51.5%	52.2%	55.8%	54.1%

Source: FARS Final Files 2014-2017, FARS Annual Report File 2018

Over the five-year period of 2014 to 2018, the greatest proportion of fatalities (37.0%) occurred on roads with a posted speed limit of 30 mph or less, followed by roads with limits of 35 or 40 mph (22.6%) and 45 or 50 mph (16.8%). Details are included in Table PT-4.

Table PT-4. Fatalities by Posted Speed Limit

Posted Speed Limit	2014 (N=248)	2015 (N=270)	2016 (N=304)	2017 (N=281)	2018 (N=294)	Total (N=1,397)
30 mph or less	91	81	125	110	106	36.7%
35 or 40 mph	56	67	65	66	62	22.6%
45 or 50 mph	38	43	53	46	55	16.8%
55 mph	32	26	24	23	29	9.6%
60+ mph	21	43	28	25	39	11.2%
No statutory limit	1	2	7	7	2	1.4%
Unknown	9	8	2	4	1	1.7%

Source: FARS Final Files 2014-2017, FARS Annual Report File 2018

Table PT-5 represents (based on MMUCC 2016-2018) 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	2016	2017	2018	Total
Waterbury	386	493	467	1346
Bridgeport	395	457	478	1330
Middletown	247	230	217	694
Danbury	170	215	201	586
New Haven	201	224	159	584
Meriden	195	170	174	539
New Britain	145	191	185	521
Greenwich	184	176	86	446
Bristol	131	141	111	383
Norwalk	105	140	134	379
Wethersfield	114	136	129	379
Hamden	125	116	129	370
Hartford	162	115	88	365
Trumbull	139	119	96	354
East Hartford	95	132	124	351
West Hartford	163	99	83	345
Fairfield	120	114	88	322
Norwich	110	106	99	315
West Haven	96	113	100	309
Wallingford	82	117	107	306
Shelton	93	107	100	300
Stamford	109	92	70	271
Stratford	98	107	61	266
Manchester	87	110	61	258
Torrington	70	92	93	255

Source: Connecticut Crash Data Repository
This data excludes interstates

Table PT-6 provides an overview of the statistics for speed-related crashes in Connecticut vs U.S.

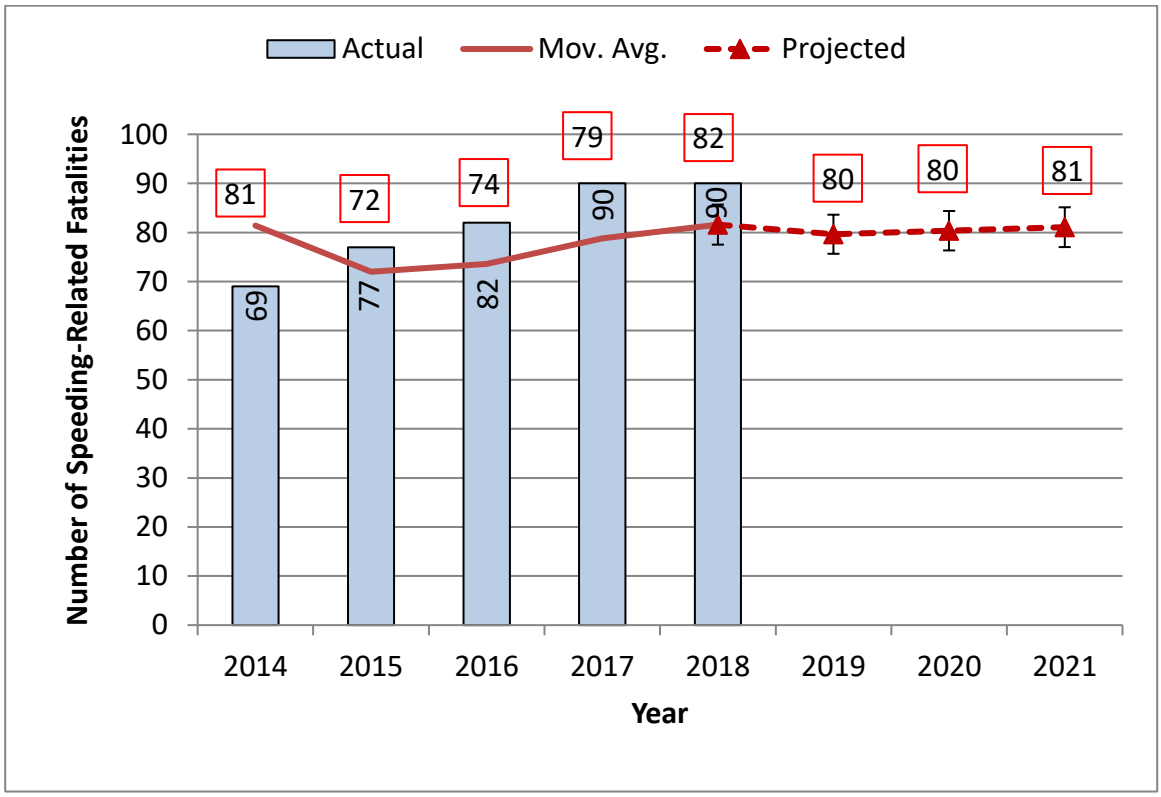
Table PT-6. Statistics for Speed-Related Crashes in Connecticut vs U.S.

	2014	2015	2016	2017	2018
% CT Speed-Related Fatal Crashes	26.5%	29.2%	25.7%	30.8%	29.0%
% U.S. Speed-Related Fatal Crashes	27.6%	26.8%	26.7%	25.9%	25.2%
% CT Speed-Related Injury Crashes	7.9%	10.4%	9.7%	10.0%	9.7%
Speeding Related Fatalities	69	81	82	90	90

Source: FARS Final Files 2014-2017, FARS Annual Report File 2018

PERFORMANCE MEASURES

Number of Speeding-Related Fatalities (C-6)



Source: FARS Final Files 2014-2017, FARS Annual Report File 2018

Performance Target: To maintain the five-year moving average of 82 (2014–2018) speeding-related fatalities during the HSP 2021 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The five-year moving average trend for speeding-related fatalities is projected to stay flat or increase slightly for the 2021 planning period. As such, Connecticut has chosen a maintenance target. The preliminary 2019 State data was not included in the analysis due to uncertainty of the data for this measure at this time.

PLANNED COUNTERMEASURES

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

Countermeasure Strategy: Police Traffic Services Program Administration

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

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

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

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

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

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

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PT	0201-0707-AA	CT-DOT/HSO	PTS Administration	$50,000

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 our data contractor Preusser Research Group. This includes citation and crash data for following too closely; improper lane changing; and, speeding. High Visibility Enforcement is the basic strategy used to deter and reduce these dangerous and illegal driving behaviors that contribute to crashes, fatalities and injuries on Connecticut's roadways.

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

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

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

Planned Activity Description: This task provides funding for High Visibility Enforcement speed and aggressive driving grants. Speed and aggressive driving enforcement will focus on the contributing factors identified in the problem identification write-up for PTS. Municipal and state police agencies will be chosen for funding, based on the severity of the speed and aggressive driving problems identified with data analysis by our data contractor Preusser Research Group. This task will address speed related crashes, injuries and fatalities in the urban areas. The HSO will consider 5-15 grant submissions from police agencies identifying specific speed and aggressive driving related crash data within their jurisdictions, substantiated by enforcement and crash data. The projects included in here are meant to be comprehensive speed grants funded at $20,000 - $60,000 for urban areas and cities that have

identified speed as a problem. Areas with high population, high traffic volumes and roadways with low posted speed limits led to the selection of urban areas and larger cities as the most likely areas where speed and aggressive driving enforcement can impact the greatest number of speed related crashes.

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

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-4 (M8*SE)	**0201-0745-4-VV**	**Municipal Police Agencies**	**Speed and Aggressive Driving Enforcement**	**$500,000**
405d-ii-3 (M7*SE)	**0201-0740-3-AK**	**DESPP**	**Speed and Aggressive Driving Enforcement**	**$175,000**

Countermeasure Strategy: Communications and Outreach Supporting Enforcement 4.1

Countermeasures That Work

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

Linkage Between Program Area: The planned activities conducted under the data-driven Statewide Speed and Aggressive Driving Media Buy strategy will focus on raising public awareness of the state's traffic safety priorities. These priorities are determined through the problem identification process conducted under each of the program areas. Statewide media efforts are a key component of a comprehensive approach to improving traffic safety. Publicizing enforcement and other countermeasure strategies implemented to address traffic safety problems greatly expands the coverage and potential impact of these programs and supports progress toward the achievement of the performance targets that have been set. Sufficient funds are allocated for the effective implementation of this countermeasure strategy and the associated activities that are planned.

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

Planned Activity 1: Speed High Visibility Enforcement Media Buy
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

Planned Activity Description: The goal of this project is for a Speed Enforcement Program media campaign for the Highway Safety Office (HSO). This campaign will increase awareness of the dangers of speeding on Connecticut roads. Running this media campaign in concurrence with the high visibility enforcement activity of our law enforcement partners in our 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 station, movie theater, 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 firm will be responsible for conducting market 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. This media will be purchased both English and Spanish Language.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-6 (M8*PM)	**0201-0745-6-AB**	**CT-DOT/HSO**	**HVE Speed Campaign Media Buy**	**$250,000**

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

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

Linkage Between Program Area: Public intervention and information strategies will help lower

the number of crashes by making drivers further aware of various traffic safety initiatives.

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

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

Planned Activity Description: Partnering with CPCA for Public Safety Messaging (PSA) media buys. One component of this task will be for a PSA for the "Holiday Safety" media buy during Thanksgiving through New Year's. The second component of this task will be to create a "Back to School" drive safely spot, and media buy. Messaging will focus on Impaired Driving, Anit-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 station, movie theater, print, and malls.

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

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PM	**0201-0711-AC**	**CPCA**	**Holiday & Back to School Safety Media Buy**	**$200,000**

Countermeasure Strategy: Racial Profiling Data Collection

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

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

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

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

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

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

Goals/Objectives:

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

1. Enhance our current analytical system to look at other factors that may impact racial and ethnic disparities in traffic stops. Those other factors might include better understanding driver behavior, special police campaigns (distracted driving, click-it or ticket, etc.), crime, or accident rates across racial and ethnic groups.
2. Enhance the statistical methodology to test for distributional equality in stop dispositions by incorporating data collected by the Centralized Infractions Bureau.
3. Implement a 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.
4. Update all methodologies that rely on census data to reflect changes from the 2020 census.
5. 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. Partner with the state's "Statistical Analysis Centers" to share ideas and enhance methodologies.
6. Publish annual analysis of additional traffic stop information collected. In addition, conduct an in-depth analysis on any department that is identified as having statistically significant racial and ethnic disparities in traffic stops. The in-depth analysis may include mapping traffic stops and analyzing information by neighborhood. It may also include incorporating localized crime and accident data into the analysis along with any other locally relevant factors.
7. Develop a methodology that will use historical data provided by the Centralized Infractions Bureau to better understand the decision to make a traffic stop. By linking the infractions data and traffic stop datasets. This will provide researchers with a more robust dataset to better understand driver behavior. The infraction dataset provides additional details not provided in the traffic stop dataset including additional details regarding the infraction, detailed vehicle description and other relevant information.

8. Develop an early warning system for law enforcement administrators that will allow law enforcement administrators to analyze individual officer data and department trends prior to an annual report being published.
9. Work with the Connecticut Criminal Justice Information System and records management system vendors to expand the current data collection system to capture additional fields such as latitude and longitude of traffic stops and additional information on stop outcomes (fine amounts, number of charges, etc.)
10. Increase the number of departments utilizing the electronic citation/warning system.
11. Work with the Connecticut Data Collaborative to enhance the public website that currently releases traffic stop records on a quarterly basis to a system that will automatically update traffic stop records on a monthly basis.
12. Improve the on-line data portal for public consumption of the traffic stop data to include additional analytical tools. Currently, the site is capable of summarizing traffic stop data and allowing users to download raw traffic stop information. Enhancements can be made to allow users to analyze traffic stops for a selected period using any of the benchmarks developed by researchers.

Intended Subrecipient(s): Central CT State University

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
1906 (F1906ER)	**0201-0725-AA**	**Central CT State University**	**Racial Profiling Prohibition**	**$650,000**

Distracted Driving (DD)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS / PROBLEM IDENTIFICATION

To date, identifying the role distracted driving has played in fatality and injury crashes has been a challenge in Connecticut, due to the way crash data is collected and the nature of law enforcement's ability to determine the role of distraction as crash causation. This is especially true for the role mobile electronic devices play in causing crashes. Often, data on crashes caused by drivers distracted by a mobile phone can only be collected in very serious crashes with injuries and fatalities or where witness testimony exists. For this reason, the crash data available 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. The following index is built from AAA data indicative of cell phone use.

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

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

- Fatal and injury crashes 2015-2019 (Interstates Removed)
- Daily Vehicle Miles Traveled (DVMT) (2017) (most recent available at time of production)
- Population (2017)
- Crash rate per DVMT
- Crash Rate per population

Table DD-1. Crash Rank by Town/Population/Non-Interstate Roadway Data

Town Name	N crashes	Population (2017)	DVMT (2017)	Crashes/pop	Crashes/VMT	Rank N	Rank pop	Rank VMT	Average Rank	Final Rank
New Haven	15,865	131,014	1,091,176	0.1211	0.0145	1	4	1	1.75	1
Waterbury	9,984	108,629	1,270,965	0.0919	0.0079	4	14	6	7	2
Hartford	10,143	123,400	1,021,742	0.0822	0.0099	3	26	2	8.5	3
Danbury	7,310	85,246	1,017,636	0.0858	0.0072	6	20	7	9.75	4
Orange	3,415	13,997	657,428	0.2440	0.0052	17	1	15	12.5	5
Hamden	5,127	61,284	894,862	0.0837	0.0057	8	23	13	13	6
Bridgeport	10,480	146,579	1,171,626	0.0715	0.0089	2	48	4	14	7
Bristol	4,396	60,223	696,481	0.0730	0.0063	9	44	9	17.75	8
Meriden	4,349	59,927	717,994	0.0726	0.0061	10	47	11	19.5	9
North Haven	3,078	23,751	723,903	0.1296	0.0043	23	2	31	19.75	10
Norwich	3,190	39,470	501,779	0.0808	0.0064	22	29	8	20.25	11
Middletown	3,721	46,478	830,504	0.0801	0.0045	14	30	24	20.5	12
Stamford	8,146	130,824	1,314,067	0.0623	0.0062	5	72	10	23	13
Farmington	2,656	25,572	686,608	0.1039	0.0039	26	7	40	24.75	14
Manchester	3,812	57,932	663,876	0.0658	0.0057	12	64	12	25	15
Stratford	3,669	52,345	745,344	0.0701	0.0049	16	52	19	25.75	16
New London	2,129	27,072	262,857	0.0786	0.0081	34	32	5	26.25	17
Norwalk	5,648	89,005	1,210,790	0.0635	0.0047	7	70	23	26.75	18
Fairfield	4,320	62,105	1,052,810	0.0696	0.0041	11	53	36	27.75	19
Newington	2,552	30,404	607,017	0.0839	0.0042	28	22	33	27.75	19
West Haven	3,405	54,843	368,015	0.0621	0.0093	19	74	3	28.75	21
Plainville	1,750	17,705	403,669	0.0988	0.0043	39	11	28	29.25	22
Wethersfield	2,137	26,195	490,684	0.0816	0.0044	33	28	27	30.25	23
Wallingford	3,407	44,741	934,893	0.0761	0.0036	18	38	49	30.75	24

Town Name	N crashes	Population (2017)	DVMT (2017)	Crashes/pop	Crashes/VMT	Rank N	Rank pop	Rank VMT	Average Rank	Final Rank
Berlin	2,276	20,505	689,955	0.1110	0.0033	32	6	64	33.5	25
Bloomfield	1,847	21,406	490,930	0.0863	0.0038	38	19	43	34.5	26
East Hartford	3,351	50,319	825,016	0.0666	0.0041	20	61	37	34.5	26
Westport	2,343	28,042	672,163	0.0836	0.0035	31	25	55	35.5	28
Torrington	2,351	34,538	551,087	0.0681	0.0043	30	57	29	36.5	29
Newtown	2,116	27,965	542,236	0.0757	0.0039	36	40	39	37.75	30
New Milford	2,115	27,099	563,317	0.0780	0.0038	37	36	44	38.5	31
Trumbull	3,314	36,154	1,246,314	0.0917	0.0027	21	15	98	38.75	32
New Britain	3,764	72,710	798,762	0.0518	0.0047	13	111	22	39.75	33
Derby	1,292	12,581	336,528	0.1027	0.0038	55	10	41	40.25	34
Greenwich	3,716	62,855	1,039,981	0.0591	0.0036	15	83	51	41	35
Southington	2,515	43,863	517,334	0.0573	0.0049	29	89	20	41.75	36
Wilton	1,453	18,581	422,174	0.0782	0.0034	47	35	58	46.75	37
Monroe	1,388	19,635	354,214	0.0707	0.0039	51	50	38	47.5	38
Vernon	1,656	29,289	349,305	0.0565	0.0047	41	92	21	48.75	39
Stonington	1,273	18,593	304,236	0.0685	0.0042	56	55	34	50.25	40
Shelton	2,648	41,397	906,343	0.0640	0.0029	27	68	80	50.5	41
Waterford	1,399	19,007	413,299	0.0736	0.0034	50	42	60	50.5	41
Thomaston	783	7,602	212,621	0.1030	0.0037	77	9	45	52	43
West Hartford	3,015	63,133	720,615	0.0478	0.0042	24	126	35	52.25	44
Milford	2,842	54,508	796,422	0.0521	0.0036	25	108	52	52.5	45
Bethel	1,203	19,802	229,840	0.0608	0.0052	61	76	14	53	46
Branford	1,486	28,111	294,013	0.0529	0.0051	46	103	18	53.25	47
Plymouth	800	11,718	155,163	0.0683	0.0052	74	56	16	55	48

Town Name	N crashes	Population (2017)	DVMT (2017)	Crashes/pop	Crashes/VMT	Rank N	Rank pop	Rank VMT	Average Rank	Final Rank
Ridgefield	1,512	25,187	427,402	0.0600	0.0035	44	79	53	55	48
Windham	1,360	24,686	310,882	0.0551	0.0044	52	96	26	56.5	50
Seymour	1,262	16,583	421,062	0.0761	0.0030	57	39	75	57	51
Naugatuck	1,643	31,461	431,281	0.0522	0.0038	42	105	42	57.75	52
Brookfield	1,257	17,133	412,277	0.0734	0.0030	60	43	71	58.5	53
New Canaan	1,451	20,376	521,721	0.0712	0.0028	48	49	91	59	54
Cheshire	1,510	29,330	411,291	0.0515	0.0037	45	113	47	62.5	55
East Haven	1,326	28,857	259,879	0.0460	0.0051	53	130	17	63.25	56
Groton	1,748	39,075	477,239	0.0447	0.0037	40	136	48	66	57
Old Saybrook	738	10,132	221,168	0.0728	0.0033	79	46	62	66.5	58
Ansonia	972	18,813	220,817	0.0517	0.0044	67	112	25	67.75	59
Avon	1,104	18,352	348,296	0.0602	0.0032	64	77	67	68	60
Glastonbury	2,117	34,575	972,826	0.0612	0.0022	35	75	128	68.25	61
Cromwell	1,167	13,956	529,003	0.0836	0.0022	62	24	127	68.75	62
Prospect	625	9,797	146,633	0.0638	0.0043	90	69	30	69.75	63
Middlebury	599	7,725	181,244	0.0775	0.0033	92	37	63	71	64
Canton	696	10,298	218,659	0.0676	0.0032	81	58	66	71.5	65
Wolcott	867	16,672	205,094	0.0520	0.0042	72	110	32	71.5	65
Woodbridge	874	8,853	415,829	0.0987	0.0021	71	12	132	71.5	65
East Windsor	720	11,395	234,625	0.0632	0.0031	80	71	68	74.75	68
South Windsor	1,307	25,937	437,240	0.0504	0.0030	54	115	77	75	69
Preston	559	4,666	227,194	0.1198	0.0025	94	5	109	75.5	70
Watertown	1,258	21,740	474,781	0.0579	0.0026	59	87	99	76	71
Darien	1,002	21,887	272,200	0.0458	0.0037	65	132	46	77	72

Town Name	N crashes	Population (2017)	DVMT (2017)	Crashes/pop	Crashes/VMT	Rank N	Rank pop	Rank VMT	Average Rank	Final Rank
Montville	1,000	19,149	332,879	0.0522	0.0030	66	106	73	77.75	73
Winchester	636	10,739	181,505	0.0592	0.0035	88	82	54	78	74
Enfield	1,643	44,585	549,286	0.0369	0.0030	42	153	76	78.25	75
Ledyard	786	14,837	233,380	0.0530	0.0034	76	102	61	78.75	76
Windsor Locks	675	12,554	186,590	0.0538	0.0036	83	101	50	79.25	77
Southbury	925	19,571	272,415	0.0473	0.0034	68	127	59	80.5	78
Redding	555	9,233	159,961	0.0601	0.0035	95	78	57	81.25	79
Mansfield	1,261	25,912	450,378	0.0487	0.0028	58	124	89	82.25	80
Litchfield	669	8,168	316,830	0.0819	0.0021	86	27	131	82.5	81
Salisbury	321	3,623	105,264	0.0886	0.0030	124	16	70	83.5	82
Windsor	1,415	28,898	611,685	0.0490	0.0023	49	122	116	84	83
Killingly	855	17,172	295,057	0.0498	0.0029	73	117	81	86	84
Simsbury	1,136	24,952	399,617	0.0455	0.0028	63	133	85	86	84
Harwinton	479	5,452	214,710	0.0879	0.0022	104	17	124	87.25	86
Easton	502	7,579	177,564	0.0662	0.0028	101	62	87	87.75	87
Coventry	676	12,439	241,863	0.0543	0.0028	82	99	90	88.25	88
Putnam	504	9,357	144,702	0.0539	0.0035	100	100	56	89	89
Guilford	901	22,283	300,372	0.0404	0.0030	70	147	74	90.25	90
Rocky Hill	789	20,105	244,319	0.0392	0.0032	75	150	65	91.25	91
Suffield	758	15,698	266,622	0.0483	0.0028	78	125	84	91.25	91
Tolland	675	14,722	223,609	0.0458	0.0030	83	131	72	92.25	93
Oxford	643	13,035	223,485	0.0493	0.0029	87	120	82	94	94
Woodbury	523	9,557	185,229	0.0547	0.0028	97	98	88	95	95
Colchester	903	16,029	513,735	0.0563	0.0018	69	93	151	95.5	96

Town Name	N crashes	Population (2017)	DVMT (2017)	Crashes/pop	Crashes/VMT	Rank N	Rank pop	Rank VMT	Average Rank	Final Rank
Roxbury	186	2,171	63,030	0.0857	0.0030	146	21	79	98	97
New Hartford	454	6,718	205,107	0.0676	0.0022	106	59	126	99.25	98
East Lyme	671	18,789	225,173	0.0357	0.0030	85	154	78	100.5	99
Franklin	246	1,944	130,299	0.1265	0.0019	135	3	145	104.5	100
Washington	271	3,453	119,939	0.0785	0.0023	131	34	122	104.5	100
Barkhamsted	287	3,651	135,345	0.0786	0.0021	129	33	130	105.25	102
Westbrook	364	6,956	131,979	0.0523	0.0028	113	104	92	105.5	103
North Branford	627	14,208	266,726	0.0441	0.0024	89	137	112	106.75	104
Plainfield	527	15,093	186,363	0.0349	0.0028	96	157	86	108.75	105
Thompson	390	9,288	127,864	0.0420	0.0031	111	144	69	108.75	105
East Hampton	514	12,901	187,202	0.0398	0.0027	98	149	93	109.5	107
Canaan	110	1,062	46,949	0.1036	0.0023	158	8	115	109.75	108
Stafford	511	11,949	194,628	0.0428	0.0026	99	141	101	110	109
East Granby	355	5,166	208,929	0.0687	0.0017	118	54	152	110.5	110
Marlborough	427	6,397	347,619	0.0668	0.0012	107	60	169	110.75	111
Ellington	612	16,195	252,249	0.0378	0.0024	91	152	110	111	112
Portland	458	9,360	195,092	0.0489	0.0023	105	123	113	111.5	113
North Canaan	204	3,279	74,705	0.0622	0.0027	142	73	94	112.75	114
Haddam	488	8,264	374,382	0.0591	0.0013	102	84	167	113.75	115
Cornwall	134	1,376	64,509	0.0974	0.0021	155	13	134	114.25	116
Chaplin	158	2,241	63,458	0.0705	0.0025	151	51	105	114.5	117
Bethany	312	5,497	132,968	0.0568	0.0023	127	91	114	114.75	118
Lisbon	236	4,274	86,783	0.0552	0.0027	137	95	95	116	119
Sharon	198	2,718	92,373	0.0728	0.0021	145	45	129	116	119

Town Name	N crashes	Population (2017)	DVMT (2017)	Crashes/pop	Crashes/VMT	Rank N	Rank pop	Rank VMT	Average Rank	Final Rank
Bolton	316	4,916	176,294	0.0643	0.0018	125	66	149	116.25	121
Clinton	394	12,957	138,051	0.0304	0.0029	109	166	83	116.75	122
North Stonington	338	5,270	206,143	0.0641	0.0016	122	67	156	116.75	122
Granby	480	11,357	209,266	0.0423	0.0023	103	143	119	117	124
East Haddam	379	9,036	144,418	0.0419	0.0026	112	145	102	117.75	125
Woodstock	353	7,809	132,622	0.0452	0.0027	120	135	97	118	126
Griswold	412	11,687	162,025	0.0353	0.0025	108	156	103	118.75	127
Brooklyn	356	8,208	140,724	0.0434	0.0025	117	139	104	119.25	128
Beacon Falls	361	6,168	254,074	0.0585	0.0014	114	86	165	119.75	129
Bozrah	204	2,563	143,149	0.0796	0.0014	142	31	164	119.75	129
Morris	150	2,277	60,936	0.0659	0.0025	154	63	108	119.75	129
Durham	355	7,240	157,915	0.0490	0.0022	118	121	123	120	132
Willington	304	5,921	128,482	0.0513	0.0024	128	114	111	120.25	133
Madison	598	18,196	294,474	0.0329	0.0020	93	160	139	121.25	134
Lebanon	360	7,209	180,876	0.0499	0.0020	115	116	141	121.75	135
Norfolk	122	1,642	58,917	0.0743	0.0021	156	41	137	122.5	136
Union	73	839	37,541	0.0870	0.0019	165	18	144	123	137
Burlington	394	9,640	189,839	0.0409	0.0021	109	146	136	125	138
Middlefield	258	4,393	155,540	0.0587	0.0017	133	85	155	126.5	139
Voluntown	152	2,558	67,019	0.0594	0.0023	153	81	120	126.75	140
Pomfret	241	4,167	132,011	0.0578	0.0018	136	88	148	127	141
Canterbury	235	5,075	95,368	0.0463	0.0025	138	128	107	127.75	142
Colebrook	92	1,413	43,936	0.0651	0.0021	161	65	133	130	143
Goshen	173	2,888	87,346	0.0599	0.0020	149	80	143	130.25	144

Town Name	N crashes	Population (2017)	DVMT (2017)	Crashes/pop	Crashes/VMT	Rank N	Rank pop	Rank VMT	Average Rank	Final Rank
New Fairfield	358	14,017	158,003	0.0255	0.0023	116	169	121	130.5	145
Kent	159	2,800	79,860	0.0568	0.0020	150	90	140	132.5	146
Columbia	269	5,418	158,437	0.0496	0.0017	132	118	153	133.75	147
Salem	228	4,141	150,797	0.0551	0.0015	139	97	162	134.25	148
Sherman	156	3,643	59,286	0.0428	0.0026	152	140	100	136	149
Somers	344	11,106	166,384	0.0310	0.0021	121	164	138	136	149
Andover	181	3,248	113,349	0.0557	0.0016	148	94	157	136.75	151
Hebron	331	9,507	179,068	0.0348	0.0018	123	158	147	137.75	152
Old Lyme	251	7,432	113,092	0.0338	0.0022	134	159	125	138	153
Weston	315	10,331	151,757	0.0305	0.0021	126	165	135	138	153
Chester	222	4,254	156,832	0.0522	0.0014	141	107	166	138.75	155
Essex	280	6,588	166,971	0.0425	0.0017	130	142	154	139	156
Sterling	116	3,742	42,956	0.0310	0.0027	157	163	96	143.25	157
Deep River	204	4,494	136,809	0.0454	0.0015	142	134	163	145.25	158
Killingworth	227	6,401	121,871	0.0355	0.0019	140	155	146	145.25	158
Ashford	185	4,244	104,341	0.0436	0.0018	147	138	150	145.5	160
Hampton	96	1,844	61,254	0.0521	0.0016	160	109	160	147.25	161
Sprague	85	2,914	34,255	0.0292	0.0025	163	168	106	150	162
Bethlehem	104	3,439	45,233	0.0302	0.0023	159	167	118	150.75	163
Eastford	87	1,756	67,634	0.0495	0.0013	162	119	168	152.75	164
Hartland	68	2,112	29,412	0.0322	0.0023	167	161	117	153	165
Bridgewater	76	1,644	48,195	0.0462	0.0016	164	129	159	154	166
Scotland	65	1,677	32,687	0.0388	0.0020	168	151	142	157.25	167
Warren	57	1,410	37,485	0.0404	0.0015	169	148	161	161.75	168

Town Name	N crashes	Population (2017)	DVMT (2017)	Crashes/pop	Crashes/VMT	Rank N	Rank pop	Rank VMT	Average Rank	Final Rank
Lyme	73	2,354	46,165	0.0310	0.0016	165	162	158	162.5	169

In Table DD-1, Preusser Research Group, ranked towns in terms of their presumed distracted driving crash incidences. A study by AAA foundation showed that crashes resulting from distracted driving are more likely to fall into certain categories of crashes (see https://aaafoundation.org/wp-content/uploads/2018/01/CellPhoneCrashRisk_FINAL.pdf) Specifically *run off road* and *rear end* crashes were used as a proxy for distracted driving. A proxy was needed because it is rare for officers to indicate distraction as a factor in crashes. Although it is not presumed that all such crashes are related to distracted driving, they serve as a valid indicator in that towns with more distracted driving would have more of these crashes compared to towns with fewer distracted drivers. Crashes of these two types, including all severity level (from fatal to property damage only) over the 5-year period from 2015 to 2019 were used to rank towns (interstate crashes typically investigated by state police were excluded from the counts). Three measures of distraction were used to compute the rank: 1) number of crashes, 2) number of crashes per town population and, 3) number of crashes per town VMT. Towns were ranked on each of these measures and an average rank was computed. The number of crashes as a whole was deemed to be a more important measure of the distraction problem and was therefore counted twice in the (weighted) average rank such that the number of crashes accounted for 50 percent of the rank and crashes per population and crashes per VMT counted for 25 percent each.

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

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

Per the Connecticut Department of Motor Vehicles, the following are two (2) examples of Distracted Driving questions found on driver licensing examinations:

If you see a distracted driver, you should give that distracted driver plenty of room and maintain a safe following distance of:
1 - 2 seconds.

2 - 3 seconds.
3 - 4 seconds.

A driver distraction is:
Anything that causes evasive action while driving.
Anything that takes your attention away from driving.
Anything that causes you to pay more attention to driving.

PEREFORMANCE MEASURE

Number of Agencies Participating in Distracted Driving High Visibility Enforcement

Performance Target: To increase the number of police agencies participating in HVE distracted driving enforcement to 60 in 2021.

Performance Target Justification: Historical data has shown that, in Connecticut, the number of law enforcement agencies participating in distracted driving high visibility enforcement have increased progressively. In FFY2018, there were 46 agencies participating; in FFY2019, we had 54 agencies participating; and in FFY2020, we have 57 agencies with approved grants. However, due to the COVID-19 pandemic, the April 2020 campaign was cancelled and the HSO has scheduled the campaign for the entire month of August 2020. Based on this data, we have chosen to increase the number of participating agencies to 60 for FFY2021.

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 high visibility enforcement 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 FFY2021, 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 survey 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 FFY2018, there were 46 agencies participating; in FFY2019, we had 54 agencies participating; and in FFY2020, we have 57 agencies with approved grants. This evidence-based enforcement program uses data sourced from table DD-1 to prioritize funding levels based on various types of crash data based on crash type, severity, population and roadway data.

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

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

Planned Activity Description: This task provides funding for HVE distracted driving enforcement by up to 60 municipal law enforcement agencies. In each of the past two (2) years, about 55 agencies participated in HVE as part of this project. This evidence-based enforcement program uses data sourced from table DD-1 to prioritize funding levels based on various types of crash data based on crash type, severity, population and roadway data. The primary goal of this task is to support NHTSA's national "U Drive. U Text. U Pay." mobilization in October 2020, and a second campaign in April 2021. 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.

Intended Subrecipients: Municipal Police Agencies

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-2 (M8DDLE)	**0201-0745-2-ZZ**	**Municipal Police Agencies**	**Distracted Driving Enforcement**	**$2,550,000**

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

Planned Activity Description: This task provides funding for HVE distracted driving enforcement by Connecticut State Police. This evidence-based enforcement program uses data sourced from table DD-1 to prioritize funding levels based on various types of crash data based on crash type, severity, population and roadway data. The primary goal of this task is to support NHTSA's national "U Drive. U Text. U Pay." mobilization(s) in October 2020 and April 2021. DESPP 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 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.

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

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-2 (M8DDLE)	0201-0745-2-DW	DESPP	Distracted Driving Enforcement	$100,000

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

Planned Activity Description: The goal of this project is to provide data to the Highway Safety Office. This project will provide funding for annual evaluation and support. The project will include Distracted Driving observations, as well as data evaluation and support for annual planning documents. This project will also include NHTSA core performance measure mandated attitude and awareness surveys and analysis. Knowledge and awareness surveys at DMV offices to track the impact of mobilization enforcement activities funded under this task.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-8 (M8X)	0201-0745-8-EO	CT-DOT/HSO	Data Analysis & Surveys	$150,000

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

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

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

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

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

Planned Activity Description: The goal of this task is to reduce injuries and fatalities related to distracted driving crashes through paid media campaigns in both English and Spanish language. This effort will be comprised of two (2) major components:

The first component of this task will directly support NHTSA's national "U Drive. U Text. U Pay." mobilization 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 2021 media plan. Media buys will include but not be limited to TV, radio, internet, social, and outdoor advertising. Media effectiveness will be tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted at local DMV's. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

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 as well as in 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 "safe place" to use their mobile phones but often the average person's definition of a "safe place" is different from what law enforcement know to be a legally "safe place". This PSA will discuss this topic. Media buys will

include but not be limited to TV, radio, internet, social, and outdoor advertising. Media effectiveness will be tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted at local DMV's. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s): HVE Media Support: October and April $400,000
Social Norming Year-round campaign $200,000
Creation of new content for HVE and social norming $100,000

Funding Source	Project Number	Agency	Title	$ Amount
405e-6 (M8*PM)	**0201-0745-6-DX**	**CT-DOT/HSO**	**Distracted Driving Media Buy**	**$700,000**

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

Planned Activity Description: The goal of this task will be to educate Connecticut motorists about the dangers of distracted driving – especially related to mobile phone use – year-round. This will be accomplished through outreach and advertising at the concert and sporting venues utilized by the HSO in other program area marketing campaigns. These will include but not be limited to the following: Dunkin Donuts Park, Hartford XL Center, Rentschler Field, Dodd Stadium, Live Nation theatres, Ives Center, Lime Rock Park, Stafford Motor Speedway and the Thompson International Speedway.

Another component of this task is to create a new partnership with a local news station to bring awareness of the dangers of driving distracted. The partnership will work towards creating, developing and integrating a community public education campaign. Once a plan is developed the campaign will be launched with a kickoff event and will follow with a recap on the success of the campaign.

This activity will also fund the purchase of citation holders in support of HVE mobilizations. These public education brochures are given to motorists who receive a citation during HVE enforcement periods. The citation holders contain information about Connecticut's distracted driving and mobile phone laws.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-1 (M8PE)	**0201-0745-1-DY**	**CT-DOT/HSO**	**Distracted Driving Public Messaging Campaign**	**$150,000**
405e-1 (M8PE)	**0201-0745-1-DZ**	**CT-DOT/HSO**	**Distracted Driving Citation Holders**	**$20,000**

Planned Activity 3: Distracted Driving Education Programming and Younger Driver Education
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Planned Activity Description: The HSO will continue to partner with Matrix Entertainment's 'Save a Life Tour' to build on the success of the Connecticut high school distracted driving program developed over the past several years. The HSO has continued to work with 'Save a Life Tour' staff to implement an expansive and structured program that visited 30 high schools during the 2013-2014 school year. Because of the overwhelmingly positive response, the HSO continued to expand the program's reach. Due to the continued request from schools to host the program, it was expanded to accommodate up to 80 schools during the 2018-2019 and 2019-2020 school years, and that will again be the plan for the 2020-2021 school year. With the annual turnover of driving aged students in each school's population, the school administrators continue to want the message to return as it is reaching a new group of youths getting their permits and/or licenses each year. Teen drivers have a higher rate of fatal crashes due to their lack of experience and skills, and distraction can be a deadly interference when they are behind the wheel. This program allows the students the opportunity to use realistic distracted driving simulators, view a high-impact safe driving video and to sign a pledge during the program promising that they will not text and drive or drive distracted, alone or with their peers. The company continues to use tablets on-site to have the students take a distracted driving attitude and awareness survey, and results are compiled and sent to the HSO. To date this program has been featured over 400 times at high schools in Connecticut and continues to garner earned media attention at several schools throughout the year.

Intended Subrecipient(s): CT-DOT/HSO and Matrix Entertainment

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405e-5 (M8*TSP)	**0201-0745-5-EA**	**CT-DOT/HSO**	**Save a Life Tour**	**$240,000**

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 2018, a total of 49 motorcycle operators and passengers were killed on Connecticut roadways, representing 17% of the State's total traffic fatalities. Based on 87,964 registered motorcycles, the fatality rate per 10,000 registered vehicles was 5.6, a decrease from the 2017 rate of 6.2 per 10,000 registered vehicles.

Nationally, motorcycle fatalities in 2018 accounted for 14% of motor vehicle crash victims with a fatality rate of 5.7 per 10,000 registered motorcycles. Table MS-1 indicates that, from 2017 to 2018, the fatality rate per 10,000 registered motorcyclists decreased in Connecticut while decreasing nationwide. The percentage of total fatalities represented by motorcycles decreased in Connecticut and decreased slightly nationwide.

Table MS-1. Motorcyclists Killed/Fatality Rate: 2017 and 2018

	Connecticut		U.S.	
	2017	**2018**	**2017**	**2018**
% of all fatalities	20.3%	16.7%	14.0%	13.6%
Fatality Rate per 10k Motorcyclists	6.2	5.6	6.0	5.7
Motorcycles Registered*	91,321	87,964	8,715,204	8,715,204

Sources: FARS, FHWA, Connecticut DMV. * The 2018 nationwide data for registered motorcycles was not available at the time of publication, thus the 2017 data was used in the calculations

Tables MS-2 & MS-3 show the numbers of motorcyclists killed and injured during the 2014 to 2018 period. In 2018, the number of motorcyclists killed (49) was the lowest in five years. Similarly, the number of operator and passenger injuries in 2018 (909) was the lowest number for the five-year period shown. The injury rate of 103 injuries per 10,000 registered motorcycles was also the lowest in the five-year period.

Table MS-2. Motorcyclists Killed

	2014	**2015**	**2016**	**2017**	**2018**
Operators Killed	53	52	50	55	48
Passengers Killed	2	3	2	2	1
Total Killed	55	55	52	57	49

Source: FARS Final Files 2014-2017, FARS Annual Report File 2018

Table MS-3. Motorcyclists Injured

	2014	2015	2016	2017	2018
Operators Injured	899	987	1,085	948	844
Passengers Injured	59	95	123	114	65
Total Injured	958	1,082	1,208	1,062	909
Injuries per 10,000 Registrations	107	116	131	116	103
Total Number of Crashes*	1,242	1,311	1,407	1,250	1,119

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

Sixty (65%) percent of fatally injured motorcycle operators in Connecticut were tested for alcohol in 2018 (Table MS-4), the lowest rate of testing in five years. As shown in Figure MS-3 (see performance measure section below), during these years 48 to 59% of those tested were found to have been drinking (any trace of alcohol). For 2018, 48% had been drinking and 26 percent (8 of 31) had BACs of 0.08% or more.

Table MS-4. BACs of Fatally Injured Motorcycle Operators

BAC	2014	2015	2016	2017	2018
0	16	22	19	18	16
0.01-0.07	2	1	2	6	7
0.08 - up	17	19	17	20	8
No/Unknown	18	10	12	11	17
Percent tested	66.0%	80.8%	76.0%	80.0%	64.6%

Source: FARS Final Files 2014-2017, FARS Annual Report File 2017

Table MS-5 shows the distribution of the age and gender of motorcycle operators involved in fatal and injury crashes during the 2014 to 2018 period. The table indicates that the majority of riders are under the age of 45 (63% in 2018). Of significance is the high percentage of riders in the 45-54 and 55-64 year- old age groups. These two (2) groups alone made up 32% of the operators involved in fatal/injury crashes in 2018. Overall, riders 35 or older accounted for 53% 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 2018).

Table MS-5. Motorcycle Operators Involved by Age and Sex
Fatal/Injury Crashes: 2014-2018

		2014 (N=969)	2015 (N=993)	2016 (N=1,083)	2017 (N=982)	2018 (N=867)
Age	**Under 16**	0.1%	0.0%	0.4%	0.0%	0.6%
	16-20	5.6%	5.5%	6.2%	6.7%	5.4%
	21-24	11.1%	10.8%	11.7%	11.5%	12.2%
	25-34	23.0%	25.5%	26.2%	26.8%	29.2%
	35-44	15.4%	17.9%	15.1%	15.2%	15.4%
	45-54	23.7%	21.3%	22.7%	19.3%	19.1%
	55-64	15.0%	14.2%	13.2%	14.4%	13.0%
	65-69	3.9%	3.1%	2.1%	3.7%	2.9%
	69 - Up	2.2%	1.6%	2.3%	2.5%	2.3%
Gender	**Male**	95.3%	95.3%	95.7%	97.1%	96.7%
	Female	4.7%	4.7%	4.3%	2.9%	3.3%

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

Table MS-6 shows the distributions by month, day of week, and time of day of motorcycle crashes involving fatalities and injuries during the 2014-2018 period. Motorcycle crashes in Connecticut are rare during the colder months with 15% having taken place during the six-month period from November through April. Crashes are more frequent on Saturdays and Sundays (40%). In 2018, 61% of the crashes occurred between 12:00 p.m. (noon) and 8:00 p.m.

Table MS-6. Motorcycle Operators: Month, Day of Week, and Time of Fatal and Other Injury Crashes, 2014-2018

	2014 (N=1,009)	2015 (N=996)	2016 (N=1,086)	2017 (N=961)	2018 (N=856)
Month					
January	0.8%	0.2%	0.9%	1.0%	0.7%
February	1.6%	0.2%	1.2%	2.1%	1.1%
March	6.0%	0.4%	4.9%	1.4%	2.0%
April	9.6%	6.7%	8.6%	10.2%	6.4%
May	13.8%	14.6%	11.3%	11.1%	13.9%
June	13.3%	12.7%	18.1%	13.9%	19.3%
July	17.3%	17.6%	15.0%	15.8%	15.8%
August	14.6%	18.3%	15.6%	16.4%	15.1%
September	12.5%	15.7%	12.6%	14.8%	13.9%
October	6.4%	7.7%	7.6%	9.8%	6.9%
November	2.3%	3.7%	3.2%	2.7%	2.9%
December	1.7%	2.3%	1.0%	0.7%	2.1%
Day of Week					
Sunday	25.4%	20.6%	18.0%	21.5%	17.1%
Monday	10.7%	10.7%	11.3%	9.6%	10.7%
Tuesday	11.3%	8.8%	11.5%	8.6%	11.2%
Wednesday	9.4%	13.7%	13.4%	12.9%	13.1%
Thursday	9.3%	10.6%	12.3%	13.7%	11.4%
Friday	15.4%	17.1%	14.9%	13.6%	14.0%
Saturday	18.5%	18.5%	18.5%	20.0%	22.4%
Time of Day					
Mid-03:59	4.9%	4.3%	4.7%	4.4%	5.8%
04:00-07:59	4.2%	5.1%	4.1%	4.3%	5.8%
08:00-11:59	13.9%	12.4%	12.5%	10.7%	10.0%
12:00-15:59	28.2%	32.7%	27.7%	28.9%	28.4%
16:00-19:59	35.4%	30.1%	37.0%	36.6%	33.1%
20:00-23:59	13.5%	15.3%	13.9%	15.1%	16.8%

Source: Connecticut Crash Data Repository

Table MS-7 shows the total of fatal and injury motorcycle crashes in each Connecticut County in 2018 and the number of these crashes in the calendar year 2018 per 100,000 populations.

Table MS-7. Motorcycle Fatal/Injury Crashes by County, 2018

County	2018 Crashes Total	2018 Crashes Per 100,000 Pop.
Fairfield	175	18.54
Hartford	187	20.95
Litchfield	57	31.47
Middlesex	46	28.28
New Haven	238	27.75
New London	87	32.61
Tolland	29	19.22
Windham	37	31.62

Sources: Connecticut Crash Date Repository; Population data estimate for 2018.

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

Table MS-8. Summary Statistics

	2014	2015	2016	2017	2018
Motorcyclists Killed and Injured	1013	1,137	1,256	1,119	958
Injuries per 10,000 Registered Motorcycles	113	122	135	123	109
Number of Un-Helmeted Motorcycle Fatalities	32	33	36	33	28
Number of Motorcycle Injuries Helmeted	419	506	521	470	432
Number of Operators Killed with BAC>0.00%	19	22	19	26	15
Number of Motorcyclist Trained	5,055	4,997	4,670	4,371	3,891

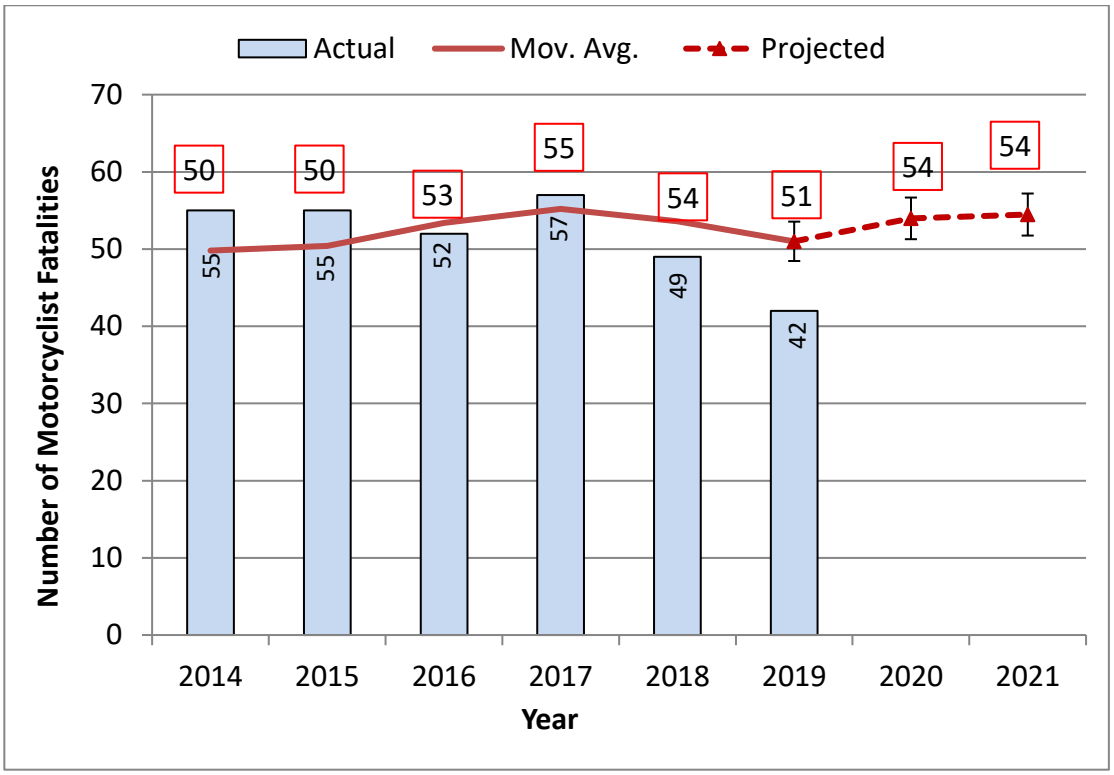
Sources: FARS, Connecticut Department of Transportation, Connecticut Crash Data Repository

In summary, Department motorcycle crash data shows:

- A fluctuating number of motorcyclist fatalities in the period 2014 to 2018
- The majority of motorcycle fatal and injury crashes occurred between the hours of 12:00 p.m. (noon) and 8 p.m.
- Saturdays and Sundays being the most common days for fatal and injury crashes
- Most fatal and injury crashes occurring in the summer months
- Almost all motorcycle operators involved in crashes were male

PERFORMANCE MEASURES

Number of Motorcyclist Fatalities (C-7)

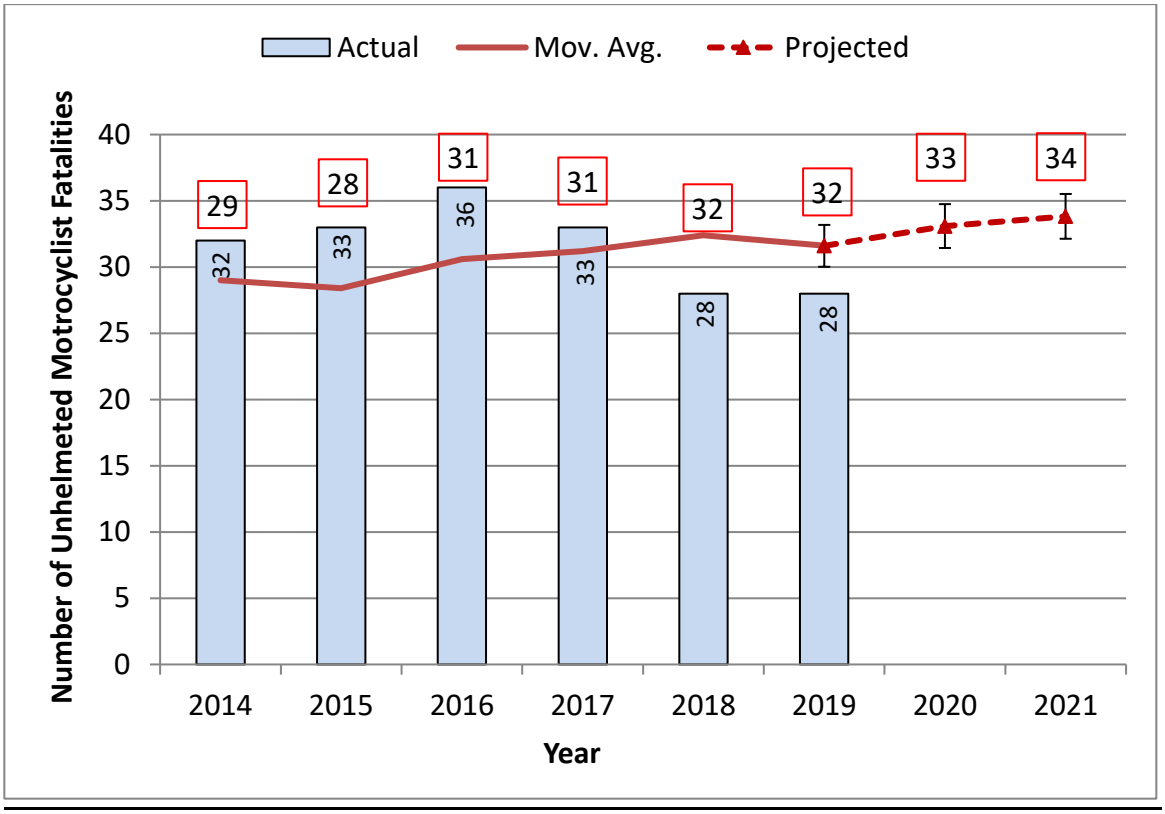


Source: FARS final files 2014-2017, FARS Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

Performance Target: To maintain the five-year moving average of 54 (2014-2018) motorcyclist fatalities during the HSP 2021 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The actual preliminary State data for 2019 suggest a decrease in motorcyclist fatalities. However, the five-year moving average trend is predicted to remain flat or slightly increase for the 2021 planning period. As such, Connecticut has chosen a maintenance target.

Number of Unhelmeted Motorcyclist Fatalities (C-8)



Source: FARS Final Files 2014-2017, FARS Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

Performance Target: To maintain the five-year moving average of 32 (2014-2018) motorcyclist fatalities during the HSP 2021 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The actual preliminary State data for 2019 suggest a decrease in unhelmeted motorcyclist fatalities. However, the five-year moving average trend is predicted to remain flat or slightly increase for the 2021 planning period. As such, Connecticut has chosen a maintenance target.

PLANNED COUNTERMEASURES

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

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

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

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

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

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

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

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

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-MC	**0201-0701-AA**	**CT-DOT/HSO**	**Motorcycle Safety Program Administration**	**$15,000**

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

Planned Activity Description: Rider training is the primary countermeasure applied to reaching the performance goal of decreasing the total number of motorcycle fatalities and decreasing the number of un-helmeted fatalities. This task provides for the oversight of the Connecticut Rider Education Program (CONREP) in the following ways; the training/recruitment and monitoring of 100 certified motorcycle safety instructors, providing support services to the CONREP training sites by providing funding for quality assurance monitoring, technical assistance and support services, Motorcycle Safety Foundation (MSF) curriculum materials, updating and maintaining the program's www.ride4ever.org website, which is the programs direct point of contact for course students and license waiver information. CONREP will also seek to bring in un-licensed riders for training. The HSO will partner with motorcycle groups to develop and promote activities designed to increase enrollment in advanced rider courses. These activities will be undertaken to address the decline in trained motorcyclists observed in Connecticut from 2014-2018 and promote motorcyclist's safety. A Motorcycle Training Coordinator may be utilized to accomplish these planned activities; as well as preparing and maintaining project documentation and evaluating task accomplishments. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-MC	**0201-0701-AB**	**CT-DOT/HSO**	**CONREP Technical Assist.**	**$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. Our website www.ride4ever.org will be used to change behavior associated with unsafe riding practices and may include the development of new materials. Ultimately this will allow for greater awareness among motorists of the need to share the road with motorcyclists.

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

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

Planned Activity 1: Public Information and Education/Community Outreach about Motorcycle Riders
Administrative Oversight: Department of Transportation, Highway
Safety Office *Staff Person*: Nicholas Just

Planned Activity Description: This task will provide coordination and staffing of grassroots events and seminars to promote public awareness, public service announcements and other

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

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

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405f-1 (M11MT)	**0201-0744-1-AB**	**CT-DOT/HSO**	**PI&E**	**$17,000**
405f-2 (M11MA)	**0201-0744-2-AC**	**CT-DOT/HSO**	**PI&E Media**	**$70,000**

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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 following link - https://portal.ct.gov/-/media/DOT/documents/dhighwaysafety/TRCC/Traffic-Records-Strategic-Plan-2021.pdf contains the most recent version of the Strategic Plan (July 2020).

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

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

Stakeholders of Connecticut's traffic record systems continue to make great strides in their push to achieve system wide electronic reporting. Emphasis on EMS patient care reporting resulted in nearly all EMS providers in the state achieving electronic reporting, using the National Standard (NEMSIS) in 2010. The focus in the prior years has been on electronic reporting for a motor vehicle crash as well as traffic citation. Connecticut crash reports continue to show high accuracy based on MMUCC compliance. There is still a small percentage of reports that exhibit inaccuracies, however, that percentage continues to drop annually.

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 still being worked out.

DPH, OEMS and DPH Information Technology have been working for months on transition, updating contacts with the local EMS agencies and with all the software vendors for the local agencies. At least three (3) months' work on redirecting their electronic submissions (and underlying configurations) to the new Image Trend Elite data collector. We expect much better participation from local agencies because their submissions will be automated, via a web service. No more manual data submissions

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

- Cases are resolved more quickly
- Relevant dispositions are available on the driver's history more quickly
- Disposition are based on more complete information

- Ability to offer alternatives behavior modification programs to not prosecuting
- Increased opportunity for law enforcement involvement

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

PERFORMANCE MEASURES

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

Performance Target: To decrease the time it takes to adjudicate and post the outcome to the Driver History File to 80 percent in 2021.

Performance Target Justification: This is based on the C/A-T-2 model performance measure. Connecticut will improve the Timeliness of Citation as measures in terms of an increase in: The percentage of Citation adjudicated through the On-Line Disposition System and posted to the Driver History File. The current baseline line period is from April 1, 2018, to March 31, 2019, has 2,238 Electronic Citations processed through the On-Line Disposition System with total average of days per citation at 0.274798928. The Current performance measure period of April 1, 2019, to March 31, 2020, has a total of 7,890 Electronic Citations processed through the On-Line Disposition System; an increase of 352.55% and with average number of days per citation at 0.07034221. The result is a 74.40% decrease in the amount of time it takes to adjudicate and post outcome to the Driver History File.

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

Performance Target: To increase the number of law enforcement agencies using the E-Citation system to 80% in 2021.

Performance Target Justification: This is based on the C/A-U-1 model performance measure. Connecticut's goal is to increase the number of agencies using the E-Citation system from the current 60 to 80% in the target period. Out of 95 law enforcement agencies, 57 agencies are using the E-Citation system and 38 agencies are still using the paper tickets. Building on the capability to submit attachments and the expansion of E-Citation to allow for direct submission of reports (both arrest and crash) and flag cases involving crashes for the prosecutor, the expected result is an increase in uniformity to 80% participation.

PLANNED COUNTERMEASURES

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

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

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

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

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

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

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

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	0201-0742-AA	CT-DOT/HSO	Traffic Records Administration	$155,000
402-TR	0201-0705-AA	CT-DOT/HSO	Traffic Records Administration	$100,000

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

This planned activity will provide the necessary funding to assess and develop the Connecticut Traffic Records Program by implementing the following projects outlined in the Section 405(c).

2.a.) Electronic Citation - 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 E-Citation initiative. Some departments don't have computers or mobile data terminals (MDTs) in their vehicles, hindering their abilities for selective enforcement.

Equipment as well as software support will be provided to support municipal law enforcement agencies in implementing E-Citation. Equipment/software support will be specifically awarded to those agencies requesting assistance for the purchase and installation of computers, printers or other mobile technology, as well as software applications.

The need for planning and coordination among law enforcement agencies is critical to the success of this effort. This E-Citation support initiative will improve police officer efficiency by reducing the amount of time that officers spend collecting citation data and decrease the time it takes this data to be received by the appropriate State agency. This project could fund up to ten (10) municipalities. 57 municipal police agencies and the Connecticut State Police currently use E-citation.

Intended Subrecipient(s): Municipal Police Agencies

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount

402-TR	**0201-0705-ZZ**	**Municipal Police Agencies**	**E-Citation Local Law Enforcement**	**$700,000**

2.b.) On-line Disposition System

Planned Activity Description: The online disposition program will continue to be modified with the goal of reducing the number of days from issuance to adjudication and the creation of uniform traffic records based on the most current, relevant information. During the upcoming grant period, On-line Disposition will move from a platform where settlement is reached to a platform allowing alternative safety interventions, virtual trials and electronic communication with the police departments. Working with the Division of Criminal Justice the process will be further centralized to reduce the number of prosecutors involved in this case type, increasing opportunities for training, consistency and uniform messaging. All infraction dispositions will contain a traffic safety message developed in conjunction with the Connecticut Highway Safety Office. Methods of notification and contact with drivers will be increased by adding text messaging. The Judicial Branch will explore the possibility of conducting hearings and payments through self-guided kiosks in an effort to increase access to the current online system.

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

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	**0201-0742-AD**	**CT Judicial (CIB)**	**On-line Disposition System**	**$200,000**

2.c.) E-Citation Processing System

Planned Activity Description: In a continuing effort to implement E-Citation statewide, during this grant year all municipal law enforcement agencies will either have implemented E-Citation or a have a plan to implement E-Citation by the end of calendar year 2021. All plans will be agreed to by both Judicial and the law enforcement agency. In addition to increasing the number of agencies participating to 100%, building on the capability to submit attachments, E-Citation will be expanded to allow direct submission of reports (both arrest and crash) and flag cases involving crashes for the prosecutor.

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

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	**0201-0742-AE**	**CT Judicial (CIB)**	**E-Citation Processing System**	**$180,000**

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

Community Traffic Safety (CTS)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS / PROBLEM IDENTIFICATION

Driver Groups Problem Identification

Table CTS-1 outlines the age distribution of licensed drivers in Connecticut and the nation as a whole during calendar years 2016 to 2018. The data show that the percentage of Connecticut licensed drivers age 19 and younger is slightly higher than the U.S. percentage (3.6% vs. 3.8%, respectively), and that the percentage of drivers age 70 and older is slightly higher in Connecticut (13.5%) than in the U.S. as a whole (12.9%).

Table CTS-1. Licensed Drivers by Age Group, 2016-2018

Licensed Drivers by Age		2016		2017		2018	
		N	%	N	%	N	%
Connecticut	Under 16	0	0.0%	0	0.0%	0	0.0%
	16-17	46,776	1.8%	30,423	1.2%	30,565	1.2%
	18-19	66,831	2.6%	62,974	2.4%	64,322	2.5%
	19 and under	113,607	4.4%	93,397	3.6%	94,887	3.6%
	20	37,465	1.4%	36,016	1.4%	36,337	1.4%
	16-20	151,072	5.8%	129,413	5.0%	131,224	5.0%
	21-24	163,436	6.3%	158,362	6.1%	158,145	6.1%
	25-34	435,503	16.7%	429,275	16.6%	433,719	16.6%
	35-44	401,103	15.4%	395,944	15.3%	402,451	15.4%
	45-54	496,288	19.0%	481,832	18.6%	467,552	17.9%
	55-64	470,597	18.0%	477,296	18.4%	482,403	18.5%
	65-69	174,939	6.7%	174,515	6.7%	177,843	6.8%
	70 up	318,069	12.2%	340,357	13.2%	352,275	13.5%
Nationwide	Under 16	63,337	0.0%	76,599	0.0%	42,997	0.0%
	16-17	3,093,662	1.4%	3,089,428	1.4%	3,029,004	1.3%
	18-19	5,659,183	2.6%	5,677,312	2.5%	5,672,972	2.5%
	19 and under	8,816,182	4.0%	8,843,339	3.9%	8,744,973	3.8%
	20	3,224,310	1.5%	3,253,151	1.4%	3,252,994	1.4%
	16-20	12,002,717	5.4%	12,019,891	5.3%	11,954,970	5.3%
	21-24	14,460,176	6.5%	14,358,274	6.4%	14,269,752	6.3%
	25-34	39,194,065	17.7%	39,831,017	17.7%	40,165,514	17.7%
	35-44	36,500,347	16.5%	37,090,912	16.5%	37,634,363	16.5%
	45-54	39,407,317	17.8%	39,175,690	17.4%	38,617,702	17.0%
	55-64	38,379,823	17.3%	39,178,953	17.4%	39,570,701	17.4%
	65-69	15,417,301	7.0%	15,625,640	6.9%	15,941,519	7.0%
	70 up	26,286,835	11.9%	27,989,281	12.4%	29,351,377	12.9%

Source: Federal Highway Administration

Table CTS-2 contains 2016, 2017, and 2018 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*, 2016-2018

	2016		2017		2018	
	CT	**US**	**CT**	**US**	**CT**	**US**
Under 16	n/a	281.0	n/a	189.3	n/a	293.0
16-17	15.0	36.2	26.3	36.4	16.4	33.6
18-19	18.0	37.7	17.5	36.7	24.9	34.7
19 and under	17.6	38.9	20.3	38.0	23.2	35.6
20	34.7	37.2	22.2	34.3	16.5	33.0
16-20	21.2	37.1	20.9	36.0	20.6	34.0
21-24	25.1	36.5	24.6	35.3	32.2	33.5
25-34	21.4	27.8	20.0	27.6	21.4	26.7
35-44	17.5	22.4	15.7	22.3	15.2	21.5
45-54	14.5	20.4	11.4	20.9	14.8	20.4
55-64	14.2	18.3	9.8	18.7	10.6	18.3
65-59	8.6	16.2	8.6	14.9	9.6	15.0
70 up	11.9	17.8	12.6	17.7	10.2	16.8

***** Licensed drivers within each age group.

Source: FARS Final Files 2016-2017, FARS Annual Report File 2018

Table CTS-3 shows the 2016, 2017 and 2018 non-fatal injury crash rates per 100,000 licensed drivers by driver age group. There was a decrease in involvement rate for all ages 20 and under, and an increase in involvement rate for 21-24 and 55 and older age groups.

Table CTS-3. Number of Drivers Involved in Injury Crashes by Age Group Per 100,000 Licensed Drivers*, 2016-2018

	2016	2017	2018
16-17	2,240	3,662	3,308
18-19	3,108	3,268	3,136
19 and under	2,783	3,425	3,191
16-20	2,882	3,327	3,167
21-24	3,174	3,142	3,189
25-34	2,607	2,600	2,591
35-44	1,975	2,061	2,015
45-54	1,686	1,664	1,659
55-64	1,320	1,303	1,315
65-74	1,004	1,023	1,048
75 up	881	915	920

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

Table CTS-4 shows that, in the period 2014-2018, 38% of fatal crashes involving drivers age 20 and under, took place between May and July. May and July had the highest number of crashes (15 and 14, respectively). Fifty (50) percent of fatal crashes occurred at night, between 6:00pn and 2:59am (67 fatal crashes). New Haven, Fairfield, and Hartford counties (33, 27, and 27 crashes, respectively) accounted for the highest number of fatal crashes (44%) involving young drivers

Table CTS-4. Fatal Crashes Involving Young Drivers (20 and under) Month, Time of Day, and County, Five-year Total: 2014–2018

	N= 135	Percent
MONTH		
January	10	7.4%
February	8	5.9%
March	10	7.4%
April	9	6.7%
May	20	14.8%
June	12	8.9%
July	19	14.1%
August	11	8.1%
September	13	9.6%
October	7	5.2%
November	10	7.4%
December	6	4.4%
TIME OF DAY		
Mid-3am	19	14.2%
3am-6am	11	8.2%
6am-9am	9	6.7%
9am-Noon	6	4.5%
Noon-3pm	18	13.4%
3pm-6pm	23	17.2%
6pm-9pm	22	16.4%
9pm-Mid	26	19.4%
COUNTY		
Fairfield	27	20.0%
Hartford	27	20.0%
Litchfield	12	8.9%
Middlesex	3	2.2%
New Haven	33	24.4%
New London	11	8.1%
Tolland	12	8.9%
Windham	10	7.4%

Source: FARS Final Files 2014-2017, FARS Annual Report File 2018

Table CTS-5 shows the number of drivers involved in fatal crashes by age. Drivers aged 25 to 34 consistently show the highest involvement in the period 2014-2018.

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

	2014	2015	2016	2017	2018
Total	338	374	442	379	415
Under 16	1	2	1	0	1
16-17	4	5	7	8	5
18-19	12	14	12	11	16
19 and under	17	21	20	19	22
20	4	5	13	8	6
16-20	20	24	32	27	27
21-24	46	33	41	39	51
25-34	76	89	93	86	93
35-44	46	60	70	62	61
45-54	55	60	72	55	69
55-64	49	59	67	47	51
65-69	9	19	15	15	17
70 up	33	24	38	43	36
Unknown	3	4	13	5	9

Source: FARS Final Files 2014-2017, FARS Annual Report File 2018

Table CTS-6 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 "Vision Impaired by…", followed by "Operating vehicle in an erratic, reckless, or negligent manner". For fatal bicyclist crashes, the most common driver-related factors were "Under the influence of alcohol, drug, and medication", and "Failure to yield right-of-way".

Table CTS-6. Connecticut Driver-Related Factors of Motorists Involved in Pedestrian and Bicyclist Fatalities, Five-year Total: 2014-2018

Motorists	Fatal Pedestrian Crashes (N=279)	Fatal Bicyclist Crashes (N=118)
Driver-Related Factors	N Factors =423	N Factors=22
Vison Impaired by…	33	0
Operating Vehicle in an Erratic, Reckless, or Negligent Manner	32	1
Speed-Related	26	1
Distracted	24	1
Non-traffic Violation Charged - Manslaughter, Homicide, or Other Assault Committed without Malice	23	0
Under the Influence of Alcohol, Drug, or Medication	18	2
Improper Lane Usage	17	1
Failure to Yield Right-of-Way	12	2
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers	4	0
None Reported	166	12
Unknown	43	2
All Other Factors	25	0

Source: FARS Final Files 2014-2017, FARS Annual Report File 2018

Bicycles and Pedestrians Problem Identification

In Connecticut in 2018, 1 bicyclist was killed and 352 were injured in motor vehicle crashes whereas 60 pedestrians were killed and 1,236 were injured. Table CTS-7 outlines the characteristics of pedestrian and bicyclist fatalities.

Pedestrian fatalities occurred more frequently during October through December (33.3%) than during other months of the year (Table CTS-7). The majority (59.4%) of pedestrian fatalities occurred in the 3p.m. to midnight time period. The largest number of pedestrian fatalities occurred in New Haven (74), Fairfield (71) and Hartford (66) counties, accounting for about 81% of the victims.

Most bicyclist fatalities occurred in July (24%) and October (24%) and 53% occurred between noon and 6p.m. Hartford, New Haven, and Fairfield counties accounted for 71% of all bicyclist fatalities in the period 2014-2018.

TABLE CTS-7. Connecticut Pedestrian and Bicycle Fatalities
Month, Time of Day, and County Five-year Total: 2014-2018

	Pedestrian Fatalities		Bicyclist Fatalities	
	(N=261)	%	(N=17)	%
Month				
January	23	8.8%	0	0.0%
February	26	10.0%	0	0.0%
March	18	6.9%	0	0.0%
April	16	6.1%	1	5.9%
May	18	6.9%	1	5.9%
June	9	3.4%	2	11.8%
July	25	9.6%	4	23.5%
August	18	6.9%	2	11.8%
September	21	8.0%	2	11.8%
October	29	11.1%	4	23.5%
November	23	8.8%	1	5.9%
December	35	13.4%	0	0.0%
Time of Day				
Mid-3am	28	10.7%	0	0.0%
3am-6am	12	4.6%	1	5.9%
6am-9am	25	9.6%	2	11.8%
9am-Noon	19	7.3%	2	11.8%
Noon-3pm	22	8.4%	4	23.5%
3pm-6pm	30	11.5%	5	29.4%
6pm-9pm	77	29.5%	2	11.8%

9pm-Mid	48	18.4%	1	5.9%
County				
Fairfield	71	27.2%	3	17.6%
Hartford	66	25.3%	4	23.5%
Litchfield	11	4.2%	3	17.6%
Middlesex	10	3.8%	1	5.9%
New Haven	74	28.4%	5	29.4%
New London	13	5.0%	1	5.9%
Tolland	7	2.7%	0	0.0%
Windham	9	3.4%	0	0.0%

Source: FARS Final Files 2014-2017, FARS Annual Report File 2018

The majority of pedestrians and bicyclists killed in crashes had one (1) or more factors reported (Table CTS-8). The most common action for pedestrians was "dart/dash" whereas the most common action for bicyclists was "failure to yield right of way." The next most commonly cited contributing factor for pedestrians were "not visible" (51), followed by "in roadway improperly" (37). For bicyclists, the next most common factor was "failure to obey traffic signs, signals, or officer", cited (4) of the 17 bicycle fatalities occurring from 2014 to 2018.

Table CTS-8. Connecticut Pedestrian and Bicyclist Fatalities Related Factors for Pedestrians and Bicyclists Five-year Total: 2014-2018

	Pedestrian	**Bicyclists**
Fatalities	**(N=261)**	**(N=17)**
Non-Motorist Condition/Action	N=374	N=26
Crossing Roadway	62	1
Dart/Dash	51	2
Not visible	37	0
In roadway improperly	29	6
Improper crossing of roadway or intersection	22	2
Under the influence of alcohol, drugs, or med.	21	1
Failure to yield right-of-way	15	4
Failure to obey traffic signs, signals, or officer	14	1
Moving along roadway against traffic	8	2
Inattentive	5	0
All Other Factors	110	7

Source: FARS Final Files 2014-2017, FARS Annual Report File 2018

Bicycles Problem Identification

Bicyclist fatalities accounted for less than one percent (1%) of the total number of traffic fatalities in Connecticut in 2018. Annual bicyclist fatalities ranged from one (1) to six (6) during the 2014 to 2018 period. There were 352 non-fatally injured bicyclists involved in motor vehicle crashes in Connecticut in 2018, the lowest number in the last five (5) years. The 2018 injury figure represents one percent (1%) of all motor vehicle related injuries.

Table CTS-9. Bicyclists Killed and Injured, 2014-2018

	2014	2015	2016	2017	2018
Killed	4	3	6	3	1
Injured	513	439	448	444	352
Bicyclists Killed and Injured per 100k Population	14	12	12	12	10
Percent Bicyclists Helmeted	32%	24%	25%	24%	22%

Sources: Connecticut Crash Data Repository, FARS

Table CTS-10 shows that bicyclist fatalities have decreased in Connecticut between 2014 and 2018 (-75.0%). During the five-year period of 2014 to 2018, the number of bicyclist fatalities in Connecticut each year ranged between one (1) and six (6).

TABLE CTS-10. Connecticut Bicyclist Fatalities

	2014	2015	2016	2017	2018	Change 2014-18 %
Connecticut	4	3	6	3	1	-75.0%

Source: FARS Final Files 2014-2017, FARS Annual Report File 2018

Bicyclist fatalities have generally represented less than two percent of all Connecticut fatalities.

TABLE CTS-11. Connecticut Bicyclist Fatalities as Percent of Total Fatalities

	2014	2015	2016	2017	2018
Connecticut	1.6%	1.1%	2.0%	1.1%	0.3%

Source: FARS Final Files 2013-2016, FARS Annual Report File 2017

Pedestrian Problem Identification

Table CTS-12 shows that the number of pedestrian fatalities in Connecticut fluctuated over the five-year period of 2014 to 2018. In 2018, there were 60 pedestrian fatalities, a 28% increase from the 47 fatalities observed in 2014. The pedestrian fatality rate for Connecticut in 2018 was 1.7 per 100,000 population (Table CTS-12). Pedestrian fatalities in Connecticut accounted for 20.4% of all motor vehicle crash victims in 2018.

Table CTS-12. Connecticut Pedestrian Fatalities

	2014	2015	2016	2017	2018	Change 2014-18 %
Fatalities	47	46	59	49	60	27.7%
% of Total Fatalities	19.0%	17.0%	19.4%	17.4%	20.4%	
Fatality Rate per 100k Pop.	1.3	1.3	1.6	1.4	1.7	29.2%

Sources: FARS Final Files 2014-2017, FARS Annual Report File 2018

Table CTS-13 shows the number of fatally and non-fatally injured pedestrians in the State over the 2014 to 2018 period. The 2018 State's non-fatal injury pedestrian rate was 36 per 100,000 population, the second highest rate in the last five years.

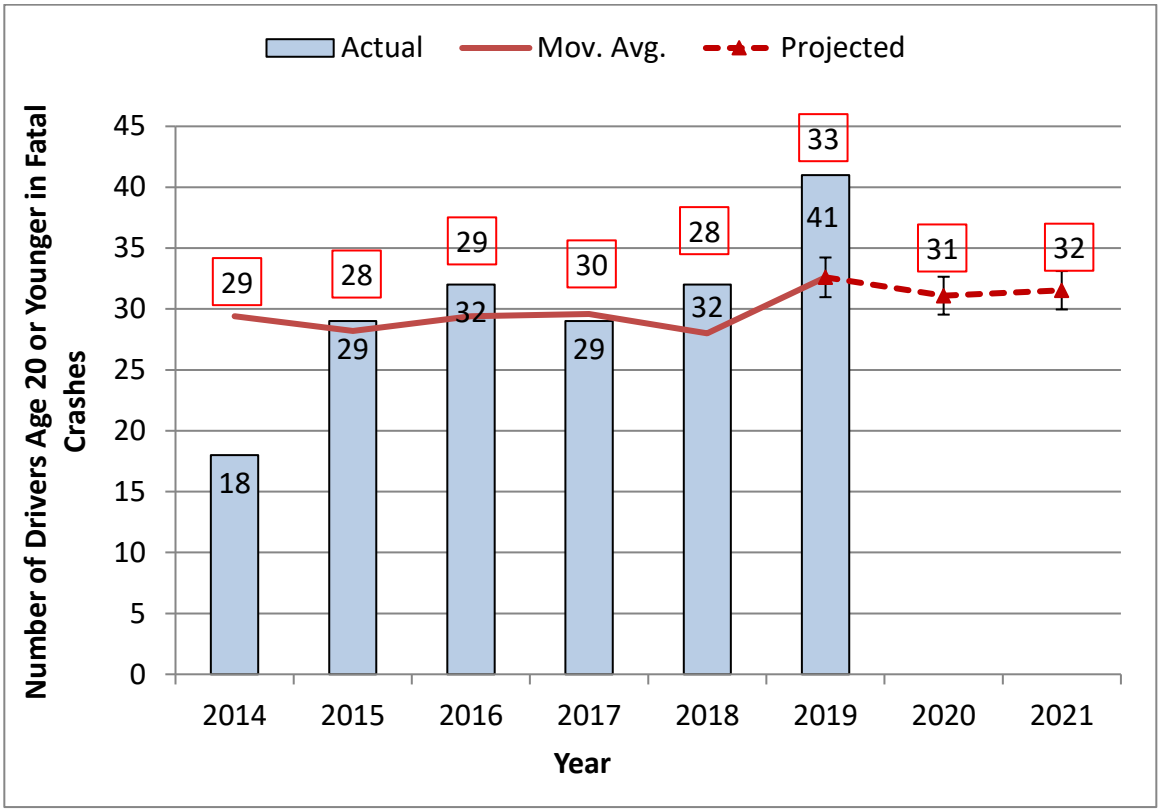
Table CTS-13. Number of Pedestrians Killed and Injured

	2014	2015	2016	2017	2018
Killed	47	46	59	49	60
Total Injured	1,020	1,206	1,416	1,346	1,294
Serious (A) Injury	160	198	251	249	210
Moderate (B) Injury	464	589	712	667	631
Minor (C) Injury	396	419	453	430	453
Fatality Rate per 100,000 Pop.	1.3	1.3	1.6	1.4	1.7
Non-Fatal Injury Rate per 100,000 Pop.	28	34	33	38	36

Sources: Connecticut Crash Data Repository; FARS Final Files 2014-2017, FARS Annual Report File 2018

PERFORMANCE MEASURES

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

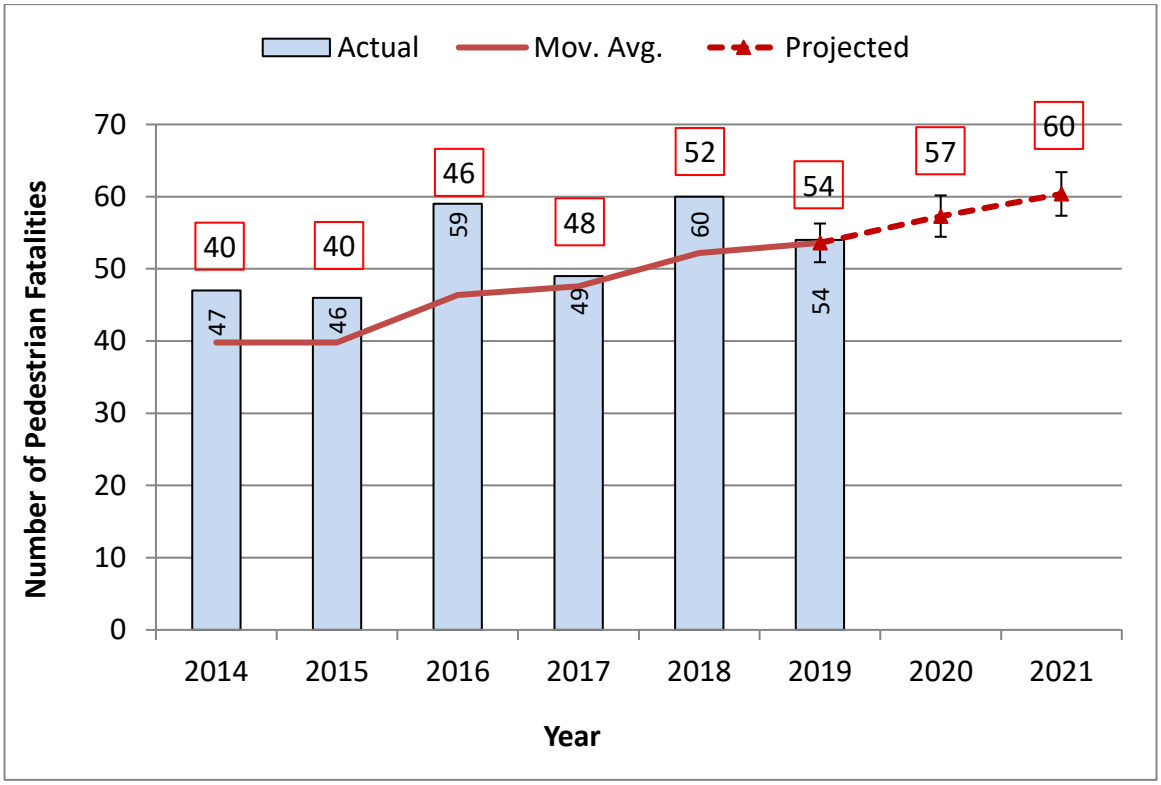


Source: FARS Final Files 2014-2017, FARS Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

Performance Target: To maintain the five-year moving average of 28 (2014-2018) fatalities involving drivers aged 20 or younger during the HSP 2021 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. Although the actual 2019 preliminary State data suggest an increase in fatalities involving drivers aged 20 or younger, compared to the previous years, the five-year moving average trend is predicted to remain flat or slightly increase for the 2021 planning period. As such, Connecticut has chosen a maintenance target.

Number of Pedestrian Fatalities (C-10)

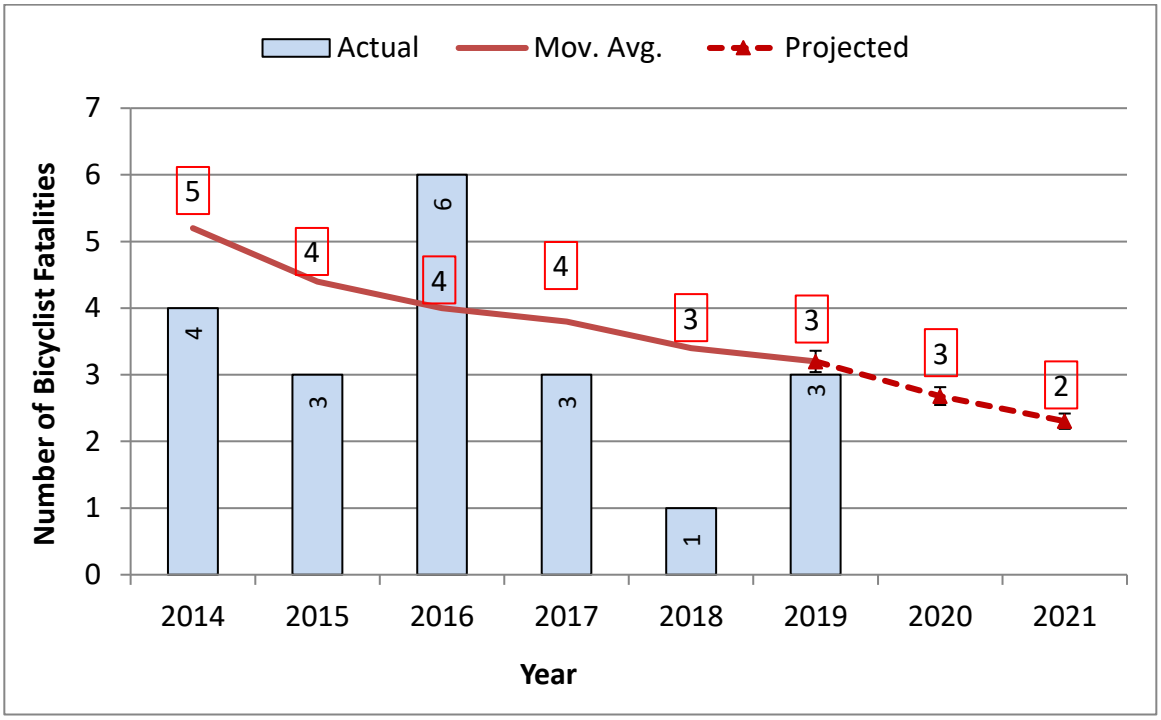


Source: FARS final files 2014-2017, FARS Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

Performance Target: To maintain the five-year moving average of 52 (2014-2018) pedestrian fatalities during the HSP 2021 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The actual 2019 State preliminary data suggests a decrease in pedestrian fatalities compared to 2018. However, the five-year moving average trend projects an increase in pedestrian fatalities during the 2021 planning period. As such, Connecticut has chosen a maintenance target.

Number of Bicyclist Fatalities (C-11)



Source: FARS final files 2014-2017, FARS Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

Performance Target: To maintain the five-year (2014-2018) moving average of three (3) bicyclist fatalities during the HSP 2021 planning period.

Performance Target Justification: The five-year moving average was used as the basis for establishing the performance target using linear extrapolation. The five-year moving average trend suggests that the bicyclist fatalities will remain the same or decrease during the 2021 planning period. As such, Connecticut has chosen a maintenance target.

PLANNED COUNTERMEASURES

The countermeasures to address issues revolving around driver age have been included under the Impaired Driving and Distracted Driving Program Areas.

Program Area	Countermeasure Strategy	Planned Activity Title and Page Number
Impaired Driving	Prevention Intervention Communications and Outreach 5 *Countermeasures That Work*	Mothers Against Drunk Driving (MADD) Initiative Page 87-88
Impaired Driving	Alcohol Vendor Compliance Checks 6.3; Other Legal Minimum Drinking Age 21 Law Enforcement 6.4 *Countermeasures That Work*	Underage Alcohol Enforcement Grant Program Page 96-97
Impaired Driving	Youth Programs 6.5 *Countermeasures That Work:* Education, Communications and Outreach on Youth Impaired Driving	'Choices Matter' Impaired Driving Program Featuring Chris Sandy Page 97-98
Distracted Driving	Communications and outreach on Distracted Driving 2.2 *Countermeasures That Work*	Distracted Driving Education programming and Younger Driver Education Page 155

Countermeasure Strategy: Education, Communications and Outreach; Cooperative Approaches to Improving Non-Motorized Safety

Project Safety Impact: Public outreach and education is critical in disseminating messages to the public. With non-motorized safety continuing to be a major concern not only in Connecticut but also nationally, engaging and educating the public with important information regarding the laws and best practices for walking and biking will encourage all road users to safely share the road.

Linkage Between Program Area: Non-motorized safety campaigns will assist in helping lower crashes, injuries and fatalities by educating the public of the dangers of not adhering to laws related to pedestrians and bicyclists.

Rationale: Education, outreach and media campaigns are an effective way to impact large audiences.

Planned Activity 1: Pedestrian and Bicycle Safety Media and Community Awareness Project
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley
Indirect Rate: This project will include indirect costs per federally approved negotiated rate. This amount will be determined upon grant submission

Planned Activity Description: According to NHTSA, there were 6,283 pedestrians killed in traffic crashes in 2018, a more than a three percent (3%) increase from the previous year, and unfortunately the most deaths since 1990. In recent years, pedestrian fatalities comprise more than 15% of annual traffic deaths in the state, and the numbers continue to fluctuate and show a significant issue in Connecticut. In an effort to combat this problem, the HSO will again partner with Connecticut Children's Medical Center (CCMC) to promote the 'Watch for Me CT' campaign which focuses on pedestrian as well as bicycle safety. Partnering with the Injury Prevention Center at CCMC provides strong credibility to the initiative, as their mission includes efforts to reduce unintentional injury which perfectly aligns with the goal of the HSO. The Injury Prevention Center has vast experience and is viewed as a national leader in community outreach, research, policy/advocacy, and education and training on the state, national and international levels. CCMC continues to employ a full-time Pedestrian/Bicyclist Safety Outreach Coordinator on this campaign that works with statewide partners to further the message of safety across Connecticut, including community, business, law enforcement and school partners. This position allows the flexibility for this employee to attend education and outreach gatherings such as but not limited to community meetings, safety events and assessments after typical work hours as well as on weekends. Having this ability greatly expands the exposure and reach of the 'Watch for Me CT' program. This partnership also allows the Injury Prevention Center to use their expertise in an important role in the development and selection of safety related materials, including the creative for the media campaign, which is a critical piece of the 'Watch for Me CT' program. Their input is also used in the development of other programs such as previous law enforcement training, community outreach events and any new potential non-motorized safety projects. This campaign will include the continued promotion of the website, digital advertising, billboards, community outreach, and social media to spread the message of this campaign throughout Connecticut. Additionally, 'Watch for Me CT' will educate people and police departments on the laws protecting pedestrians and effective ways to enforce them. When possible, the campaign will also be incorporated into hospital safety events including press conferences which are routinely featured on local news outlets.

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	**0201-0710-AC**	**Connecticut Children's Medical Center**	**Pedestrian Safety Awareness Project - Watch For Me CT**	**$360,000**

Planned Activity 2: Public Information and Education/Community Outreach to Pedestrians and Bicyclists
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Planned Activity Description: This task will allow the HSO to provide public information and educational materials to invested stakeholders regarding pedestrian and bicycle safety. This funding will also be available for training and travel purposes for enhancement of non-motorized safety endeavors. The HSO plans to continue its partnership with Connecticut Children's Medical Center on the 'Watch for Me CT' campaign. In support of these visual messages, public outreach will be conducted at assigned venues through tabling events that provide the opportunity to directly communicate with pedestrians, bicyclists and the driving community to spread awareness about the safety of all road users.

Intended Subrecipient(s): Vendor yet to be determined through state procurement process.

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PS	**0201-0710-AE**	**CT-DOT/HSO**	**PI&E**	**$15,000**

Planned Activity 3: Non-Motorized Safety Media Buy
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Planned Activity Description: Walking and biking as a mode of transportation can deliver a unique set of challenges for people of all ages but can be particularly dangerous for the older population. Likewise, older drivers can also be at risk of having diminishing skills behind the wheel making them more at risk to be involved in a crash, or have difficulty seeing a non-motorized road user. This partnership will allow the HSO to directly work with a group that has strong ties to the aging population, AARP, to produce and deliver a non-motorized safety campaign that targets this at-risk demographic.

Intended Subrecipient(s): AARP

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405d-ii-4 (M7*PS)	0201-0740-4-AT	CT-DOT/HSO	Bike/Ped Media Buy (AARP)	$200,000

Planned Activity 4: Non-Motorized Safety Community Education and Outreach Program
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Planned Activity Description: In conjunction with the HSO's other non-motorized enforcement efforts including previous work with police departments, a community focused education and outreach program will be developed to continue targeting municipalities that have a data-demonstrated pedestrian and bicyclist safety problem. Partnerships with these police departments and municipal agencies will be developed in an effort to educate road users of the laws while building and enhancing a culture of sharing the road in their community. This program will look to target approximately 15 municipalities to participate in this program in Connecticut and focus on problem behaviors such as improper yielding and crossing, distraction, speed and impairment as related to pedestrian and bicyclist safety.

Intended Subrecipient(s): Municipal Police Departments

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405h-3 (FHLE)	0201-0746-3-ZZ	Municipal Police Agencies	Non-Motorized Education and Outreach	$525,000

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 our country, in most places it is not a major focal point for law enforcement. This training will provide valuable best practices and enforcement tips for agencies to then use in the field.

Linkage Between Program Area: This training will be a mandatory requirement for agencies that intend to participate in the non-motorized safety enforcement program. Using the Connecticut Crash Data Repository, municipalities that are over-represented in non-motorized crash data will be selected to participate, and their officers will be trained on high-risk behaviors prior to enforcement. As more officers are trained, it is hoped that more unsafe drivers and non-motorized road users are educated and removed from the roads and therefore help Connecticut

reach its performance target.

Rationale: This countermeasure was selected because it best describes the objectives of the planned activity.

Planned Activity 1: Pedestrian Training for Law Enforcement
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Planned Activity Description: In 2018, the HSO worked closed with NHTSA and the UConn Technology Transfer Center to develop a Connecticut specific curriculum for police officers focusing on pedestrians and non-motorized safety. Following this first pilot course, the curriculum was edited in 2019 and given to police departments in municipalities overrepresented in pedestrian related fatalities and crash data. This training will continue to focus on the specifics of pedestrian and bicycling laws in an effort to provide a refresher course to officers to target behaviors contributing to the crashes, injuries and fatalities involving non-motorized road users. This funding will be available to cover costs that may be associated with hosting the training, trainers and necessary materials.

Intended Subrecipient(s): Police agency and/or trainers yet to be determined.

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
405h-2 (FHPE)	**0201-0746-2-AD**	**CT-DOT/HSO**	**Law Enforcement Training**	**$100,000**

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

Planning and Administration (P&A)

PERFORMANCE MEASURE

To submit Highway Safety 2021 Plan including Federal 402/405 application(s) by August 3, 2020, Annual Evaluation Report by December 31, 2020, and to voucher to GTS monthly.

Planned Activity 1 — Planning and Administration Program Administration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Flavia Pereira

The Connecticut Office of Highway Safety will serve as the primary agency responsible for ensuring that highway safety concerns for Connecticut are identified and addressed through the development and implementation of appropriate countermeasures.

The Planning and Administration Area includes the costs necessary that are related to the overall management of the programs and projects for the 2021 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.

HSO will continue to work with traffic safety stakeholders, including state and municipal law enforcement agencies and all grant recipients. Administer the statewide traffic safety program; Implement the 2021 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 members 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.
- Equipment costs related to completion of highway safety plans, reports and grant management.

- Prepare and submit the 2020 Annual Report by December 31, 2020.
- Prepare and submit the 2022 HSP and 405 Application by July 1, 2021.

Intended Subrecipient(s): CT-DOT/HSO

Funding Source(s):

Funding Source	Project Number	Agency	Title	$ Amount
402-PA	**0201-0733-AA**	**CT-DOT/HSO**	**Planning and Administration**	**$595,000**

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

Attitudes and Awareness

Connecticut *"Click It or Ticket"* Campaign: DMV Awareness Survey Results (2019)

The purpose of this summary report is to share with the Connecticut Department of Transportation's Highway Safety Office (HSO) results for Wave 1 (pre) and Wave 2 (post) of the DMV survey effort surrounding the 2019 Click It or Ticket initiative. A one-page dual language questionnaire was distributed in DMV offices designed to assess respondents' knowledge and awareness of the heightened enforcement activity and paid media campaign that is funded by HSO. The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield, and Winsted. The first wave of DMV surveys was conducted directly before the media began (April 16 – 25, 2019) and the second wave was collected directly afterward (June 4 – 10, 2019).

A snapshot of the results is provided below whereas detailed analysis of the two (2) survey waves is provided in the following pages. Self-reported belt use remained steady across both waves with 87% of respondents reporting "*Always*" wearing their seatbelt. The percentage of respondents indicating the chance of getting a ticket was *"Always"* showed a slight increase (not significant), from 25.7% in Wave 1 to 27.9% in Wave 2. Close to 40% of respondents indicated that State and municipal police enforced the seat belt law *"Very Strictly"* with a small non-significant increase from Wave 1 to Wave 2 (38.0% to 39.1%). Respondents' personal experience of enforcement showed a near- significant increase from Wave 1 to Wave 2 (from 14.2% to 17.5%, $p<.05$). Awareness of the belt-related messages showed significant increases from Wave 1 to Wave 2. The number of respondents that reported having "*seen or heard anything*" about extra belt enforcement increased significantly, from 30.6% to 39.1%, $p<.0001$. The percentage of respondents having read, seen or heard *"anything about seat belts in Connecticut"* also showed as significant increase, from 36.7% in Wave 1 to 47.4% in Wave 2, $p<.0001$; the percentage of respondents having read, seen, or heard "*anything about seat belts in CT at **night***" also showed a significant increase, from 22.5% in Wave 1 to 29.0% in Wave 2, $p<.0001$. When asked where the safe driving message was heard, the most common answers were *TV* and *Radio*. Recognition of the "***Click It or Ticket***" campaign slogan remained stable, from 54.9% in Wave 1 to 51.6% in Wave 2.

The tables that follow summarize respondent characteristics as well as survey question results across the two (2) waves. All statistical significance testing was done with chi-square analyses with the statistical significance level set at $p<.01$.

Basic Information and Demographics

Approximately 140 surveys were collected in each office for each wave (Table 1). There were a total of 2,584 survey respondents, 1,278 pre-campaign and 1,306 post-campaign.

Table 1. DMV Office Location and Number of Completed Surveys, by Wave

Office Location	Wave 1	Wave 2
Bridgeport	137	133
Danbury	149	151
Hamden	150	145
New Britain	137	145
Norwalk	150	150
Norwich	126	127
Waterbury	131	155
Wethersfield	147	152
Winsted	151	148

Table 2 summarizes the demographic characteristics of survey respondents. During both Wave 1 and Wave 2, just over half (53.0% and 51.9%, respectively) of survey respondents were male. During both waves, the two (2) most common reported age categories for respondents were 35-49 years old (27.9% in Wave 1 and 25.3% in Wave 2) and 21-34 years old (25.2% in Wave 1 and 24.4% in Wave 2). The majority of respondents were White (66.2% in Wave 1 and 67.9% in Wave 2) and just over 20% of respondents were Hispanic (23.9% in Wave 1 and 23.7% in Wave 2). Overall, less than 5 percent (5%) of respondents used the Spanish version of the questionnaire (2.7% in Wave 1, 4.3% in Wave 2).

Table 2. Demographic Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Gender		
Male	53.0%	51.9%
Female	47.0%	48.1%
Total (N)	***100% (N=1,267)***	***100% (N=1,266)***
Age		
Under 18	2.4%	2.0%
18-20	4.2%	5.1%
21-34	25.2%	24.4%
35-49	27.9%	25.3%
50-59	19.1%	21.3%
60+	21.2%	21.9%
Total (N)	***100% (N=1,268)***	***100% (N=1269)***
Race		
White	66.2%	67.9%
Black	10.7%	10.4%
Asian	5.0%	4.6%
Native American	0.8%	0.6%
Other	16.4%	15.7%
Multiple	1.0%	0.8%
Total (N)	***100% (N=1,210)***	***100% (N=1,200)***
Hispanic		
Yes	23.9%	23.7%
No	76.1%	76.3%
Total (N)	***100% (N=1,219)***	***100% (N=1,228)***
Driving Between Midnight and 4am		
None/Almost None	75.8%	75.4%
A Lot Less Than Half	15.9%	14.4%
About Half	5.4%	5.5%
A Lot More Than Half	1.6%	2.4%
All/Almost All	1.3%	2.3%
Total (N)	***100% (N=1,260)***	***100% (N=1,250)***

Belt Use & Reason for Being Stopped by Police

Tables 3 to 7 summarize the findings for Wave 1 and Wave 2 by question. Questions were grouped based on subject similarity.

There was no significant change in reported seat belt use from Wave 1 to Wave 2. The percentage of respondents reporting "*Always*" wearing their seat belts was 86.5% in Wave 1 compared to 87.0% in Wave 2 (see Table 3). Respondents were also asked "When you pass a driver stopped by police [in the daytime/in the nighttime], what do you think the stop was for?" Results for both daytime and nighttime are shown in Table 4.

Table 3. Self-Reported Belt Use, Question 12

Question	Wave 1	Wave 2
Q12. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	86.5%	87.0%
Nearly Always	8.4%	7.9%
Sometimes	2.9%	2.1%
Seldom	1.1%	1.6%
Never	1.0%	1.4%
Total (N)	***100% (N=1,256)***	***100% (N=1,252)***

Table 4. Reasons for Being Stopped by Police, Questions 6 and 7 (multiple responses possible)

Question	Wave 1	Wave 2
Q6. When you pass a driver stopped by police *in the daytime*, what do you think the stop was for?		
Speeding	69.2%	68.1%
Seat Belt Violation	15.4%	16.4%
Drunk Driving	4.3%	4.5%
Reckless Driving	9.7%	8.7%
Distracted Driving	21.5%	20.1%
Other	11.2%	11.6%
Total (N)	***(N=1,278)***	***(N=1,306)***
Q7. When you pass a driver stopped by police *in the nighttime*, what do you think the stop was for?		
Speeding	45.5%	46.9%
Seat Belt Violation	5.9%	5.8%
Drunk Driving	40.8%	41.2%
Reckless Driving	20.7%	18.7%
Distracted Driving	12.6%	12.8%

Other	12.7%	10.9%
Total (N)	***(N=1,278)***	***(N=1,306)***

Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses showed no significant change in perception of enforcement severity from Wave 1 to Wave 2 (Table 5). When asked to evaluate the chance of receiving a ticket for not using a seat belt, 25.7% of respondents in Wave 1 indicated it was "*Always*", compared to 27.9% in Wave 2. More than a third (38.0%) of Wave 1 respondents judged that municipal and State police enforced seat belt laws "*Very Strictly*" compared to 39.1% in Wave 2.

Table 5. Survey Questions 13 and 14

Question	Wave 1	Wave 2
Q13. What do you think the chances are of getting a ticket if you don't wear your seatbelt?		
Always	25.7%	27.9%
Nearly Always	18.3%	17.4%
Sometimes	35.5%	36.3%
Seldom	15.4%	13.8%
Never	5.0%	4.5%
Total (N)	***100% (N=1,249)***	***100% (N=1,236)***
Q14. Do you think the local and State Police enforce the seat belt law:		
Very strictly	38.0%	39.1%
Somewhat Strictly	41.9%	39.8%
Not Very Strictly	15.0%	17.3%
Rarely	3.9%	2.7%
Not at All	1.3%	1.1%
Total (N)	***100% (N=1,246)***	***100% (N=1,224)***

DMV survey responses indicated that respondents had some personal experience with enforcement (Table 6). Approximately 10 percent (10%) of respondents reported having received a seat belt ticket at some point (11.8% in Wave 1 vs. 9.7% in Wave 2). There was a near-significant increase in percentage of respondents having experienced seat belt enforcement in the past month, from 14.2% in Wave 1 to 17.5% in Wave 2, p=.024. Respondents were given a selection of fine ranges and asked to identify the correct seat belt violation fine in Connecticut. More than a third selected the correct range, with no significant change across waves (35.1% in Wave 1, 38.4% in Wave 2). Approximately 62% of respondents reported that the seat belt law in Connecticut requires adults to be belted in both the front and the rear seat (no significant changes across waves).

Table 6. Survey Questions 15, 17, 8 and 9

Question	Wave 1	Wave 2
Q15. Have you ever received a ticket for not wearing your seat belt?		
Yes	11.8%	9.7%
No	88.2%	90.3%
Total (N)	***100% (N=1,230)***	***100% (N=1,209)***
Q17. In the past month, have you personally experienced enforcement by police looking at seat belt use?		
Yes	14.2%	17.5%^
No	85.8%	82.5%
Total (N)	***100% (N=1,251)***	***100% (N=1,237)***
Q8. What is the fine for violating the seat belt law in Connecticut?		
Less than $35	2.6%	1.9%
$35-$50	13.5%	11.0%
$51-$65	9.1%	7.8%
$66-$85	14.4%	13.8%
$86-$115	35.1%	38.4%
Over $115	25.2%	27.6%
Total (N)	***100% (N=1,171)***	***100% (N=1,156)***
Q9. Does the seat belt law in Connecticut require *adults* to wear seatbelts:		
In the front seat only	38.1%	35.8%
In the rear seat only	0.3%	0.5%
In both the front and rear seat	61.0%	63.1%
No seat belt is required for adults	0.6%	0.6%
Total (N)	***100% (N=1,260)***	***100% (N=1,251)***

^ p<0.05

Awareness of Seat Belt Message and Slogan Recognition

DMV survey responses indicated an increase in public awareness of seat belt messages from Wave 1 to Wave 2. There was a significant increase in percentage of respondents indicating having "*seen or heard about extra enforcement where police were looking at seat belt use"* from Wave 1 to Wave 2 (from 30.6% to 39.1%, respectively, $p<.0001$). There was a significant increase in percentage of respondents indicating having "*read, seen or heard anything about seat belts in Connecticut*" from 36.7% in Wave 1 to 47.4% in Wave 2, $p<.0001$. There was a significant increase in percentage of respondents indicating having *"read, seen, or heard anything about seat belt in Connecticut at **night**"* from 39.3% in Wave 1 to 50.1% in Wave 2, $p<.0001$. Those answering yes to either question 18 or 19 were then asked about the source of the message. *TV* and *Radio* were the two (2) sources reported most often and showed no change across waves. Results are summarized in Table 7.

Respondents were also asked if they knew the name of any seat belt enforcement program in Connecticut. The campaign slogan, "***Click It or Ticket: Day or Night***" showed a near-significant increase in recognition from 39.2% in Wave 1 to 43.4% in Wave 2, $p=.030$. The most recognized slogan remained "***Click It or Ticket***", selected by approximately 53% of respondents. It showed no significant change across waves (see Table 7).

Table 7. Survey Questions 16, 18, 19, and 20

Question	Wave 1	Wave 2
Q16. In the past month, have you seen or heard about extra enforcement where police were looking at seat belt use?		
Yes	30.6%	39.1%*
No	69.4%	60.9%
Total (N)	***100% (N=1,253)***	***100%(N=1,237)***
Q18. Have you recently read, seen, or heard anything about seat belts in Connecticut?		
Yes	36.7%	47.4%*
No	63.3%	52.6%
Total (N)	***100% (N=1,247)***	***100% (N=1,229)***
Q19. Have you recently read, seen, or heard anything about seat belts in Connecticut at night?		
Yes	22.5%	29.0%*
No	77.5%	71.0%
Total (N)	***100% (N=1,233)***	***100% (N=1,219)***
Q19a. Where did you read, see, or hear about seat belts in Connecticut? (multiple answers possible)		
Newspaper	10.2%	10.1%
Radio	21.9%	24.3%
TV	32.0%	30.1%
Internet	20.2%	19.2%
Brochure	4.1%	2.3%
Checkpoint	17.0%	13.7%
Movies	3.9%	3.4%
Other	27.6%	28.1%
Total (N)	***(N=488)***	***(N=614)***
Q20. Do you know the name of any safe driving enforcement program(s) in Connecticut? (multiple responses possible)		
Click It or Ticket: Day or Night	39.2%	43.4%^
Buckled or Busted	3.1%	4.0%
Buckle Up Connecticut	16.2%	13.5%
Click It or Ticket	54.9%	51.6%
Operation Stay Alive	3.7%	3.9%
Total (N)	***(N=1,278)***	***(N=1,306)***

*****Significant at $p < .01$

^Significant at $p < .05$

Perception and Awareness of Speed Enforcement

There was no change in reported speeding from Wave 1 to Wave 2. The percentage of respondents that reported "*Always*" driving over 35mph in a 30mph zone was 8.4% in Wave 1 and 9.1% in Wave 2 (see Table 8). DMV survey responses indicated a significant increase in public awareness of speed enforcement from Wave 1 to Wave 2. The percentage of respondents indicating having "*read*, *seen, or heard anything about speed enforcement"* was 36.9% in Wave 1 compared to 42.2% in Wave 2, $p<.001$. When asked to evaluate the chance of receiving a ticket for driving over the speed limit, 20.0% of respondents in Wave 1 indicated it was "*Always*", compared to 21.4% in Wave 2. Details for these questions are shown in Table 8.

Table 8. Survey Questions 21, 22, 23

Question	Wave 1	Wave 2
Q21. On a local road with a speed limit of 30mph, how often do you drive faster than 35mph?		
Always	8.4%	9.1%
Nearly Always	13.9%	13.8%
Sometimes	42.4%	41.2%
Seldom	22.9%	22.6%
Never	12.4%	13.3%
Total (N)	***100% (N=1,246)***	***100% (N=1,219)***
Q22. Have you recently read, seen, or heard anything about speed enforcement?		
Yes	36.9%	42.2%*
No	63.1%	57.8%
Total (N)	***100% (N=1,226)***	***100% (N=1,205)***
Q23. What do you think the chances are of getting a ticket if you drive over the speed limit?		
Always	20.0%	21.4%
Nearly Always	22.1%	21.4%
Sometimes	44.2%	44.1%
Seldom	9.8%	8.9%
Never	3.9%	4.3%
Total (N)	***100% (N=1,229)***	***100% (N=1,220)***

*****Significant at $p<0.01$

CONNECTICUT DMV SURVEY RESULTS: 2017 - 2019

Assessing Public Awareness of Highway Safety Programs

ANNUAL HSO OFFICE AWARENESS PROGRAMS:

1. **Holiday Safe Driving (Thanksgiving – New Year's)**
2. **Distracted Driving *Spring* (April)**
3. **Seat Belt Safety/*"Click It or Ticket"* (May/June)**
4. **Distracted Driving *Summer* (August)**
5. **Labor Day Impaired Driving (September)**

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Data Collection Procedure (DMV Surveys)

As the data analysis and evaluation contractor for the Connecticut Highway Safety Office (HSO) for many years, Preusser Research Group, Inc. (PRG) regularly collects data to measure public knowledge and awareness around various HSO-funded programs each year. Our staff includes several trained and experienced surveyors who repeatedly collect data from select Connecticut Department of Motor Vehicle (DMV) office locations. All survey instruments were designed to assess respondents' perception, knowledge, and awareness of heightened enforcement and paid media campaigns that were funded by the Connecticut Department of Transportation Highway Safety Office throughout the year.

Surveys are distributed in person in paper format and are one (1) page in length (double-sided; English/Spanish). PRG surveyors approach DMV customers while they are waiting in line for license and/or vehicle registration services. Participation in the survey is completely voluntary and anonymous. Our surveyors do not interfere with DMV operations in any way. PRG obtains permission from the DMV Manager of Branch Operations prior to any survey distribution and data collection. Surveyor schedules are provided to DMV office staff prior to each round of data collection.

Key Highway Safety Office (HSO) campaigns include:

HSO Program	**Enforcement/Media**	**Data Collection Waves**
Holiday Safe Driving	Thanksgiving through New Year's	November/December/January
Distracted Driving *(Spring)*	Entire month of April (national DD month)	March/early May
Seat Belts	Surrounding Memorial Day holiday	Mid-May/June
Distracted Driving *(Summer)*	First two (2) weeks of August	July/August
Labor Day Impaired Driving	Surrounding Labor Day holiday	August/September

We collect surveys surrounding all program-related enforcement/media activity. Specifically, we distribute and collect approximately 150 surveys during each of the eleven annual waves (across all program areas). PRG collects close to 15,000 awareness surveys from members of the driving public in Connecticut each calendar year.

We consistently visit the same nine (9) Connecticut DMV offices each data collection period. These offices are spread out across the state based on both population and total DMV transactions by office. The following office locations are visited during each wave of data collection: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield, and Winsted.

Core Awareness Questions

The National Highway Traffic Safety Administration (NHTSA) and the Governors' Highway Safety Association (GHSA) have recommended that all states ask the following sixteen (16) core awareness questions at a minimum.

ALCOHOL

- *[A-1] In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?*
- *[A-2] In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?*
- *[A-3] What do you think the chances are of someone getting arrested if they drive after drinking?*

SEAT BELTS

- *[B-1] How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick up?*
- *[B-2] In the past 30 days, have you read, seen or heard anything about seat belt law enforcement by police?*
- *[B-3] What do you think the chances are of getting a ticket if you don't wear your safety belt?*

SPEED

- *[S-1a] On a local road with a speed limit of 20 mph, how often do you drive faster than 35 mph- most of the time, half the time, rarely, never?*
- *[S-1b] On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph- most of the time, half the time, rarely, never?*
- *[S-2] In the past 30 days, have you read, seen or heard anything about speed enforcement by police?*
- *[S-3] What do you think the chances are of getting a ticket if you drive over the speed limit?*

DISTRACTED DRIVING

- *[D-1] How often do you talk on a hand-held cellular phone when you drive?*
- *[D-2] How often do you send text messages or email on a hand-held cellular phone when you drive?*
- *[D-3] In the past 30-60 days, have you read, seen or heard anything about the police being focused on handheld cell phone use?*
- *[D-4] What do you think the chances are of getting a ticket if you talk on a hand-held cell phone while driving?*

- *[D-5] What do you think the chances are of getting a ticket if you text or send emails on a cell phone while driving?*
- *[D-6] In the past 30-60 days, have you read, seen or heard anything about police enforcement focused on distracted driving?*

Results

The tables that follow summarize respondent answers to survey questions across all waves over the past three (3) years. Please note, the information provided in these tables is based on available data at the time of this report.

IMPAIRED DRIVING		2017	2018	2019
A-1: In the past 30-60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? _____ (number of times)	**None**	87.7%	87.0%	88.3%
	1 to 2	8.4%	8.4%	7.3%
	3 or more	4.0%	4.6%	4.4%
	(N)	*1,233*	*1,257*	*1,178*
A-2: In the past 30-60 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police	**Yes**	56.4%	54.8%	58.9%
	No	43.6%	45.2%	41.1%
	(N)	*1,289*	*1,293*	*1,199*
A-3: What do you think the chances are of someone getting arrested if they drive after drinking?	**Always**	37.2%	40.0%	40.3%
	Nearly Always	22.8%	21.6%	21.5%
	Sometimes	26.5%	25.9%	25.9%
	Seldom	5.4%	4.8%	4.2%
	Never	8.0%	7.8%	8.2%
	(N)	*1,296*	*1,299*	*1,202*
SEAT BELTS		**2017**	**2018**	**2019**
B-1: How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up?	**Always**	89.3%	85.85	86.9%
	Nearly Always	6.3%	8.9%	7.8%
	Sometimes	2.7%	2.8%	2.2%
	Seldom	0.8%	1.1%	1.6%
	Never	1.0%	1.4%	1.4%
	(N)	*1,314*	*1,276*	*1,253*
B-2: In the past 30-60 days, have you read, seen or heard anything about seat belt enforcement by the police	**Yes**	52.9%	47.9%	47.4%
	No	47.1%	52.1%	52.6%
	(N)	*1,296*	*907*	*1,229*
B-3: What do you think the chances are of getting a ticket if you don't wear your safety belt?	**Always**	26.1%	24.4%	27.8%
	Nearly Always	18.5%	17.4%	17.5%
	Sometimes	37.3%	38.5%	36.2%

	Seldom	13.0%	14.8%	13.8%
	Never	5.1%	4.9%	4.7%
	(N)	*1,306*	*1,264*	*1,240*
SPEED		**2017**	**2018**	**2019**
S-1a: On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?	**Always**	10.6%	6.8%	9.1%
	Nearly Always	14.8%	15.0%	13.8%
	Sometimes	42.8%	43.9%	41.1%
	Seldom	18.0%	22.2%	22.7%
	Never	13.8%	12.1%	13.4%
	(N)	*1,294*	*1,263*	*1,220*
S-1b: On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph?	**Most of the time**	21.0%	21.3%	16.9%
	Half the time	29.4%	27.2%	26.5%
	Rarely	29.1%	31.5%	36.9%
	Never	20.5%	20.0%	19.7%
	(N)	*1,274*	*1,278*	*1,180*
S-2: In the past 30-60 days, have you read, seen or heard anything about speed enforcement by police?	**Yes**	46.5%	40.8%	42.2%
	No	53.5%	59.2%	57.8%
	(N)	*1,289*	*1,255*	*1,205*
S-3: What do you think the chances are of getting a ticket if you drive over the speed limit?	**Always**	18.1%	17.0%	21.4%
	Nearly Always	22.1%	22.6%	21.4%
	Sometimes	47.6%	47.3%	44.1%
	Seldom	8.4%	9.4%	8.8%
	Never	3.8%	3.6%	4.3%
	(N)	*1,303*	*1,264*	*1,222*

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DISTRACTED DRIVING		2017	2018	2019
D-1: How often do you talk on a hand-held cellular phone when you drive?	**Always**	3.05	1.6%	2.3%
	Nearly Always	1.8%	1.9%	1.3%
	Sometimes	16.7%	13.6%	12.4%
	Seldom	25.8%	27.8%	22.0%
	Never	52.7%	55.1%	62.0%
	(N)	*1,312*	*1,293*	*1,304*
D-2: How often do you send text messages or email on a hand-held cellular phone when you drive?	**Always**	1.8%	0.8%	1.2%
	Nearly Always	1.5%	0.9%	1.4%
	Sometimes	10.8%	9.5%	7.3%
	Seldom	19.1%	21.2%	17.2%
	Never	66.7%	67.5%	73.0%
	(N)	*1,312*	*1,301*	*1,302*
D-3: In the past 30-60 days, have you read, seen or heard anything about the police being focused on handheld cell phone use?	**Yes**	35.6%	35.5%	36.9%
	No	64.4%	64.5%	63.1%
	(N)	*1,288*	*1,276*	*1,271*
D-4: What do you think the chances are of getting a ticket if you talk on a hand-held cell phone while driving?	**Always**	20.3%	21.3%	22.3%
	Nearly Always	12.4%	14.2%	15.3%
	Sometimes	34.5%	32.2%	32.4%
	Seldom	22.1%	21.0%	18.5%
	Never	10.7%	11.4%	11.5%
	(N)	*1,301*	*1,286*	*1,294*
D-5: What do you think the chances are of getting a ticket if you text or send emails on a cell phone while driving?	**Always**	24.1%	23.9%	25.2%
	Nearly Always	13.4%	14.4%	15.0%
	Sometimes	32.5%	30.6%	30.0%
	Seldom	20.4%	19.7%	18.4%
	Never	9.6%	11.5%	11.4%
	(N)	*1,302*	*1,286*	*1,290*
D-6: In the past 30-60 days, have you read, seen or heard anything about police enforcement focused on distracted driving?	**Yes**	57.5%	58.2%	49.2%
	No	42.5%	41.8%	50.8%
	(N)	*1,267*	*1,272*	*1,240*

Evidence-Based Traffic Safety Enforcement Program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP)

Program Area	Planned Activity Name
Distracted Driving	HVE Distracted Driving – Enforcement - CSP/DESPP
Distracted Driving	HVE Distracted Driving - Enforcement
Distracted Driving	HVE Distracted Driving – Media Buy
Police Traffic Services	Speed and Aggressive Driving Enforcement
Police Traffic Services	Speed High Visibility Enforcement Media Buy
Impaired Driving	DRE Overtime Call Out
Impaired Driving	Underage Alcohol Enforcement Grant Program
Impaired Driving	DUI Overtime Enforcement
Impaired Driving	DUI Media Campaign
Occupant Protection	Click It or Ticket Enforcement
Occupant Protection	Occupant Protection Enforcement/ Connecticut State Police
Occupant Protection	Occupant Protection Media Buy and Earned Media
Community Traffic Services	Non-Motorized Safety Overtime Enforcement

Analysis of crashes, crash fatalities, and injuries in areas of highest risk

Crash Analysis: Please see the problem identification statements in the corresponding HVE planned activities for this analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Deployment of Resources: Please see the problem identification statements and countermeasure explanations in the corresponding HVE planned activities/countermeasures for this explanation of the deployment of resources based on the analysis performed.

Effectiveness Monitoring: The HSO is responsible for managing the operations of grant and subgrantee supported activities. The Connecticut HSO along with NHTSA Region 2 Office and the

GHSA are in the process of reviewing and revising the monitoring procedures and updating the policies and procedures manual to strengthen its monitoring process. The monitoring activities will be implemented in accordance with the new monitoring procedures and staff will be trained on new policies and procedures to ensure uniform adherence. The changes are targeted to take effect by the end of FFY2020 or early FFY2021.

On-going Monitoring

The HSO maintains regular contact with the all subgrantees' project directors. Some subgrantees may require frequent contact with the HSO to fulfill the obligations of its grant, while others may not. Ongoing contact may come in the form of telephone conversations, face-to-face meetings, and email or written correspondence. These may be required to clarify communications, answer questions, and generally provide support to the subgrantee. The Program Manager must maintain copies of all correspondence in the subgrantee's file and, if applicable, prepare a Telephone Monitoring Report (TMR) to detail specific information discussed during the phone call. The TMR will be placed in the subgrantee's file as well.

All subgrantees are also monitored via administrative reports that they are required to submit monthly (or as appropriate) for review by the HSO. The report must be accompanied by the reimbursement voucher. The report may include different information depending on the objectives outlined in the grant application/project agreement.

For non-law enforcement subgrantees, the monthly report form may request information or reference efforts made to specifically meet the objectives outlined in the grant application. Again, given that all subgrantees' grant applications are different, the specific information requested on the monthly report may differ from one (1) subgrantee to another. For law enforcement grants, the Program Manager monitors the agency's processes for scheduling, approving, tracking, accounting, and supervision of overtime to ensure there are adequate checks and balances.

When reviewing administrative reports, the Program Manager reviews the information supplied to ensure that the subgrantee is following the project proposal/project agreement stipulations, managing the project in a responsible and effective manner and that funds are being spent in a timely manner. The Program Manager may contact the subgrantee's project director with any questions or revisions that need to be made to the project.

The frequency of contact with a subgrantee's project director depends on the type of initiative being conducted, the experience of the project director, any problems encountered, and assessments made by the Program Manager toward progress in achieving grant goals. The Program Manager monitors work under the agreement with sufficient scrutiny to be sure that it is progressing according to the plan and to quickly identify any major problems or variances. Careful monitoring of work is the best way to ensure compliance with the grant terms and conditions and prevent disputes.

Ongoing monitoring may involve any subgrantee personnel responsible for project management or oversight such as the financial officer and any other key personnel to review subgrantees' internal controls. Copies of all correspondence relating to on-going monitoring are to be kept in the HSO grant file. A note to the file should be provided to document all discussions using a Telephone Monitoring form. This documentation becomes essential during the course of the project in case of changes in the project activities, budget, or personnel. The documentation is also used at end of the project to evaluate grant and subgrantee performance.

Warning signs that may indicate a need for closer monitoring include:

- Late project start
- Frequent personnel changes
- Low activity level
- Revisions to the grant
- Slow expenditure rate
- No records or inconclusive records
- Late reports
- Evasive answers
- Low morale/poor attitude
- Submission of questionable claims or back-up documentation
- Incorrect claims
- Failure to obtain required HSO approvals

On-Site Monitoring

In addition to on-going monitoring and review of monthly reports, the HSO conducts on-site visits for monitoring purposes. The subgrantees will be randomly selected for on-site monitoring must have participated in several mobilizations and been allocated more than $25,000 during the fiscal year. The HSO staff may, however, determine that an on-site visit is warranted regardless of whether or not the subgrantee was selected at random. Reasons for an on-site visit may include resolution of a problem uncovered during the fiscal year or view of inventory purchased with HSO funds.

In addition, depending upon the assessment of risk posed by the subgrantee the HSO may impose additional monitoring to ensure proper accountability and compliance with program requirements and achievement of performance targets.

On-site visits are conducted by the Program Manager that coordinated the mobilization/grant and take place in advance of the end of the Federal fiscal year (September 30). The HSO Law Enforcement Liaison may be asked to participate as well. On-site monitoring includes an examination of all issues related to the effective and efficient operation of the project. The following, though not all-inclusive, are the most important items to review:

<u>Progress toward achievement of objectives and performance targets</u>

1. Samples of evidence of progress might include:

- Attendance rosters for training projects or events
- Citations and warnings for enforcement projects
- Newspaper clippings of events/public information activities
- Analyses and reports for data or problem identification projects
- Survey or questionnaire results
- Personnel training records

2. Adherence to milestones and project agreement

3. Status of budget/accounting records to determine if:

- Expenditures are on schedule
- Costs are in the approved budget or any subsequent amendment
- Any necessary prior approvals for travel, equipment purchases, or changes have been obtained
- Appropriate procedures have been followed for all expenditures
- Appropriate supporting documentation is available and filed
- Reimbursements are up to date

4. Accounting records

5. Any necessary pre-approvals (such as out-of-state travel)

6. Supporting documentation (e.g., signature authority letter, verification of costs, invoices, subcontracts)

7. Equipment purchased or leased as part of the project (e.g., inventory), including inspection to ensure that it is being used for the purpose for which it was bought or leased under the grant agreement.

The Program Manager may review personnel records, timesheets, accounting records, and other supporting documentation as they relate to the above monitoring areas. Additional source documents that may need to be reviewed during onsite monitoring include:

Document Type	**Notes**
Time sheets	Time sheets, pay records, payroll registers, and possibly personnel (salary rate) records must be reviewed to determine that salary and wage costs are fully supported. Check for both supervisor's and employee's signature.
Fringe benefits	If reimbursable, fringe benefits (such as health insurance, pension plan, etc.) must correspond to the Grant agreement.
Travel costs	Only travel directly associated with the grant may be reimbursed and must be preapproved.

High-Visibility Enforcement Strategies

Below is the list of High Visibility Enforcement (HVE) planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Program Area	Planned Activity Name
Distracted Driving	HVE Distracted Driving – Enforcement - CSP/DESPP
Distracted Driving	HVE Distracted Driving - Enforcement
Police Traffic Services	Speed and Aggressive Driving Enforcement
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