2015

Connecticut Crash Facts Book

CTSRC

Published August 4, 2017

Section I: Executive Summary

Introduction

This report presents data of motor vehicle crashes that occurred on Connecticut's publicly maintained roadways during 2015. The information required to produce this report was obtained from police crash reports supplied to the Connecticut Department of Transportation (CT DOT) by investigating police agencies. This information is then transferred to the Connecticut Crash Data Repository (CTCDR), which is housed at the Connecticut Transportation Safety Research Center (CTSRC).

As of January 1st, 2015, in order to fall in line with the National Highway Traffic Safety Administration's (NHTSA) emphasis on data driven performance measures and goals, the State of Connecticut changed the requirements for how police departments investigate and document motor vehicle collisions using the Model Minimum Uniform Crash Criteria (MMUCC) guidelines. MMUCC is a nationally standardized dataset for describing motor vehicle crashes. The MMUCC revisions to our crash report form, or PR-1, were the first to be made to the state's collision documentation in over 20 years. The revised crash report enables the collection of new information about drivers' actions in the moments leading up to and in the aftermath of a crash.

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Acknowledgements

The collection and dissemination of the data contained within this report would not have been possible without the support and collaboration of the following agencies and departments:

CT DOT Bureau of Policy and Planning

Connecticut Transportation Safety Research Center

Connecticut Traffic Records Coordinating Committee

Connecticut State Police

Connecticut Local Law Enforcement

National Highway Traffic Safety Administration

Federal Highway Administration

Notes and Data Limitations

The reader should be aware of certain limitations in the data used to produce this report. These limitations include the following:

- The town of Windsor Locks did not submit crash data to CT DOT for **2011**. Therefore, there are no Windsor Locks crashes on file for that year.
- Property damage only crashes that occurred on locally maintained roadways were not coded for inclusion in the CT DOT traffic crash database for the time period of **January 1, 2002 to December 31, 2006** as well as **March 1, 2011 to December 31, 2011.** The reader should be aware of the omission of local road property damage only crashes when reviewing data for this particular time period.
- Only motor vehicle traffic crashes that have been reported to the CT DOT are included in this report. Not included are crashes that did not meet the minimum criteria for a reportable crash, crashes that the police did not investigate, and crashes that the police investigated but did not report or that CT DOT did not receive.
- Data discrepancies may exist between this report and previous crash fact book publications. These differences can be attributed to the state's transition to a new electronic crash reporting system and many substantial changes to the police crash reporting form, both of which went into effect **January 1, 2015.**
- The data contained within this report is only reflective of one year of crash data collected on the revised crash report form. Therefore, many of the variations between 2015 data and data from previous years can be attributed to the changes in data collection.
- In order to minimize misinterpretation of the data presented, please take note of the definitions provided in the glossary (Appendix A).
- Please be aware that graphs and charts are presented in a logarithmic scale. This was an intentional choice by the authors to make the data more visible for readers.

This report is published to inform the reader of current traffic crash statistics and trends. CT DOT and the CTSRC welcome any comments or suggestions regarding improvement of the content and structure of this report.

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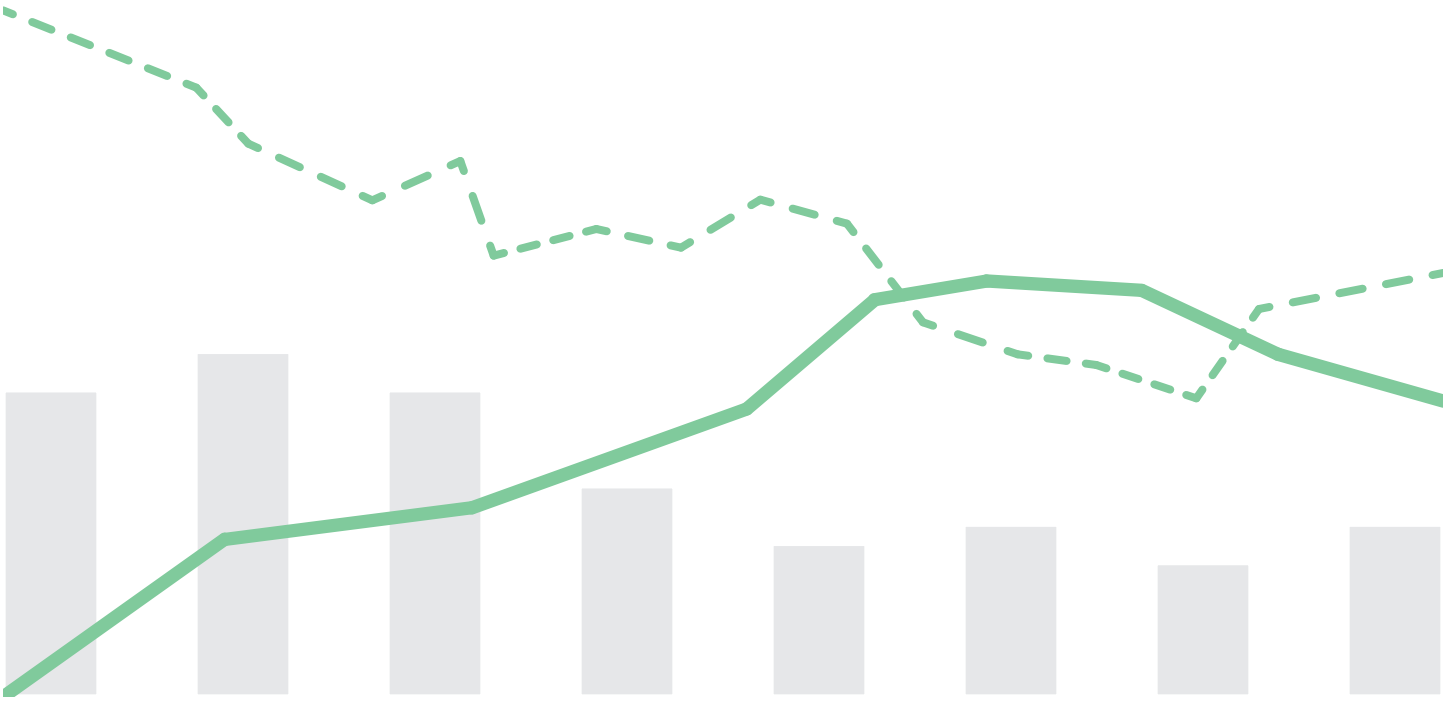
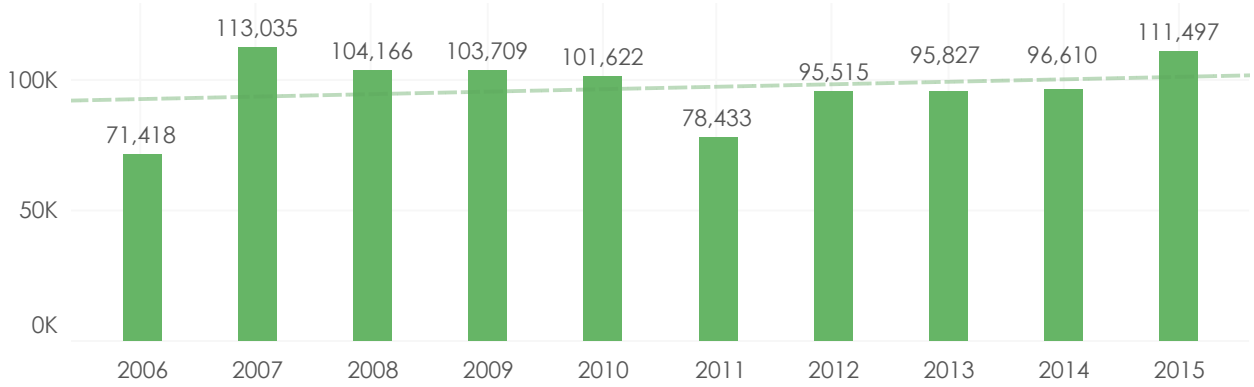
Section II: Long Term Trends



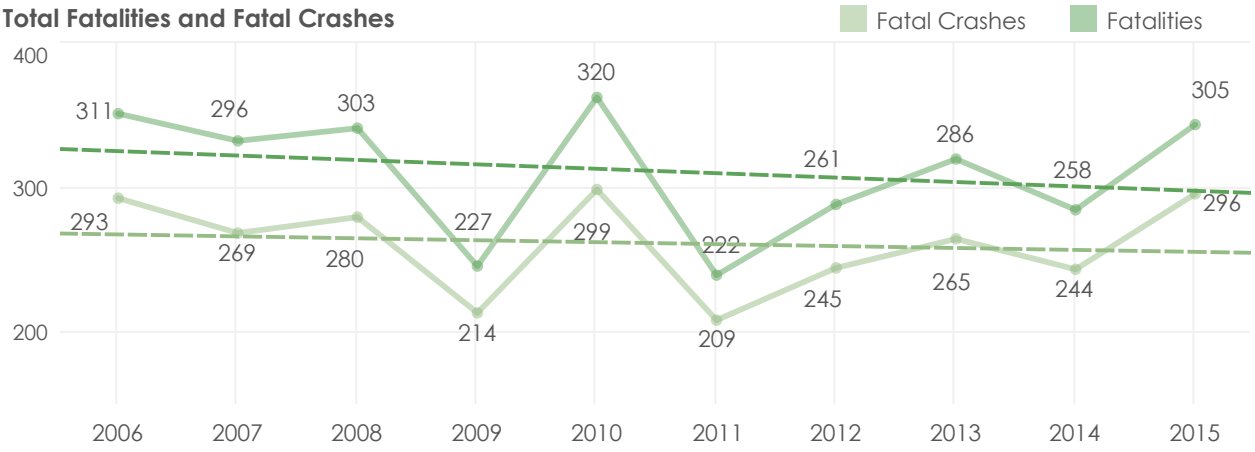
Ten Year Trends: Crash Totals

Total Crashes

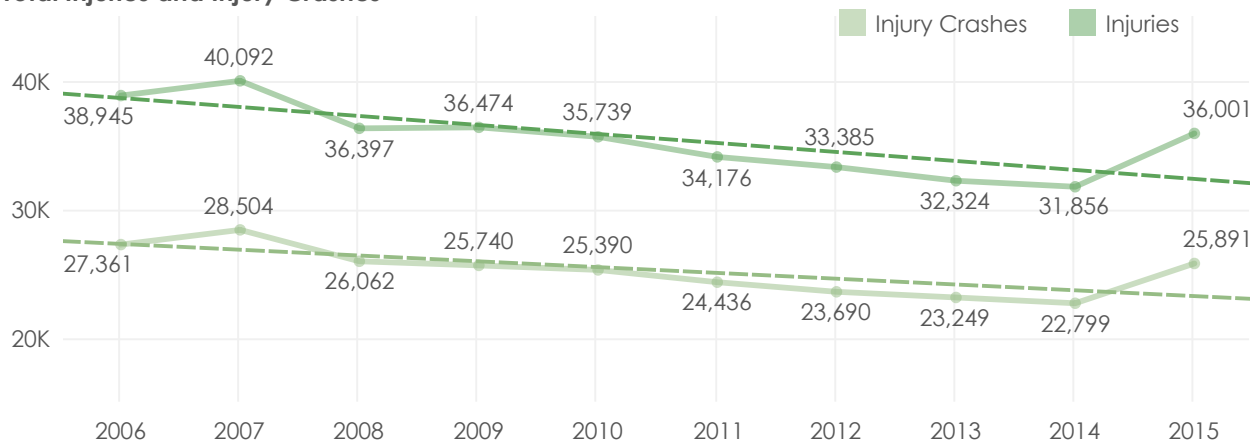


These figures show the ten year trends, from 2006 to 2015, for all crashes as well as fatalities, fatal crashes, injuries, and injury crashes. The dashed lines represent the long-term trend. Total crashes, injuries, and fatalities all saw increases over the previous year, but they were not the highest counts observed over the ten year period.

Total Fatalities and Fatal Crashes



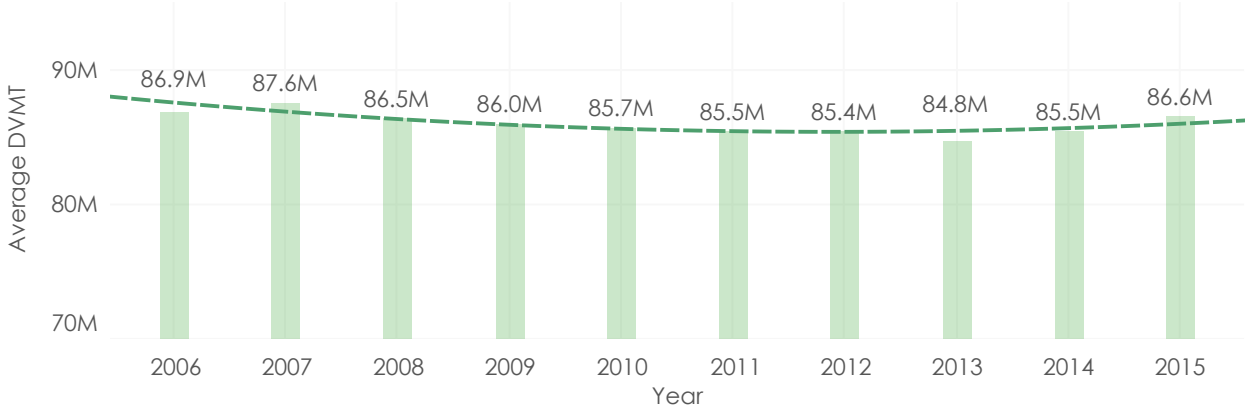
Total Injuries and Injury Crashes



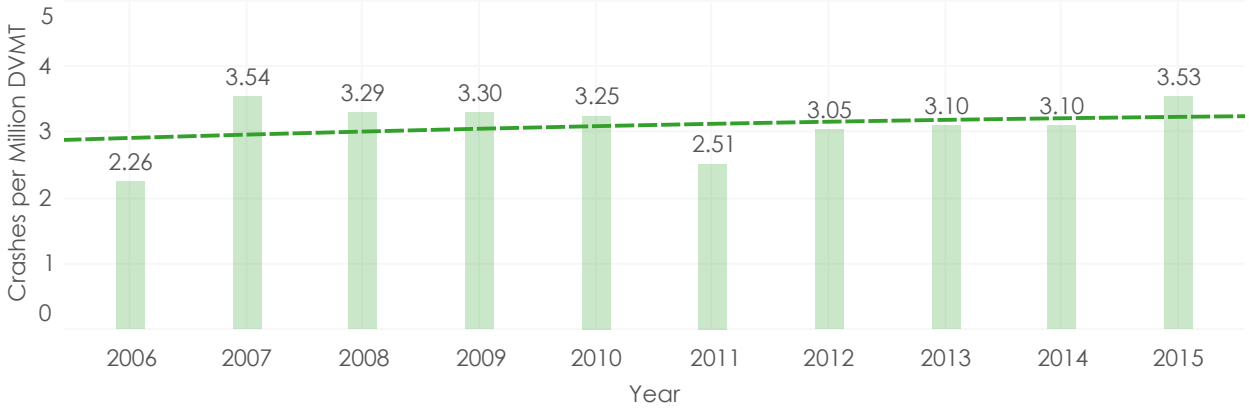
Ten Year Trends: Average Daily Vehicle Miles Traveled

The three graphs below display the statewide Daily Vehicles Miles Travelled (DVMT), as well as the number of crashes and fatal crashes adjusted by DVMT. DVMT measures the average daily miles traveled on all of the roads in the state. The ratio of crashes to DVMT shows the number of crashes adjusted for the total roadway traffic for the state. All three graphs display an increase in recent years for Average DVMT and Crashes and Fatalities per DVMT.

Average DVMT



Crashes by DVMT



Fatal Crashes by DVMT

Holiday Crashes: Three Year Comparison

Holiday periods often correspond with different driving patterns as well as an increase in risky driving behaviors. The table below shows the number of crashes, including injury and fatal crashes, for 2013, 2014 and 2015, as a comparison. The range of dates used to define the holidays for each year is shown on the right. Interestingly, some holiday periods show very similar patterns over a few years, such as New Year's; other holidays show large increases from 2014 to 2015, such as Thanksgiving and Christmas.

		2013	2014	2015
New Year's Day	Injury Crashes	86	99	94
	Fatal Crashes	0	0	0
	All Crashes	399	362	349
St. Patrick's Day	Injury Crashes	32	30	45
	Fatal Crashes	1	0	2
	All Crashes	128	161	265
Memorial Day Weekend	Injury Crashes	135	126	132
	Fatal Crashes	5	1	1
	All Crashes	459	459	465
4th of July Weekend	Injury Crashes	147	115	126
	Fatal Crashes	1	0	2
	All Crashes	515	383	402
Labor Day Weekend	Injury Crashes	59	56	61
	Fatal Crashes	0	1	1
	All Crashes	182	196	199
Thanksgiving	Injury Crashes	130	102	199
	Fatal Crashes	1	0	2
	All Crashes	505	440	778
Christmas	Injury Crashes	24	24	40
	Fatal Crashes	0	0	3
	All Crashes	100	90	141

New Year's Date Ranges:
2013: Sun12/30 to Wed 1/2
2014: Tues 12/30 to Fri 1/2
2015: Wed12/30 to Sat 1/2

St. Patrick's Day Date Ranges:
2013: Sat 3/16 to Mon 3/18
2014: Sun 3/16 to Tues 3/18
2015: Mon 3/16 to Wed 3/18

Memorial Day Date Ranges:
2013: Fri 5/24 to Mon 5/27
2014: Fri 5/23 to Mon 5/26
2015: Fri 5/22 to Mon 5/25

July 4th Date Ranges:
2013: Thurs 7/4 to Sun 7/7
2014: Thurs 7/3 to Sun 7/6
2015: Fri 7/3 to Mon 7/6

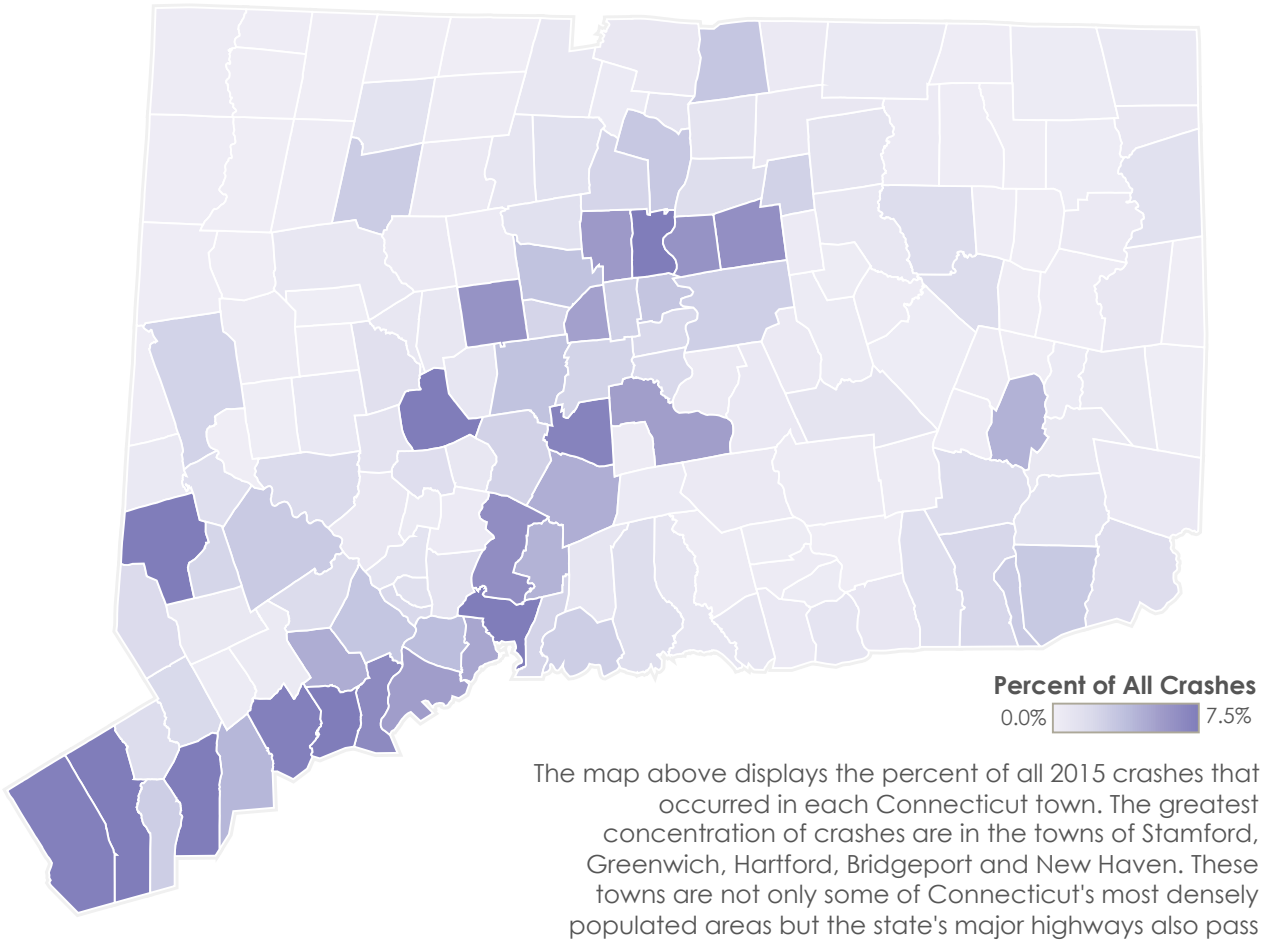
Labor Day Date Ranges:
2013: Sat 9/7 to Mon 9/9
2014: Sat 9/6 to Mon 9/8
2015: Sat 9/5 to Mon 9/7

Thanksgiving Date Ranges:
2013: Wed 11/27 to Sun 12/1
2014: Wed 11/26 to Sun 11/30
2015: Wed 11/25 to Sun 11/29

Christmas Date Ranges:
2013: Tues 12/24 to Thurs 12/26
2014: Wed 12/24 to Fri 12/26
2015: Thurs 12/24 to Sat 12/26

Section III: Crashes

2015 Crashes by Town



The map above displays the percent of all 2015 crashes that occurred in each Connecticut town. The greatest concentration of crashes are in the towns of Stamford, Greenwich, Hartford, Bridgeport and New Haven. These towns are not only some of Connecticut's most densely populated areas but the state's major highways also pass through them, which causes daily vehicle miles traveled to be higher in these areas.

2015 Crashes by Town (A-B)

The table below and on the next five subsequent pages displays the total number of crashes, fatal crashes, injury crashes, fatalities and injuries for all 169 Connecticut towns and the community of Mashantucket. New Haven had the highest number of total crashes at 8,177 and Waterbury had the highest number of fatal crashes with 16.

Town	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries
Andover	68	2	2	19	29
Ansonia	409	2	2	98	125
Ashford	48	1	1	11	11
Avon	381	0	0	82	104
Barkhamsted	86	1	1	20	22
Beacon Falls	123	0	0	37	48
Berlin	696	2	2	158	214
Bethany	104	2	2	34	44
Bethel	656	0	0	101	130
Bethlehem	36	1	1	8	8

2015 Crashes by Town (B-E)

Town	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries
Bloomfield	669	3	3	178	252
Bolton	103	1	1	28	39
Bozrah	56	1	1	16	28
Branford	800	3	3	186	252
Bridgeport	5,546	2	2	1,389	2,085
Bridgewater	22	0	0	8	11
Bristol	1,820	5	6	446	605
Brookfield	448	1	1	113	148
Brooklyn	129	3	3	38	48
Burlington	117	1	1	28	35
Canaan	28	1	1	9	11
Canterbury	51	1	1	14	17
Canton	249	0	0	64	89
Chaplin	45	0	0	15	24
Cheshire	725	4	4	171	235
Chester	68	1	1	21	23
Clinton	254	0	0	44	50
Colchester	290	0	0	66	88
Colebrook	23	0	0	4	5
Columbia	77	1	2	18	28
Cornwall	34	0	0	9	10
Coventry	208	2	2	44	55
Cromwell	586	3	4	139	192
Danbury	3,641	6	6	768	1,024
Darien	810	0	0	177	259
Deep River	74	1	1	16	19
Derby	590	1	1	120	177
Durham	122	1	1	20	25
East Granby	119	0	0	23	32
East Haddam	85	2	2	28	35
East Hampton	167	1	1	46	64
East Hartford	1,823	8	8	417	612
East Haven	686	3	3	157	213
East Lyme	445	3	3	78	102
East Windsor	290	1	1	82	96
Eastford	26	1	2	6	9
Easton	124	0	0	34	39
Ellington	193	1	1	59	84
Enfield	947	1	1	297	407
Essex	96	0	0	18	23

2015 Crashes by Town (F-N)

Town	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries
Fairfield	2,181	3	3	436	559
Farmington	1,021	2	2	208	279
Franklin	77	0	0	24	40
Glastonbury	780	2	2	201	260
Goshen	49	0	0	6	8
Granby	215	3	3	38	51
Greenwich	2,175	2	2	370	489
Griswold	183	0	0	51	70
Groton	904	2	2	152	207
Guilford	473	4	4	119	169
Haddam	143	1	1	44	52
Hamden	1,920	1	1	409	534
Hampton	28	0	0	9	14
Hartford	6,765	9	10	1,752	2,635
Hartland	12	0	0	2	2
Harwinton	133	2	2	24	33
Hebron	94	2	2	28	38
Kent	53	1	1	10	14
Killingly	386	2	2	86	124
Killingworth	76	1	1	19	23
Lebanon	67	1	1	20	22
Ledyard	329	2	2	62	89
Lisbon	119	0	0	28	34
Litchfield	215	0	0	43	48
Lyme	22	0	0	5	6
Madison	269	0	0	57	80
Manchester	1,888	2	2	505	718
Mansfield	501	3	4	73	97
Marlborough	132	2	2	24	36
Mashantucket	16	0	0	0	0
Meriden	2,126	4	4	547	820
Middlebury	320	2	2	80	111
Middlefield	87	1	1	19	25
Middletown	1,623	2	2	278	383
Milford	1,634	0	0	463	613
Monroe	524	0	0	119	160
Montville	498	4	4	119	153
Morris	39	0	0	9	13
Naugatuck	449	0	0	103	135
New Britain	1,585	2	2	467	646

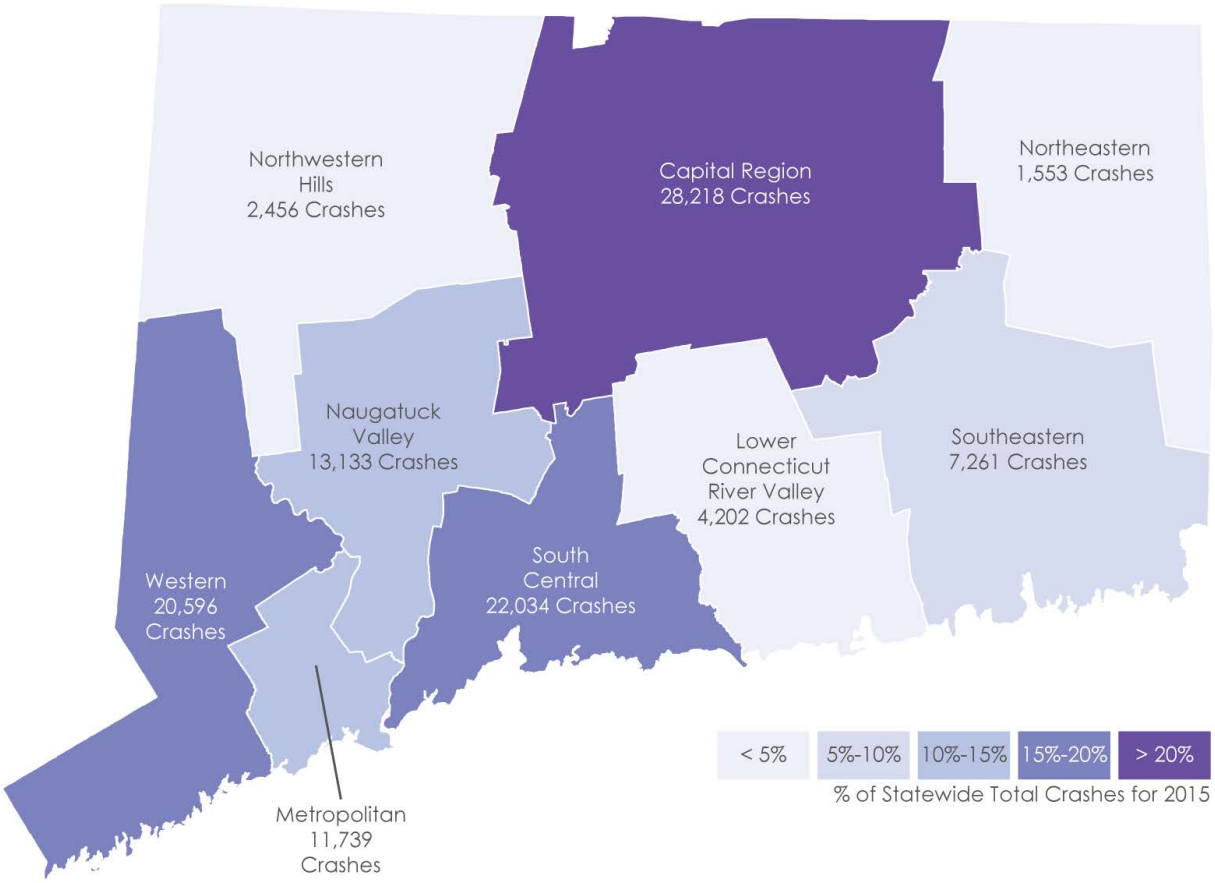
2015 Crashes by Town (N-S)

Town	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries
New Canaan	496	0	0	107	138
New Fairfield	147	1	1	34	49
New Hartford	138	0	0	37	45
New Haven	8,205	7	7	1,968	2,911
New London	882	2	2	180	233
New Milford	708	3	3	164	210
Newington	766	5	5	196	276
Newtown	885	0	0	159	209
Norfolk	35	0	0	14	15
North Branford	258	1	1	70	93
North Canaan	61	2	2	13	15
North Haven	1,289	2	2	307	393
North Stonington	159	2	2	36	57
Norwalk	2,563	7	7	503	693
Norwich	1,299	4	4	246	348
Old Lyme	221	2	3	44	68
Old Saybrook	284	1	1	51	80
Orange	1,102	1	1	283	417
Oxford	195	0	0	39	56
Plainfield	191	3	3	54	63
Plainville	669	2	2	188	252
Plymouth	213	1	2	46	53
Pomfret	65	0	0	19	22
Portland	134	2	2	36	53
Preston	186	1	1	72	115
Prospect	211	0	0	54	70
Putnam	196	2	2	50	64
Redding	184	0	0	32	40
Ridgefield	536	0	0	80	94
Rocky Hill	587	0	0	143	198
Roxbury	40	0	0	8	8
Salem	82	0	0	23	29
Salisbury	78	0	0	23	28
Scotland	19	0	0	6	7
Seymour	331	0	0	73	92
Sharon	50	0	0	15	17
Shelton	965	6	6	214	317
Sherman	58	1	1	14	15
Simsbury	390	2	2	96	120
Somers	139	0	0	33	41

2015 Crashes by Town (S-W)

Town	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries
South Windsor	473	0	0	150	195
Southbury	551	2	2	111	145
Southington	1,018	4	5	236	347
Sprague	33	0	0	7	10
Stafford	151	0	0	36	45
Stamford	5,366	3	3	980	1,290
Sterling	34	0	0	12	18
Stonington	485	2	3	85	128
Stratford	1,988	2	3	395	534
Suffield	187	3	3	64	81
Thomaston	200	1	1	50	67
Thompson	157	3	4	37	50
Tolland	292	1	1	84	115
Torrington	837	4	4	184	229
Trumbull	1,376	3	3	278	400
Union	45	0	0	11	11
Vernon	730	1	1	155	208
Voluntown	41	0	0	15	16
Wallingford	1,363	4	4	340	464
Warren	19	1	1	6	9
Washington	81	0	0	16	18
Waterbury	5,182	16	19	1,333	1,926
Waterford	629	0	0	154	207
Watertown	405	2	2	107	138
West Hartford	1,701	1	1	582	809
West Haven	1,493	1	1	398	569
Westbrook	160	2	2	40	60
Weston	91	0	0	21	31
Westport	1,227	1	1	258	346
Wethersfield	973	2	2	214	303
Willington	108	1	1	23	35
Wilton	583	1	1	89	120
Winchester	328	0	0	46	58
Windham	522	1	1	125	168
Windsor	913	0	0	205	290
Windsor Locks	317	1	1	56	84
Wolcott	231	0	0	68	97
Woodbridge	312	2	2	69	107
Woodbury	177	1	1	44	56
Woodstock	92	0	0	33	40

2015 Crashes by Council of Government (COG)

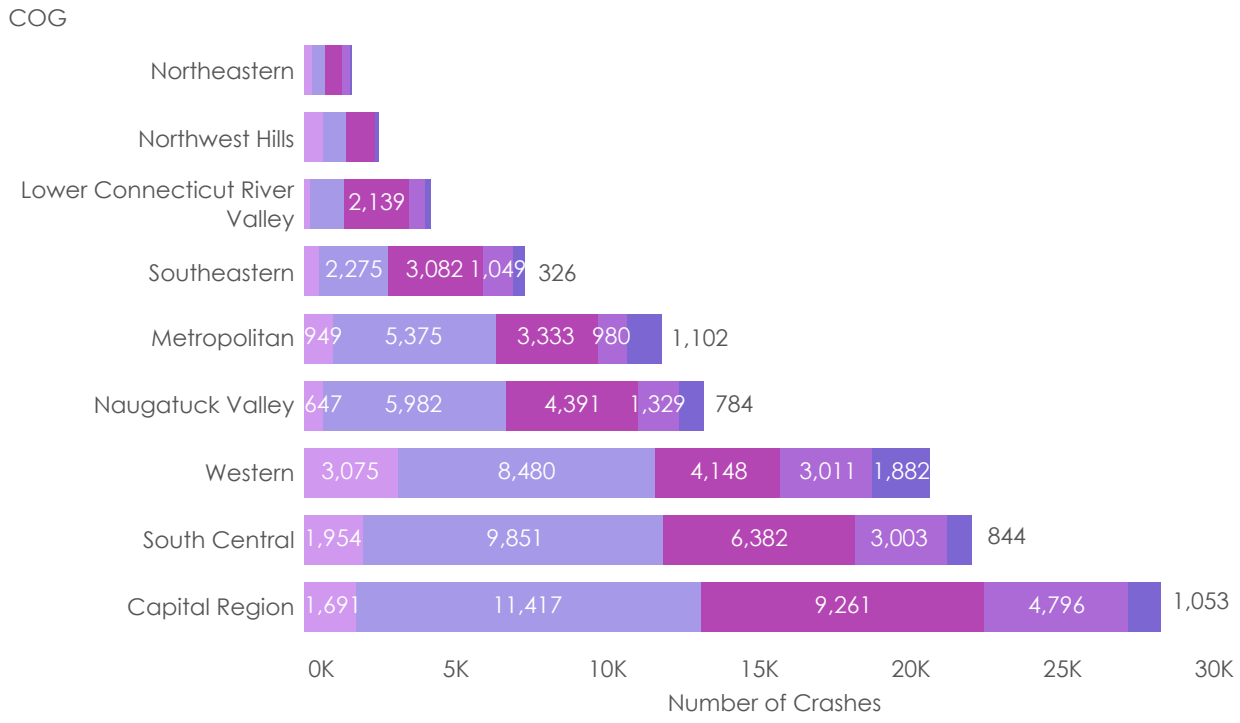


The map above below displays the total number of crashes in each Connecticut council of government (COG). The darker shaded COG indicates a higher percentage of 2015 crashes occurred in this area. The table below shows total number of crashes by COG and crash severity. The Capital Region Western CT and South Central COGs are where the greatest concentation of crashes occurred. The Northwest Hills and Norotheastern COGs are much loss densly populated, rural areas of the state.

COG Crashes by Crash Severity

	Fatal	Injury	PDO	Grand Total
Northeastern	16	416	1,121	1,553
Northwest Hills	13	526	1,917	2,456
Lower CT River Valley	21	868	3,313	4,202
Southeastern	25	1,544	5,692	7,261
CT Metropolitan	10	2,651	9,078	11,739
Naugatuck Valley	44	3,202	9,887	13,133
Western CT	26	3,978	16,592	20,596
South Central	35	5,407	16,592	22,034
Capital Region	72	7,226	20,920	28,218

2015 Crashes by Council of Government (COG) and Population Size

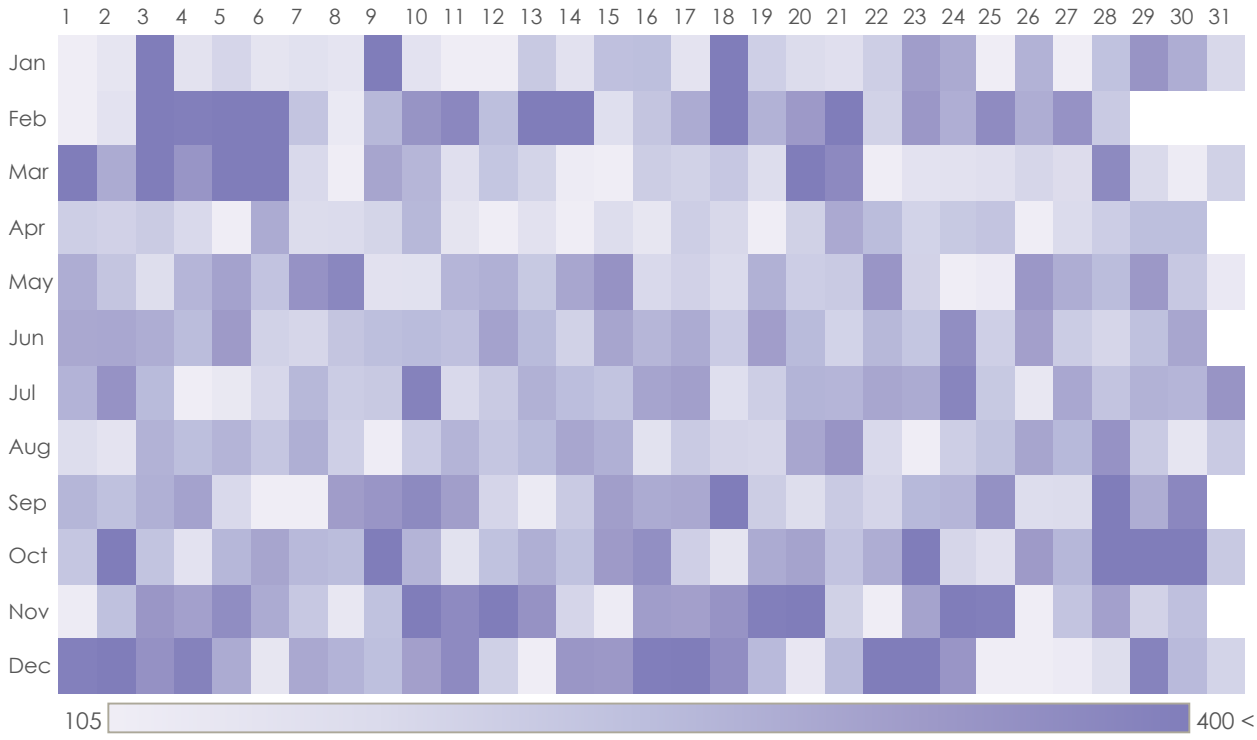


The graph above portrays 2015 crashes by council of government and route class.
The table below portrays 2015 crashes by town population. For each segment of population size, total crashes, injury crashes and fatal crashes are shown. In addition, the number of total crashes, injury crashes and fatal crashes per 100,000 people are shown. Based on the data in the table, in 2015 the towns with a population of 10,000 or fewer people experienced a higher fatal crash rate **despite having a lower number of fatal crashes than some other towns.**

Town Population*	Total Crashes	Crashes per 100K people	Injury Crashes	Injury Crashes per 100K people	Fatal Crashes	Fatal Crashes per 100K people
10,000 or fewer people	6,906	1,898	1,735	477	58	16
Between 10,000 and 25,000 people	20,760	2,508	4,746	573	61	7
Between 25,000 and 50,000 people	23,909	2,715	5,210	592	62	7
Between 50,000 and 100,000 people	28,537	3,236	6,705	760	44	5
Greater than 100,000 people	31,064	4,871	7,422	1,164	37	6

*Population estimates are courtesy of the US Census Bureau's 2010-2014 American Community Survey Results.

2015 Crashes by Day of the Month



The heatmap above shows the number of crashes for each day of 2015 and the accompanying table provides the crash totals for each month.

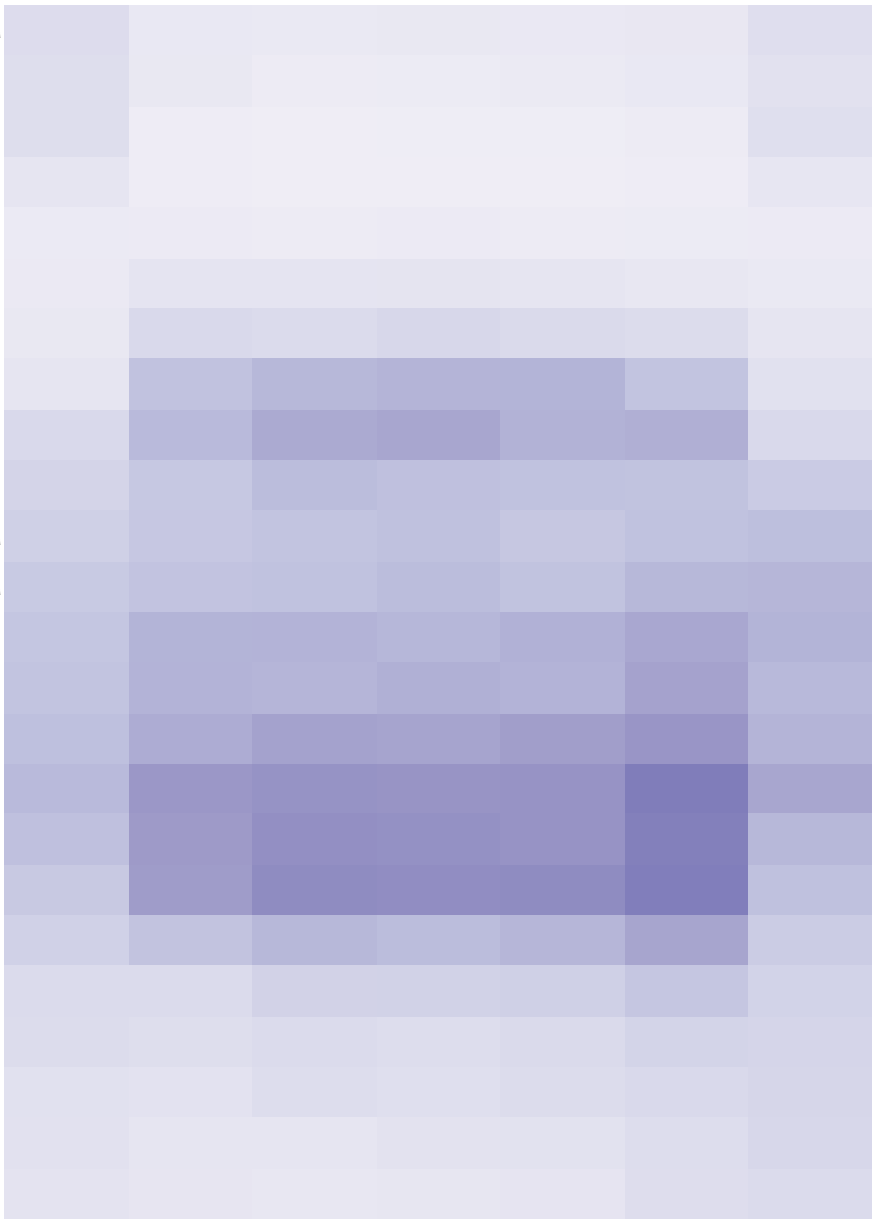
blank white spaces indicate no crashes occurred during that time period

From the chart, it is clear that more high crash days occurred in the months of January, February and March. However, the number of crashes are relatively consistent month to month.

Month of Crash Date	Number of Crashes	% of Total
January	8,934	8.03%
February	9,631	8.66%
March	9,558	8.60%
April	7,681	6.91%
May	9,119	8.20%
June	9,151	8.23%
July	9,305	8.37%
August	8,829	7.94%
September	9,213	8.29%
October	10,032	9.02%
November	9,597	8.63%
December	10,142	9.12%
Grand Total	111,192	100.00%

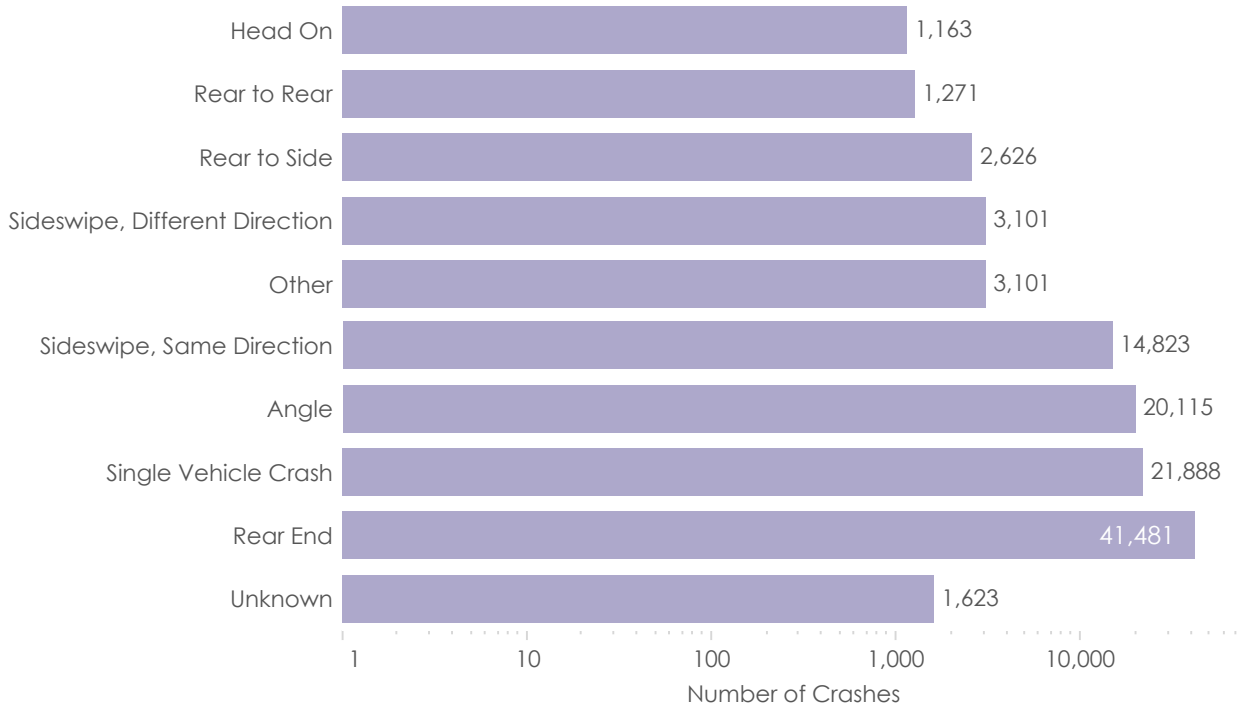
2015 Crashes by Day of the Week and Time of Day

The heatmap below displays the 2015 crashes by Day of the Week and Time of Day. The totals by hour are listed on the right, and the total crashes by day of the week are listed at the bottom. It is clear that a majority of crashes occurred on weekdays between the hours of 7 AM and 9 AM as well as between 3 PM to 5 PM, corresponding with the morning and evening commutes to and from work.



	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Number of Crashes	% of Total
12 AM								1,808	1.63%
1 AM								1,571	1.41%
2 AM								1,320	1.19%
3 AM								933	0.84%
4 AM								974	0.88%
5 AM								1,639	1.47%
6 AM								2,915	2.62%
7 AM								5,254	4.73%
8 AM								6,344	5.71%
9 AM								5,463	4.91%
10 AM								5,542	4.98%
11 AM								6,045	5.44%
12 PM								7,012	6.31%
1 PM								7,075	6.36%
2 PM								8,068	7.26%
3 PM								9,441	8.49%
4 PM								9,180	8.26%
5 PM								9,150	8.23%
6 PM								6,174	5.55%
7 PM								4,180	3.76%
8 PM								3,416	3.07%
9 PM								3,013	2.71%
10 PM								2,492	2.24%
11 PM								2,183	1.96%
Number of Crashes	12,295	15,258	16,582	16,809	16,733	18,769	14,746	73	1,725
% of Total Crashes	11.06%	13.72%	14.91%	15.12%	15.05%	16.88%	13.26%		

2015 Manner of Crash/Collision



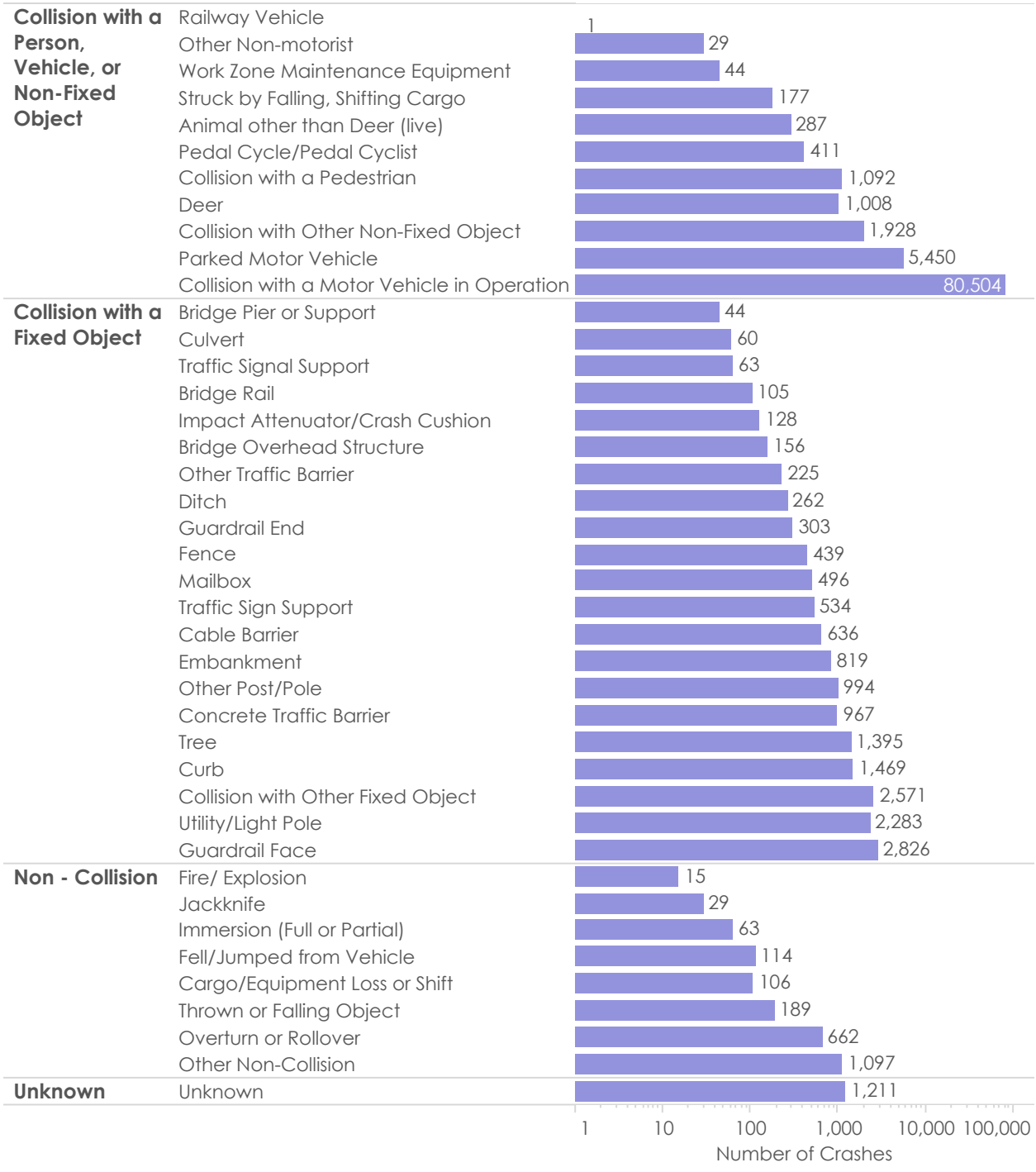
According to the MMUCC Guidelines, manner of impact describes the way in which **multiple** motor vehicles in operation initially collide during a crash. Though normally limited to crashes with multiple motor vehicles, single vehicle crashes are included in the chart and graph as a basis of comparison.

Almost 40 percent of all crashes were rear end crashes. Single vehicle crashes are the next most common, representing approximately 20 percent of crashes.

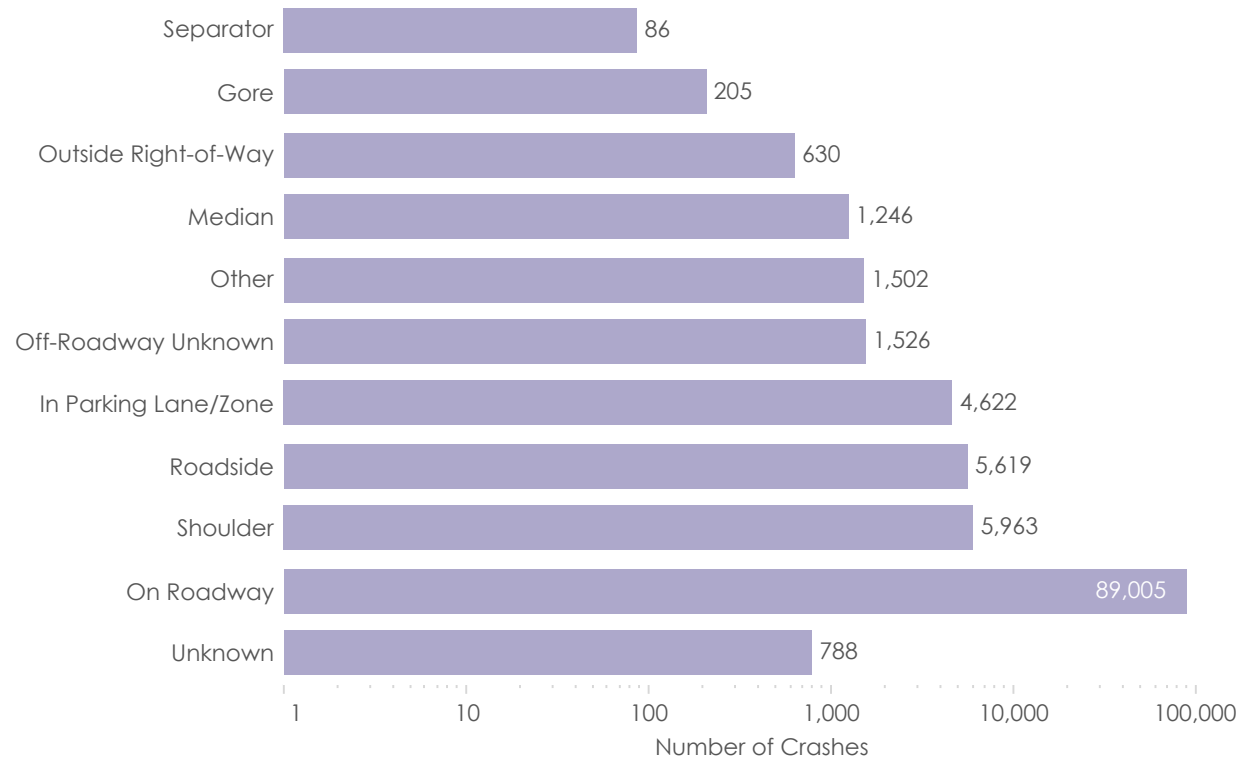
	Number of Crashes	% of Total
Head On	1,163	1.05%
Rear to Rear	1,271	1.14%
Rear to Side	2,626	2.36%
Sideswipe, Different Direction	3,101	2.79%
Other	3,101	2.79%
Sideswipe, Same Direction	14,823	13.33%
Angle	20,115	18.09%
Single Vehicle Crash	21,888	19.68%
Rear End	41,481	37.31%
Unknown	1,623	1.46%
Grand Total	111,192	100.00%

2015 First Harmful Event for the Crash

MMUCC standards describe the 'First Harmful Event' as "the first injury or damage-producing event that characterizes the crash type." 'Collision with a Motor Vehicle in Operation' was the most common first harmful event for 2015. The second and third most common were 'Collision with a Parked Motor Vehicle' and 'Collision with a Guardrail'.



2015 Location of First Harmful Event

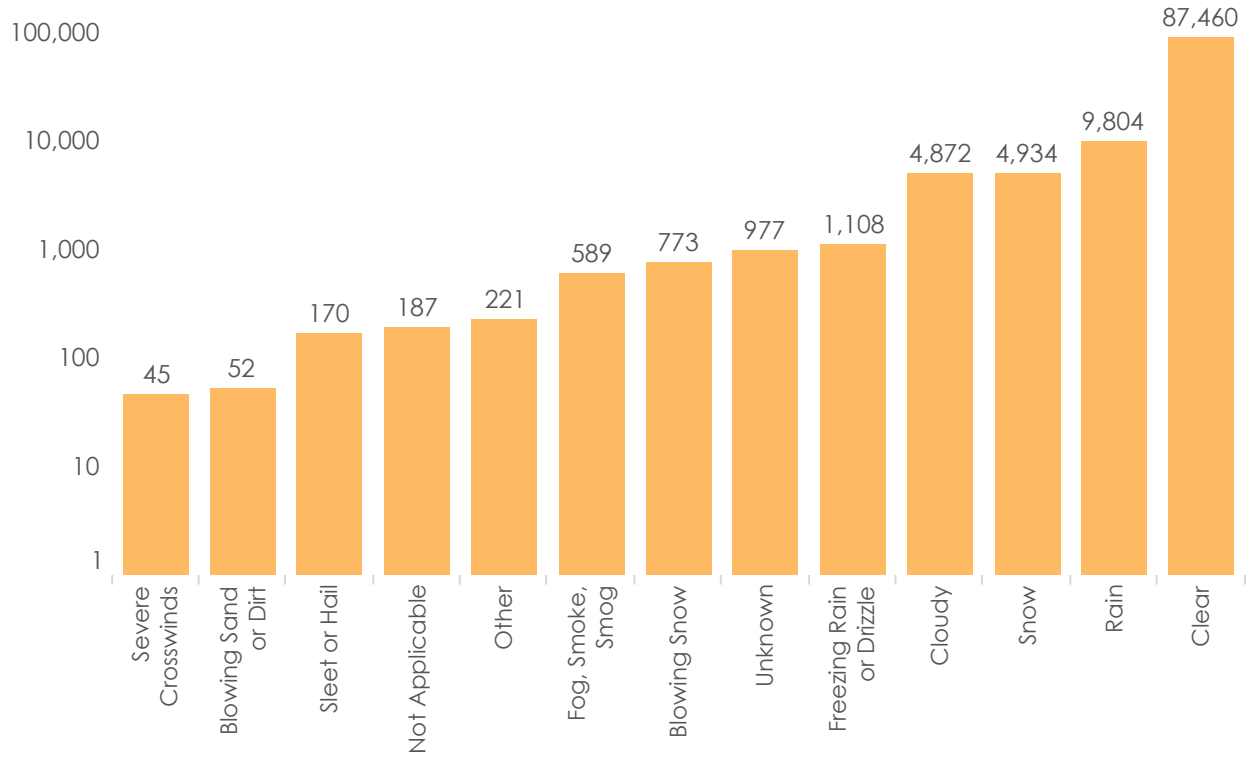


Just over 80 percent of 2015 crashes occurred on a roadway. The second and third most common crash locations were on the road shoulder and roadside, representing 5.73 percent and 5.31 percent, respectively.

Location Of First Harmful Event	Number of Crashes	% of Total
Separator	86	0.08%
Gore	205	0.18%
Other	1,502	1.35%
Outside Right-of-Way	630	0.57%
Off-Roadway Unknown	1,526	1.37%
In Parking Lane/Zone	4,622	4.16%
Median	1,246	1.12%
Roadside	5,619	5.05%
Shoulder	5,963	5.36%
On Roadway	89,005	80.05%
Unknown	788	0.71%
Grand Total	111,192	100.00%

Section III: Roadway and Environment

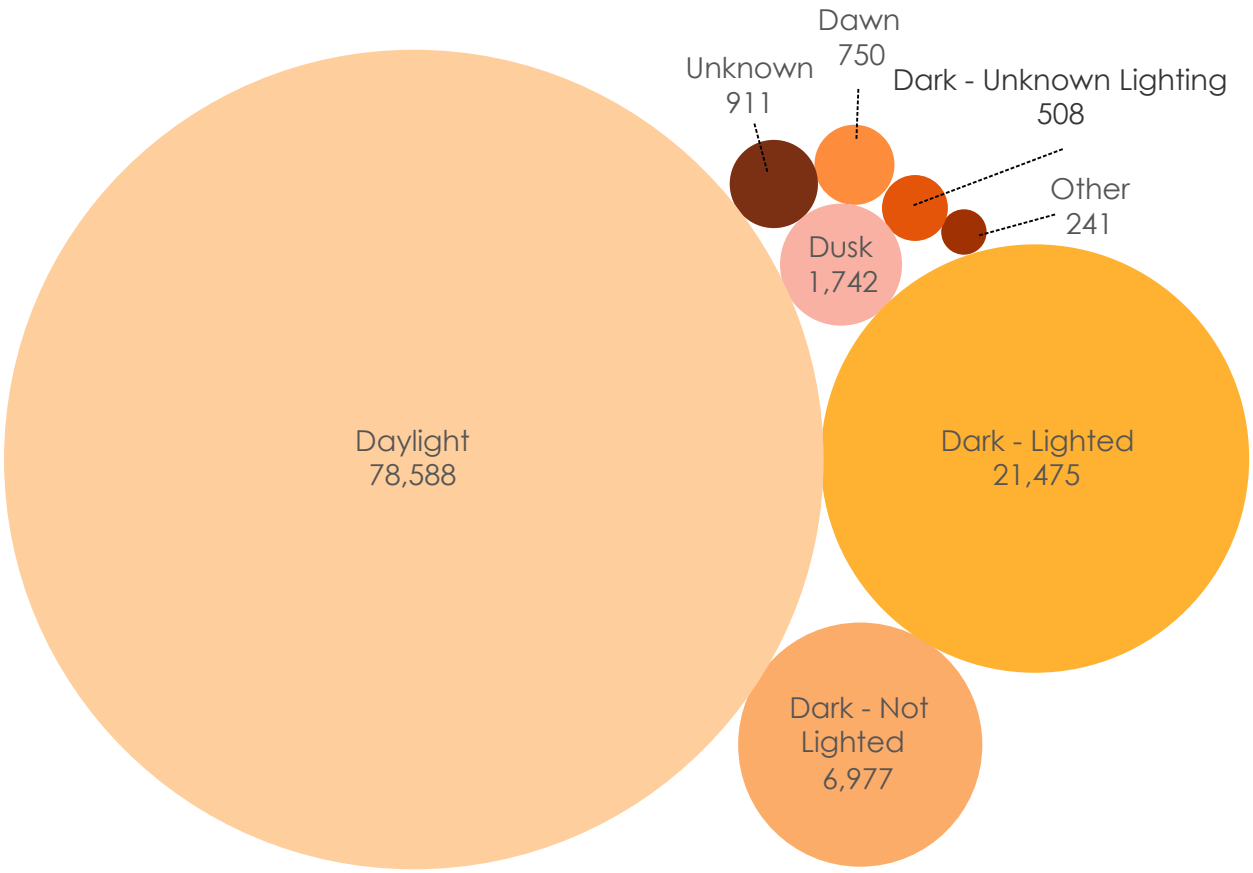
2015 Crashes by Weather Conditions



The chart above shows the number of crashes by weather condition, and the table below portrays 2015 crashes by weather condition and crash severity. The weather conditions indicates the weather at the time of the crash, but not whether the weather was a contributing factor. Weather conditions for a majority of crashes were clear, with rain and snow being the next most common conditions.

	Fatality	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	Property Damage Only	Unknown Injury	Grand Total
Severe Crosswinds			4	2	39		45
Blowing Sand or Dirt		1		3	48		52
Sleet or Hail			10	20	140		170
Not Applicable		2	13	12	160		187
Other		2	13	16	190		221
Fog, Smoke, Smog	2	18	64	82	423		589
Blowing Snow	1	4	51	82	635		773
Freezing Rain or Drizzle	2	7	85	115	899		1,108
Cloudy	10	72	400	712	3,678		4,872
Snow	4	17	278	485	4,150		4,934
Rain	15	94	860	1,392	7,443		9,804
Clear	225	1,047	7,824	11,914	66,448	2	87,460
Unknown	3	6	35	73	859	1	977

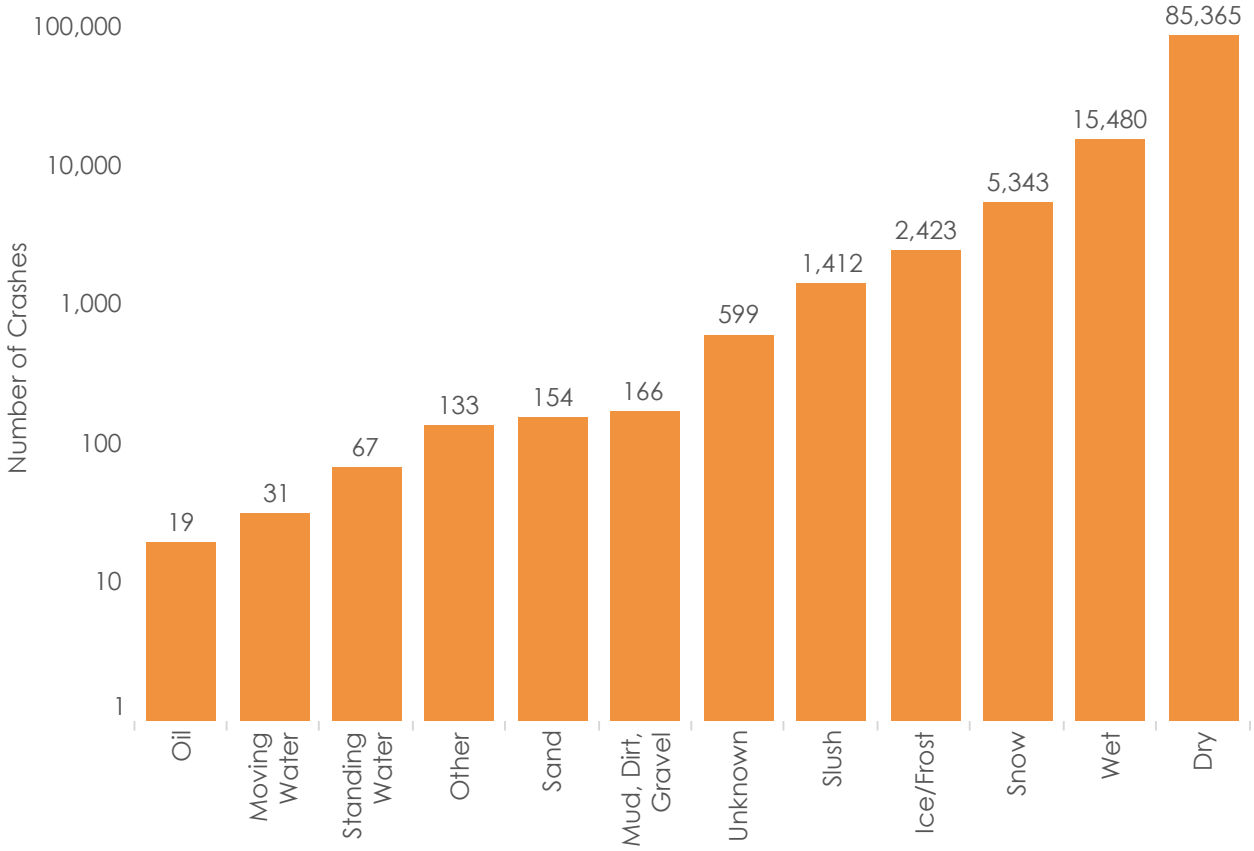
2015 Crashes by Lighting Conditions



Almost 20 percent of 2015 crashes occurred during dark but lighted conditions. These crashes most likely took place at night on illuminated streets or highways. However, more than 70 percent of crashes occurred in the daylight.

	Total Crashes	% of Total
Other	241	0.22%
Dark - Unknown Lighting	508	0.46%
Dawn	750	0.67%
Dusk	1,742	1.57%
Dark - Not Lighted	6,977	6.27%
Dark - Lighted	21,475	19.31%
Daylight	78,588	70.68%
Unknown	911	0.82%
Grand Total	111,192	100.00%

2015 Crashes by Road Surface Conditions

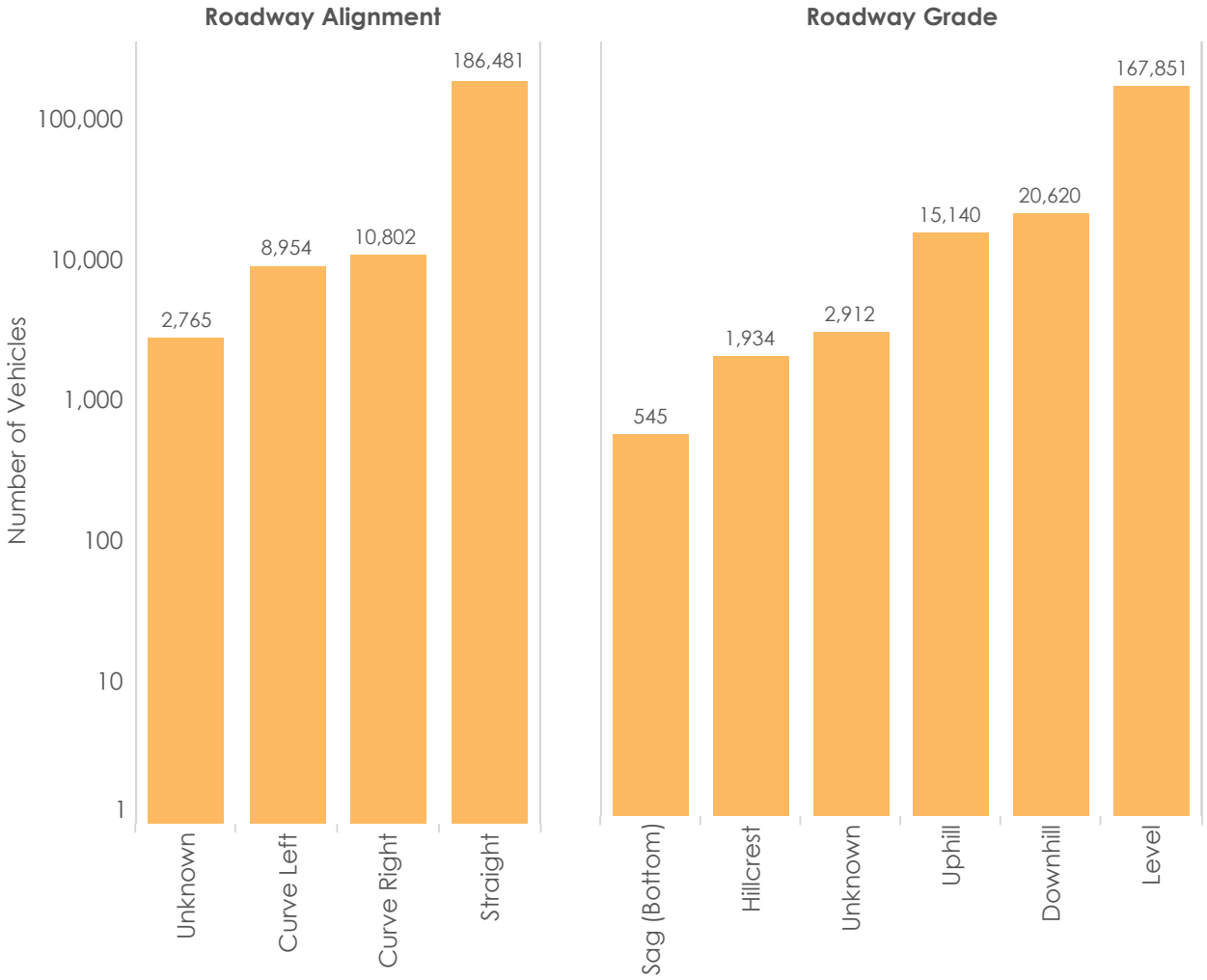


Traffic Surface Conditions records the road conditions at the time of crash for all crashes. It does not indicate if those conditions were a contributing factor or not. Most crashes occur on dry surfaces. However, other surface conditions appear to be more prevelant in crashes involving only a single vehicle.

Traffic Surface Conditions by Number of Vehicles Involved

	1		2		3		4+	
	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total
Oil	10	0.0%	9	0.0%				
Moving Water	13	0.1%	17	0.0%	1	0.0%		
Standing Water	37	0.2%	28	0.0%	2	0.0%		
Other	61	0.3%	67	0.1%	4	0.1%	1	0.1%
Sand	49	0.2%	102	0.1%	3	0.1%		
Mud, Dirt, Gravel	92	0.4%	69	0.1%	5	0.1%		
Slush	488	2.3%	883	1.1%	36	0.6%	5	0.6%
Ice/Frost	1,266	6.0%	1,055	1.3%	78	1.3%	24	2.6%
Snow	1,762	8.3%	3,404	4.1%	150	2.6%	27	3.0%
Wet	3,558	16.7%	11,036	13.3%	779	13.5%	107	11.8%
Dry	13,788	64.9%	66,113	79.4%	4,722	81.6%	742	81.7%
Unknown	128	0.6%	462	0.6%	7	0.1%	2	0.2%
Grand Total	21,252	100.0%	83,245	100.0%	5,787	100.0%	908	100.0%

2015 Vehicles by Roadway Alignment and Grade

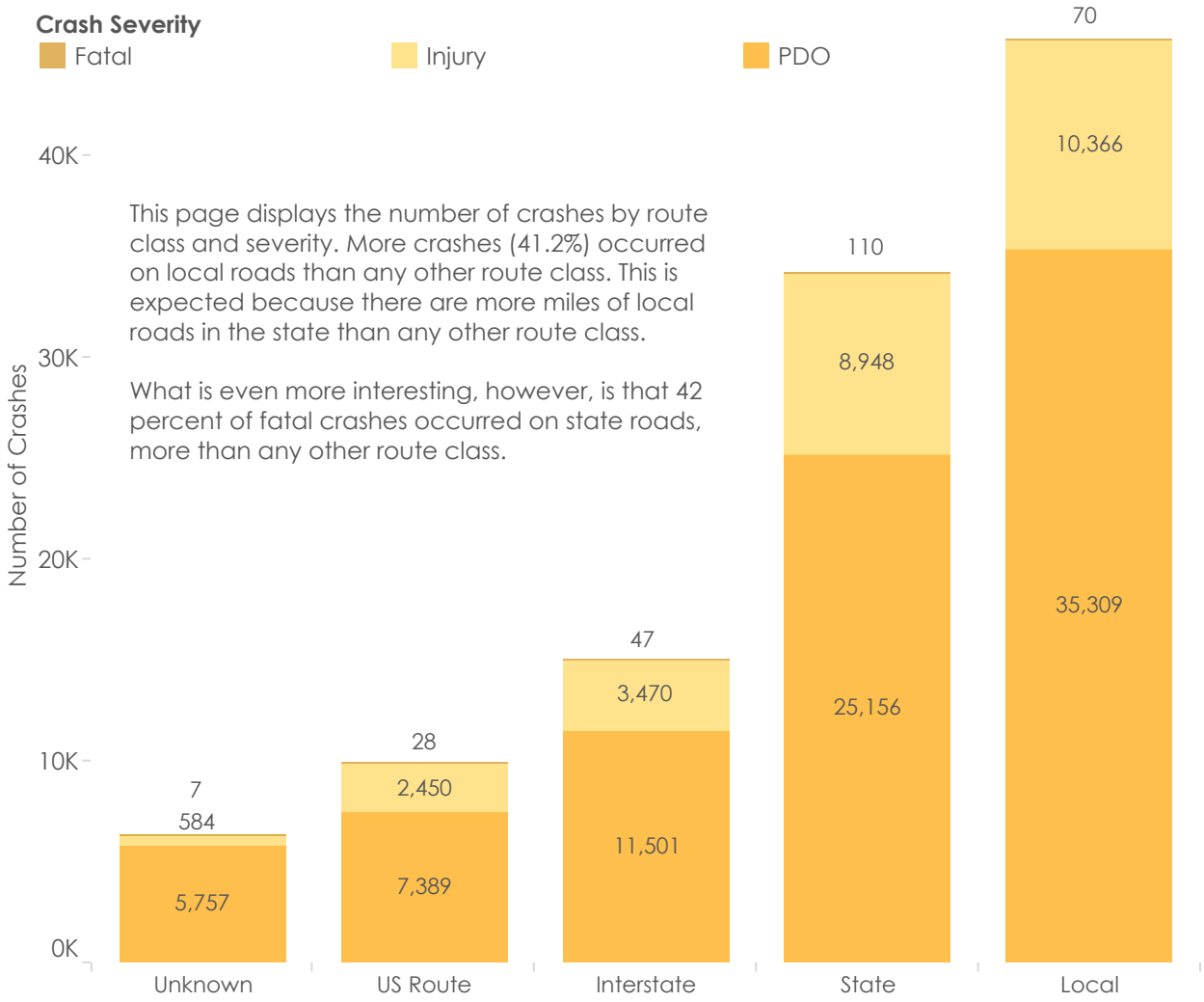


Roadway grade and roadway alignment are collected for each motor vehicle in a crash, so the totals shown here represent the number of vehicles as opposed to the number of crashes. Crashes occurring on straight roads and level grades are the most common for alignment and grade respectively.

	Count of Vehicles	% of Total Vehicles
Curve Left	8,954	4.28%
Curve Right	10,802	5.17%
Straight	186,481	89.22%
Unknown	2,765	1.32%
Grand Total	209,002	100.00%

	Count of Vehicles	% of Total Vehicles
Sag (Bottom)	545	0.26%
Hillcrest	1,934	0.93%
Uphill	15,140	7.24%
Downhill	20,620	9.87%
Level	167,851	80.31%
Unknown	2,912	1.39%
Grand Total	209,002	100.00%

2015 Crashes by Route Class

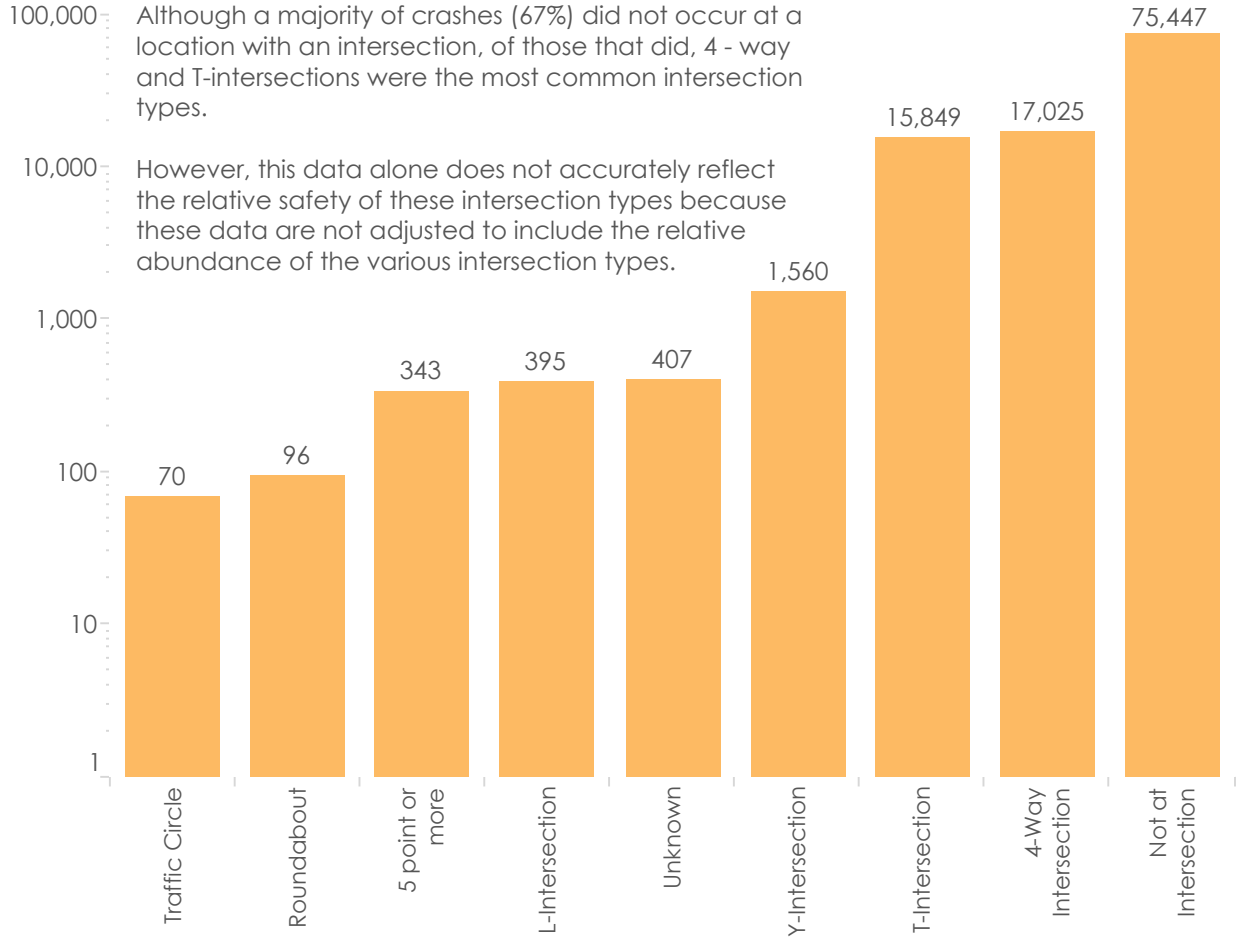


	Fatal	Injury	PDO	Grand Total
US Route	28	2,450	7,389	9,867
Interstate	47	3,470	11,501	15,018
State	110	8,948	25,156	34,214
Local	70	10,366	35,309	45,745
Unknown	7	584	5,757	6,348

2015 Crashes by Intersection Type

Although a majority of crashes (67%) did not occur at a location with an intersection, of those that did, 4 - way and T-intersections were the most common intersection types.

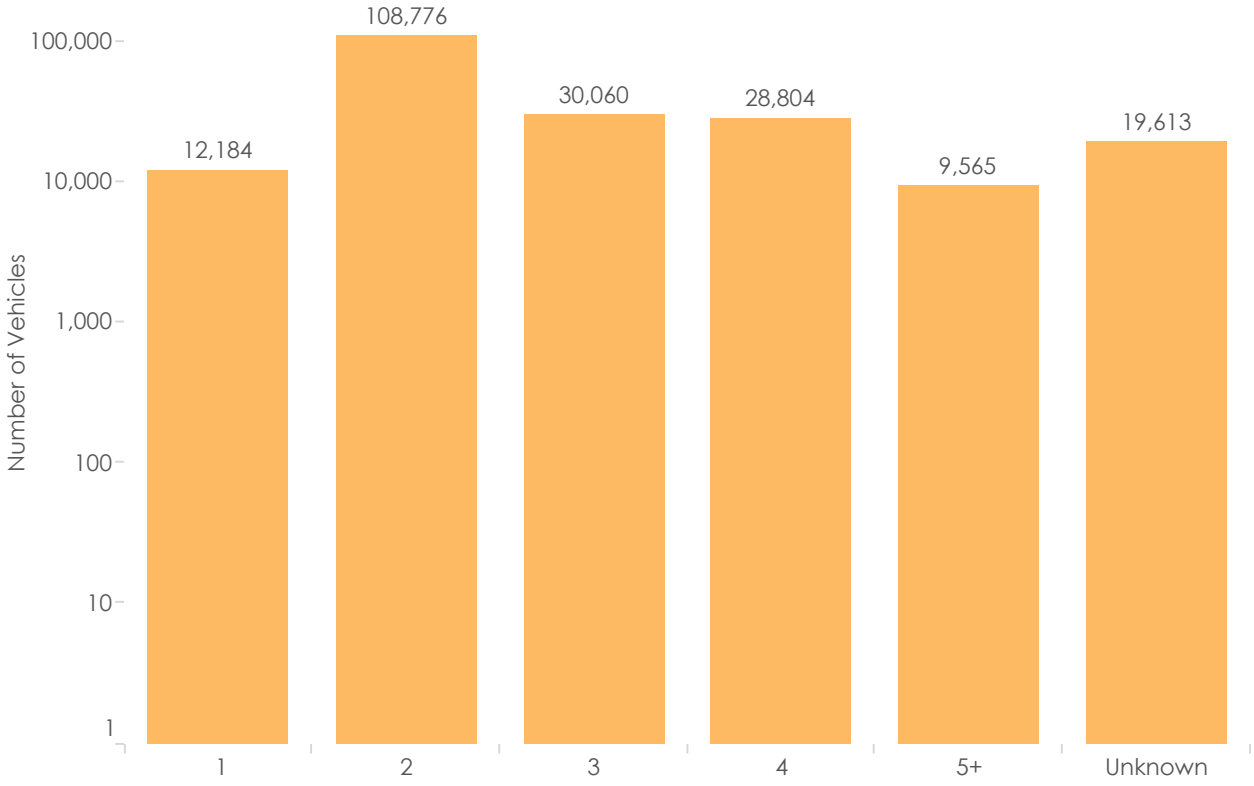
However, this data alone does not accurately reflect the relative safety of these intersection types because these data are not adjusted to include the relative abundance of the various intersection types.



Intersection Crashes by Number of Vehicles Involved

	1		2		3		4+	
	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total
5 point or more	25	0.73%	303	1.00%	12	0.83%	3	1.75%
Roundabout	19	0.55%	76	0.25%	1	0.07%		
Traffic Circle	8	0.23%	61	0.20%	1	0.07%		
L-Intersection	66	1.93%	304	1.00%	23	1.58%	2	1.17%
Y-Intersection	255	7.44%	1,252	4.13%	47	3.23%	6	3.51%
T-Intersection	2,017	58.87%	13,103	43.26%	655	45.08%	74	43.27%
4-Way Intersection	1,036	30.24%	15,188	50.15%	714	49.14%	86	50.29%
Grand Total	3,426	100.00%	30,287	100.00%	1,453	100.00%	171	100.00%

2015 Vehicles by the Number of Lanes



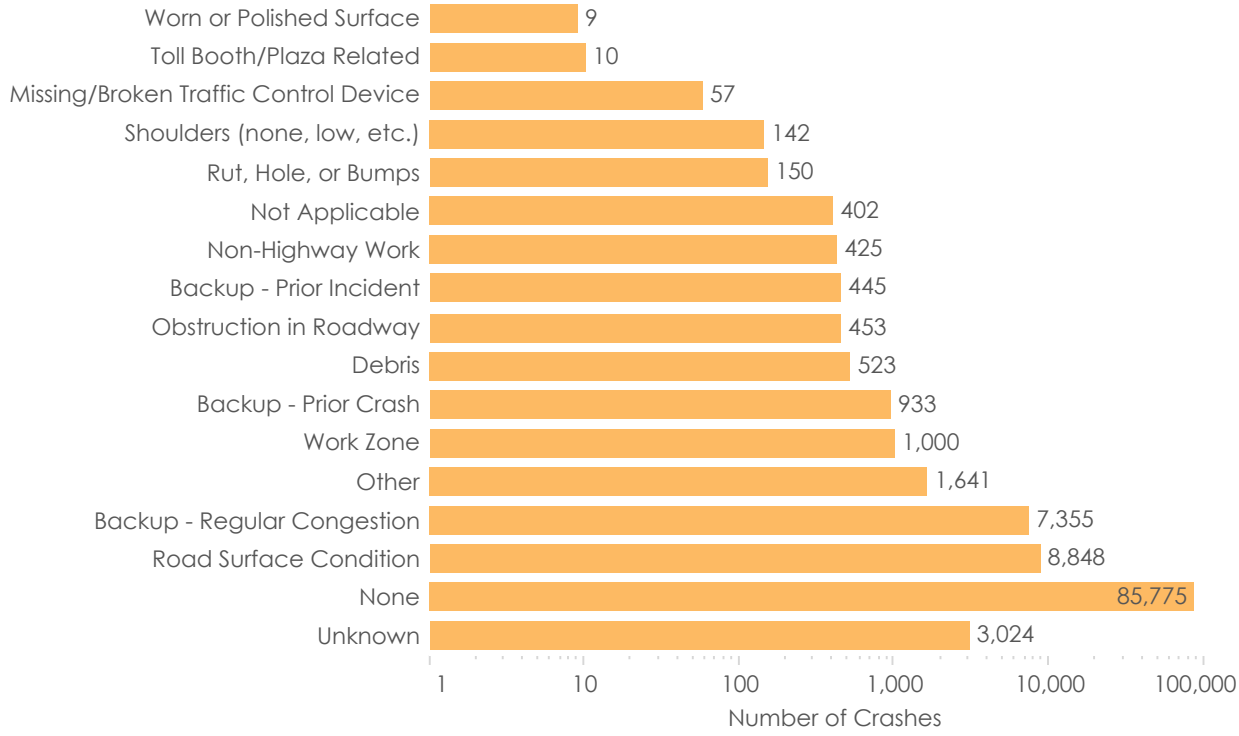
This page details the number of vehicles involved in crashes by the number of lanes in the roadway. The number of lanes is associated with vehicles on the crash reporting form because each vehicle involved in a collision could be traveling from different roadways that may have differign number of lanes, such as at an intersection or a merge.

Across the state, crashes occurred most often on two-lane roads. This is the case for all route classes except highways, where the most common was three lanes.

Number of Vehicles by Route Class and Number of Lanes

	Interstate		US Route		State		Local		Unknown	
1	1,780	6.18%	495	2.55%	3,145	4.88%	5,128	6.07%	1,636	13.83%
2	5,278	18.33%	7,296	37.60%	36,401	56.46%	57,239	67.74%	2,562	21.66%
3	14,744	51.19%	2,309	11.90%	7,198	11.16%	5,718	6.77%	91	0.77%
4	5,636	19.57%	6,127	31.57%	10,108	15.68%	6,788	8.03%	145	1.23%
5+	1,109	3.85%	1,948	10.04%	4,051	6.28%	2,424	2.87%	33	0.28%
Unknown	254	0.88%	1,230	6.34%	3,572	5.54%	7,195	8.52%	7,362	62.24%
Grand Total	28,801	100.00%	19,405	100.00%	64,475	100.00%	84,492	100.00%	11,829	100.00%

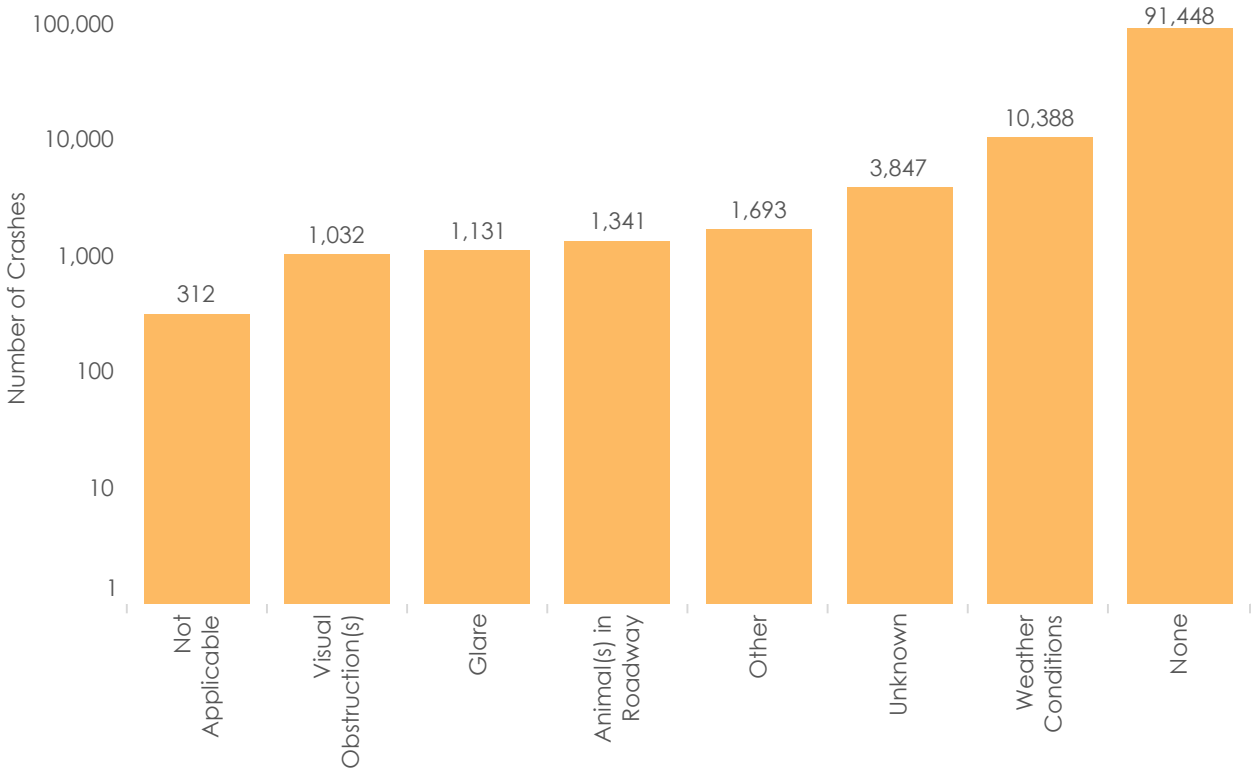
2015 Contributing Circumstances: Road



'Contributing Circumstances: Road' refers to factors specific to the road conditions that are deemed by the officer to have contributed to the crash. This includes both attributes related to the road itself, such as holes or surface conditions, as well as backups and obstructions in the roadway. A majority of crashes (77.14%) had no roadway circumstances that contributed to the crash. Road surface conditions and backup related to regular congestion were the most common contributing circumstances.

	Total Crashes	% of Total
Worn or Polished Surface	9	0.01%
Toll Booth/Plaza Related	10	0.01%
Missing/Broken Traffic Control Device	57	0.05%
Shoulders (none, low, etc.)	142	0.13%
Rut, Hole, or Bumps	150	0.13%
Not Applicable	402	0.36%
Non-Highway Work	425	0.38%
Backup - Prior Incident	445	0.40%
Obstruction in Roadway	453	0.41%
Debris	523	0.47%
Backup - Prior Crash	933	0.84%
Work Zone	1,000	0.90%
Other	1,641	1.48%
Backup - Regular Congestion	7,355	6.61%
Road Surface Condition	8,848	7.96%
None	85,775	77.14%
Unknown	3,024	2.72%
Grand Total	111,192	100.00%

2015 Contributing Circumstance: Environment



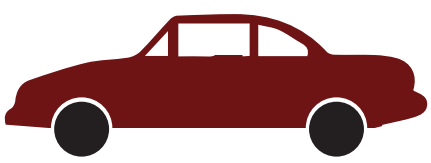
MMUCC provides the following as possible environmental conditions that can potentially contribute to a crash:

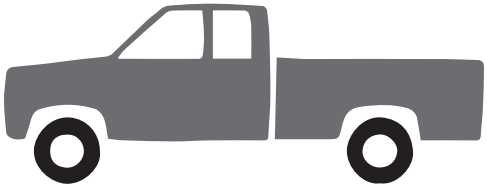
Weather Conditions - indicative of recorded weather conditions contributing to the crash
Visual Obstruction(s) - an object (bush, tree, etc.) that blocks the driver's sight, thus contributing to the crash
Glare - harsh or bright light that impairs a driver's vision
Animal(s) in Roadway - live wild or domestic animals, excluding animals pulling a conveyance being ridden

Adverse weather conditions were a contributing factor in nearly ten percent of crashes in 2015.

	Total Crashes	% of Total
Not Applicable	312	0.28%
Visual Obstruction(s)	1,032	0.93%
Glare	1,131	1.02%
Animal(s) in Roadway	1,341	1.21%
Other	1,693	1.52%
Weather Conditions	10,388	9.34%
None	91,448	82.24%
Unknown	3,847	3.46%
Grand Total	111,192	100.00%

Section III: Vehicles





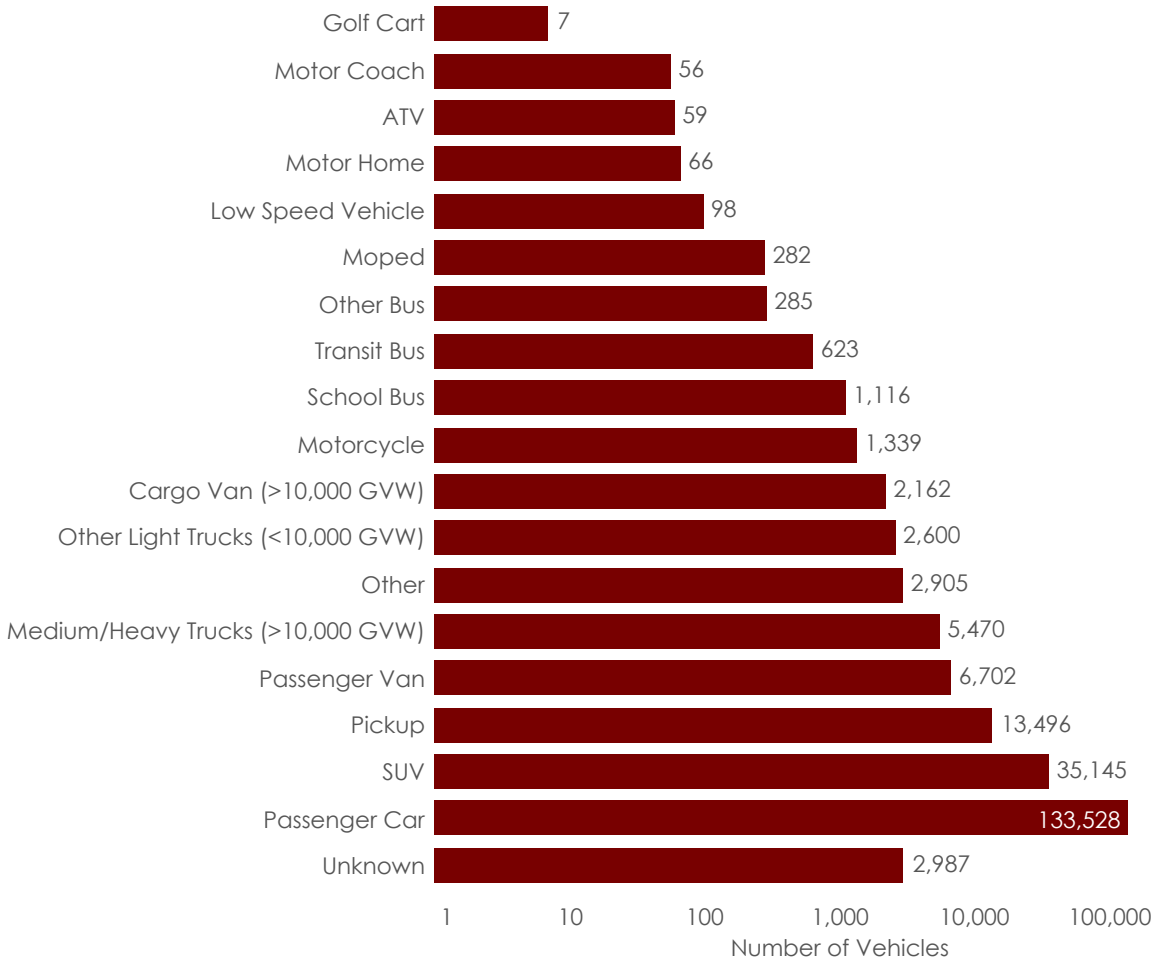
CTSRC

2015 Vehicle Types

	% of Total Vehicles
Golf Cart	0.00%
Motor Coach	0.03%
ATV	0.03%
Motor Home	0.03%
Low Speed Vehicle	0.05%
Moped	0.13%
Other Bus	0.14%
Transit Bus	0.30%
School Bus	0.53%
Motorcycle	0.64%
Cargo Van (>10,000 GVW)	1.03%
Other Light Trucks (<10,000 GVW)	1.24%
Other	1.39%
Medium/Heavy Trucks (>10,000 GVW)	2.62%
Passenger Van	3.21%
Pickup	6.46%
SUV	16.82%
Passenger Car	63.92%
Unknown	1.43%
Grand Total	100.00%

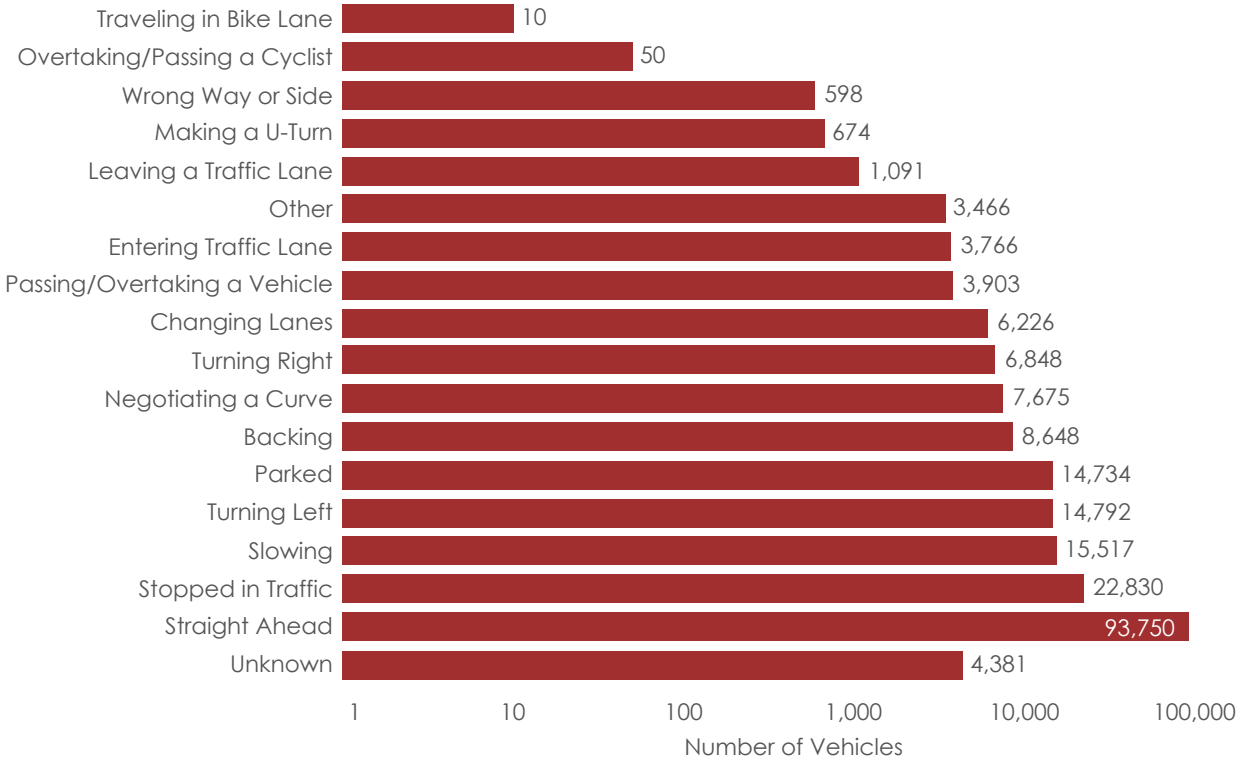
Passenger vehicles were the most common vehicle in 2015 crashes and represent more than half of all involved vehicles.

Pickup trucks and SUVs were the second and third most common vehicle types in 2015 crashes, representing 6.47 percent and 16.81 percent, respectively.



2015 Vehicle Actions

'Vehicle Action' refers to the specific maneuver of the vehicle prior to the beginning of the sequence of events of the crash. The top five most common vehicle actions all involved basic driving manuevers. The majority of vehicles were either driving straight ahead, stopped in traffic or slowing.

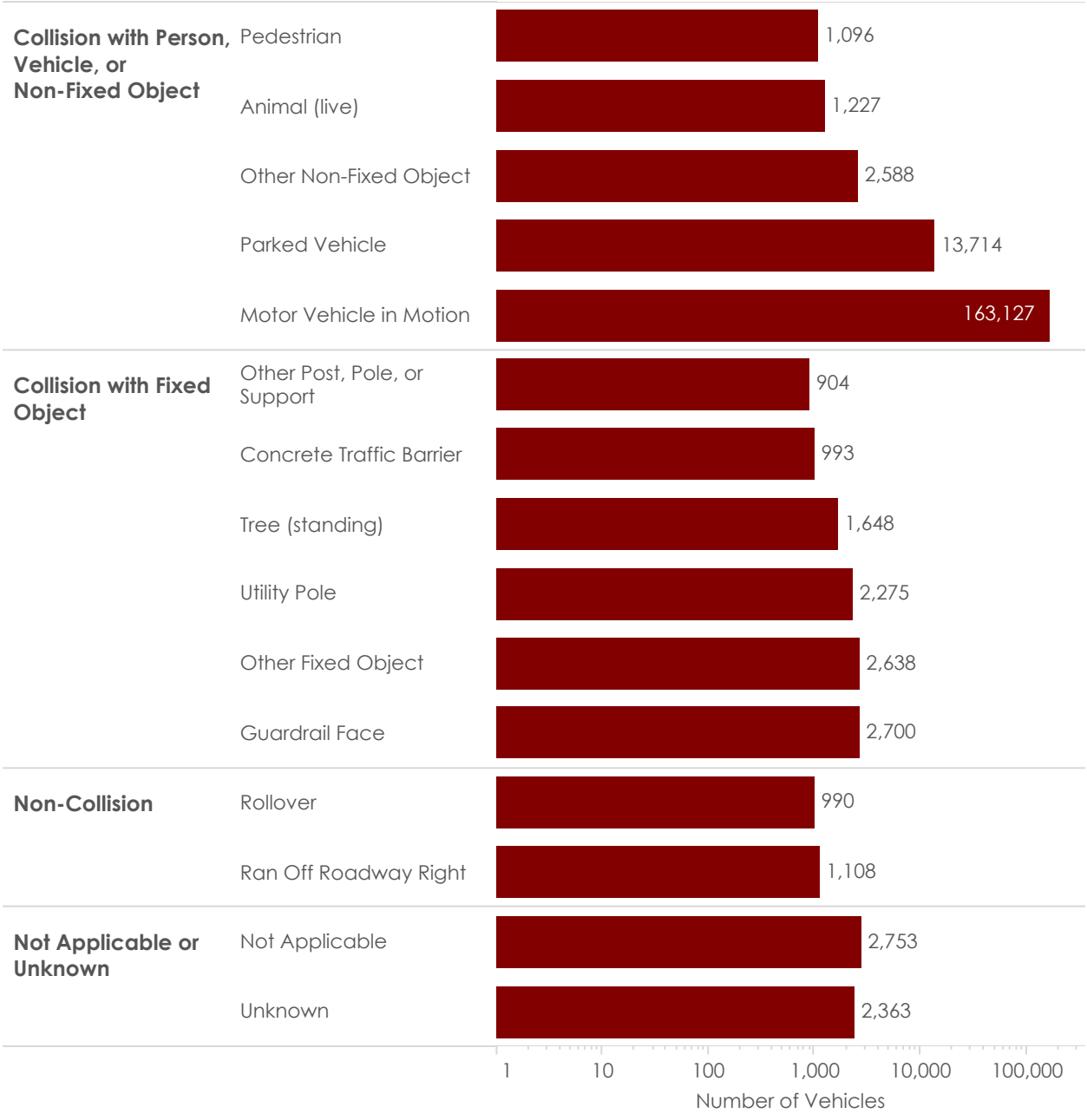


	Count of Vehicles	% of Total Vehicles
Traveling in Bike Lane	10	0.00%
Overtaking/Passing a Cyclist	50	0.02%
Wrong Way or Side	598	0.29%
Making a U-Turn	674	0.32%
Leaving a Traffic Lane	1,091	0.52%
Other	3,466	1.66%
Entering Traffic Lane	3,766	1.80%
Passing/Overtaking a Vehicle	3,903	1.87%
Changing Lanes	6,226	2.98%
Turning Right	6,848	3.28%
Negotiating a Curve	7,675	3.67%
Backing	8,648	4.14%
Parked	14,734	7.05%
Turning Left	14,792	7.08%
Slowing	15,517	7.42%
Stopped in Traffic	22,830	10.92%
Straight Ahead	93,793	44.88%
Unknown	4,381	2.10%
Grand Total	209,002	100.00%

2015 Most Common First Harmful Events for Vehicles

The following graph displays the fifteen most common first harmful events' for all vehicles involved in 2015 crashes. Most vehicles were involved in a collision with another vehicle, while it was parked or also in motion.

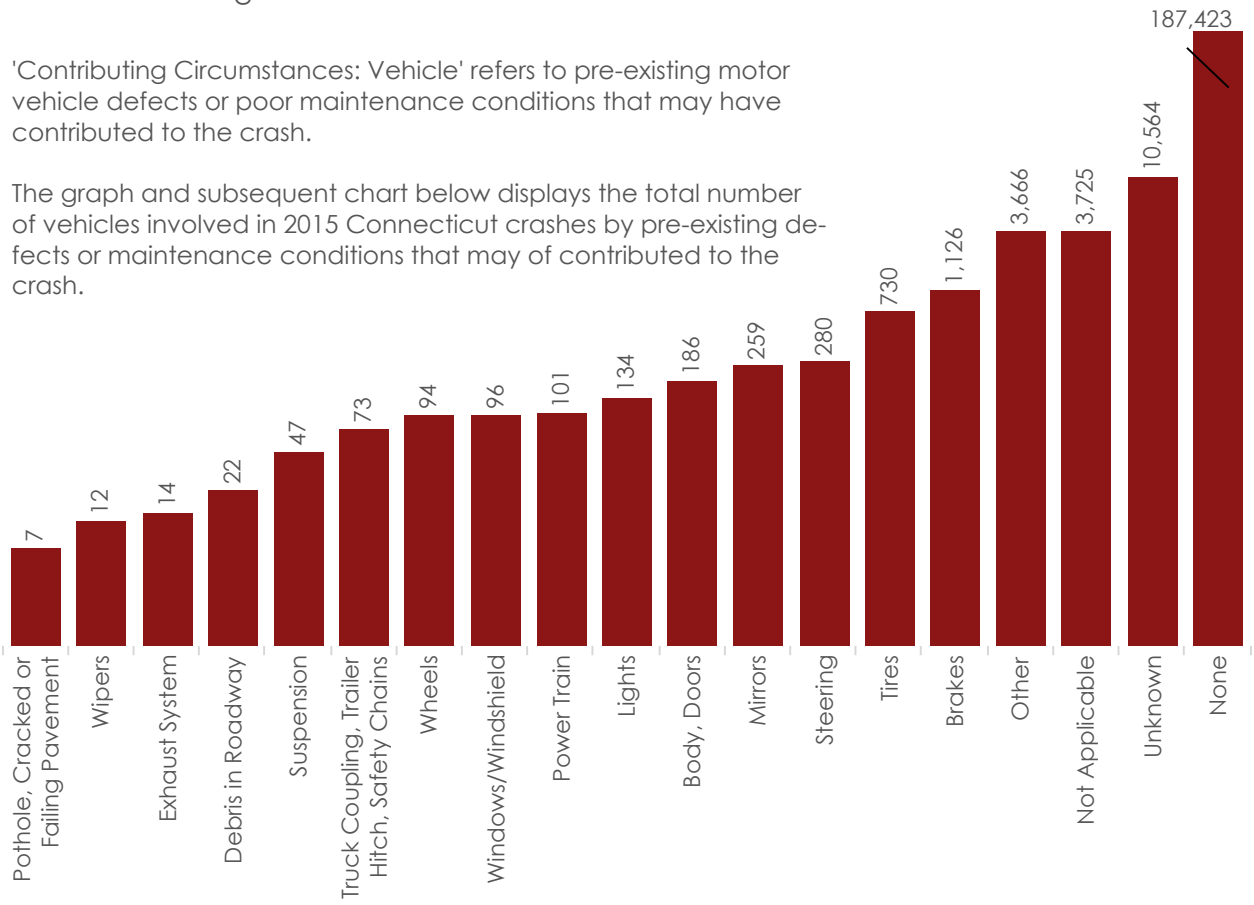
The first harmful event for vehicles is different than the first harmful event for the crash because this variable pertains to the individual events of each vehicle involved in a crash. Vehicles involved in a collision may be traveling from different directions and may have encountered different obstacles prior to the crash event.



2015 Contributing Circumstances: Vehicle

'Contributing Circumstances: Vehicle' refers to pre-existing motor vehicle defects or poor maintenance conditions that may have contributed to the crash.

The graph and subsequent chart below displays the total number of vehicles involved in 2015 Connecticut crashes by pre-existing defects or maintenance conditions that may of contributed to the crash.

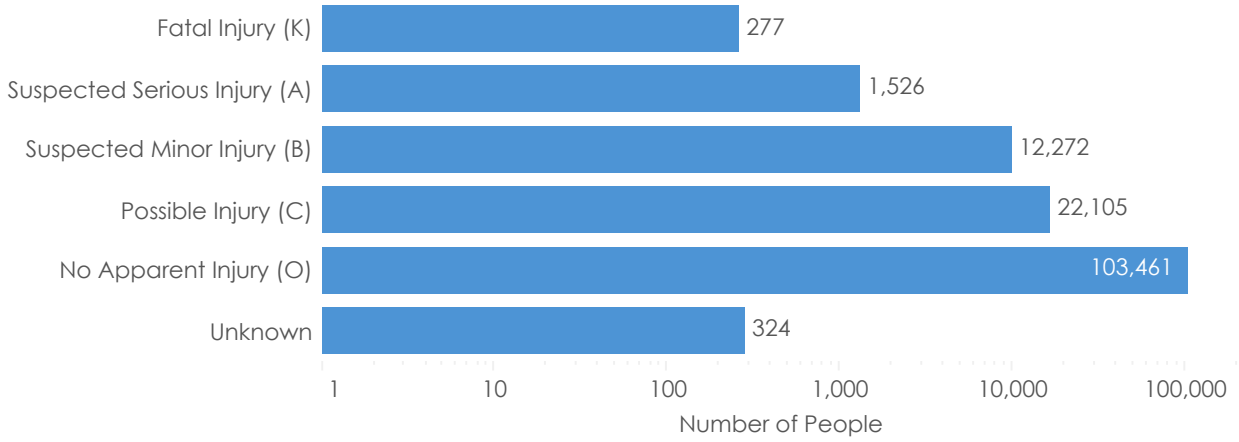


	Count of Vehicles	% of Total Vehicles
Pothole, Cracked or Failing Pavement	7	0.00%
Wipers	12	0.01%
Exhaust System	14	0.01%
Debris in Roadway	22	0.01%
Suspension	47	0.02%
Truck Coupling, Trailer Hitch, Safety Chains	73	0.03%
Wheels	94	0.04%
Windows/Windshield	96	0.05%
Power Train	101	0.05%
Lights	134	0.06%
Body, Doors	186	0.09%
Mirrors	259	0.12%
Steering	280	0.13%
Tires	730	0.35%
Brakes	1,126	0.54%
Other	3,666	1.75%
Not Applicable	3,725	1.78%
None	187,508	89.72%
Unknown	10,922	5.23%
Grand Total	209,002	100.00%

Section III: Persons

2015 Fatalities and Injuries Per Crash

Injury Status of People



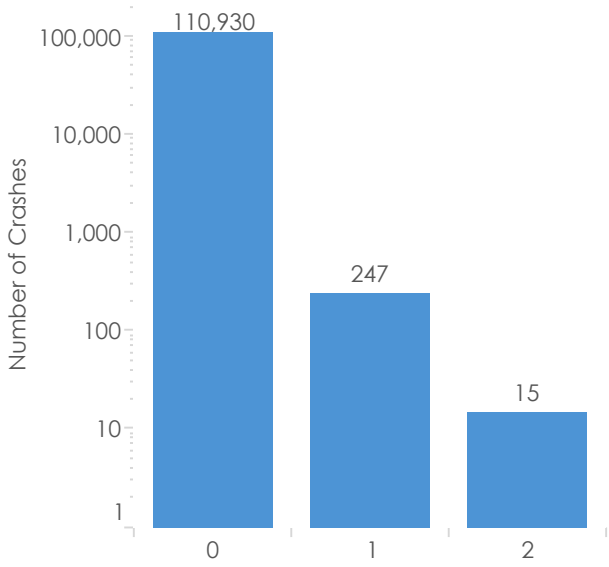
When a person is injured in a motor vehicle crash, their injury is assigned a classification letter.

"**K**" refers to a deceased crash victim.

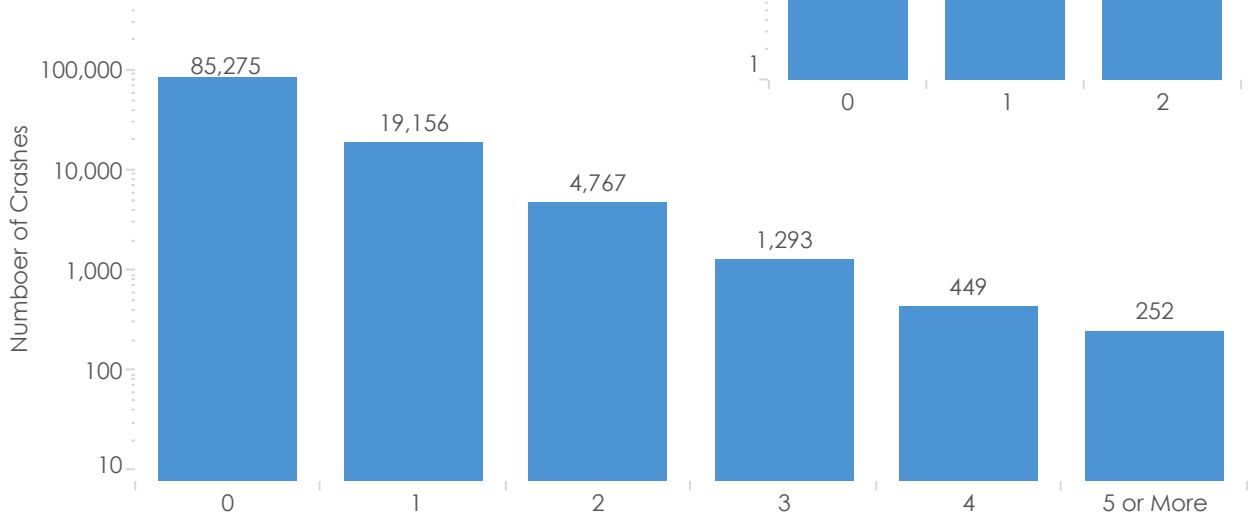
"**A**","**B**", & "**C**" represent Serious, Minor, and Possible injuries, respectively.

"**O**" indicates that the person exhibited no injuries that were apparent to the officer on scene, which is true for Property Damage Only crashes.

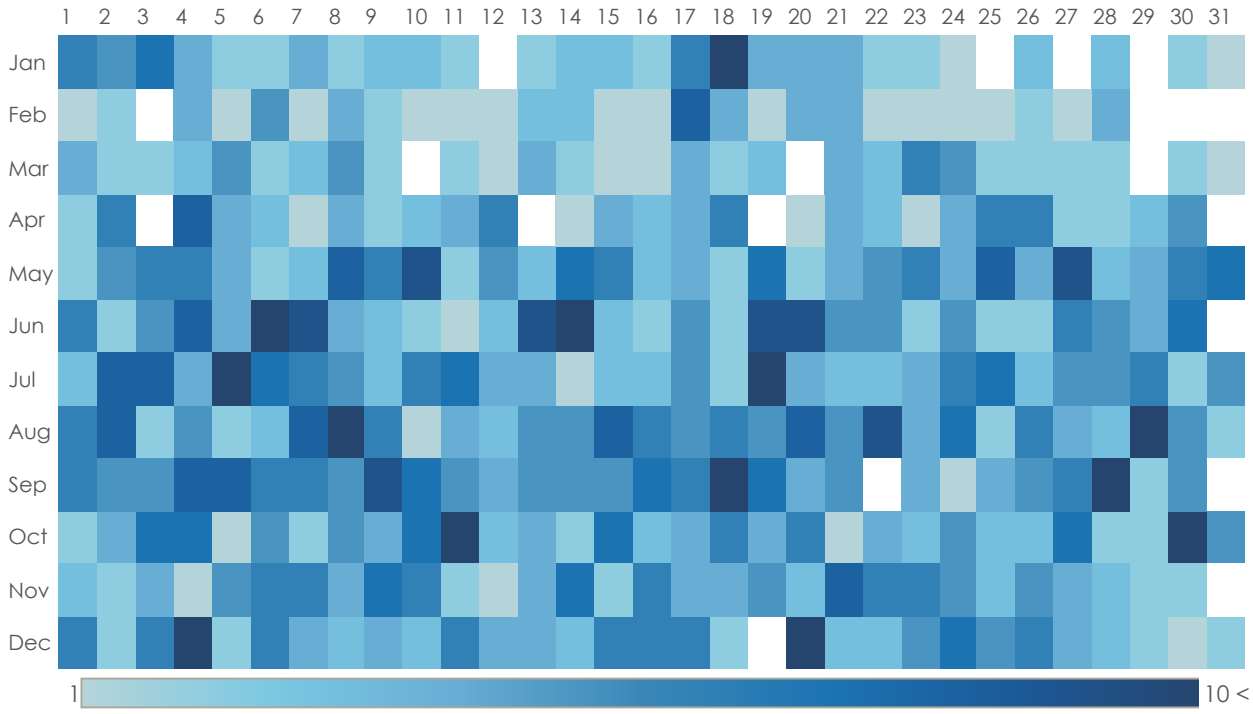
Fatalities per Crash



Injuries per Crash



2015 Fatal "K" & Serious "A" Injuries by Day of the Month



The heatmap above shows the number of crashes for each day of 2015 and the accompanying table provides the crash totals for each month. The heatmap indicates that more severe injuries were experienced around some holiday periords such as MLK Day on January 18th and near the 4th of July.

blank white spaces indicate no crashes occurred during that time period

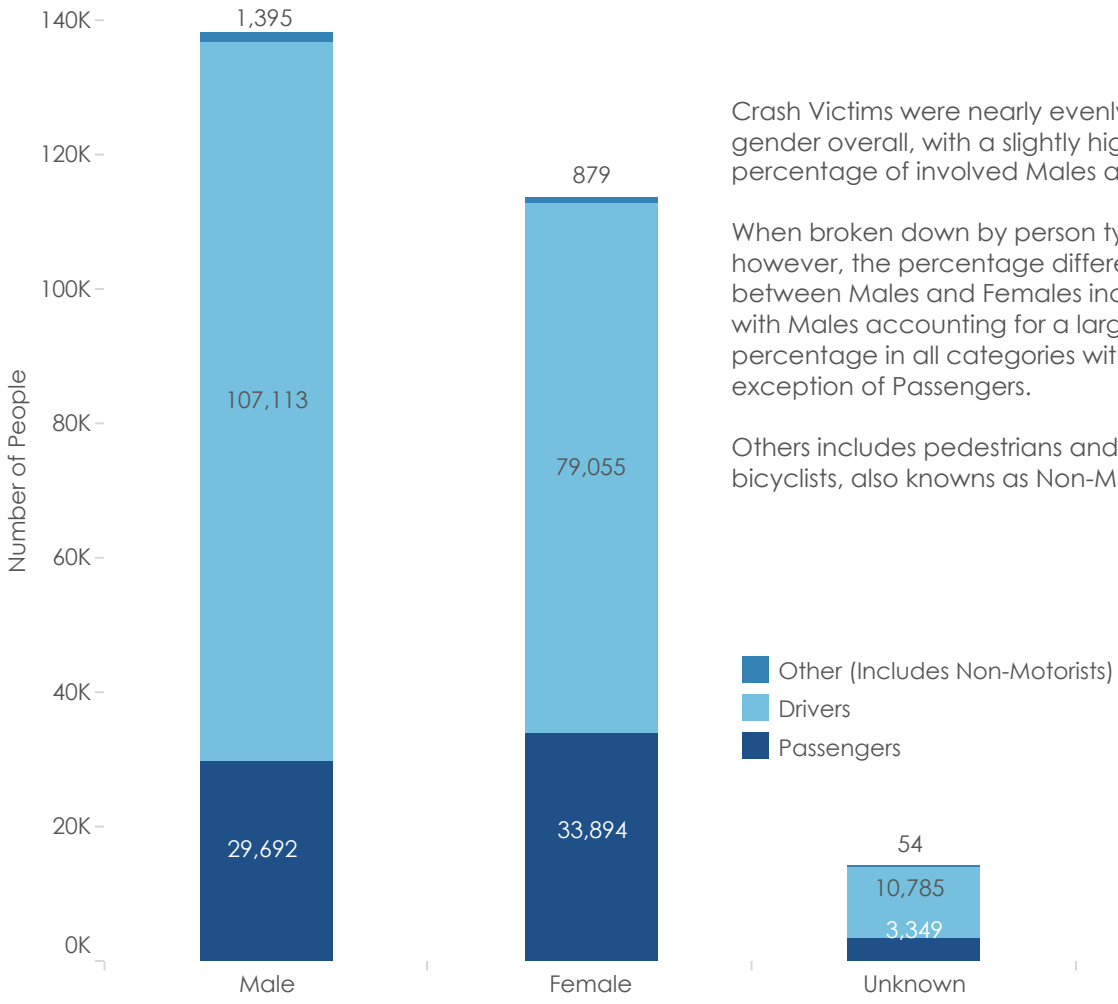
However, victims of crashes occurring in the months of July to September experienced the most severe injuries in 2015. This could be due to increased speeds during milder weather that result in more serious injuries.

Monthly Totals of Fatalities and Serious Injuries

	Total K & A Injuries	% of Total K & A Injuries
January	94	6.14%
February	63	4.11%
March	77	5.03%
April	98	6.40%
May	152	9.92%
June	151	9.86%
July	159	10.38%
August	166	10.84%
September	168	10.97%
October	142	9.27%
November	126	8.22%
December	136	8.88%
Grand Total	1,532	100.00%

2015 Involved Persons by Gender & Person Type

		Female	Male	Unknown	Grand Total
Drivers	Number of Total People	79,055	107,113	10,785	196,953
	% of Total People	40.14%	54.39%	5.48%	100.00%
Passengers	Number of Total People	33,894	29,692	3,349	66,935
	% of Total People	50.64%	44.36%	5.00%	100.00%
Other (Includes Non-Motorists)	Number of Total People	879	1,395	54	2,328
	% of Total People	37.76%	59.92%	2.32%	100.00%
Grand Total	Number of Total People	113,828	138,200	14,188	266,216
	% of Total People	42.76%	51.91%	5.33%	100.00%

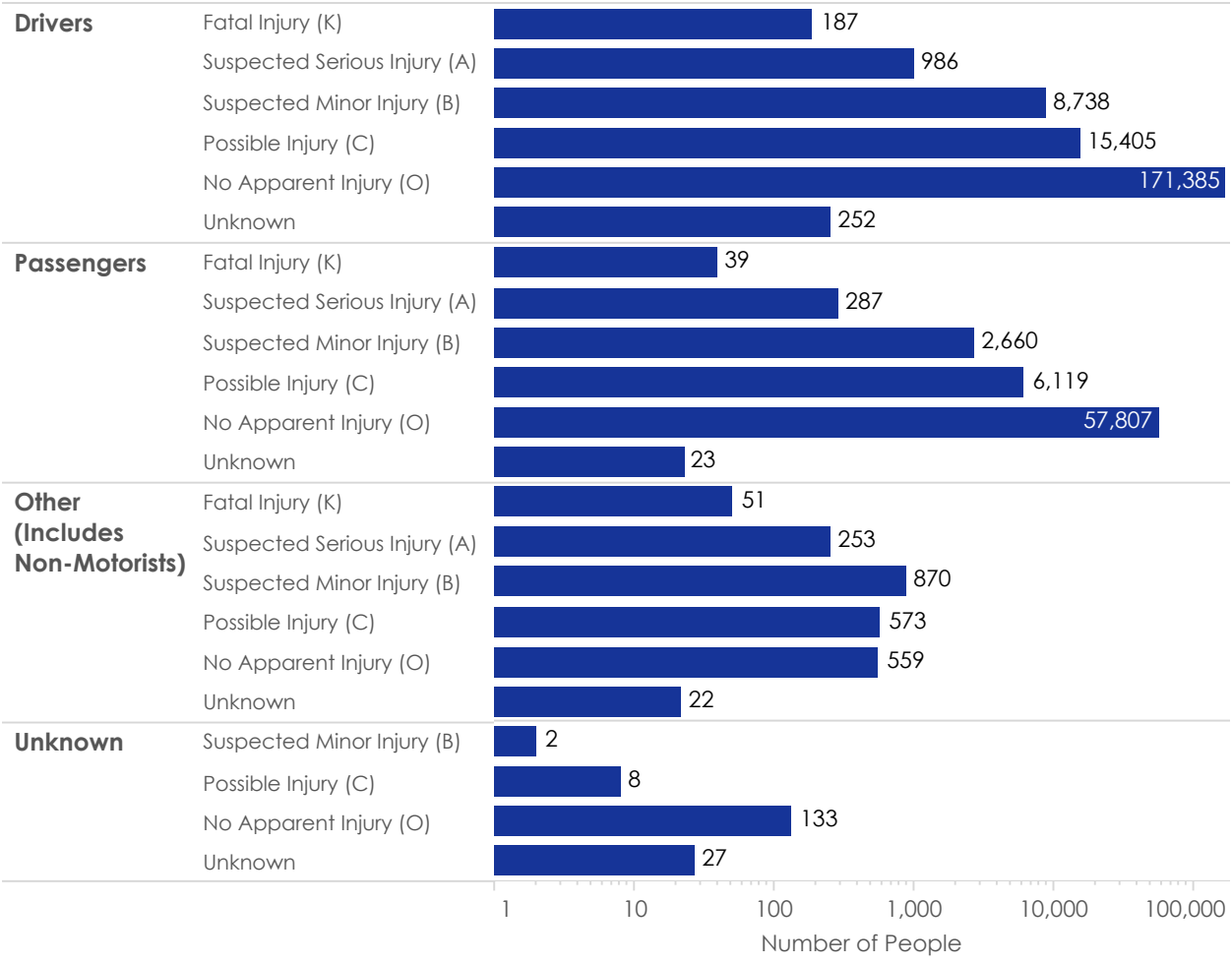


Crash Victims were nearly evenly split for gender overall, with a slightly higher percentage of involved Males at 52%.

When broken down by person type, however, the percentage difference between Males and Females increases with Males accounting for a larger percentage in all categories with the exception of Passengers.

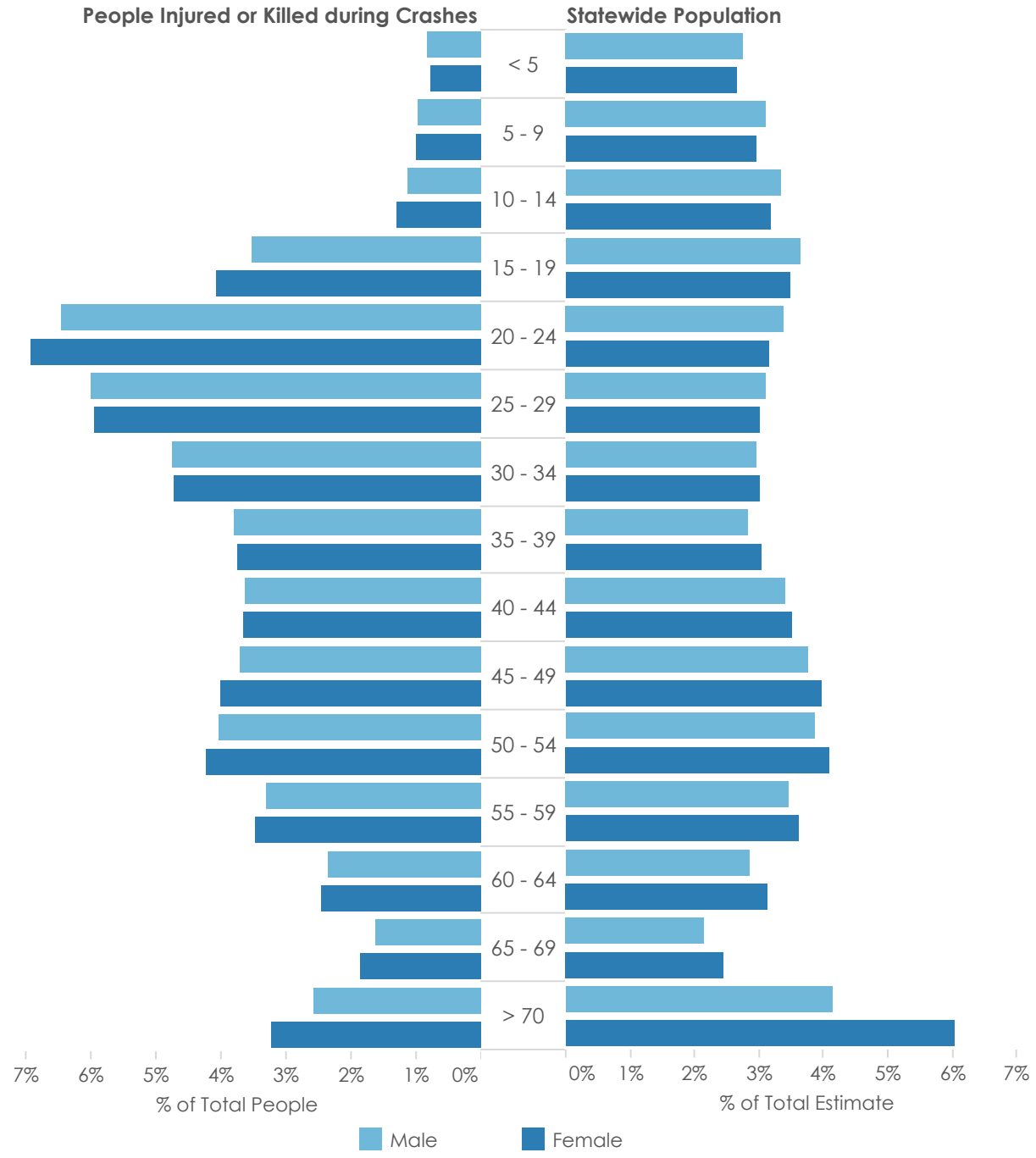
Others includes pedestrians and bicyclists, also knowns as Non-Motorists.

2015 Injury Status by Person Type



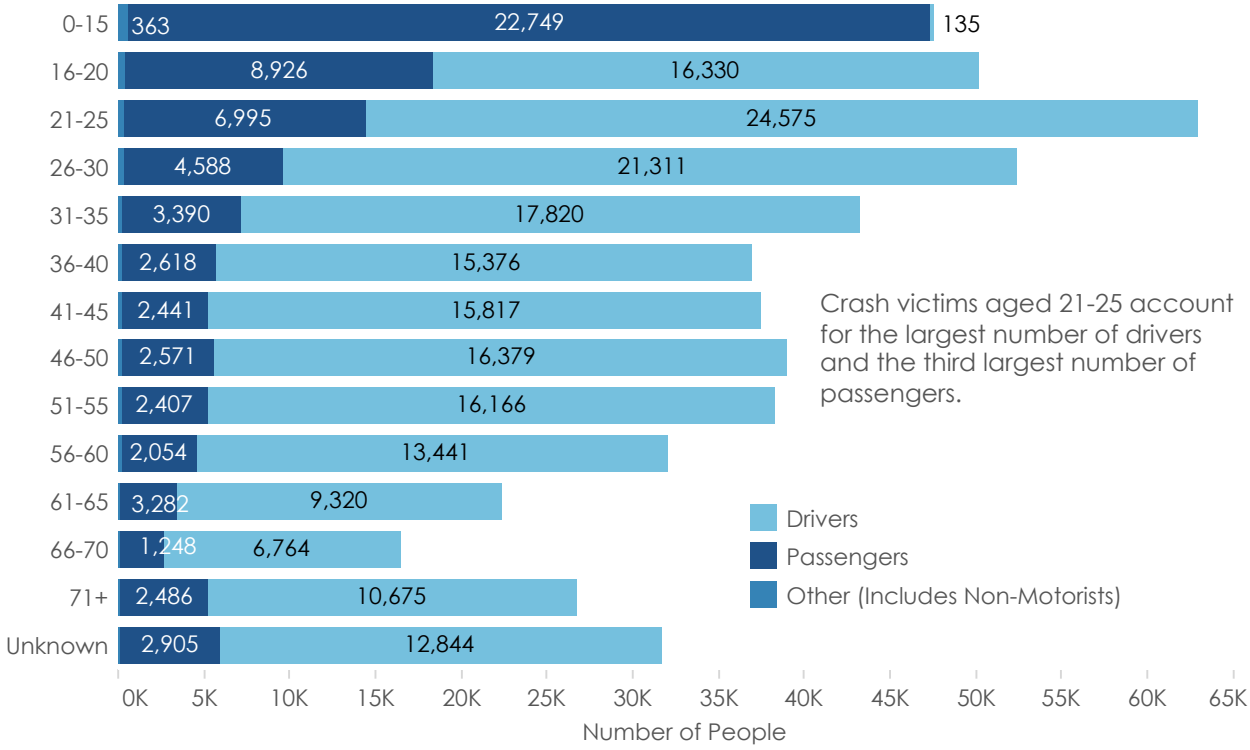
	Drivers	Passengers	Other (Includes Non-Motorists)	Grand Total
	% of Total	% of Total	% of Total	% of Total
Fatal Injury (K)	0.09%	0.06%	2.19%	0.10%
Suspected Serious Injury (A)	0.50%	0.43%	10.87%	0.57%
Suspected Minor Injury (B)	4.44%	3.97%	37.37%	4.61%
Possible Injury (C)	7.82%	9.14%	24.61%	8.30%
No Apparent Injury (O)	87.02%	86.36%	24.01%	86.30%
Unknown	0.13%	0.03%	0.95%	0.11%
Grand Total	100.00%	100.00%	100.00%	100.00%

Age and Gender Distribution of People Injured or Killed in Crashes vs. the Statewide Population



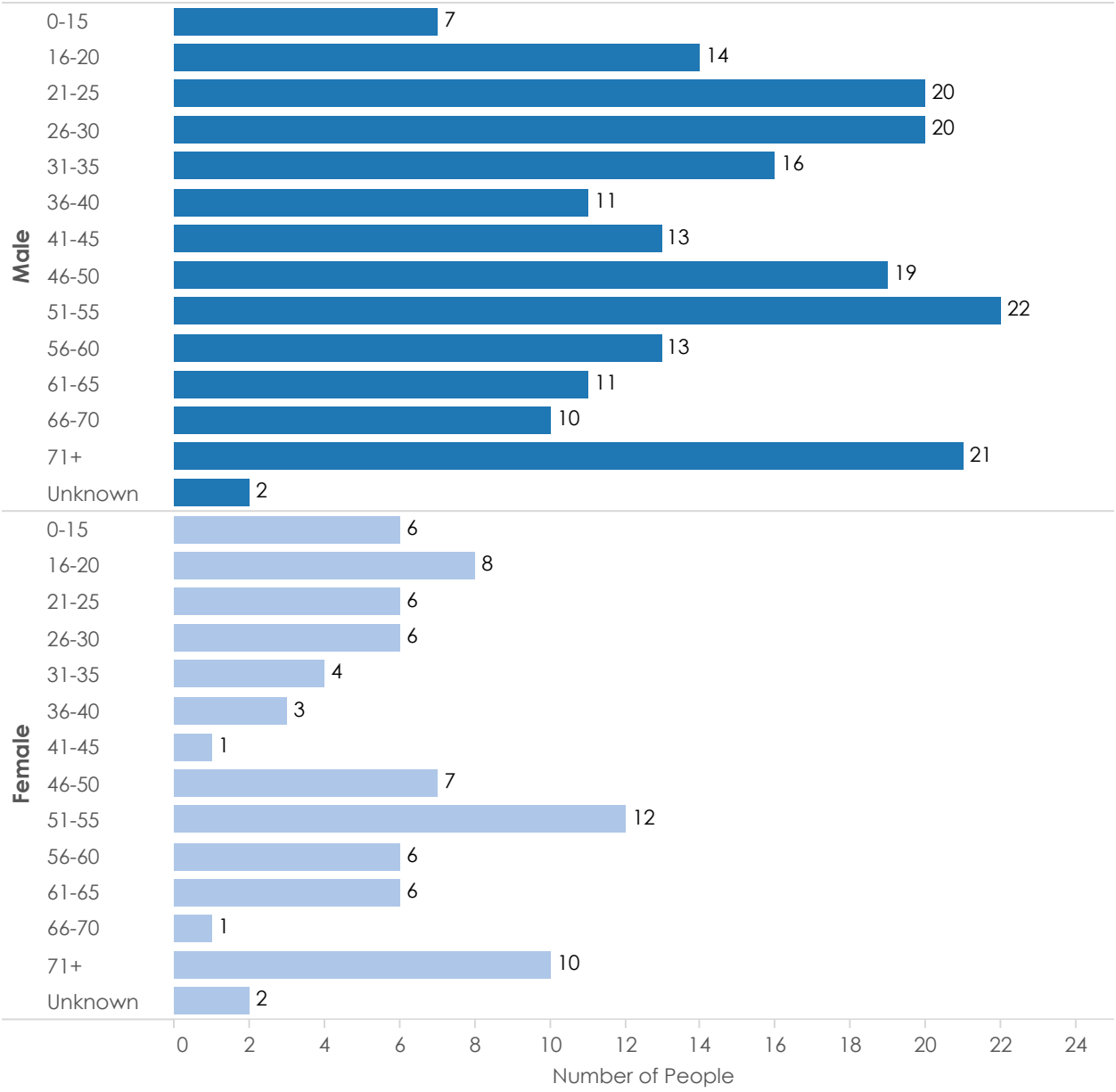
The figure above compares the age distribution for those injured (A, B, C, and K injuries) in crashes in Connecticut on the left with the age distribution of the entire state population. Note that the bars represent the percentage of the total, not an absolute count. People aged 15 to 34 make up a larger proportion of the injuries than they represent of the total population. Population data for this figure is courtesy of the US Census Bureau's American Community Survey.

2015 Involved Persons by Age & Person Type



	Drivers		Passengers		Other (Includes Non-Motorists)		Grand Total	
	Number of Total People	% of Total	Number of Total People	% of Total	Number of Total People	% of Total	Number of Total People	% of Total
0-15	135	0.07%	22,749	33.99%	363	15.59%	23,247	8.73%
16-20	16,330	8.29%	8,926	13.34%	277	11.90%	25,533	9.59%
21-25	24,575	12.48%	6,995	10.45%	220	9.45%	31,790	11.94%
26-30	21,311	10.82%	4,588	6.85%	202	8.68%	26,101	9.80%
31-35	17,820	9.05%	3,390	5.06%	169	7.26%	21,379	8.03%
36-40	15,376	7.81%	2,618	3.91%	156	6.70%	18,150	6.82%
41-45	15,817	8.03%	2,441	3.65%	124	5.33%	18,382	6.90%
46-50	16,379	8.32%	2,571	3.84%	151	6.49%	19,101	7.18%
51-55	16,166	8.21%	2,407	3.60%	158	6.79%	18,731	7.04%
56-60	13,441	6.82%	2,054	3.07%	145	6.23%	15,640	5.87%
61-65	9,320	4.73%	1,557	2.33%	103	4.42%	10,980	4.12%
66-70	6,764	3.43%	1,248	1.86%	56	2.41%	8,068	3.03%
71+	10,675	5.42%	2,486	3.71%	118	5.07%	13,279	4.99%
Unknown	12,844	6.52%	2,905	4.34%	86	3.69%	15,835	5.95%
Grand Total	196,953	100.00%	66,935	100.00%	2,328	100.00%	266,216	100.00%

2015 Fatalities by Age & Gender



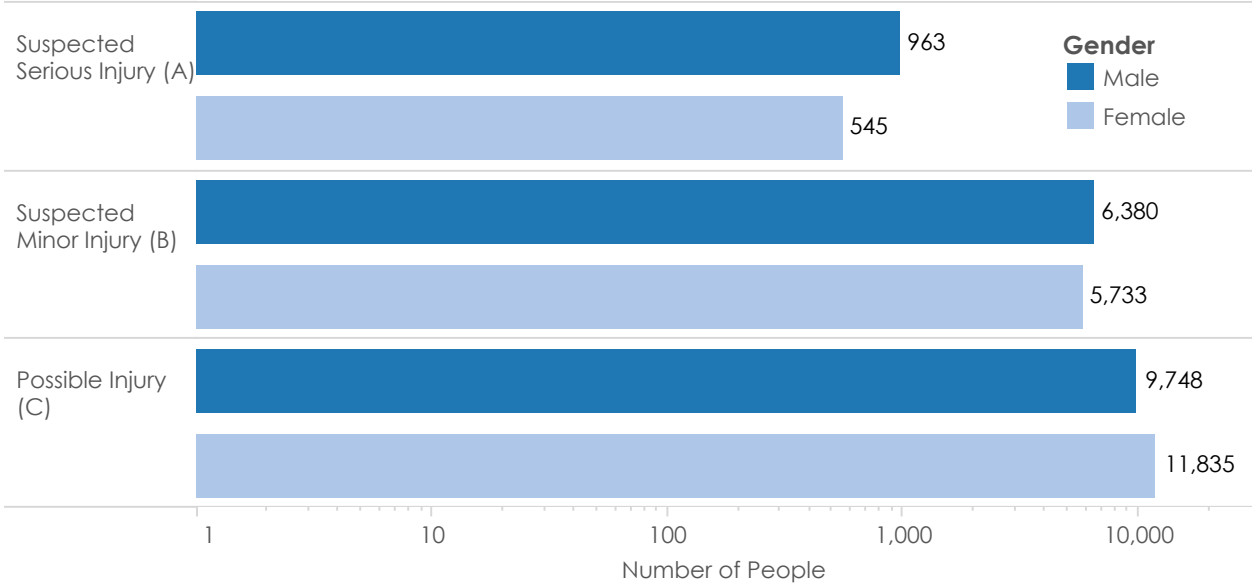
The table above shows the number of Females and Males in Connecticut who were killed in motor vehicle crashes in 2015.

Of the crash victims who were killed, 76 percent were Males. Most Male victims were between the ages of 26-30 and 46-55. Those aged 51-55 represent the highest concentration of fatalities for Females.

	Fatal Injury (K)	
	Number of Total People	% of Total
Female	57.0	23.95%
Male	181.0	76.05%
Grand Total	238.0	100.00%

2015 Injuries by Age & Gender

The graph and chart below display all 2015 crash victims who suffered a **Serious (A)**, **Minor (B)** or **Possible (C)** injury, by age and gender. People age 21-30 account for around 25 percent of all injured persons, with 16-20 year olds representing the third highest percentage (9.35%).



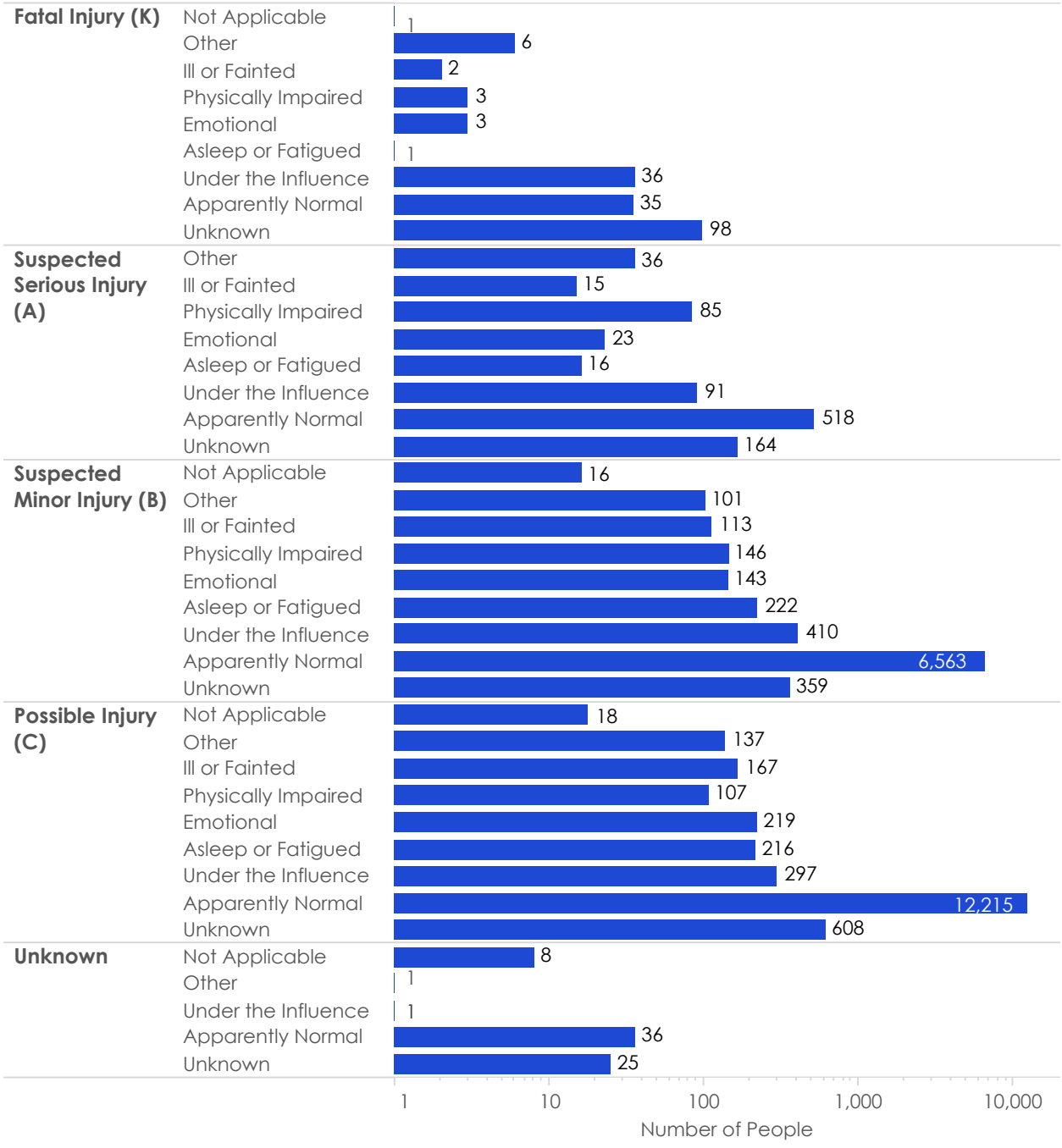
Injury Status By Age

	Suspected Serious Injury (A)		Suspected Minor Injury (B)		Possible Injury (C)		Grand Total	
	Number of Total People	% of Total	Number of Total People	% of Total	Number of Total People	% of Total	Number of Total People	% of Total
0-15	75	2.54%	717	27.21%	1,641	70.25%	2,433	100.00%
16-20	145	3.64%	1,317	37.57%	1,875	58.79%	3,337	100.00%
21-25	224	4.24%	1,805	35.55%	2,765	60.21%	4,794	100.00%
26-30	179	4.24%	1,449	35.10%	2,331	60.66%	3,959	100.00%
31-35	146	4.14%	1,056	31.86%	1,950	64.01%	3,152	100.00%
36-40	111	3.82%	894	33.53%	1,613	62.65%	2,618	100.00%
41-45	109	3.74%	773	28.75%	1,694	67.51%	2,576	100.00%
46-50	94	2.85%	874	30.51%	1,766	66.64%	2,734	100.00%
51-55	118	3.47%	936	31.62%	1,790	64.91%	2,844	100.00%
56-60	86	3.44%	711	31.21%	1,410	65.35%	2,207	100.00%
61-65	73	4.06%	492	30.14%	1,026	65.80%	1,591	100.00%
66-70	49	3.85%	363	32.75%	680	63.40%	1,092	100.00%
71+	91	4.45%	729	37.81%	1,044	57.73%	1,864	100.00%
Unknown	26	3.40%	156	21.12%	520	75.48%	702	100.00%

2015 Injury Status by Condition at Time of Crash

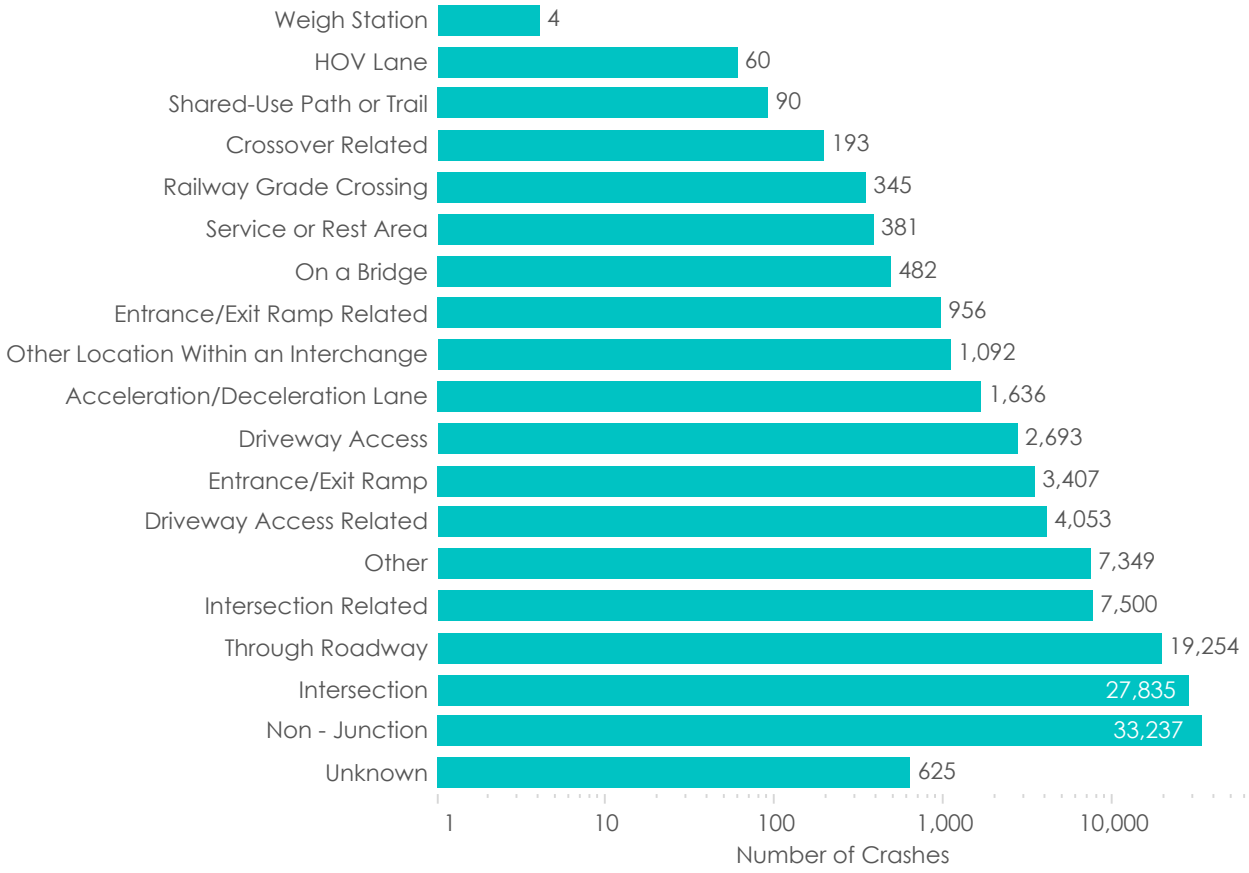
Condition at Time of Crash refers to any relevant physical condition of the **motorist** or **non-motorist** that is directly related to the crash.

The graph below displays the condition of all motorists and non-motorists by their injury classification; all other person types are excluded. Under the Influence of drugs or alcohol is the most common known condition for all injury classifications.



Section IV: Crash Emphasis Areas

2015 Crash Specific Location



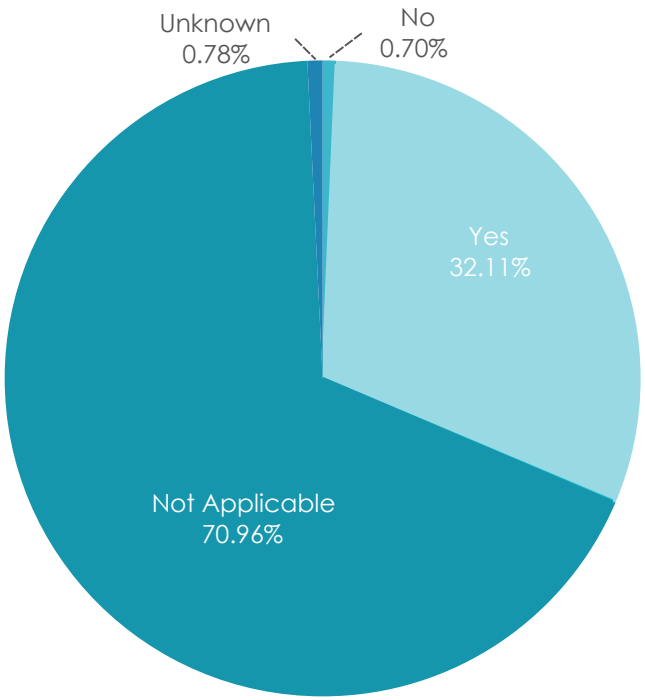
Crash Specific Location	Number of Crashes	% of Total
Weigh Station	4	0.00%
HOV Lane	60	0.05%
Shared-Use Path or Trail	90	0.08%
Crossover Related	193	0.17%
Railway Grade Crossing	345	0.31%
Service or Rest Area	381	0.34%
On a Bridge	482	0.43%
Entrance/Exit Ramp Related	956	0.86%
Other Location Within an Interch..	1,092	0.98%
Acceleration/Deceleration Lane	1,636	1.47%
Driveway Access	2,693	2.42%
Entrance/Exit Ramp	3,407	3.06%
Driveway Access Related	4,053	3.65%
Other	7,349	6.61%
Intersection Related	7,500	6.75%
Through Roadway	19,254	17.32%
Intersection	27,835	25.03%
Non - Junction	33,237	29.89%
Unknown	625	0.56%
Grand Total	111,192	100.00%

'Crash Specific Location' refers to the roadway features and surrounding infrastructure of the area where the crash occurred.

Twenty-five percent of 2015 crashes occurred at an intersection.

2015 Crashes by Traffic Control Device Type

Crashes by Traffic Control Device Status

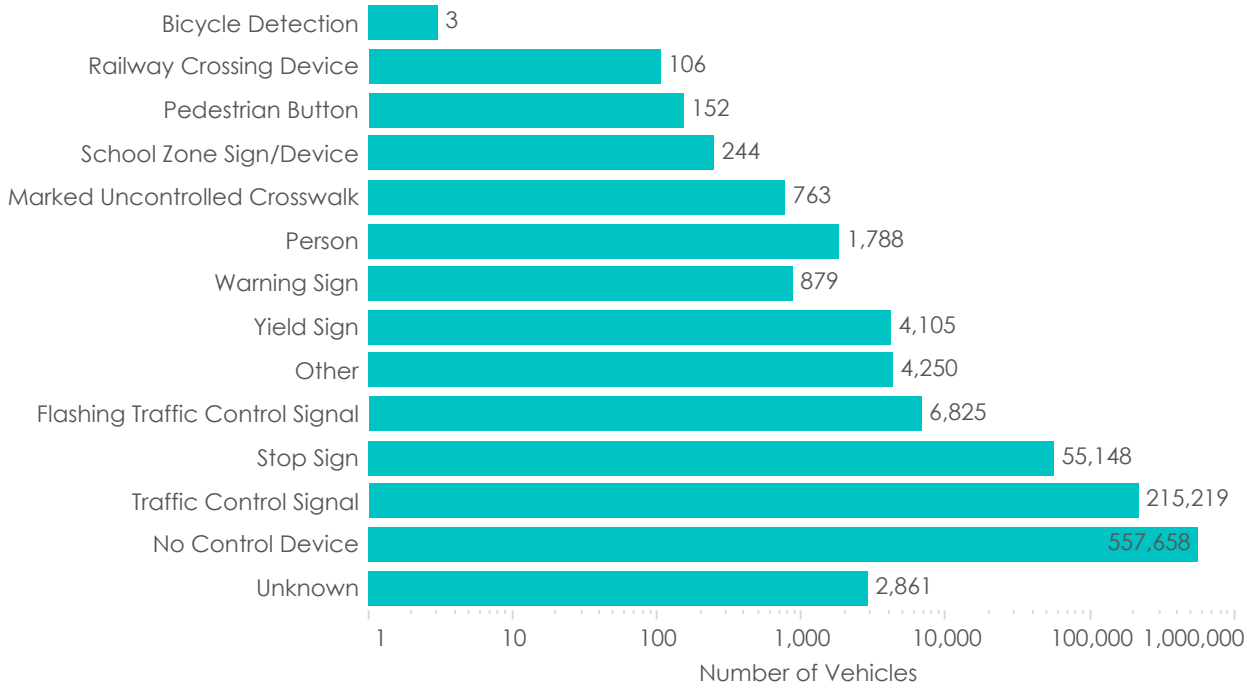


Traffic Control Device Type is one of many new categories now collected on the revised crash report form in Connecticut. This category can include stop and yield signs, flashing traffic control signal or a crossing guard. Traffic control device type can differ for multple vehicles within the same crash event and there fore is collected at the vehicle level.

'Traffic Control Device Status' refers to whether or not the traffic control device, if present, was functional. In just over 70 percent of crashes, the traffic control device status was found to not be applicable, which could mean that there was not one present or that the description of functional was not approriate for the type of traffic control device (i.e. flagger)

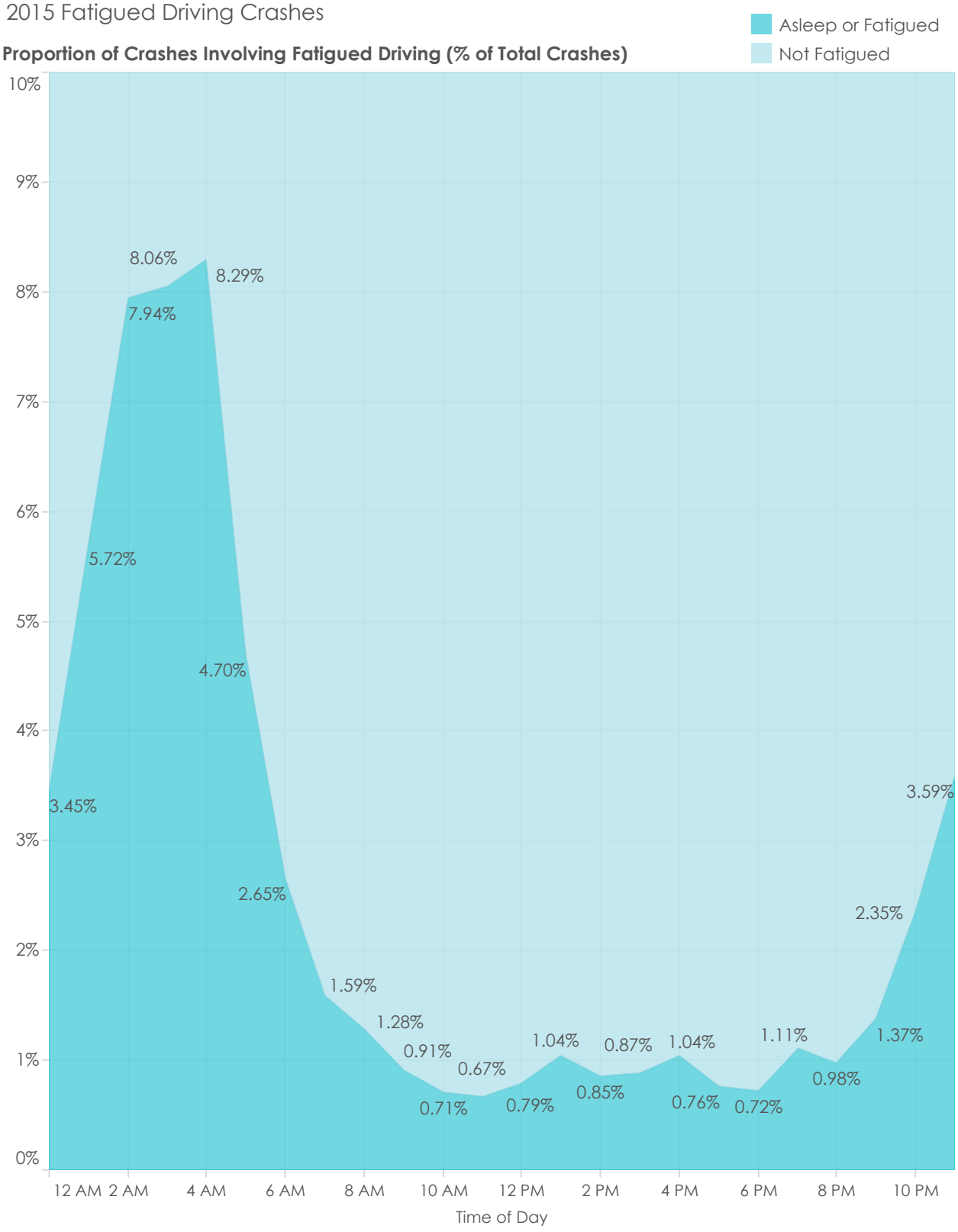
Signalized traffic controls were the most common control device type present in 2015 crashes, accounting for almost 75 percent of all crashes where a control device was present.

Vehicles by Traffic Control Device Type



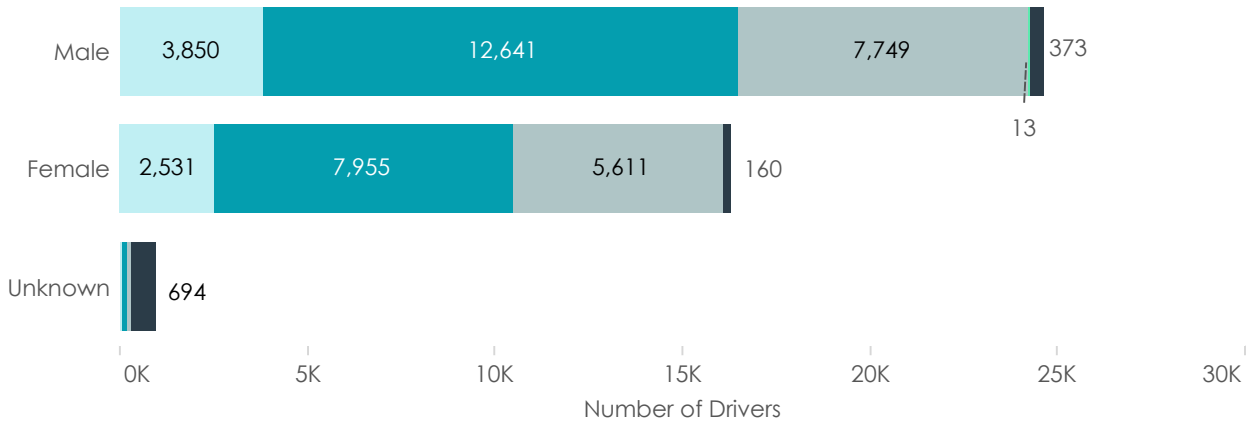
2015 Fatigued Driving Crashes

Proportion of Crashes Involving Fatigued Driving (% of Total Crashes)



2015 Aggressive Driving Crashes

Number of Aggressive Drivers by Age and Gender

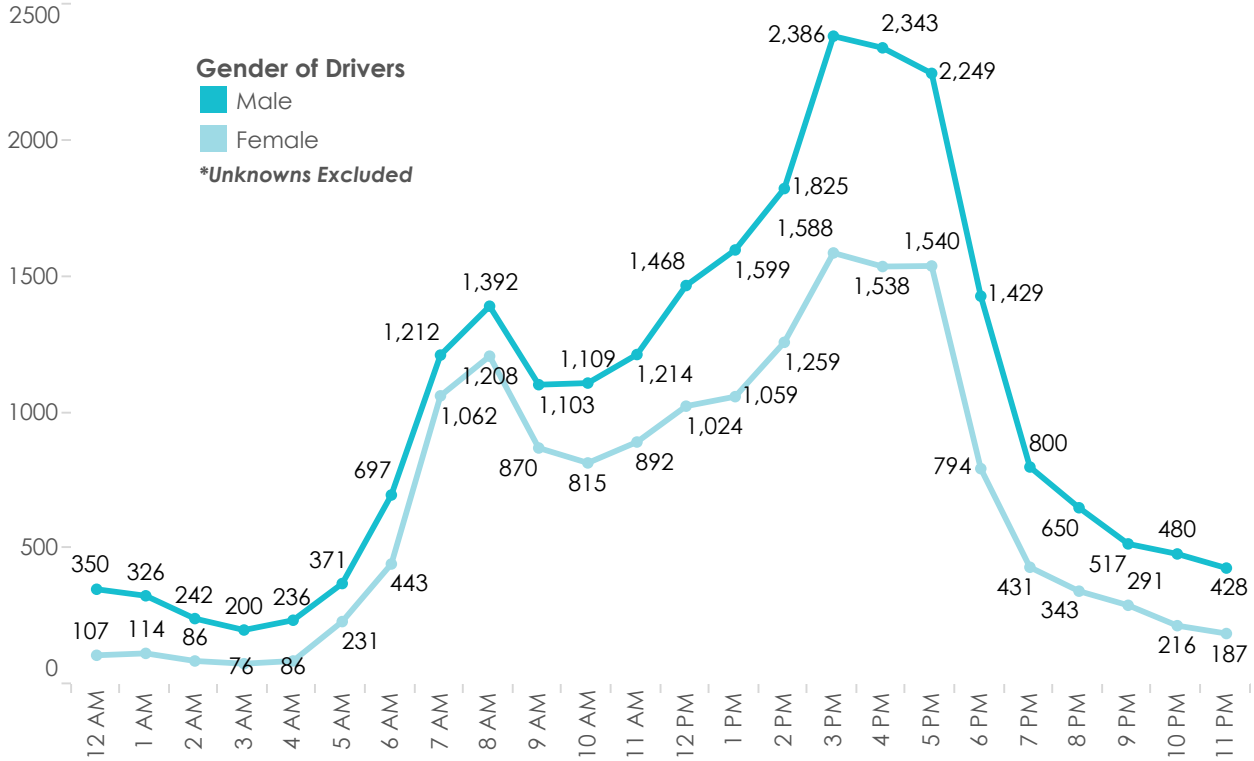


Agressive driving data includes drivers who were classified as doing one of the following that could have contributed to the crash:

Exceeded the Speed Limit
Drove Too Fast for Conditions
Followed Too Closely

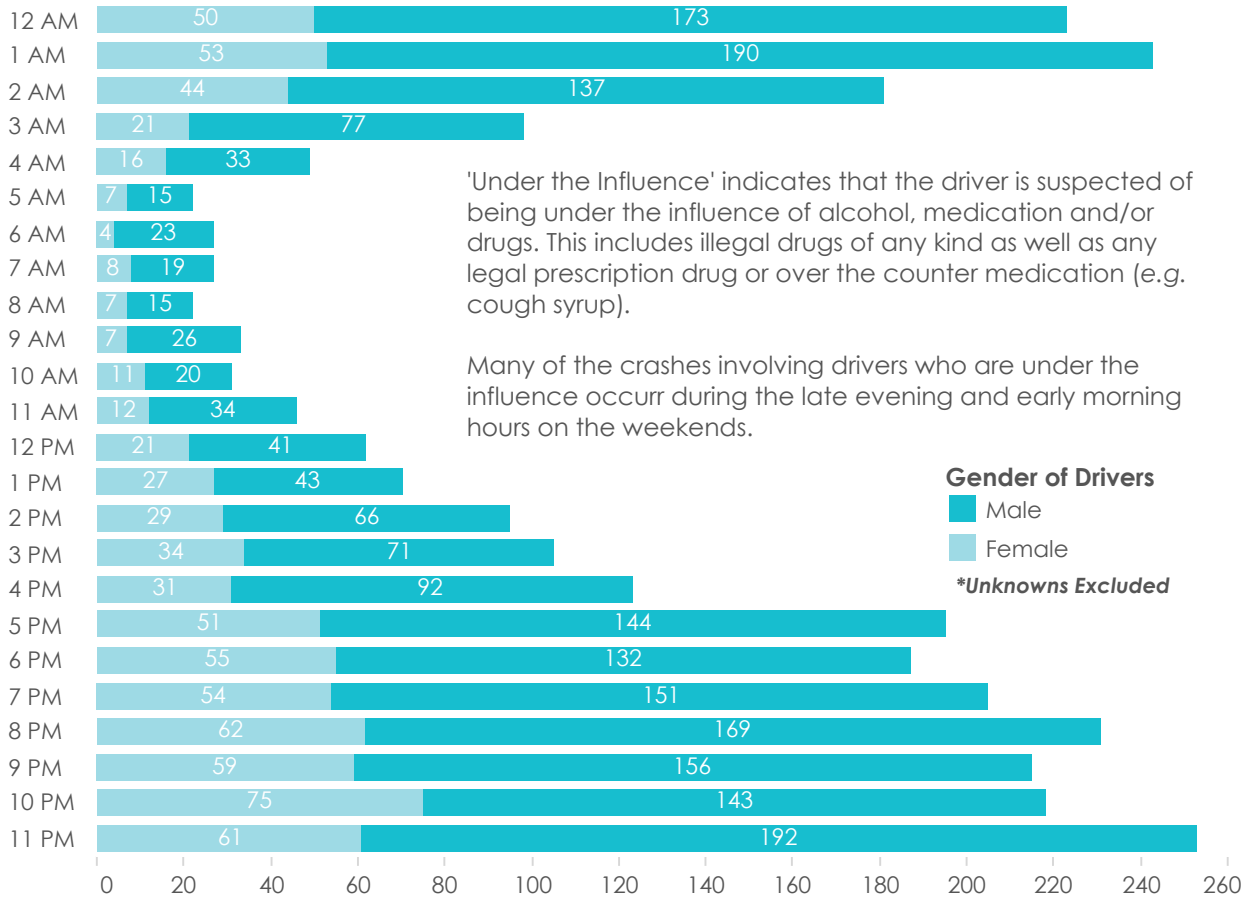
- Senior Drivers (55 or Older)
- Adult Drivers (26-54)
- Young Drivers (15-25)
- Not Driving Age (14 or Younger)
- Unknown

Gender* of Aggressive Drivers by Time of Crash



2015 Under the Influence Crashes

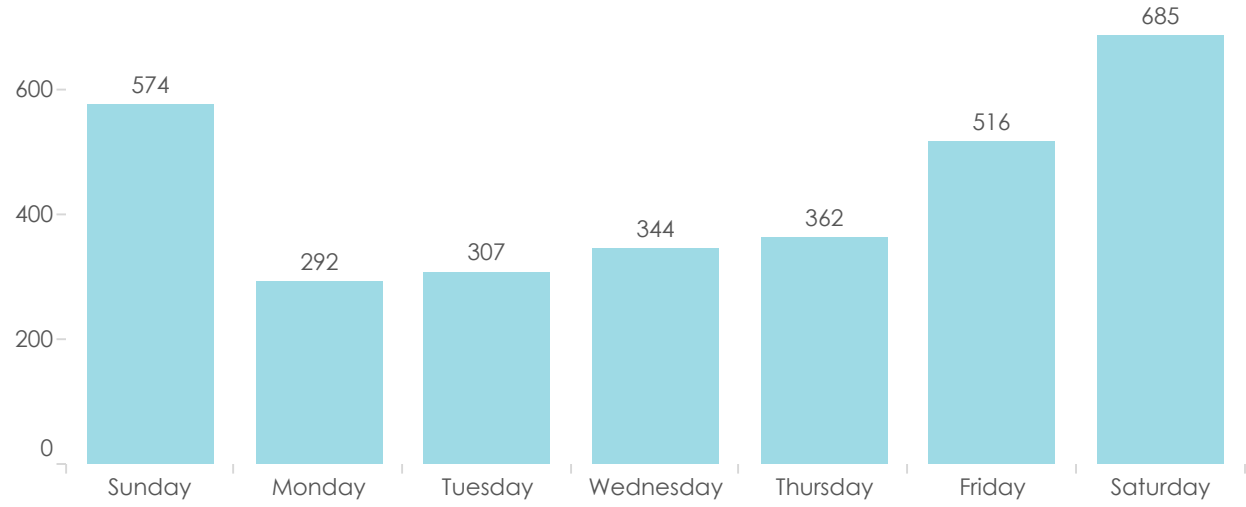
Number of Under the Influence Drivers by Gender* and Time of Day



'Under the Influence' indicates that the driver is suspected of being under the influence of alcohol, medication and/or drugs. This includes illegal drugs of any kind as well as any legal prescription drug or over the counter medication (e.g. cough syrup).

Many of the crashes involving drivers who are under the influence occurr during the late evening and early morning hours on the weekends.

Under the Influence Crashes by Day of the Week

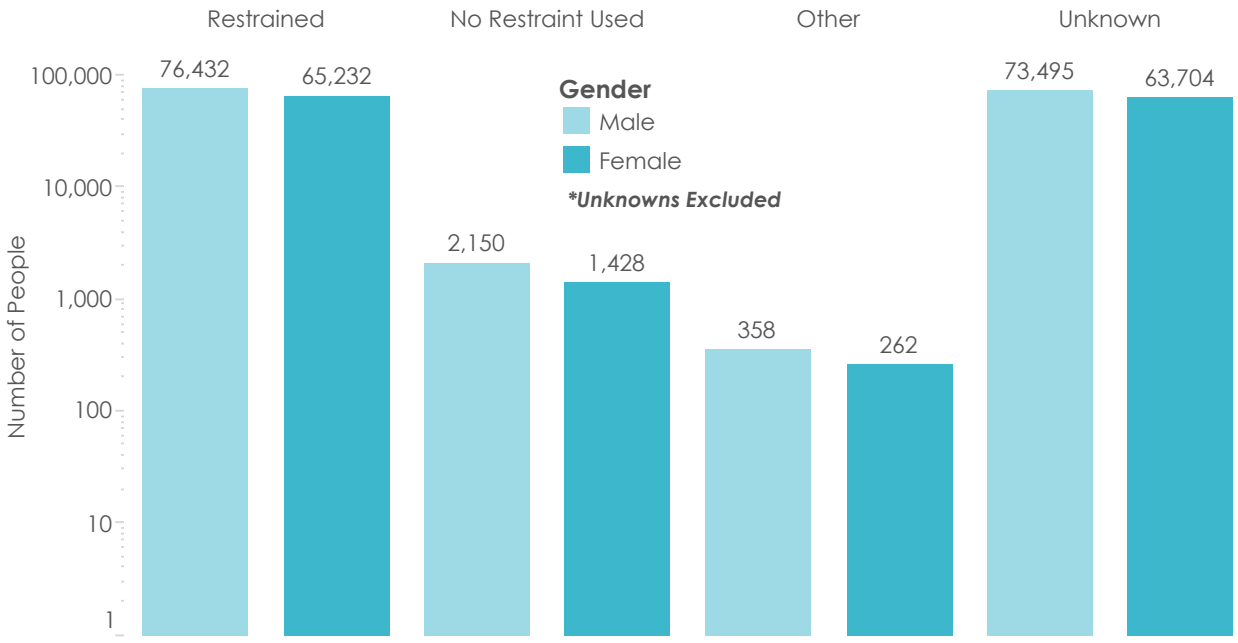


2015 Unrestrained Crashes

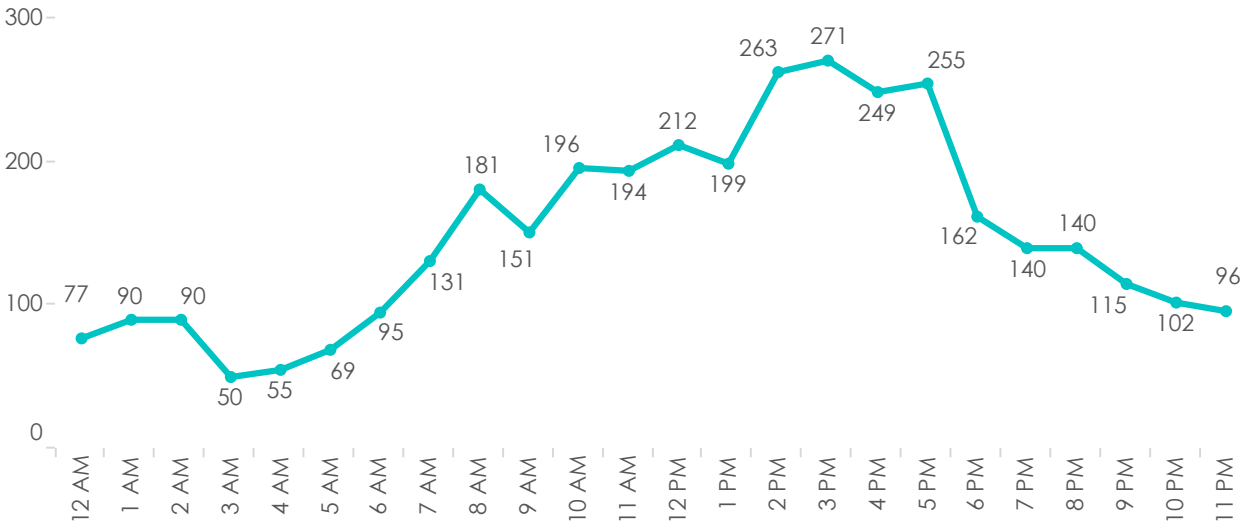
Unrestrained crashes are defined as those crashes in which at least **one** involved person was not wearing a restraint type of any kind during the crash event.

In 2015, crashes involving unrestrianed occupants occurred with the greatest frequency during the hours of 2 PM to 5 PM. This could be because this is generally the time of day with the greatest number of traffic volume.

Restraint Use By Gender* of Occupant



Unrestrained Crashes by Time of Day



2015 Speed Related Crashes

Speeding Related	Number of Total Drivers	% of Total
Racing	106	0.05%
Exceeded Speed Limit	1,727	0.88%
Too Fast for Conditions	9,322	4.74%
No	168,675	85.77%
Unknown	16,836	8.56%
Grand Total	196,666	100.00%

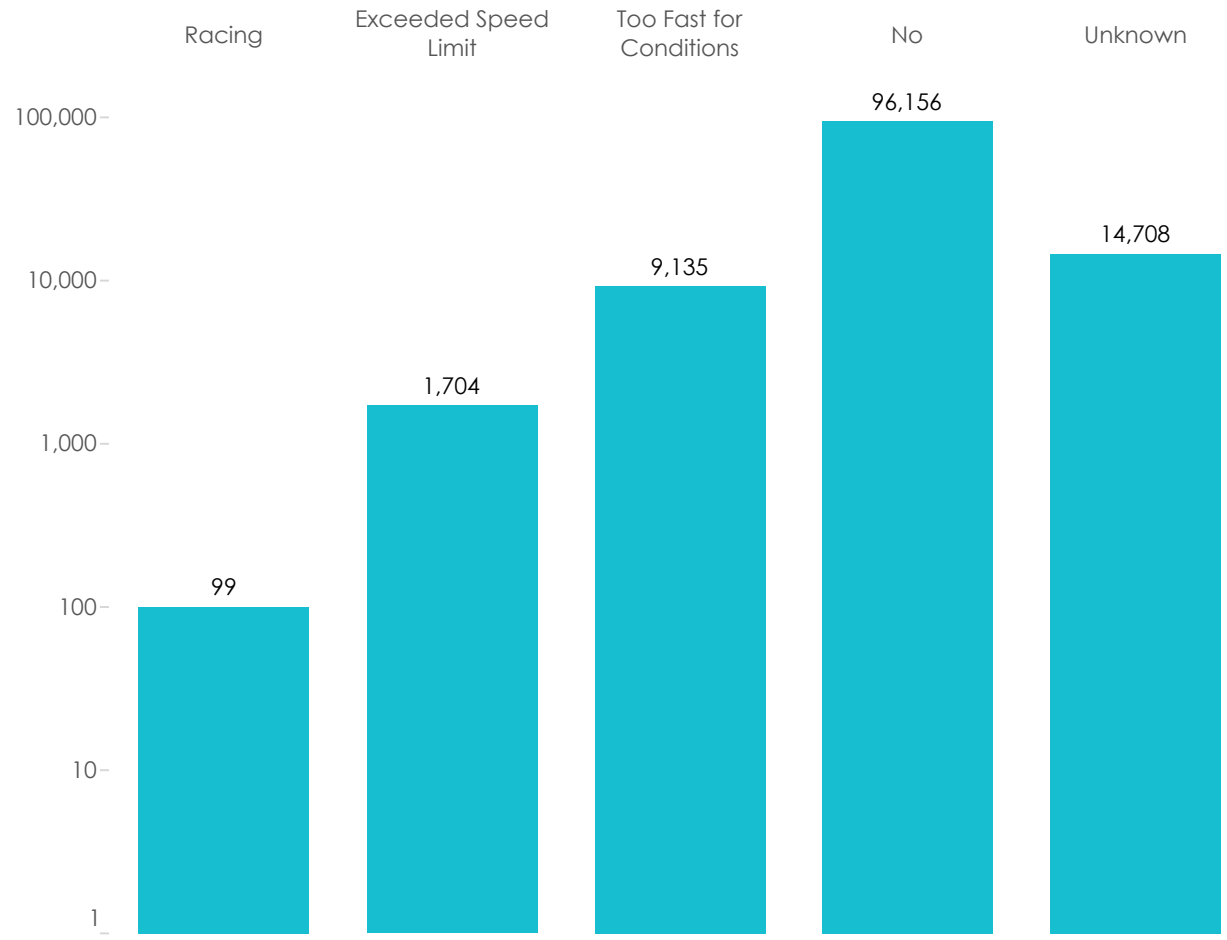
Crashes that involve a speeding motorist are broken down into three classifications by MMUCC:

Racing - When two or more motor vehicles are engaged in a speed-related competition on the roadway.

Exceeded Speed Limit - When a vehicle is traveling above the posted/statutory speed limit designated for certain types of roadways or vehicles.

Too Fast for Conditions - When a vehicle is traveling at a speed that is unsafe for the road, weather, traffic or other enviormental conditions.

Number of Speeding Crashes

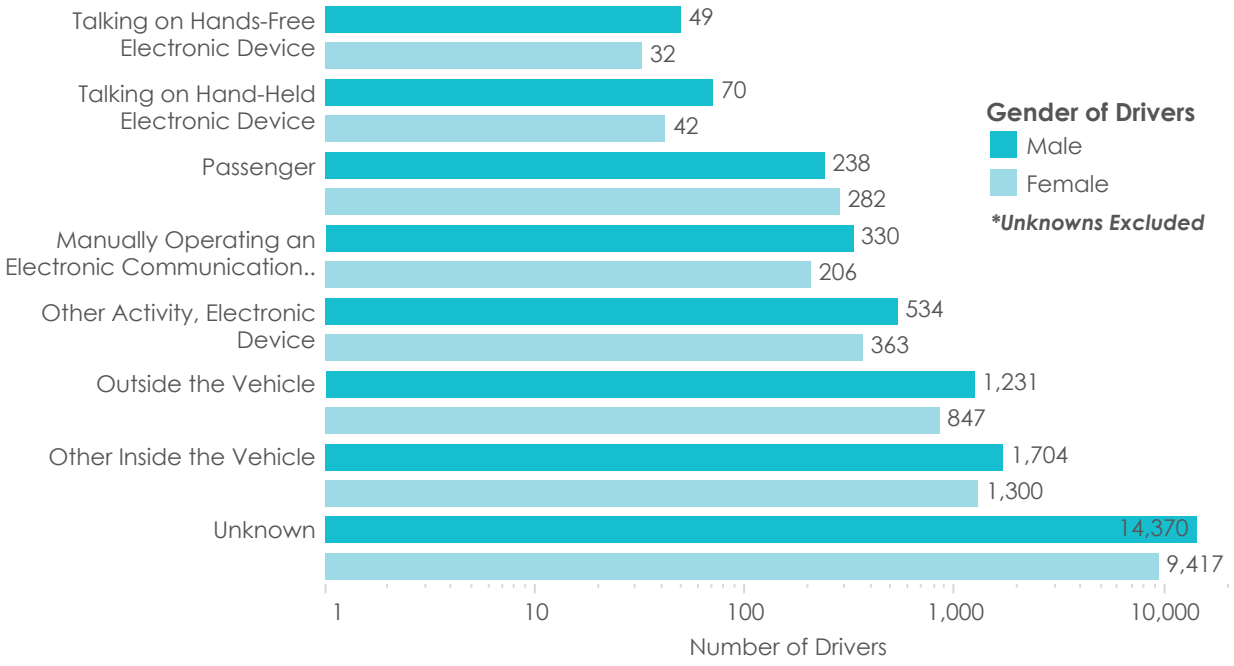


2015 Distracted Driving Crashes

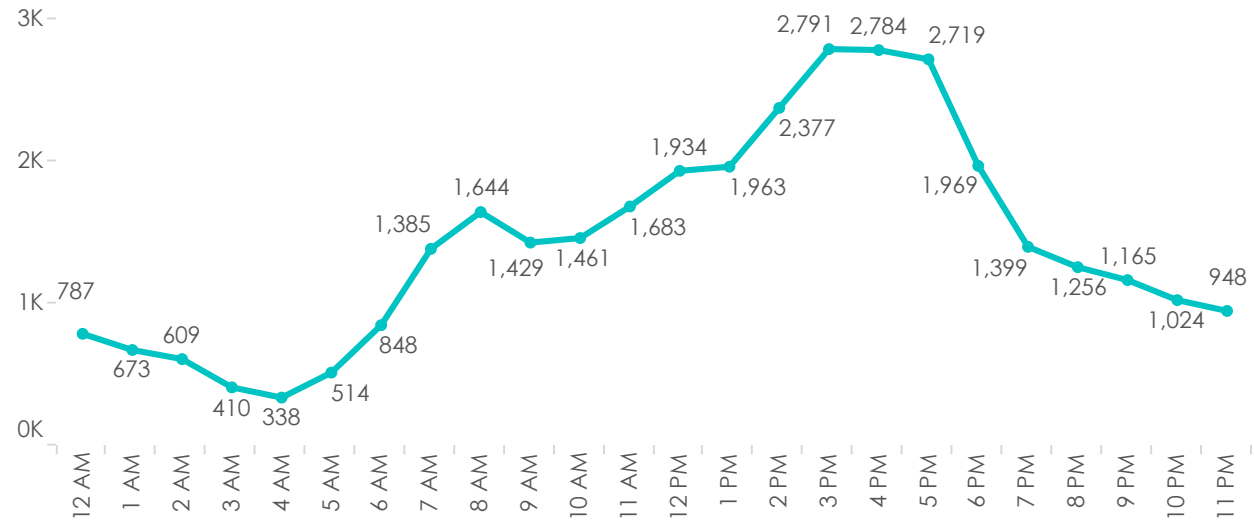
The bar graph below displays the number of drivers who were distracted at the time of the crash by gender. The most common distraction affecting motorists was something inside of their vehicle, which includes behaviors such as eating, drinking, smoking, etc. The line graph reveals the highest occurrence of crashes involving distraction occurred during the hours of 3 PM to 5 PM.

Prior to 2015, data for motor vehicle crashes involving distracted driving was not collected by law enforcement.

Distraction Type by Gender* of Driver

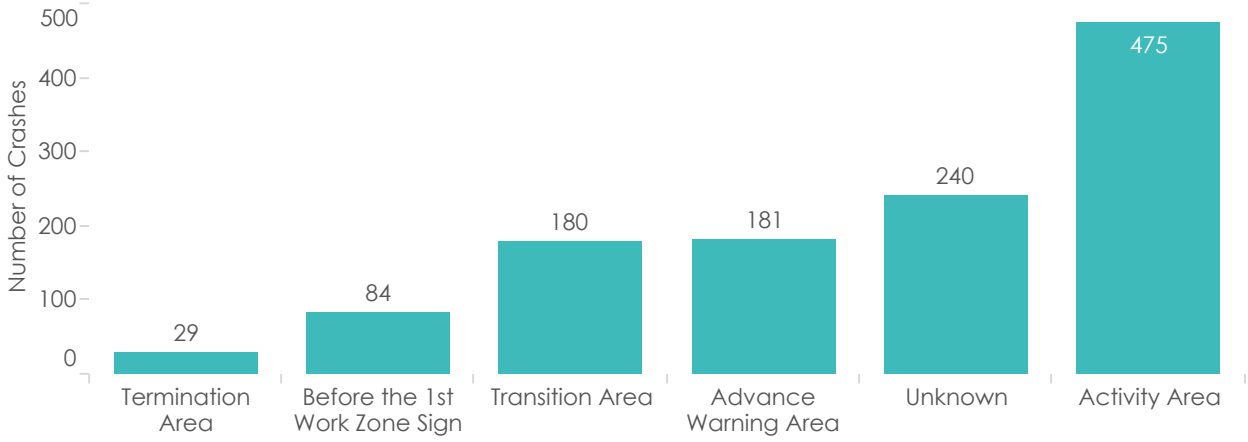


Distracted Driving Crashes by Time of Day



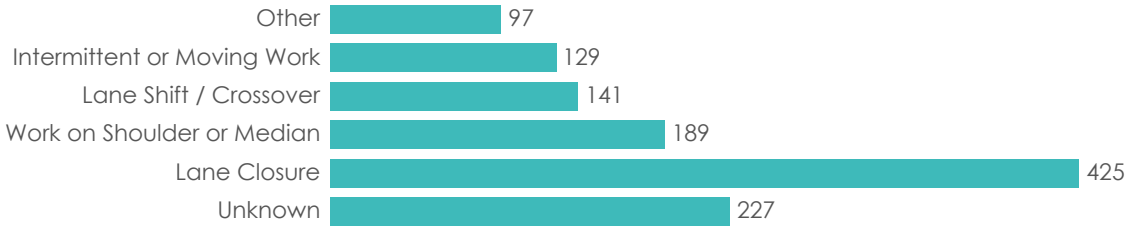
2015 Work Zone Crashes

Location of Crash Relative to Work Zone



	Total Crashes	% of Total
Termination Area	29	0.03%
Before the 1st Work Zone Sign	84	0.08%
Transition Area	180	0.16%
Advance Warning Area	181	0.16%
Activity Area	475	0.43%
Not Applicable	105,516	94.90%
Unknown	4,727	4.25%
Grand Total	111,192	100.00%

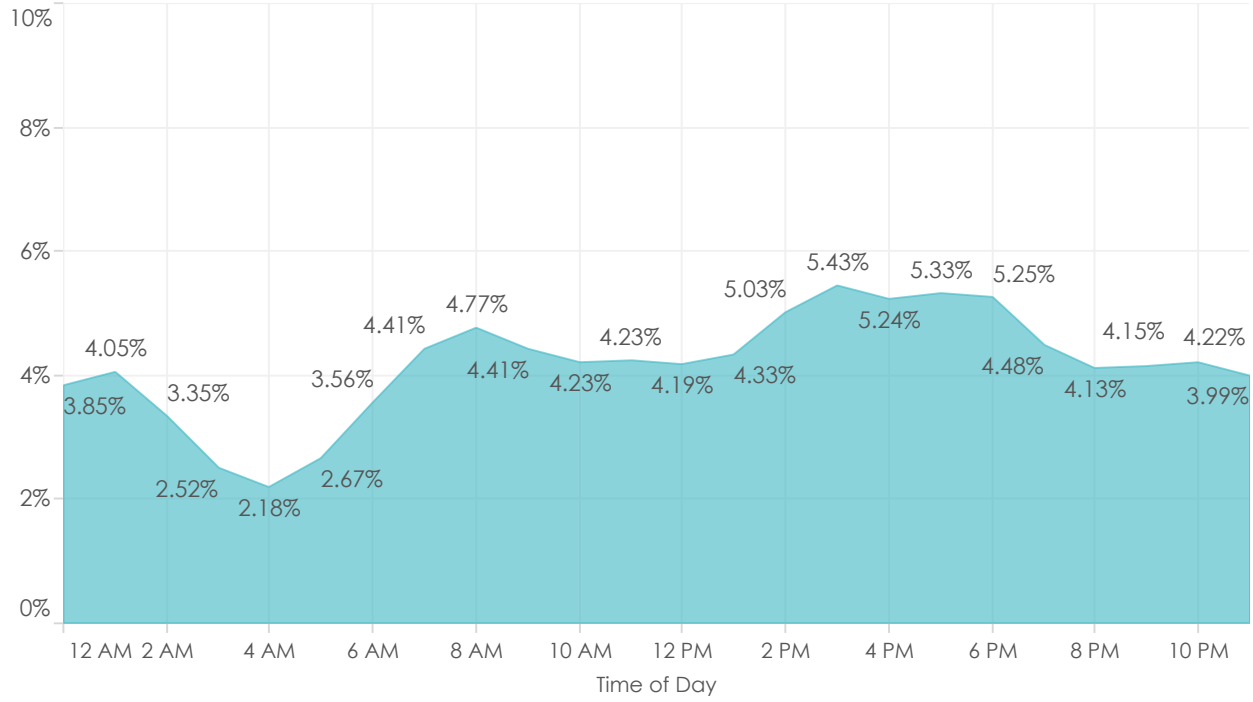
Work Zone Type



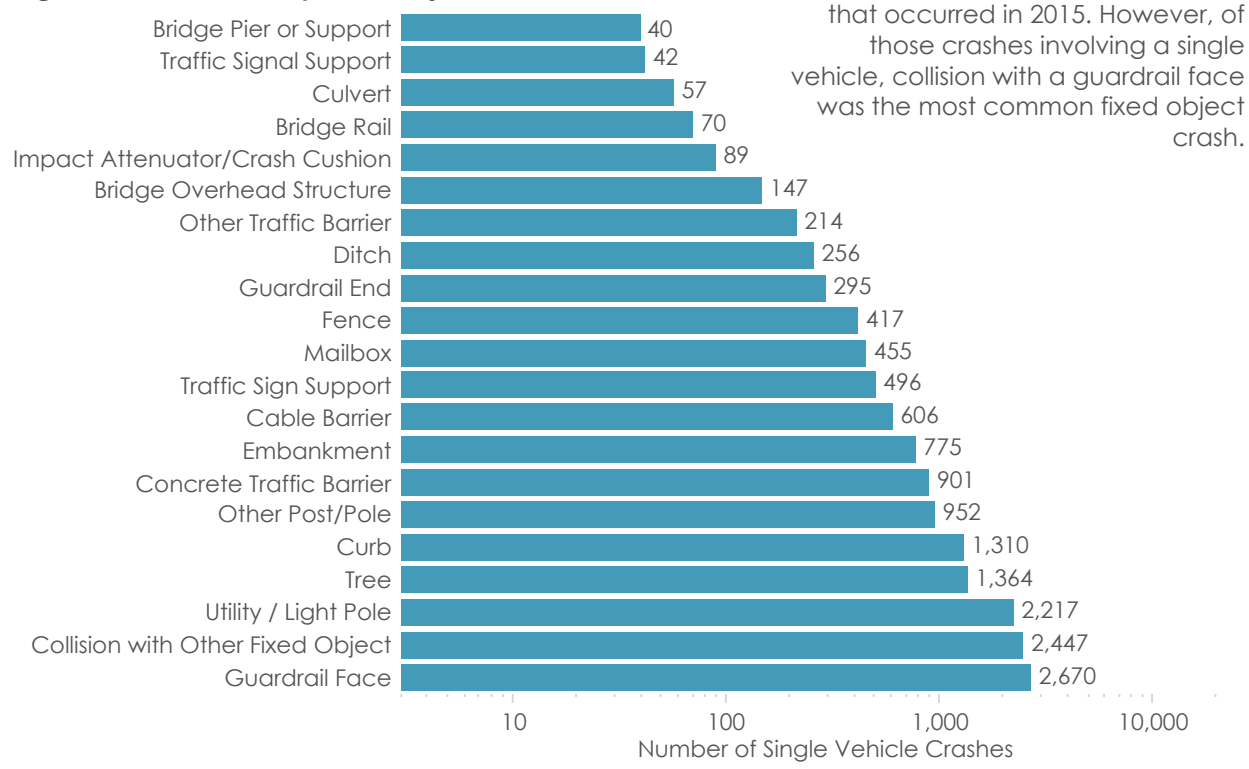
	Total Crashes	% of Total
Other	97	0.09%
Intermittent or Moving Work	129	0.12%
Lane Shift/Crossover	141	0.13%
Work on Shoulder or Median	189	0.17%
Lane Closure	425	0.38%
Not Applicable	105,468	94.85%
Unknown	4,743	4.27%
Grand Total	111,192	100.00%

2015 Single-Vehicle Crashes

Proportion of Crashes Involving a Single Vehicle (% of Total Crashes)

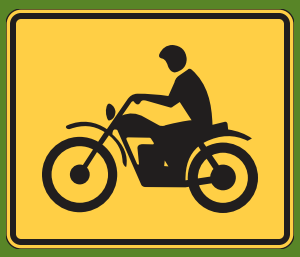


Single Vehicle Crashes by Fixed Object Struck

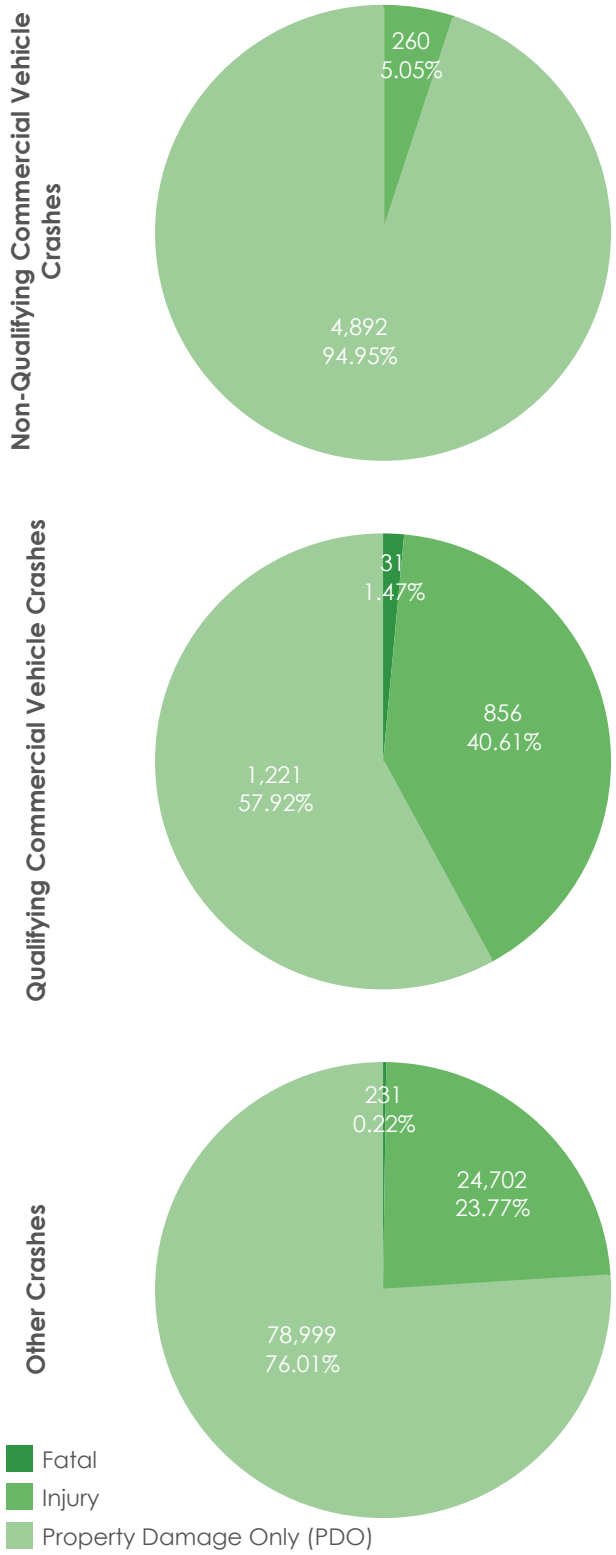


Single-vehicle crashes do not make up a large percentage of crashes that occurred in 2015. However, of those crashes involving a single vehicle, collision with a guardrail face was the most common fixed object crash.

Section IV: Vehicle Emphasis Areas



2015 Commercial Vehicle Crashes vs Other Crashes: Crash Severity



The Federal Motor Carrier Safety Administration (FMCSA) keeps records on commercial vehicle (CV) crashes. The crash and the CV involved need to meet specific criteria in order to be considered.

For a vehicle to qualify as a CV, it must meet one of the following criteria:

1. *The vehicle displayed a hazardous material placard.*

2. *The vehicle has a gross vehicle weight rating or a gross combination weight rating of more than 10,000 lbs and is used on public highways to carry property.*

3. *The vehicle is designed to transport more than eight (8) persons, including the driver.*

For a crash to qualify as an FMCSA qualifying crash, it must involve at least one qualifying commercial vehicle and meet one of the additional criteria below:

1. *The crash resulted in at least one fatal injury.*

2. *The crash resulted in at least injury that resulted in the person being transported to a hospital.*

3. *The crash resulted in at least one vehicle being damaged to the point where it had to be towed from the scene.*

CV crashes, including both qualifying and non-qualifying crashes, make up a small portion of all crashes (6.5%). Qualifying crashes have a higher proportion of fatal and injury crashes, but because qualifying crashes must involve an injury, fatality or a towed vehicle, it is expected that those proportions would be higher.

However, the proportion of both qualifying and other CV crashes involving a fatal injury is twice as high as the proportion for all other crashes, 0.43% and 0.22% respectively.

2015 Commercial Vehicle (CV) Crashes

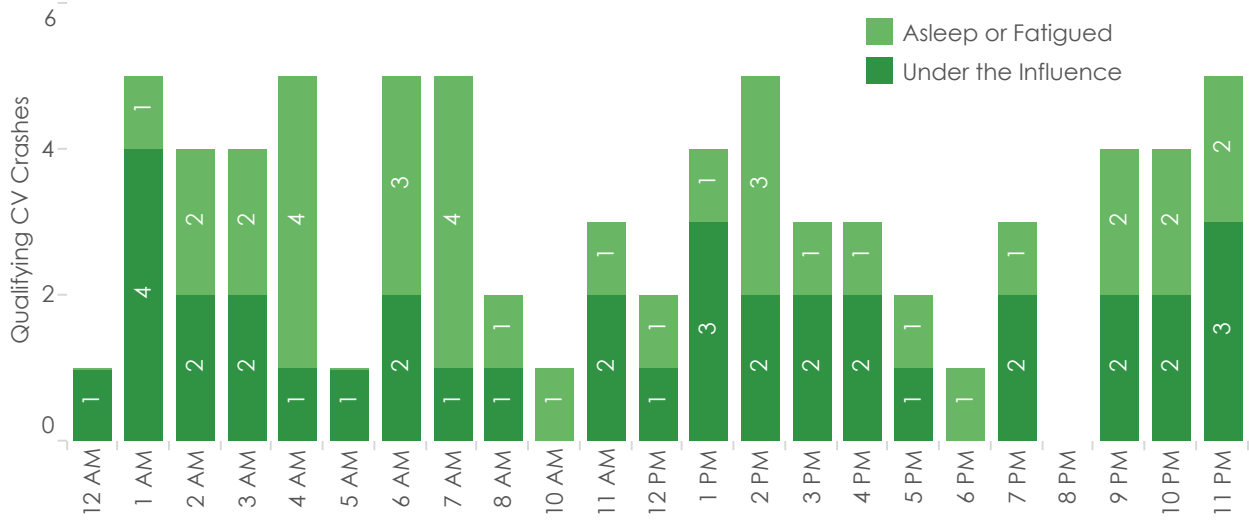
Qualifying CV Crashes by First Harmful Event (Top 20)

	Number of CV Crashes	% of CV Crashes
Other Post/Pole	6	0.29%
Traffic Sign Support	7	0.34%
Embankment	10	0.48%
Cargo/Equipment Loss or Shift	10	0.48%
Cable Barrier	11	0.53%
Collision with a Pedestrian	12	0.58%
Concrete Traffic Barrier	14	0.68%
Struck by Falling, Shifting Cargo	14	0.68%
Curb	16	0.78%
Tree	17	0.82%
Collision with Other Fixed Object	20	0.97%
Other Non-Collision	22	1.07%
Overturn or Rollover	23	1.12%
Utility/Light Pole	25	1.21%
Bridge Overhead Structure	43	2.09%
Collision with Other Non-Fixed Object	46	2.23%
Parked Motor Vehicle	54	2.62%
Guardrail Face	62	3.01%
Collision with a Motor Vehicle in Operation	1,638	79.44%
Unknown	12	0.58%
Grand Total	2,062	100.00%

The top twenty most frequent 'First Harmful Event' for crashes involving commercial vehicles is displayed above.

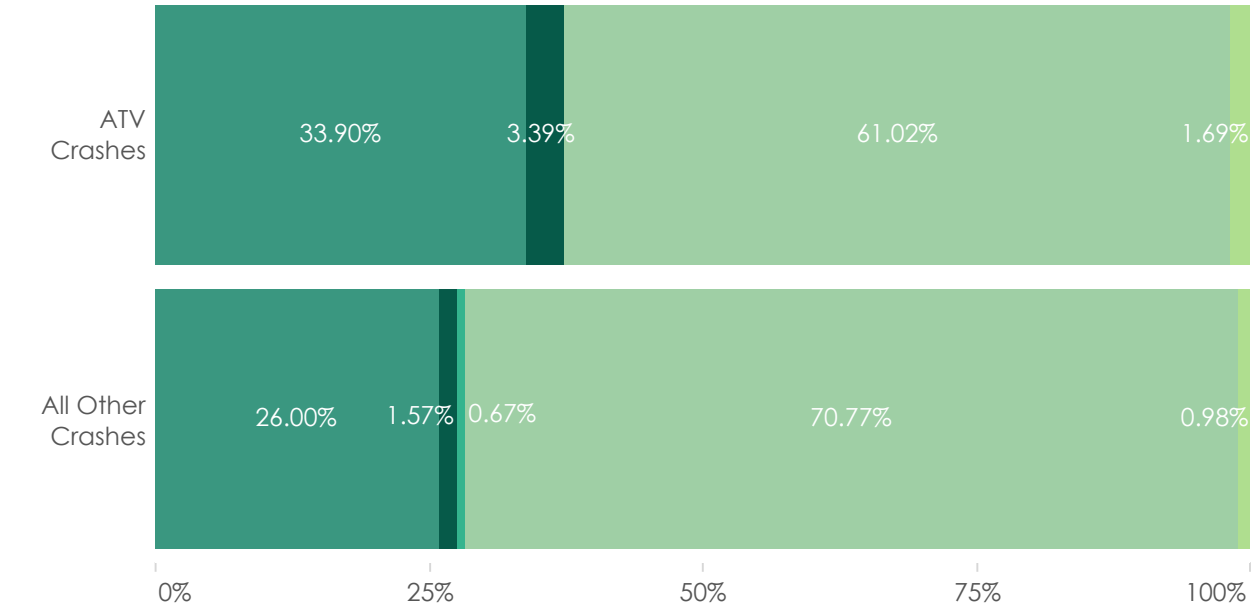
The bar chart below portrays commercial vehicle crashes with drivers who were found to be fatigued or under the influence by the time of day of their crash. Four crashes occurred at 1 AM involving a driver who was under the influence of alcohol/medication or drugs. The majority of crashes involving asleep or fatigued drivers occurred in the early morning hours between 2 AM and 7 AM.

Qualifying CV Crashes by Time of Day and Condition of Driver



2015 All Terrain Vehicle (ATV) Crashes

ATV Crashes by Light Conditions



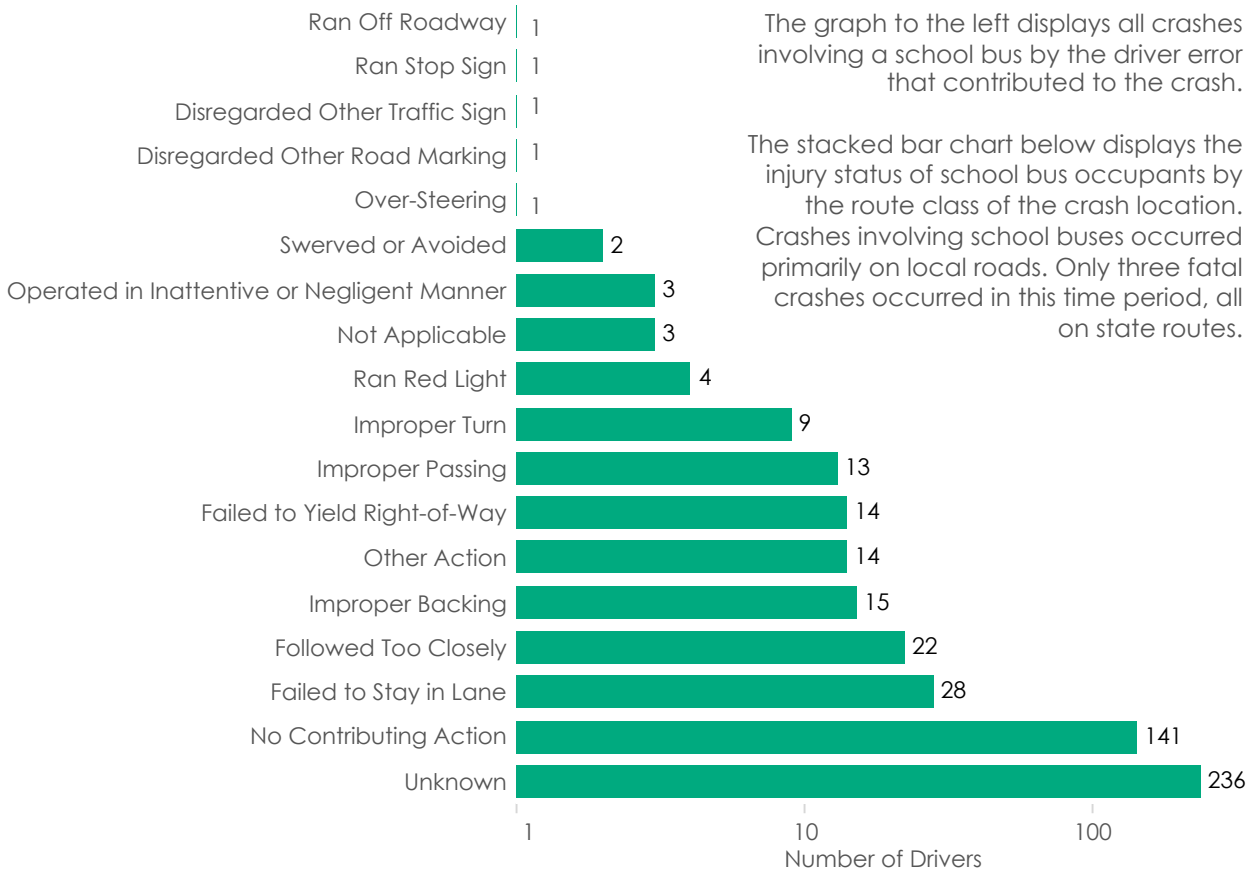
ATV crashes are an infrequent occurance, with only 59 occuring during 2015. As indicated by the chart above, all crashes occured more often during daylight hours, but ATV crash occured during dusk, dawn, or darkness with a greater frequency than all other crashes. Also, as inidicated in the chart below, ATV crashes are more than twice as likely to result in injuries and fatalities, with 54.23 percent of ATV crashes resulting in an injury or a fatal injury as compared to 23.45percent of all crashes.

Crash Severity of ATV Crashes

	ATV Crashes		All Other Crashes	
	Number of Crashes	% of Total Crashes	Number of Crashes	% of Total Crashes
Fatal	3	5.08%	257	0.23%
Injury	29	49.15%	25,753	23.22%
Property Damage Only (PDO)	27	45.76%	84,881	76.54%
Grand Total	59	100.00%	110,891	100.00%

2015 School Bus Crashes

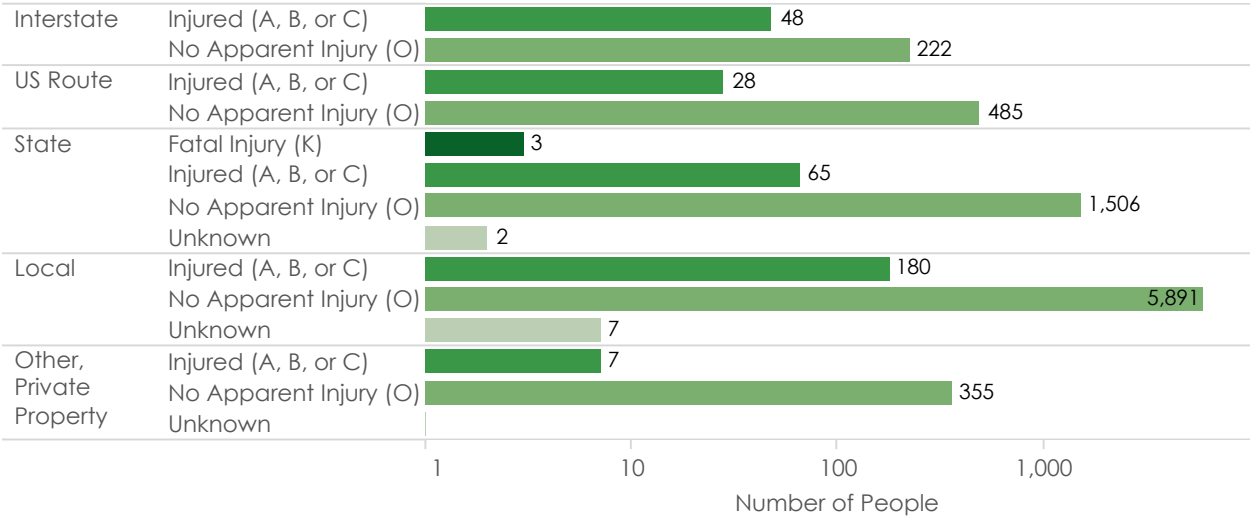
School Bus Crashes by Driver Actions



The graph to the left displays all crashes involving a school bus by the driver error that contributed to the crash.

The stacked bar chart below displays the injury status of school bus occupants by the route class of the crash location. Crashes involving school buses occurred primarily on local roads. Only three fatal crashes occurred in this time period, all on state routes.

School Bus Crashes by Injury Status and Route Class



Injury Status

Fatal Injury (K) | Injured (A, B, or C) | No Apparent Injury (O) | Unknown

2015 Motorcycle Involved Crashes

Motorcycle Involved Crashes by Manner of Crash

	Number of Crashes	% of Total
Rear to Rear	4	0.25%
Rear to Side	19	1.19%
Head On	24	1.51%
Sideswipe, Different Direction	48	3.02%
Other	97	6.10%
Sideswipe, Same Direction	137	8.62%
Rear End	294	18.49%
Angle	423	26.60%
Single Vehicle Crash	534	33.58%
Unknown	10	0.63%
Grand Total	1,590	100.00%

Many of the motorcycle invovled crashes involved no other vehicles. However, just over a quarter of these crashes were angle and another 18 percent were rear end.

The highest crash frequency falls on Saturdays and Sundays in the early afternoon hours of noon to 4 PM.

blank white spaces indicate no crashes occurred during that time period

Motorcycle Involved Crashes by Time of Day and Day of Week

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
12 AM	7		4	1	3	3	8
1 AM	5	2	3			1	5
2 AM	4		1		2	3	5
3 AM	3	1		2			3
4 AM		1		1	2	2	2
5 AM		3		1	2	6	1
6 AM		3	4	5	5	3	2
7 AM	1	5	5	7	6	9	
8 AM	4	9	3	5	8	6	6
9 AM	6	2	5	6	4	4	5
10 AM	15	2	5	8	5	7	13
11 AM	18	14	4	12	7	6	17
12 PM	28	5	11	12	17	19	28
1 PM	30	10	6	15	11	23	23
2 PM	27	17	13	17	17	17	18
3 PM	33	19	8	16	17	27	30
4 PM	31	19	13	17	12	30	21
5 PM	22	25	15	16	17	18	25
6 PM	16	16	10	24	21	18	13
7 PM	15	7	13	12	9	13	19
8 PM	11	9	10	17	7	20	13
9 PM	9	5	5	14	7	16	6
10 PM	11	5	5	5	5	14	7
11 PM	2	2	3	3	6	10	14

1 — 33

2015 Motorcycle Involved Crashes by M..

Motorcycle Involved Crashes by Time of Day and Day of Week

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	1			3	1	2	3	11	7	2	1	
2	1			1	8		16	14	7	2	6	
3				2	11	7	10	6	9	3	4	
4				3	9	2	6	6	11	11	6	
5				3	4	5	11	6	10	1	3	3
6			1	7	4	12	9	8	11	9	4	3
7					10	16	6	14	16	3	3	1
8				2	11	4	5	7	4	7	6	2
9				2	9	1	2	9	8	2	3	1
10				2	8	8	8	9	2	13	1	2
11				4	7	5	15	2	10	6	1	8
12			1	8	7	10	13	11	9	5		3
13				3	2	17	7	7	3	1	2	3
14				2	7	16	1	14	7	4	2	1
15				5	11	1	8	15	14	7	3	1
16	2			4	2	5	6	12	12	3	6	2
17			1	2	11	6	8	9	4	3	1	2
18			1	15		9	7	8	16	1	3	1
19		1		2	2	13	20	8	9	1	1	
20					9	8	3	4	12	5	4	2
21				4	5	4	7	6	4	5	1	
22	2		1	3	4	9	6	7	1	8		
23					11	3	13	9	7	1	2	1
24				6	15	11	7	6	8	2	2	1
25		1		5	7	2	17	5	14	2	1	
26	1	1	1	8	5	4	9	12	9	3		4
27				2	7	7	8	9	10	3	6	2
28				3	3	3	8	13	6		1	
29	1		2	8	14	6	19	11	5	1	2	1
30			1	6	9	5	3	14		9		
31					1		13	3		3		1

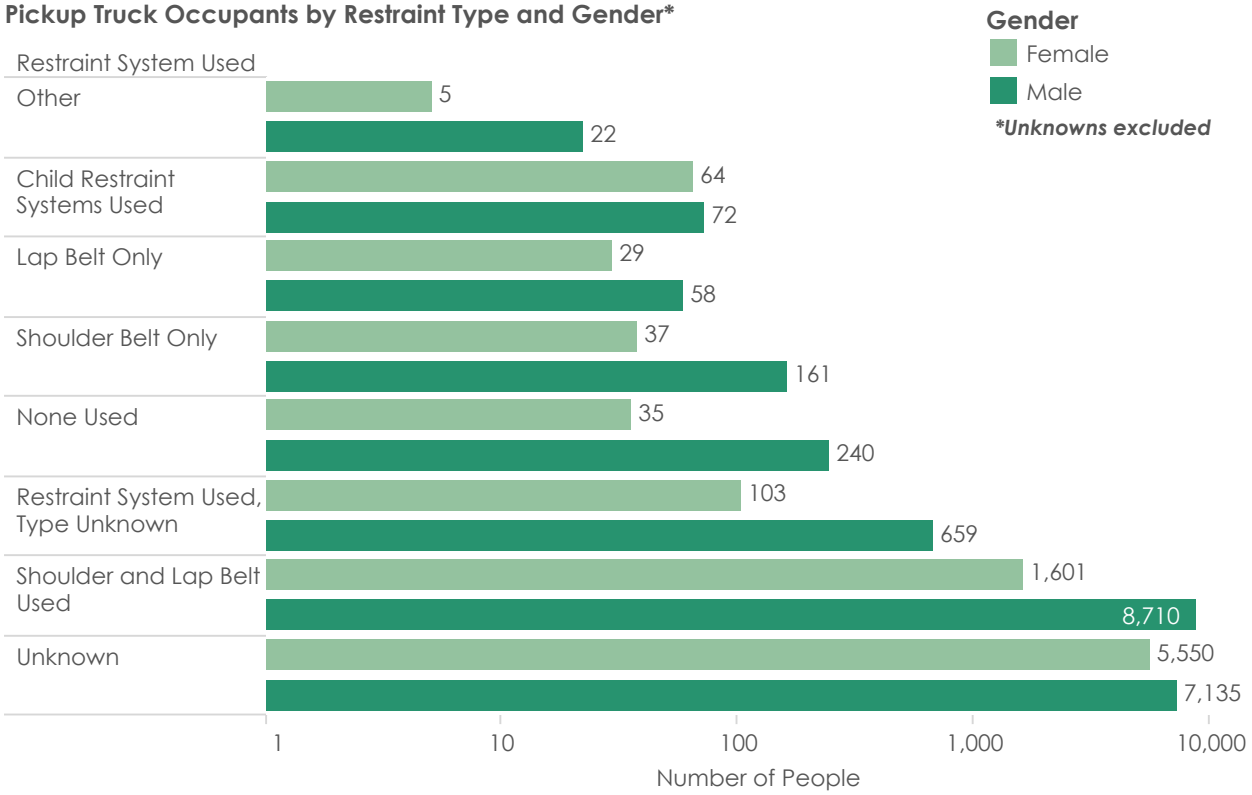
1 — 15 <

Twenty motorcycle-involved crashes occurred on July 19th, 2015, the most of any day for the entire year. In generally, motorcycle-involved crashes occurr most frequently between the months of June and September. This is a common motorcycle riding period, especially in areas where the winter months usually bring inclement weather, such as Connecticut.

blank white spaces indicate no crashes occurred during that time period

2015 Pickup Truck Crashes

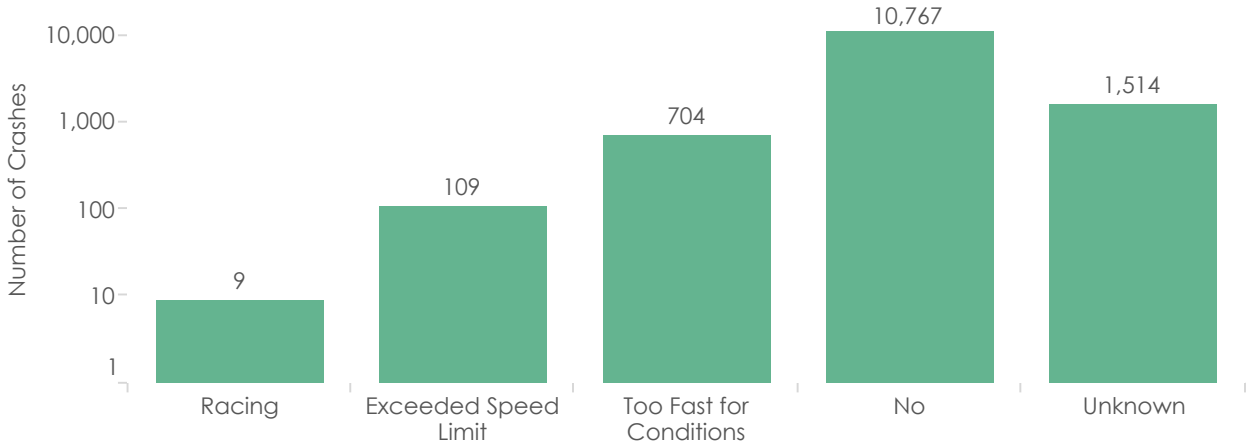
Pickup Truck Occupants by Restraint Type and Gender*



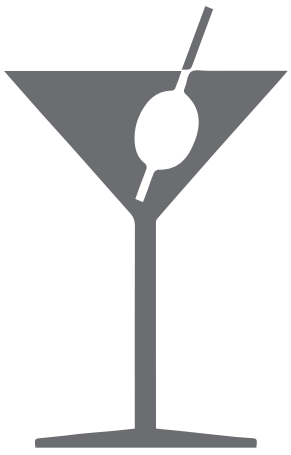
The majority of pickup truck occupants were utilizing both a shoulder and lap belt at the time of their crash. Interestingly, the number of Male occupants is nearly six times that of Females for each category, implying that the descrepancy between gender is even greater when looking specifically at pickup trucks.

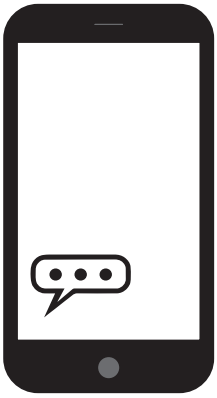
Speeding was a factor in only six percent of crashes involving pickup trucks.

Speeding Involvement in Pickup Truck Crashes



Section IV: Driver Emphasis Areas





2015 Driver Actions: Fatalities and Injuries

Displayed below are the number of drivers who were killed or injured in 2015 crashes categorized by the driver action that contributed to the crash.

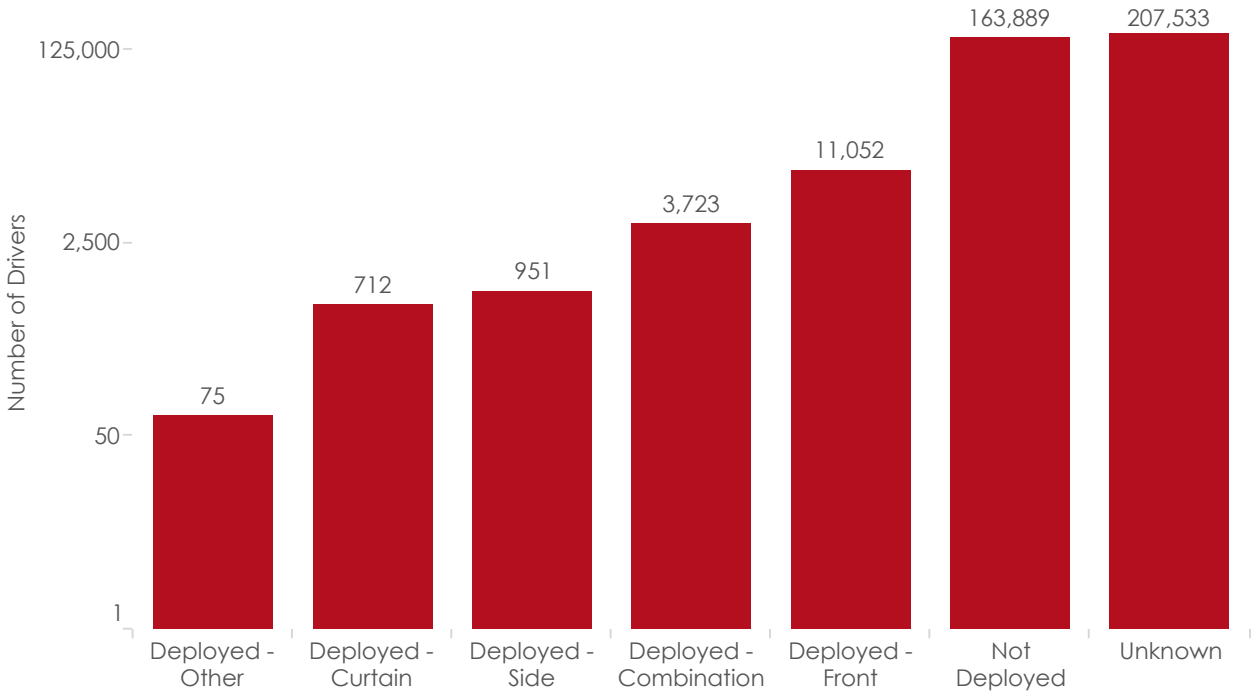
'Failed to Stay in Lane' was cited as the contributing driver action most often for each injury classification.

Driver* Injuries and Fatalities by Driver Actions

	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)
Overtaking Cyclist			1	
Disregarded Other Road Marking		3	5	8
Not Applicable		1	20	20
Disregarded Other Traffic Sign	1	1	21	30
Improper Backing	1	2	15	51
Wrong Side or Wrong Way	11	23	66	62
Improper Passing	3	17	75	112
Over-Steering	4	11	114	102
Operated in a Reckless Manner	12	39	133	97
Swerved or Avoided	2	15	149	178
Improper Turn		11	129	205
Ran Stop Sign	4	31	136	175
Ran Red Light	4	25	147	208
Operated in Inattentive or Negligent Manner	9	37	218	217
Other Action	3	35	319	391
Ran Off Roadway	26	120	591	449
Failed to Yield Right-of-Way	3	40	469	697
Followed Too Closely	2	34	745	1,196
Failed to Stay in Lane	40	140	1,209	1,258
No Contributing Action	28	353	3,962	9,486
Grand Total	153	938	8,524	14,942

Unknowns are excluded

2015 Airbag Deployment and Injury Status for Drivers

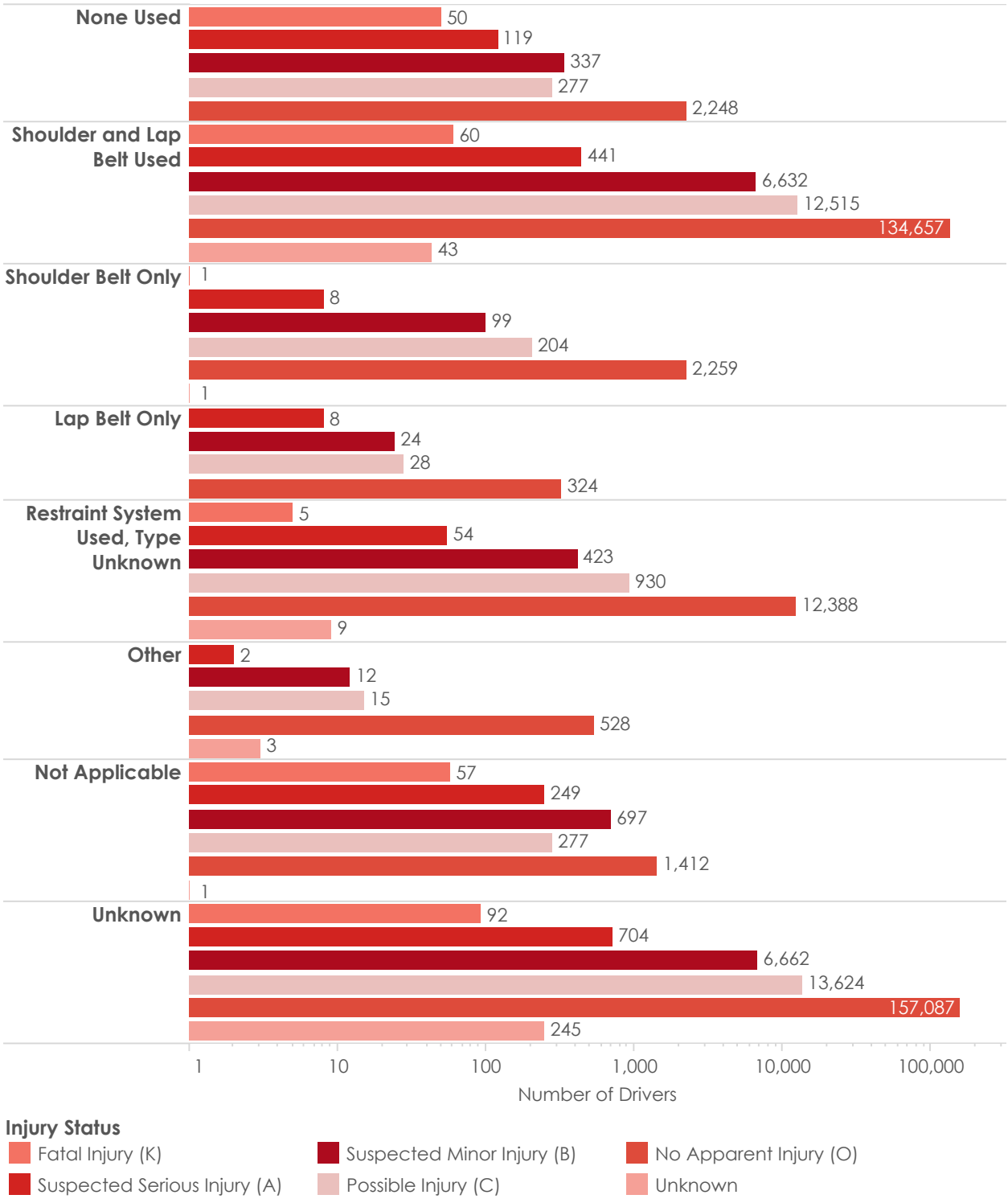


Drivers - Airbag Deployment & Injury Status

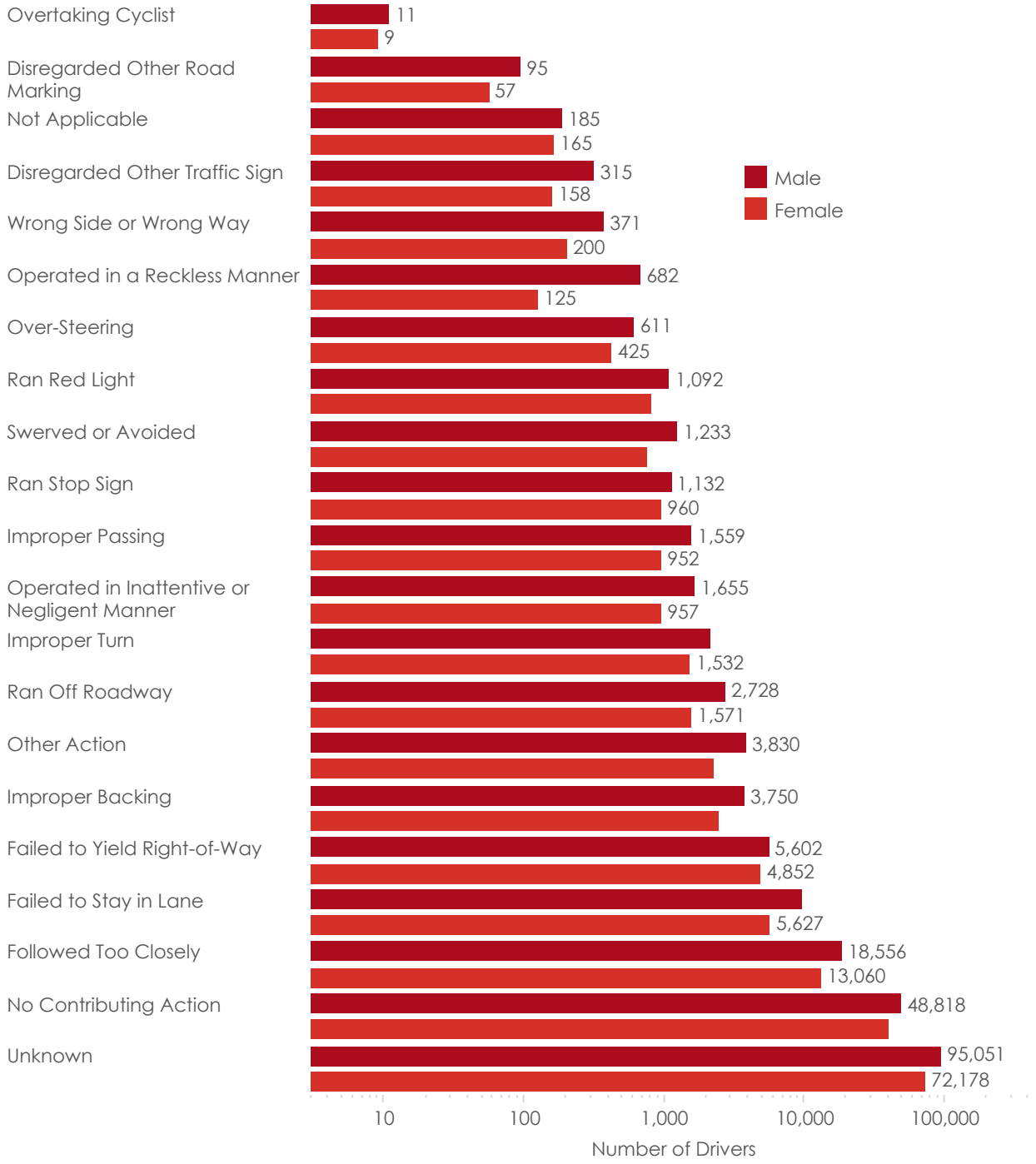
	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	No Apparent Injury (O)	Unknown
Deployed - Other		6	10	14	45	
Deployed - Curtain	4	11	116	134	447	
Deployed - Side	2	11	130	202	606	
Deployed - Combination	30	135	929	877	1,751	1
Not Applicable	60	266	857	657	7,053	9
Deployed - Front	56	308	2,452	2,344	5,890	2
Not Deployed	28	234	4,165	10,911	148,498	53
Unknown	90	670	6,548	13,504	156,186	245

2015 Restraint Type and Injury Status of Drivers

The bar graph below displays the injury classification of drivers involved in 2015 crashes by the restraint type that was used.



2015 Driver Actions by Gender



Driver Actions refers to any action the driver may have performed that may have contributed to the crash. Of the drivers who were found to have contributed to the crash, most were 'Following Too Closely' or 'Failed to Stay in Lane'.

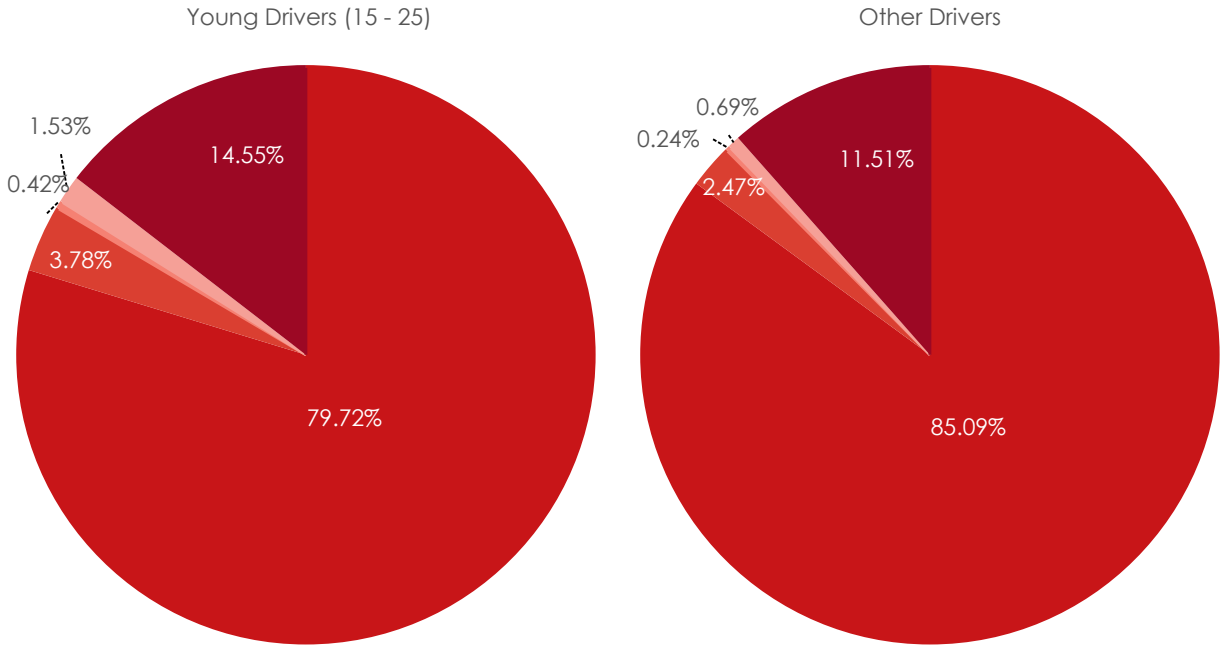
2015 Driver Actions by Driver Distracted By

	Manually Operating an Electronic Communication Device	Talking on Hands-Free Electronic Device	Talking on Hand-Held Electronic Device	Other Activity, Electronic Device	Passenger	Other Inside the Vehicle	Outside the Vehicle	Unknown
Ran Off Roadway	49	3	12	58	31	209	59	1,158
Failed to Yield Right-of-Way	9	2	5	18	16	41	113	1,672
Ran Red Light	5	1	3	21	26	53	50	456
Ran Stop Sign	6	1	2	12	10	27	30	429
Disregarded Other Traffic Sign		1		3	3	7	9	87
Disregarded Other Road Marking				1	2	1	2	37
Improper Turn	9			27	11	33	35	580
Improper Backing	7	3		8	15	19	87	1,117
Improper Passing	6	4	3	3	10	19	18	487
Wrong Side or Wrong Way	7		1	8	3	21	3	176
Followed Too Closely	151	35	26	415	239	1,593	998	6,325
Failed to Stay in Lane	103	17	35	163	58	498	190	4,087
Operated in a Reckless Manner	3		2	2	2	19	23	347
Operated in Inattentive or Negligent Manner	69	4	8	74	32	219	115	728
Swerved or Avoided	6		1	2		4	31	233
Over-Steering	5		1	6	4	14	6	194
Overtaking Cyclist								12
Not Applicable	1			1	1	1	11	78
Other Action	23	5	6	43	18	150	129	950
Unknown	7	2	2	9	8	11	19	7,604

Driver distractions generally include any internal or external activity, not directly related to the driving task, which may influence a driver's performance. This includes eating, drinking, manipulating the radio or navigation system, etc.

2015 Young Drivers (Aged 15 - 25)

Distraction: Young Drivers vs. Other Drivers



Distraction by young drivers is documented almost twice as often in 2015 crashes than it is for all other drivers. Distraction by something inside their vehicle, other than an electronic device or passenger, such as eating, drinking, smoking, etc. was the most common type of distraction documented.

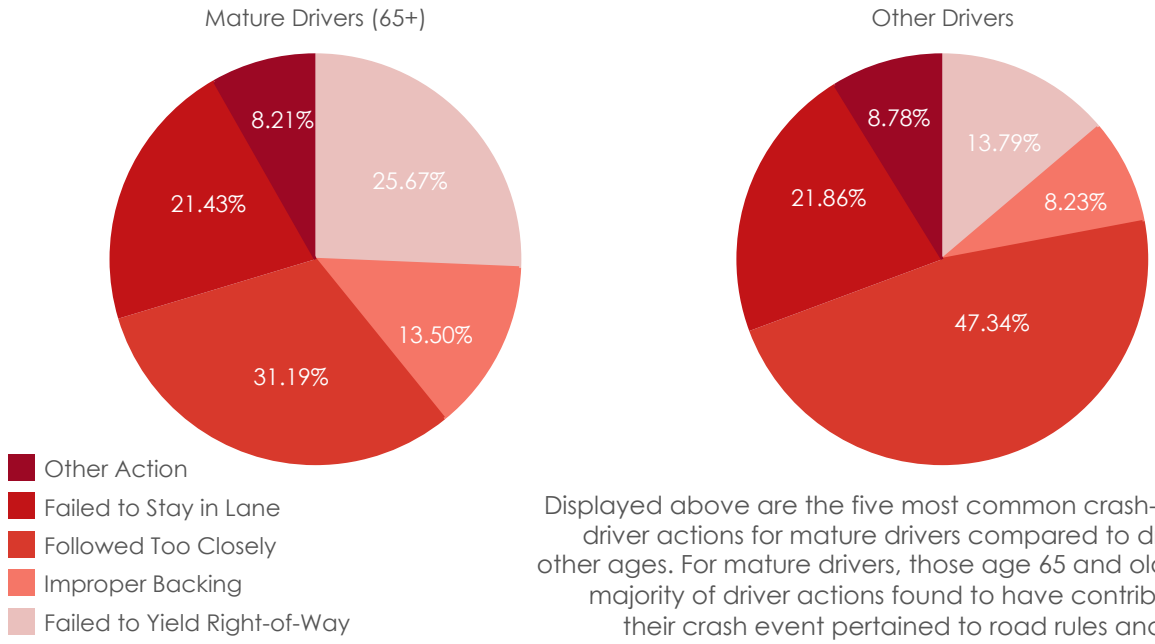
Speeding is a factor in nearly twelve percent of crashes involving drivers age 15 to 25.

Injury Status & Gender of Young Drivers in Speed-related Crashes

		Racing	Exceeded Speed Limit	Too Fast for Conditions	Unknown
Fatal Injury (K)	Female		1	1	4
	Male		9	4	8
Suspected Serious Injury (A)	Female		2	7	13
	Male	3	29	24	34
	Unknown		1		
Suspected Minor Injury (B)	Female	2	45	95	109
	Male	2	110	208	197
	Unknown		1	1	3
Possible Injury (C)	Female		22	159	139
	Male	3	63	145	180
	Unknown		2		1
No Apparent Injury (O)	Female	2	102	1,096	851
	Male	23	349	1,813	1,336
	Unknown		5	19	11

2015 Mature Drivers: Driver Actions and Time of Day

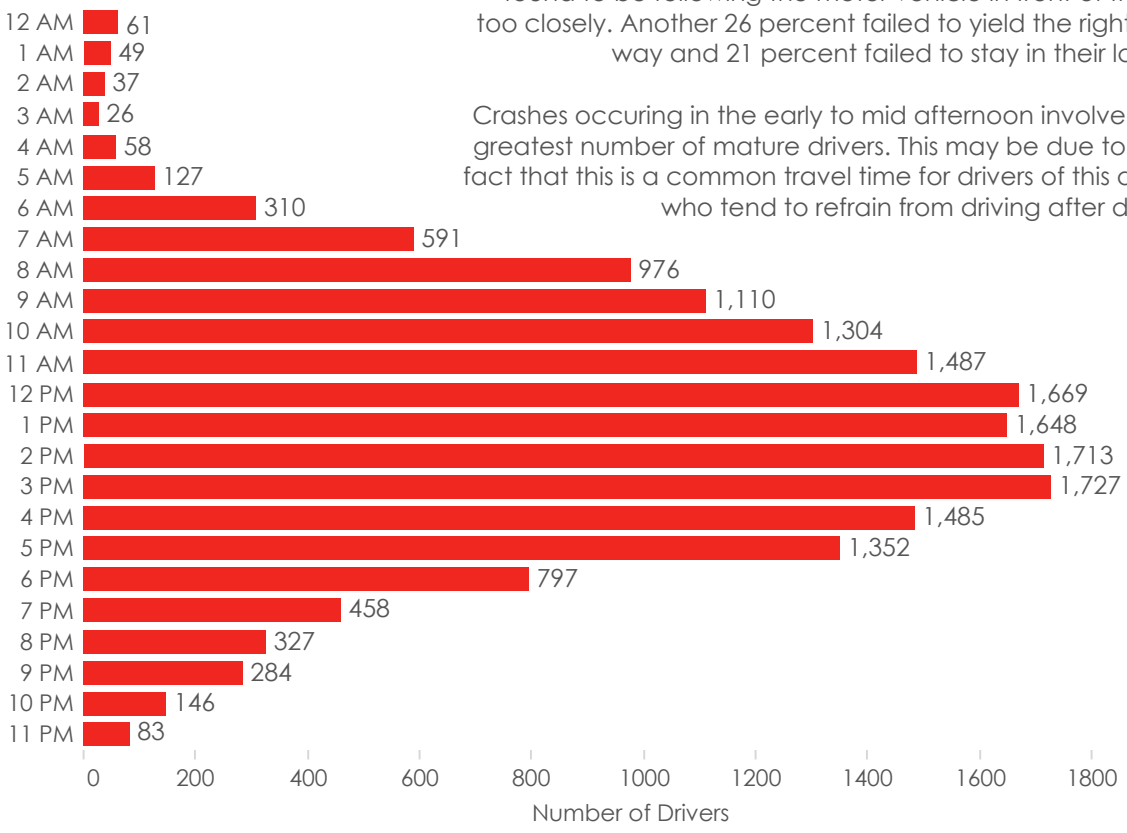
Driver Actions: Mature Drivers vs. Other Drivers



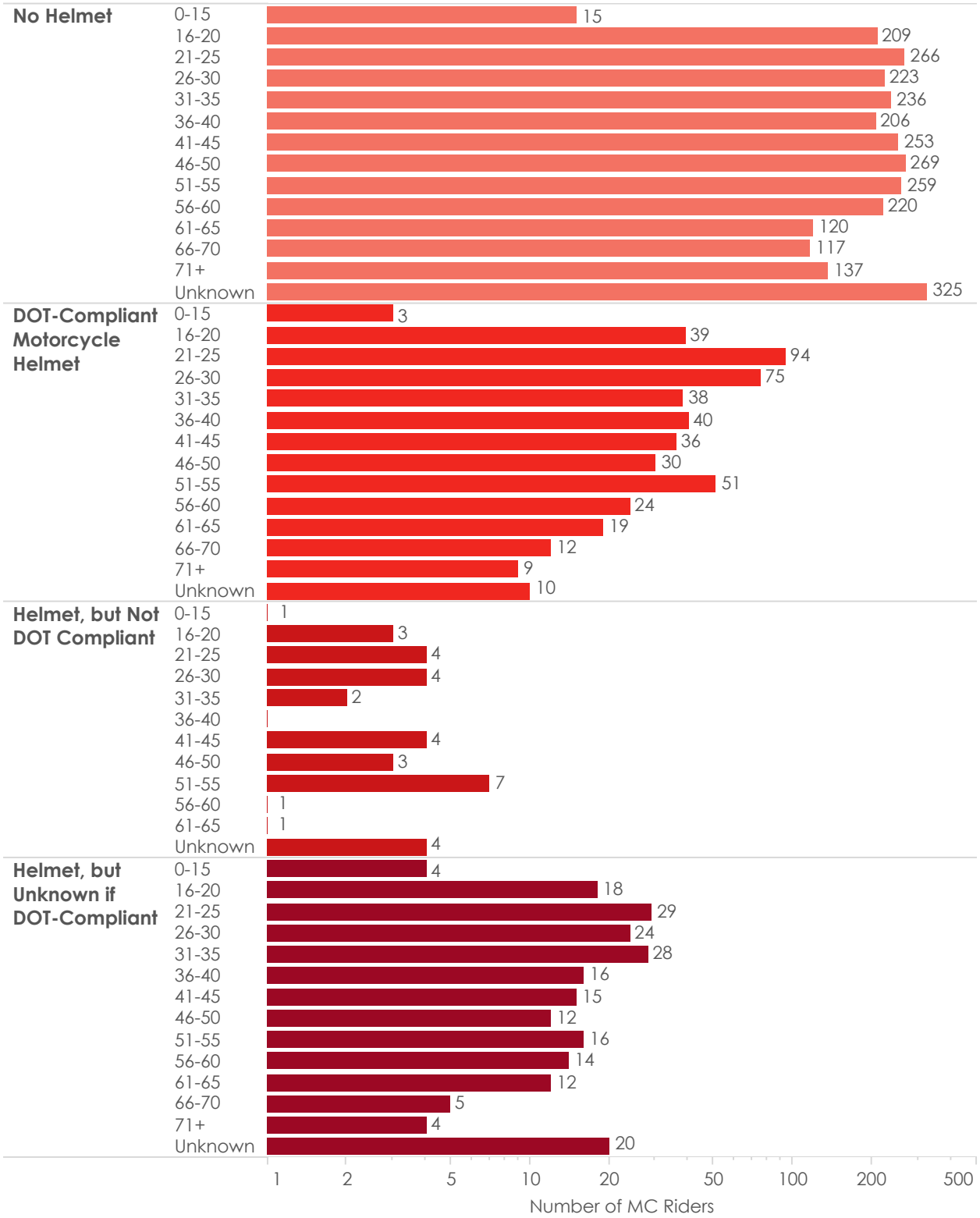
Displayed above are the five most common crash-related driver actions for mature drivers compared to drivers of other ages. For mature drivers, those age 65 and older, the majority of driver actions found to have contributed to their crash event pertained to road rules and depth perception. Just over 30 percent of mature drivers were found to be following the motor vehicle in front of them too closely. Another 26 percent failed to yield the right-of-way and 21 percent failed to stay in their lane.

Crashes occuring in the early to mid afternoon involve the greatest number of mature drivers. This may be due to the fact that this is a common travel time for drivers of this age, who tend to refrain from driving after dark.

Number of Mature Drivers by Time of Crash



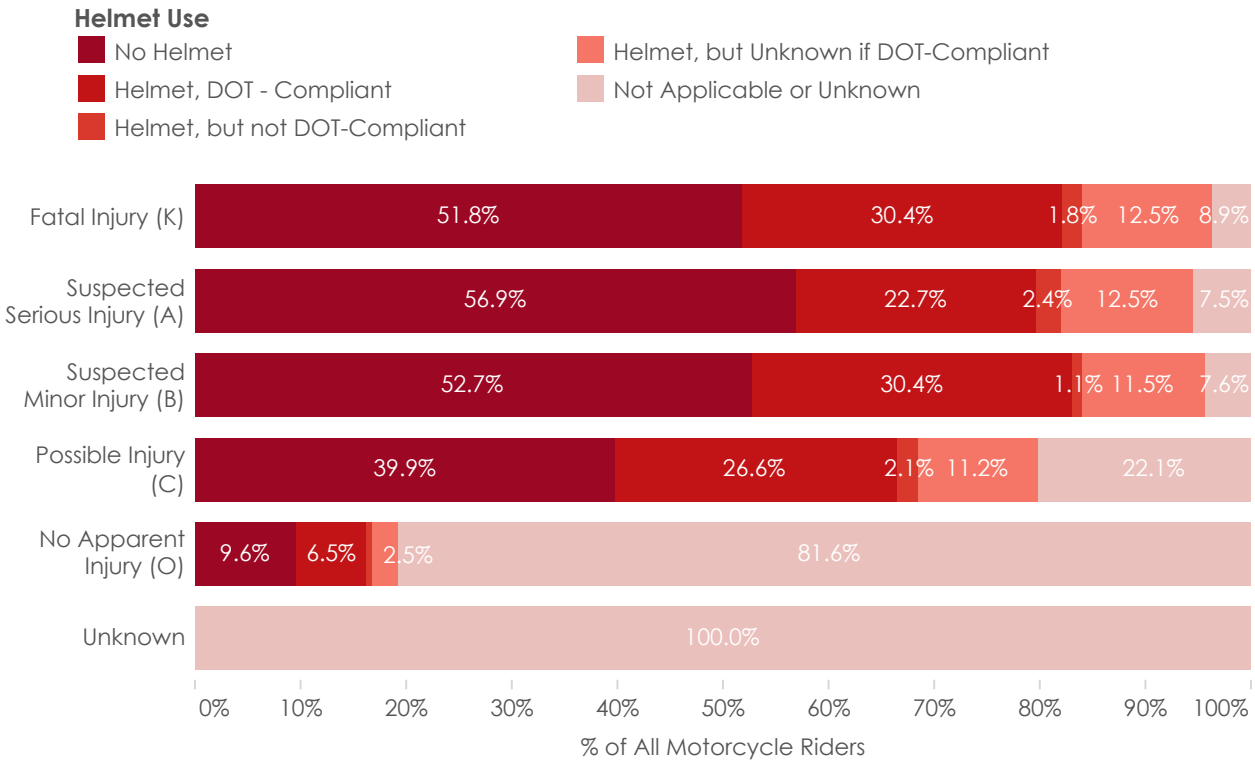
2015 Motorcycle Riders: Helmet Use by Age



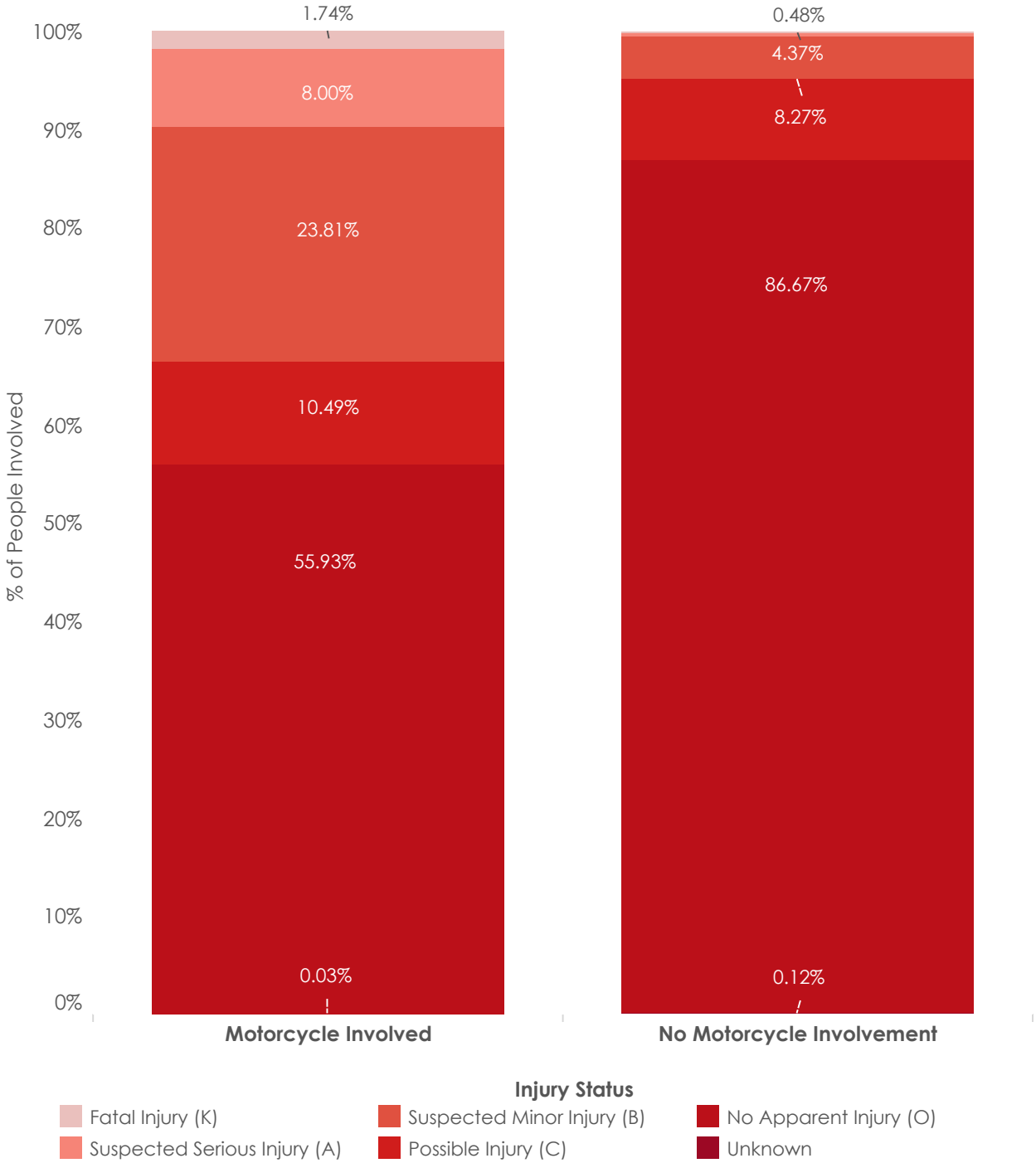
2015 Motorcycle Riders: Helmet Use and Injury Status

Over 50 percent of motorcycle riders who were killed were not wearing a helmet of any kind at the time of their crash. The same is true for those who suffered a suspected serious or minor injury.

		No Helmet	Helmet, DOT - Compliant	Helmet, but not DOT-Compliant	Helmet, but Unknown if DOT-Compliant	Not Applicable or Unknown	Grand Total
Fatal Injury (K)	Number of MC Riders	29	17	1	7	5	56
	% of Row Total	51.79%	30.36%	1.79%	12.50%	8.93%	100.00%
Suspected Serious Injury (A)	Number of MC Riders	145	58	6	32	19	255
	% of Row Total	56.86%	22.75%	2.35%	12.55%	7.45%	100.00%
Suspected Minor Injury (B)	Number of MC Riders	397	229	8	87	57	754
	% of Row Total	52.65%	30.37%	1.06%	11.54%	7.56%	100.00%
Possible Injury (C)	Number of MC Riders	132	88	7	37	73	331
	% of Row Total	39.88%	26.59%	2.11%	11.18%	22.05%	100.00%
No Apparent Injury (O)	Number of MC Riders	172	117	12	44	1,462	1,792
	% of Row Total	9.60%	6.53%	0.67%	2.46%	81.58%	100.00%
Unknown	Number of MC Riders					1	1
	% of Row Total					100.00%	100.00%
Grand Total	Number of MC Riders	875	509	34	207	1,617	3,189
	% of Row Total	27.44%	15.96%	1.07%	6.49%	50.71%	100.00%



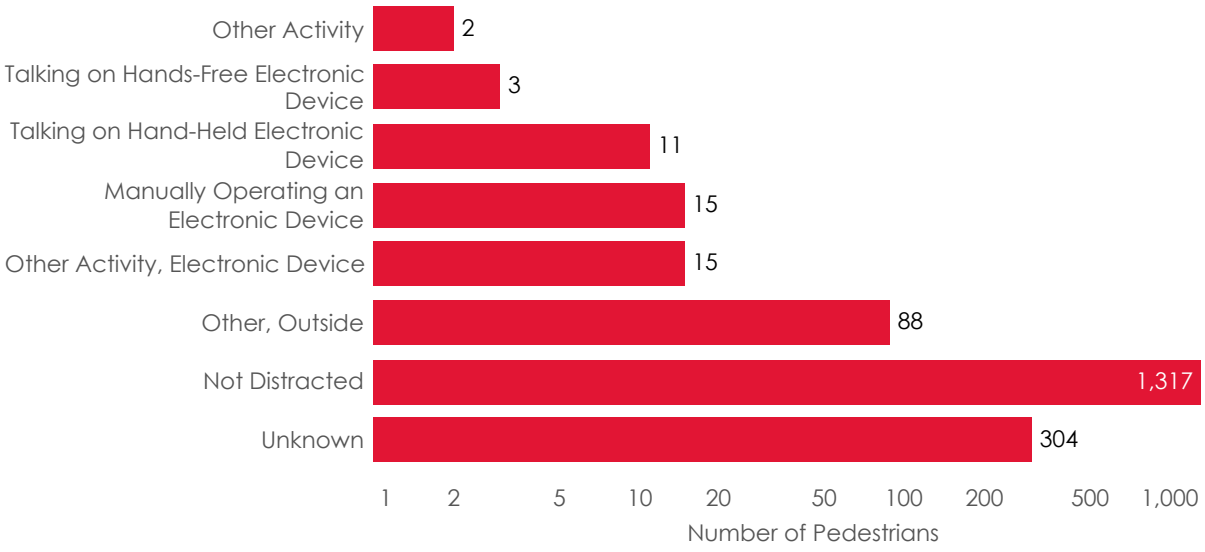
2015 Injury Status: Motorcycle Riders vs All Other Persons Involved



Based on the bar chart above, motorcycle riders experienced a higher percentage of injury than all other people involved in crashes in 2015. Less than 13 percent of crash victims not on a motorcycle were injured or killed, compared to 44 percent of motorcycle riders.

2015 Pedestrian-Involved Crashes

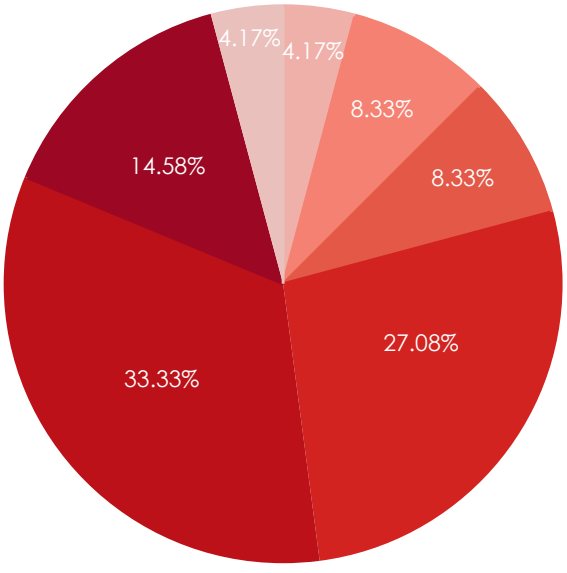
Pedestrian Distraction



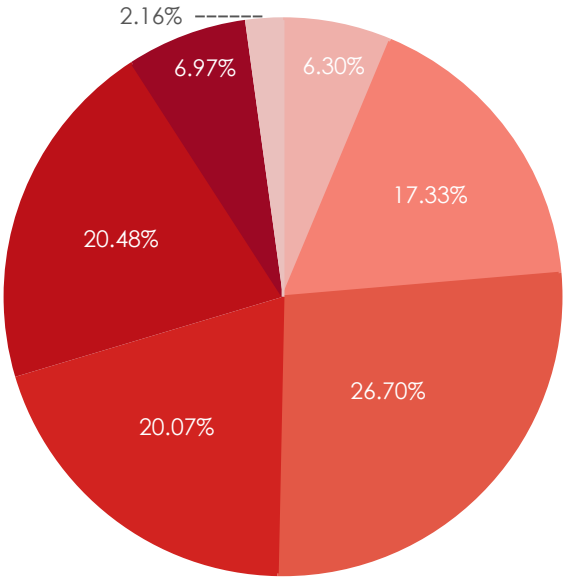
Pedestrian refers to a non-occupant of a vehicle in transport. This is includes persons in wheelchairs, persons in buildings, skaters, or persons using personal conveyance equipment, etc.

Of the pedestrians who were killed in 2015 crashes, the highest percentage was those aged 51 to 70 years (33%). Twenty-one to thirty-four year olds account for the greatest percent of pedestrians injured, at nearly 27 percent.

Pedestrians Killed



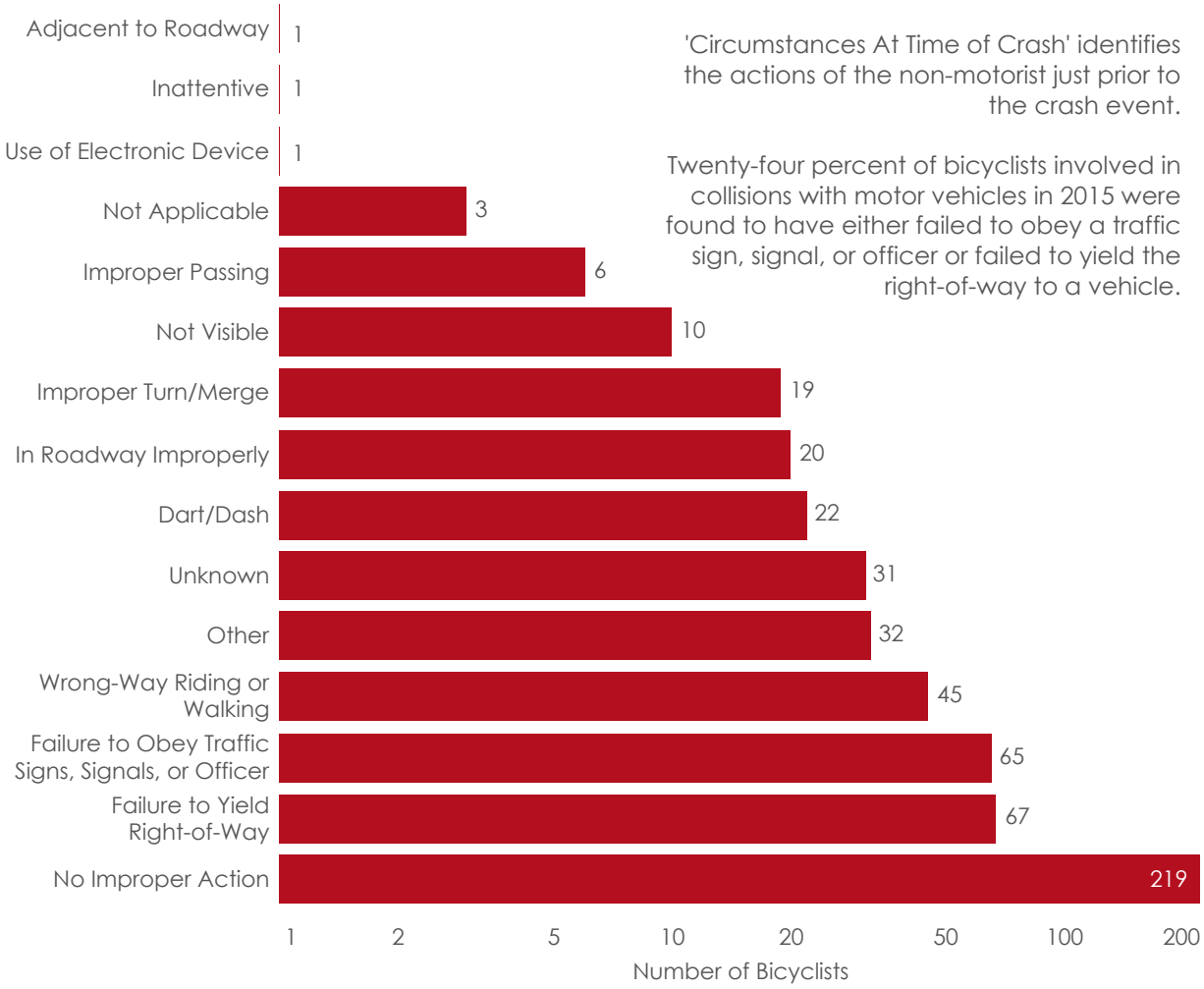
Pedestrians Injured



Age Groups
0-10 11-20 21-34 35-50 51-70 71+ Unknown

2015 Bicyclist-Involved Crashes

Bicyclist Circumstances At Time of Crash



'Circumstances At Time of Crash' identifies the actions of the non-motorist just prior to the crash event.

Twenty-four percent of bicyclists involved in collisions with motor vehicles in 2015 were found to have either failed to obey a traffic sign, signal, or officer or failed to yield the right-of-way to a vehicle.

Person Type and Injury Status for Bicycle-Involved Crashes

	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	No Apparent Injury (O)	Unknown
Other Pedestrian				1		
Occupant of a Non-Motorized Vehicle			1			
Witness					1	
Pedestrian				1	1	
Other Cyclist			2		1	
Passenger			1	1	149	1
Bicyclist	3	53	257	127	99	
Driver			3	6	534	1
Unknown					2	

Section V: Appendices

Appendix A:

Glossary of Terms and Acronyms

Appendix B:

Connecticut PR-1 Crash Report

Appendix A: Glossary of Terms and Acronyms

The following includes definitions of terms and acronyms used in this report. Many of these definitions are identical to or derived from definitions presented in the "MODEL MINIMUM UNIFORM CRASH CRITERIA (MMUCC) GUIDELINES, FOURTH EDITION, 2012". The American National Standards Institute (ANSI) Standard D16.1-2007 Manual on Classification of Motor Vehicle Traffic Accidents, Seventh Edition, and the ANSI Standard D20.1, Data Element Dictionary for Traffic Records Systems, were both used to develop and update MMUCC guidelines.

AIR BAG DEPLOYED Deployment status of an air bag relative to the position in the vehicle for this occupant

ALCOHOL TEST Indication of presence of alcohol test, type and result.

CARGO BODY TYPE The type of body for buses and trucks more than 10,000 lbs GVWR.

COMMERCIAL DRIVER LICENSE This indicates whether the driver license is a commercial driver license (CDL). Also, this information is important to separate the non-commercial licenses included by some States in Class C with the commercial licenses.

CONDITION AT TIME OF CRASH Any relevant condition of the individual (motorist or non-motorist) that is directly related to the crash.

CONTRIBUTING CIRCUMSTANCES, ENVIRONMENT Apparent environmental conditions which may have contributed to the crash.

CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE Pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash.

CONTRIBUTING CIRCUMSTANCES, ROAD Apparent condition of the road which may have contributed to the crash.

DARK – LIGHTED The scene of the crash is illuminated at night, or another period of darkness, by street lamps or other man-made light sources.

DARK – NOT LIGHTED The scene of the crash is not illuminated at night by any light sources, man-made or otherwise.

DAWN The time that marks the beginning of the twilight before sunrise.

DAYLIGHT Whenever the sun is above the horizon at a given location.

DRIVER An occupant who is in actual physical control of a vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost.

DIRECTION OF TRAVEL BEFORE CRASH The direction of a motor vehicle's travel on the roadway before the crash. Notice that this is not a compass direction, but a direction consistent with the designated direction of the road (the direction of a State-designated North-South highway must be either northbound or southbound even though a motor vehicle may have been traveling due east).

DOT-COMPLIANT MOTORCYCLE HELMET Helmets that are compliant with Federal Motor Vehicle Safety Standards typically weigh approximately three pounds, have an inner liner at least one-inch thick of firm polystyrene foam, have an inside label that states the manufacturer, model, and date of manufacture, and have a DOT sticker on the back of the helmet.

DRIVER ACTIONS AT TIME OF CRASH The actions by the driver that may have contributed to the crash. This data element is based on the judgment of the law enforcement officer investigating the crash.

DRIVER DISTRACTED BY Distractions which may have influenced the driver performance. The distractions can be inside the motor vehicle (internal) or outside the motor vehicle (external).

DRUG TEST Indication of the presence of drug test, type, and result. Excludes drugs administered post-crash.

EJECTION Occupant completely or partially thrown from the interior of the motor vehicle, excluding motorcycles, as a result of a crash.

EMERGENCY MOTOR VEHICLE USE Indicates operation of any motor vehicle that is legally authorized by a government authority to respond to emergencies with or without the use of emergency warning equipment, such as a police

vehicle, fire truck, or ambulance while actually engaged in such response.

FATAL CRASH A crash that results in one or more fatalities within 30 (thirty) days of the date of the crash.

FATAL INJURY (K) Any injury that results in death within 30 days after the crash in which the injury occurred.

FIRST HARMFUL EVENT The first injury or damage-producing event that characterizes the crash type.

FIVE-POINT, OR MORE An intersection where more than two roadways cross or connect.

FOUR-WAY Where two roadways cross or connect.

GROSS VEHICLE WEIGHT RATING/GROSS COMBINATION WEIGHT RATING The Gross Vehicle Weight Rating (GVWR) is the amount recommended by the manufacturer as the upper limit to the operational weight for a motor vehicle and any cargo (human or other) to be carried. The Gross Combination Weight Rating (GCWR) is the sum of all GVWRs for each unit in a combination unit motor vehicle.

HELMET, OTHER THAN DOT-COMPLIANT MOTORCYCLE HELMET A helmet that is not a DOT-compliant motorcycle helmet. This includes bicycle, skateboard, and novelty helmets.

IMMERSION Entry of a vehicle into liquid so that it is completely covered or there is damage to the vehicle or harm to an occupant.

INJURY Bodily harm to a person that is not a fatal injury

INJURY STATUS The injury severity level for a person involved in a crash. The determination of which attribute to assign should be based on the latest information available at the time the report is completed, except as described for fatal Injuries.

INJURY CRASH a motor vehicle traffic crash that results in one or more injuries or that results in one or more fatalities more than 30 (thirty) days after the date of the crash.

INTERSTATE a trafficway on the National System of Interstate and Defense Highways as defined in Section 101, Title 23, United States Code.

JACKKNIFE An uncontrolled articulation between a tractor and trailer(s) that occurs at any time during the crash sequence.

LOCAL ROAD Any public roadway that is maintained by one of Connecticut's local political sub-divisions.

LIGHT CONDITION The type/level of light that existed at the time of the motor vehicle crash.

L-INTERSECTION A two-armed intersection in which one road intersects with another road but neither road extends beyond the other road.

LOCATION OF FIRST HARMFUL EVENT RELATIVE TO THE TRAFFICWAY The location of the first harmful event as it relates to its position within or outside the trafficway.

MANNER OF CRASH/COLLISION IMPACT The identification of the manner in which two motor vehicles in transport initially came together without regard to the direction of force. This data element refers only to crashes where the first harmful event involves a collision between two motor vehicles in transport.

MOST HARMFUL EVENT FOR THIS MOTOR VEHICLE Event that resulted in the most severe injury or, if no injury, the greatest property damage involving this motor vehicle.

MOTORCOACH A bus with a gross vehicle weight rating (GVWR) of 11,793 kilograms (26,000 pounds) or greater, 16 or more designated seating positions (including the driver), and at least 2 rows of passenger seats, rearward of the driver's seating position, that are forward-facing or can convert to forward-facing without the use of tools.

MOTOR HOME A van where a frame-mounted recreational unit is added behind the driver or cab area or mounted on a bus/truck chassis that is suitable to live in and drive across country.

MOTOR VEHICLE Any motorized (mechanically or electrically powered) vehicle not operated on rails.

MOTOR VEHICLE BODY TYPE CATEGORY The category indicating the general configuration or shape of a motor vehicle distinguished by characteristics such as number of doors, rows of seats, windows, or roof line. Personal conveyances

– such as skateboards, motorized toy cars, and wheelchairs are not considered motor vehicles.

MOTOR VEHICLE MANEUVER/ACTION The controlled maneuver for this motor vehicle prior to the beginning of the sequence of events.

NO APPARENT INJURY (O) A situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.

NON-MOTORIST ACTION/CIRCUMSTANCE PRIOR TO CRASH The action of the non-motorist immediately prior to the crash and an indication of whether the non-motorist was walking/cycling to/from school.

NON-MOTORIST ACTIONS/CIRCUMSTANCES AT TIME OF CRASH The actions/circumstances of the non-motorist that may have contributed to the crash. This data element is based on the judgment of the law enforcement officer investigating the crash.

NON-MOTORIST LOCATION AT TIME OF CRASH The location of the non-motorist with respect to the roadway at the time of crash.

OTHER STATE ROUTE A trafficway within a state traffic way system, but not an Interstate or U.S. Route.

PEDALCYCLE Includes bicycles, tricycles, unicycles, pedal cars, etc.

PEDESTRIAN A person who is not an occupant of a motor vehicle in transport or a pedal cyclist.

PERSON TYPE The type of person involved in the crash.

POSSIBLE INJURY (C) Any injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those which are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.

PROPERTY DAMAGE ONLY (PDO) CRASH A motor vehicle traffic crash in which no participants incurred a fatality or an injury

RELATION TO JUNCTION The coding of this data element is based on the location of the first harmful event of the crash. It identifies the crash's location with respect to presence in a junction or proximity to components typically in junction or interchange areas.

RESTRAINT SYSTEMS The restraint equipment in use by the occupant.

ROADWAY ALIGNMENT AND GRADE The geometricS or layout and inclination characteristics of the roadway in the direction of travel for this vehicle.

ROADWAY SURFACE CONDITION The roadway surface condition at the time and place of a crash.

ROUNDABOUT Circular traffic patterns in which yield control is used on all entries, circulating vehicles have the right of way, pedestrian access is allowed only across the legs of the roundabout behind the yield line and circulation is counter-clockwise and passes to the right of the central island.

SEATING POSITION The location for an occupant in, on, or outside of the motor vehicle prior to the first event in the sequence of events.

SEQUENCE OF EVENTS The events in sequence related to a particular motor vehicle, including both non-collision as well as collision events.

SPEEDING RELATED Indication of whether the investigating officer suspects that the driver involved in the crash was speeding based on verbal or physical evidence and not on speculation alone

SUSPECTED MINOR INJURY (B) Any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).

SUSPECTED SERIOUS INJURY (A) Any injury, other than a fatal injury, which results in one or more of the following: severe laceration, broken or distorted limb, skull or chest injury, crush injury, significant burns unconsciousness when taken from the crash scene, or paralysis.

T-INTERSECTION An intersection where two roadways connect in a perpendicular manner and one roadway does not continue across the other roadway. The roadways form a "T".

TOO FAST FOR CONDITIONS Traveling at a speed that was unsafe for the road, weather, traffic or other environmental conditions at the time.

TOWED DUE TO DISABLING DAMAGE Disabling damage implies damage to the motor vehicle that is sufficient to require the motor vehicle to be towed or carried from the scene. Towed Due to Disabling Damage identifies if a vehicle involved in a crash is removed from the scene due to damage incurred. Towing assistance without removal of the vehicle from the scene, such as pulling a vehicle out of a ditch, is not considered to be "towed" for the purposes of this element.

TRAFFIC CIRCLE An intersection of roads where motor vehicles must travel around a circle to continue on the same road or leave on an intersecting road.

TRAFFICWAY DESCRIPTION Indication of whether or not the traffic way for this vehicle is divided and whether it serves one-way or two-way traffic. A divided trafficway is one on which roadways for travel in opposite directions are physically separated by a median.

U.S. ROUTE A trafficway numbered by the American Association of State Highway and Transportation Officials, but not an Interstate.

VEHICLE A transport device, or a unit, made up of connected transport devices, used for moving persons or property from one place to another and is neither an aircraft nor a watercraft

VEHICLE DAMAGE Subfield 1 of this element is intended to collect the approximate contact point on this vehicle associated with this vehicle's initial harmful event. If the initial harmful event does not involve a collision, then code "Non-Collision" (refer to glossary). Subfield 2 identifies all areas damaged on the vehicle as a result of this crash. Subfield 3 identifies the extent to which the damage affects the vehicle's operability rather than the cost to repair.

VEHICLE MILES OF TRAVEL (VMT) The estimated number of miles driven by all motor vehicles on Connecticut's public roadways.

WEATHER CONDITIONS The prevailing atmospheric conditions that existed at the time of the crash.

WORK ZONE - RELATED (CONSTRUCTION/ MAINTENANCE/UTILITY) A crash that occurs in or related to a construction, maintenance, or utility work zone, whether or not workers were actually present at the time of the crash. 'Work zone-related' crashes may also include those involving motor vehicles slowed or stopped because of the work zone, even if the first harmful event occurred before the first warning sign.

Y-INTERSECTION An intersection where three roadways connect and none of the roadways continue across the other roadways. The roadways form a "Y".

References

Connecticut Transportation Safety Research Center
www.ctsrc.uconn.edu

Connecticut Department of Transportation
www.ct.gov/dot

Connecticut Crash Data Repository
www.ctcrash.uconn.edu

MMUCC Guideline: Model Minimum Uniform Crash Criteria. 2012. 4th Edition.
https://www.transportation.gov/sites/dot.gov/files/docs/MMUCC_4th_Ed.pdf

National Highway Traffic Safety Administration
www.nhtsa.gov

Appendix B: Connecticut PR-1 Crash Report Form

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV Jan 01, 2015

Crash Summary (Front)

Number of Motor Vehicles: *Automobiles, Motorcycles, etc.*

Number of Non-Motorists: *Pedestrians, Bicyclists, etc.*

Case Number:

DOT Identifier: *For DOT use only*

CRASH DATE, TIME, SEVERITY, AND LOCATION

Date of Crash *(YYYYMMDD)*

Time *(0000-2359)*

Town Name

Town #

Crash Severity
◯ Fatal ◯ Injury ◯ PDO

Latitude

Crash occurred on (street name or route #) at its intersection with (street name or route #)

at

Longitude

If not at an intersection: distance
◯ Feet
◯ Tenths of Mile

N, S, E, W

of

name of nearest intersecting road, town line, or mile marker

CRASH FACTORS AND CONDITIONS

For all numeric fields: 99 = 'Unknown'

TRAFFICWAY OWNERSHIP
01. Public Road
02. Private Road
88. Not Applicable

TRAFFICWAY CLASS
01. Trafficway, On Road
02. Trafficway, Not on Road
03. Non-Trafficway
04. Parking Lot

LIGHT CONDITIONS
01. Daylight
02. Dawn
03. Dusk
04. Dark- Lighted
05. Dark- Not Lighted
06. Dark Unknown Lighting
97. Other

WEATHER CONDITIONS *(choose up to 2)*
01. Clear
02. Cloudy
03. Fog, Smog, Smoke
04. Rain
05. Sleet or Hail
06. Freezing Rain/Drizzle
07. Snow
08. Blowing Snow
09. Severe Crosswinds
10. Blowing Sand, Soil, Dirt
88. Not Applicable
97. Other

TRAFFICWAY SURFACE CONDITIONS
01. Dry
02. Wet
03. Snow
04. Slush
05. Ice/Frost
06. Moving Water
07. Sand
08. Mud, Dirt, Gravel
09. Oil
10. Standing Water
97. Other

LOCATION OF FIRST HARMFUL EVENT
01. On Roadway
02. Shoulder
03. Median
04. Roadside
05. Gore
06. Separator
07. In Parking Lane or Zone
08. Off-Roadway Location Unknown
09. Outside Right-of-Way *(trafficway)*
97. Other

CRASH-SPECIFIC LOCATION
01. Non-Junction
02. Intersection
03. Intersection-Related
04. Entrance / Exit Ramp
05. Entrance / Exit Ramp-Related
06. Railway Grade Crossing
07. Crossover-Related
08. Driveway Access
09. Driveway Access-Related
10. Shared-Use Path or Trail
11. Through Roadway
12. Acceleration / Deceleration Lane
13. On A Bridge
14. HOV Lane
15. Service or Rest Area
16. Weigh Station
17. Other Location Not Listed Above Within an Interchange Area *(median, shoulder and roadside)*
97. Other

TYPE OF INTERSECTION
01. Not an Intersection
02. Four-Way Intersection
03. T-Intersection
04. Y-Intersection
05. L-Intersection
06. Traffic Circle
07. Roundabout
08. Five-Point, or More

SCHOOL BUS RELATED
01. No
02. Yes, a school bus was directly involved
03. Yes, a school bus was indirectly involved

FIRST HARMFUL EVENT

Non-Collision:
01. Overturn/Rollover
02. Fire / Explosion
03. Immersion, Full or Partial
04. Jackknife
05. Cargo/Equipment Loss or Shift
06. Fell/Jumped from Vehicle
07. Thrown or Falling Object
08. Other Non-Collision

Collision with Person, Vehicle, or Non-Fixed Object:
09. Pedestrian
10. Pedal cycle/Pedal-cyclist
11. Other Non-motorist
12. Railway Vehicle *(train, engine)*
40. Deer
13. Animal Other Than Deer *(live)*
14. Motor Vehicle in Operation
15. Parked Motor Vehicle
16. Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle
17. Work Zone/Maintenance Equipment
18. Other Non-Fixed Object

Collision With Fixed Object:
19. Impact Attenuator/Crash Cushion
20. Bridge Overhead Structure
21. Bridge Pier or Support
22. Bridge Rail
23. Cable Barrier
24. Culvert
25. Curb
26. Ditch
27. Embankment
28. Guardrail Face
29. Guardrail End
30. Concrete Traffic Barrier
31. Other Traffic Barrier
32. Tree *(standing)*
33. Utility Pole/Light Support
34. Traffic Sign Support
35. Traffic Signal Support
36. Fence
37. Mailbox
38. Other Post, Pole or Support
39. Other Fixed Object *(wall, building, tunnel, etc.)*

MANNER OF IMPACT
(Applies to: multi-vehicle crashes)
01. Front to Rear
02. Front to Front
03. Angle
04. Sideswipe, Same Direction
05. Sideswipe, Opposite Direction
06. Rear to Side
07. Rear to Rear
88. Not Applicable
97. Other

CONTRIBUTING CIRCUMSTANCES, ENVIRONMENTAL *(choose up to 3)*
00. None
01. Weather Conditions
02. Visual Obstruction(s)
03. Glare
04. Animal(s) in Roadway
88. Not Applicable
97. Other

CONTRIBUTING CIRCUMSTANCES, ROAD *(choose up to 3)*
00. None
01. Backup Due to Prior Crash
02. Backup Due to Prior Non-recurring Incident
03. Backup Due to Regular Congestion
04. Toll Booth/Plaza Related
05. Road Surface Condition *(wet, icy, snow, slush, etc.)*
06. Debris
07. Ruts, Holes, Bumps
08. Work Zone *(construction/ maintenance/utility)*
09. Worn, Travel-Polished Surface
10. Obstruction in Roadway
11. Traffic Control Device Inoperative, Missing, or Obscured
12. Shoulder *(none, low, soft, high)*
13. Non-Highway Work
88. Not Applicable
97. Other

WORK ZONE CRASH INFORMATION

For all numeric fields: 99 = 'Unknown'

Complete all for crashes occurring in a Work Zone

WORK ZONE
01. No
02. Yes

LOCATION
01. Before the First Work Zone Warning Sign
02. Advance Warning Area
03. Transition Area
04. Activity Area
05. Termination Area
88. Not Applicable

TYPE
01. Lane Closure
02. Lane Shift / Crossover
03. Work on Shoulder or Median
04. Intermittent or Moving Work
88. Not Applicable
97. Other

WORKERS PRESENT
01. No
02. Yes
88. Not Applicable

ENFORCEMENT PRESENT
01. No
02. Yes
88. Not Applicable

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV February 03, 2015

Crash Summary (Back)

Case Number:

DOT Identifier:
For DOT use only

DIAGRAM

Click within box to upload new image. Please indicate the direction of North within the diagram.

☐ Vehicles were moved prior to police arrival Delete Diagram

NARRATIVE

Officers Narrative: Describe any unusual circumstances associated with the crash, including officer's observations.
Refer to each by motor vehicle number and/or non-motorist number

Related Incident Number	Officer First Name	Officer Last Name	Badge Number	Police Agency Code

Case Status
O - Open
C - Closed

Officer Name:

Date & Time :

Supervisor:

Date & Time :

☐ This report is a revision to a previously submitted report

Annotate Approve

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV February 03, 2015

Motor Vehicle Information (Front)

Complete One Sheet Per Motor Vehicle

Motor Vehicle ID:

Number of occupants in Vehicle: *(including the driver)*

Case Number:

DOT Identifier: *For DOT use only*

MOTOR VEHICLE INFORMATION

VIN: ☐ VIN missing or removed

Plate #: ☐ Invalid Plate ☐ No Plate

Make: Color: ☐ Driver Evaded Responsibility

Plate State:

Model: Year:

Direction of Travel N, S, E, W

Total lanes in roadway:

Road on which vehicle was traveling: ☐ Vehicle was not in roadway ☐ Unknown direction

☐ Bike lanes/sharrows present

MOTOR VEHICLE CRASH INFORMATION

For all numeric fields: 99 = 'Unknown'

SEQUENCE OF EVENTS
(choose up to four, in chronological order)

1st
2nd
3rd
4th

Most Harmful Event

Non-Collision
1. Overturn/Rollover
2. Fire / Explosion
3. Immersion, Full or Partial
4. Jackknife
5. Cargo/Equipment Loss or Shift
06. Equipment Failure *(blown tire, brake failure, etc)*
7. Separation of Units
8. Ran Off Roadway Right
9. Ran Off Roadway Left
10. Cross Median
11. Cross Center Line
12. Downhill Runaway
13. Fell/Jumped From Motor Vehicle
14. Reentering Roadway
15. Thrown or Falling Object
16. Other Non-Collision

Collision With Person, Motor Vehicle, or Non-Fixed Object
17. Pedestrian
18. Pedal Cycle/Pedal-cyclist
19. Other Non-motorist
20. Railway Vehicle *(train, engine)*
21. Animal *(live)*
22. Motor Vehicle In Motion
23. Parked Motor Vehicle
24. Struck By Falling, Shifting Cargo or Anything Set In Motion By Motor Vehicle
25. Work Zone/Maintenance Equipment
26. Other Non-Fixed Object

Collision With Fixed Object
27. Impact Attenuator/Crash Cushion
28. Bridge Overhead Structure
29. Bridge Pier or Support
30. Bridge Rail
31. Cable Barrier
32. Culvert
33. Curb
34. Ditch
35. Embankment
36. Guardrail Face
37. Guardrail End
38. Concrete Traffic Barrier
39. Other Traffic Barrier
40. Tree *(standing)*
41. Utility Pole
42. Traffic Sign Support
43. Traffic Signal Support
44. Other Post, Pole, or Support
45. Fence
46. Mailbox
47. Other Fixed Object *(wall, building, tunnel, etc.)*
48. Light Support
88. Not Applicable

MOTOR VEHICLE ACTION
1. Straight Ahead
2. Negotiating a Curve
3. Backing
4. Changing Lanes
5. Overtaking/Passing Motor Vehicle
6. Turning Right
7. Turning Left
08. Making U-Turn
9. Leaving Traffic Lane
10. Entering Traffic Lane
11. Slowing
12. Parked
13. Stopped in Traffic
14. Overtaking/Passing Cyclist
15. Wrong Way or Wrong Side
16. Traveling in Bike Lane
97. Other

CONTRIBUTING CIRCUMSTANCES MOTOR VEHICLE *(choose up to 2)*
0. None
1. Brakes
2. Exhaust System
3. Body, Doors
4. Steering
5. Power Train
6. Suspension
7. Tires
8. Wheels
9. Lights *(head, signal, tail)*
10. Windows/Windshield
11. Mirrors
12. Wipers
13. Truck Coupling / Trailer Hitch / Safety Chains
88. Not Applicable
97. Other

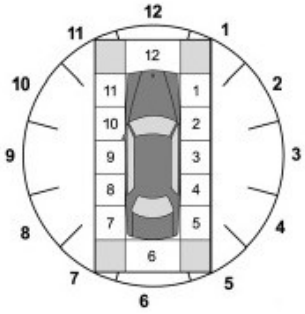
POSTED/STATUTORY SPEED LIMIT
(record the posted/statutory value as miles per hour)
01. Not Posted
10, 15, 20, 25, 30, 35, 40, 45
50, 55, 60, 65, 70, 75, 80, 85
88. Not Applicable

TOWED
1. Towed Due to Disabling Damage
2. Towed, But Not Due to Disabling Damage
3. Not Towed

TOWED TO

BODY TYPE
1. Passenger Car
2. (Sport) Utility Vehicle
3. Passenger Van
4. Cargo Van *(<10,000 lbs GVWR)*
5. Pickup
6. Motor Home
7. School Bus
08. Transit Bus
9. Motor Coach
10. Other Bus
11. Motorcycle
12. Moped
13. Low Speed Vehicle
14. Golf Cart
15. All Terrain Vehicle (ATV)
16. Snowmobile
17. Other Light Trucks *(10,000 lbs GVWR or less)*
18. Medium/Heavy Trucks *(more than 10,000 lbs GVWR)*
97. Other

MOTOR VEHICLE DAMAGE



Use diagram above for values 1-12

See user guide for other vehicle diagrams.

Initial Contact Point
13. Non-Collision
14. Top
15. Undercarriage
16. Cargo loss

Damaged Areas *(choose up to 3)*
00. None
14. Top
15. Undercarriage
17. All Areas
88. Not Applicable

EXTENT OF DAMAGE
1. No Visible Damage
2. Minor Damage
3. Functional Damage
4. Disabling Damage

MOTOR VEHICLE TYPE
1. Motor Vehicle in Operation
2. Parked Motor Vehicle
3. Working Vehicle/Equipment
4. Non-Collision Vehicle

TRAFFICWAY DESCRIPTION
1. Two-Way, Not Divided
2. Two-Way, Not Divided w/ a Continuous Left Turn Lane
3. Two-Way, Divided, Unprotected (Painted >4 Feet) Median
4. Two-Way, Divided, Positive Median Barrier
5. One-Way Trafficway
88. Not Applicable

ROADWAY GRADE
1. Level
2. Uphill
3. Hill Crest
4. Downhill
5. Sag *(bottom)*

ROADWAY ALIGNMENT
1. Straight
2. Curve Left
3. Curve Right

TRAFFIC CONTROL DEVICE TYPE
1. No Control Device
2. Person *(flagger, law enforcement, crossing guard, etc.)*
3. Traffic Control Signal
4. Flashing Traffic Control Signal
5. School Zone Sign/Device
6. Stop Sign
7. Yield Sign
8. Warning Sign
9. Railway Crossing Device
10. Marked Uncontrolled Crosswalk
11. Pedestrian Button
12. Bicycle Detection
97. Other

TRAFFIC CONTROL DEVICE FUNCTIONAL?
1. No
2. Yes
3. Missing
88. Not Applicable

INSURANCE INFORMATION

INSURANCE COMPANY	INSURANCE POLICY NUMBER	INSURANCE EXPIRATION DATE (yyyymmdd)

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV February 03, 2015

Motor Vehicle Information (Back)

Complete One Sheet Per Motor Vehicle

Case Number:

DOT Identifier:
For DOT use only

MOTOR VEHICLE OWNERSHIP INFORMATION

Vehicle Owner Name *(Last, First, Middle, Suffix)* ☒ Information same as driver

Street Address or Post Office Box

City | State/Prov | Country | Postal Code

Email Address *(optional)* | Phone *(optional)*

SPECIAL VEHICLE FUNCTION
1. No Special Function
2. Taxi
3. Vehicle Used as School Bus
4. Vehicle Used as Other Bus
5. Military
6. Police
7. Ambulance
8. Fire Truck
9. Non-Transport Emergency
10. Incident Response Services Vehicle

EMERGENCY VEHICLE
1. Non-Emergency Situation, Not Transporting Patient
2. Non-Emergency Transport of Passenger
3. Emergency Operation, Emergency Warning Equipment Not in Use
4. Emergency Operation, Emergency Warning Equipment in Use
88. Not Applicable

BUS USE
1. Not a Bus
2. School
3. Transit/Commuter
4. Intercity
5. Charter/Tour
6. Shuttle
88. Not Applicable

PROPERTY DAMAGED

Complete if public or private property other than vehicles were damaged in the crash

NATURE AND EXTENT OF DAMAGE TO PROPERTY 1

NAME OF OWNER OF PROPERTY 1

NATURE AND EXTENT OF DAMAGE TO PROPERTY 2

NAME OF OWNER OF PROPERTY 2

NATURE AND EXTENT OF DAMAGE TO PROPERTY 3

NAME OF OWNER OF PROPERTY 3

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV February 03, 2015

Motor Vehicle ID: ☐ Person ID: ☐

Motor Vehicle Driver Information

Complete One Sheet Per Driver

Case Number: ☐ DOT Identifier: ☐ *For DOT use only*

Name *(Last, First, Middle, Suffix)*: _____

Street Address or PO Box: _____

City: _____ State or Prov: _____ Postal Code: _____

GENDER
1. Male
2. Female
99. Unknown
☐

DATE OF BIRTH *(YYYYMMDD)* ☐☐☐☐☐☐☐☐
☒ Date of Birth is unknown

Phone/Email *(optional)*: _____

LICENSE INFO

For all numeric fields: 99 = 'Unknown'

LICENSE NUMBER

STATE

DRIVER LICENSE JURISDICTION ☐
1. Not Licensed
2. State
3. Tribal Nation
4. U.S. Government
5. Canadian Province
6. Mexican State
7. International License *(other than Mexico and Canada)*
8. Valid License *(other country)*
88. Not Applicable

LICENSE CLASS ☐
0. None
1. Class A
2. Class B
3. Class C
4. Class D
5. Class M
88. Not Applicable

COMMERCIAL LICENSE ☐
1. No
2. Yes

ENDORSEMENTS
- ☐ A - Activity Vehicles
- ☐ F - Taxi, Livery, Motor Coach
- ☐ H - Hazardous Materials
- ☐ M - Motorcycles
- ☐ N - Tank Vehicles
- ☐ P - Passenger
- ☐ Q - Fire Fighting Vehicles
- ☐ S - School Bus
- ☐ T - Double/Triple Trailers
- ☐ V - Student Transportation
- ☐ X - Combination of Tank Vehicle and Hazardous Materials

DRIVER INFORMATION

EJECTION ☐
1. Not Ejected
2. Ejected, Partially
3. Ejected, Totally
88. Not Applicable

RESTRAINT SYSTEM ☐
0. None Used-Motor Vehicle Occupant
1. Shoulder and Lap Belt Used
2. Shoulder Belt Only Used
3. Lap Belt Only Used
4. Restraint Used Type Unknown
88. Not Applicable
97. Other

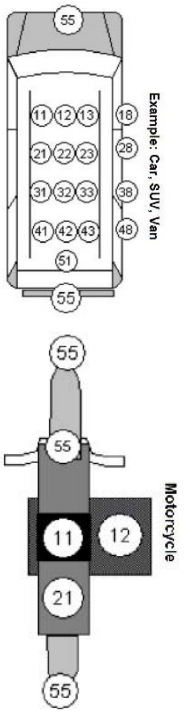
HELMET USE ☐
1. No Helmet
2. DOT-Compliant Motorcycle Helmet
3. Helmet, Other Than DOT-Compliant Motorcycle Helmet
4. Helmet, Unknown If DOT-Compliant
88. Not Applicable

AIRBAG ☐
1. Not Deployed
2. Deployed-Front
3. Deployed-Side
4. Deployed-Curtain
5. Deployed-Other
6. Deployed-Combination
88. Not Applicable

SPEED RELATED ☐
1. No
2. Racing
3. Exceeded Speed Limit
4. Too Fast for Conditions

SEATING POSITION FIRST DIGIT ☐
1_. Front Row

SECOND DIGIT
_1. Left *Seat (usually the motor vehicle or motorcycle driver except for postal vehicles and some foreign vehicles)*
_2. Middle Seat
_3. Right Seat
_8. Other Seat



DRIVER ACTIONS *(choose up to 4)* ☐
1. No Contributing Action
2. Ran Off Roadway
3. Failed to Yield Right-of-Way
4. Ran Red Light
5. Ran Stop Sign
6. Disregarded Other Traffic Sign
7. Disregarded Other Road Markings
8. Improper Turn
9. Improper Backing
10. Improper Passing
11. Wrong Side or Wrong Way
12. Followed Too Closely
13. Failed to Keep in Proper Lane
14. Operated Vehicle in Reckless Aggressive Manner
15. Operated Motor Vehicle in Inattentive, Careless, Negligent, or Erratic Manner
16. Swerved or Avoided Due to Wind, Motor Vehicle, Object, Non-Motorist in Roadway, etc.
17. Over-Correcting/Over-Steering
18. Overtaking Cyclist
88. Not Applicable
97. Other Contributing Action

DRIVER DISTRACTED BY ☐
1. Not Distracted
2. Manually Operating an Electronic Communication Device *(Texting, etc)*
3. Talking on Hands-Free Electronic Device
4. Talking on Hand-Held Electronic Device
5. Other Activity, Electronic Device
6. Passenger
7. Other Inside the Vehicle *(eating, hygiene, etc.)*
8. Outside the Vehicle

CONDITION AT TIME OF CRASH *(choose up to 2)* ☐
01. Apparently Normal
02. Physically Impaired
03. Emotional *(depressed, angry, etc.)*
04. Ill *(sick)*, Fainted
05. Asleep or Fatigued
06. Under the Influence *(Medications/Drugs/Alcohol)*
88. Not Applicable
97. Other

INJURY AND EMS INFORMATION

INJURY STATUS ☐
K. Fatal Injury
A. Suspected Serious Injury
B. Suspected Minor Injury
C. Possible Injury
O. No Apparent Injury

TRANSPORTED TO FIRST MEDICAL FACILITY BY ☐
1. Not Transported
2. EMS Air
03. EMS Ground
04. Law Enforcement
97. Other

EMS COMPANY NAME _____

EMS RUN NUMBER

INTENDED RECEIVING FACILITY

ENFORCEMENT ACTIONS TAKEN

ACTION BY OFFICER ☐
0. None Taken
1. Verbal Warning
2. Written Warning
3. Infraction
4. Arrest/Summons

VIOLATION STATUTES

DRUG/ALCOHOL INFORMATION

ALCOHOL TEST STATUS ☐
1. Test Not Given
2. Test Refused
3. Test Given
99. Unknown if Tested

TYPE OF ALCOHOL TEST ☐
1. Blood
2. Urine
3. Breath
88. Not Applicable 97. Other

DRUG TEST STATUS ☐
1. Test Not Given
2. Test Refused
3. Test Given
99. Unknown if Tested

TYPE OF DRUG TEST ☐
1. Blood
2. Urine
88. Not Applicable
97. Other

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV February 03, 2015

Motor Vehicle ID:

Case Number:

DOT Identifier: *For DOT use only*

Motor Vehicle Passenger Information

Complete this sheet for Passengers in this Motor Vehicle

PERSON ID PASSENGER INFORMATION

For all numeric fields: 99 = 'Unknown'

NAME:
PERSON TYPE:
SEATING POSITION:
ADDRESS:
RESTRAINT SYSTEM:
CITY:
STATE or PROV: CT
POSTAL CODE:
HELMET USE:
DATE OF BIRTH *(YYYYMMDD)*:
☒ Date of Birth is unknown
GENDER: 1. Male 2. Female 99. Unknown
INTENDED RECEIVING FACILITY:
EJECTION:
AIR BAG:
INJURY STATUS:
EMS COMPANY NAME:
EMS RUN NUMBER:
TRANSPORTED TO 1st MEDICAL FACILITY BY:

PERSON ID

For all numeric fields: 99 = 'Unknown'

NAME:
PERSON TYPE:
SEATING POSITION:
ADDRESS:
RESTRAINT SYSTEM:
CITY:
STATE or PROV:
POSTAL CODE:
HELMET USE:
DATE OF BIRTH *(YYYYMMDD)*:
☐ Date of Birth is unknown
GENDER: 1. Male 2. Female 99. Unknown
INTENDED RECEIVING FACILITY:
EJECTION:
AIR BAG:
INJURY STATUS:
EMS COMPANY NAME:
EMS RUN NUMBER:
TRANSPORTED TO 1st MEDICAL FACILITY BY:

PERSON ID

For all numeric fields: 99 = 'Unknown'

NAME:
PERSON TYPE:
SEATING POSITION:
ADDRESS:
RESTRAINT SYSTEM:
CITY:
STATE or PROV:
POSTAL CODE:
HELMET USE:
DATE OF BIRTH *(YYYYMMDD)*:
☐ Date of Birth is unknown
GENDER: 1. Male 2. Female 99. Unknown
INTENDED RECEIVING FACILITY:
EJECTION:
AIR BAG:
INJURY STATUS:
EMS COMPANY NAME:
EMS RUN NUMBER:
TRANSPORTED TO 1st MEDICAL FACILITY BY:

PERSON ID

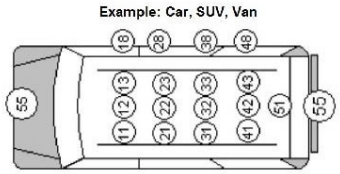
For all numeric fields: 99 = 'Unknown'

NAME:
PERSON TYPE:
SEATING POSITION:
ADDRESS:
RESTRAINT SYSTEM:
CITY:
STATE or PROV:
POSTAL CODE:
HELMET USE:
DATE OF BIRTH *(YYYYMMDD)*:
☐ Date of Birth is unknown
GENDER: 1. Male 2. Female 99. Unknown
INTENDED RECEIVING FACILITY:
EJECTION:
AIR BAG:
INJURY STATUS:
EMS COMPANY NAME:
EMS RUN NUMBER:
TRANSPORTED TO 1st MEDICAL FACILITY BY:

Use additional sheets if more than 4 passengers occupied this motor vehicle

PERSON TYPE
02. Passenger
07. Occupant of Parked Motor Vehicle
99. Unknown

SEATING POSITION



RESTRAINT SYSTEM
0. None Used-Motor Vehicle Occupant
1. Shoulder and Lap Belt Used
2. Shoulder Belt Only Used
3. Lap Belt Only Used
4. Restraint Used Type Unknown
5. Child Restraint System Forward Facing
6. Child Restraint System Rear Facing
7. Booster Seat
8. Child Restraint Type Unknown
88. Not Applicable
97. Other
99. Unknown

HELMET USE
1. No Helmet
2. DOT-Compliant Motorcycle Helmet
3. Helmet, Other Than DOT-Compliant Motorcycle Helmet
4. Helmet, Unknown If DOT-Compliant
88. Not Applicable
99. Unknown If Helmet Worn

EJECTION
1. Not Ejected
2. Ejected, Partially
3. Ejected, Totally
88. Not Applicable
99. Unknown

AIRBAG
1. Not Deployed
2. Deployed-Front
3. Deployed-Side
4. Deployed-Curtain
5. Deployed-Other
6. Deployed-Combination
88. Not Applicable
99. Deployment Unknown

INJURY STATUS
K. Fatal Injury
A. Suspected Serious Injury
B. Suspected Minor Injury
C. Possible Injury
O. No Apparent Injury

TRANSPORTED TO FIRST MEDICAL FACILITY BY
1. Not Transported
2. EMS Air
3. EMS Ground
4. Law Enforcement
97. Other
99. Unknown

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV February 03, 2015

Bicycle ID: Person ID:

Striking Motor Vehicle ID:

Case Number:

DOT Identifier: *For DOT use only*

Non-Motorist Information

Complete one sheet for each non-motorist involved in crash

Road on which non-motorist was traveling/located:

☐ Non-motorist was not in roadway
☐ Unknown direction

Direction of travel *(N, S, E, W)*:

NON-MOTORIST INFORMATION

For all numeric fields: 99 = 'Unknown'

Only required if the crash involves a non-motorist

Name *(Last, First, Middle, Suffix)*:

Street Address or P.O. Box:

City: State or Prov: CT Postal Code:

Phone/Email *(optional)*:

GENDER
01. Male
02. Female
99. Unknown

DATE OF BIRTH *(YYYYMMDD)*

☒ Date of Birth is unknown

NON-MOTORIST PERSON TYPE
3. Pedestrian
4. Other Pedestrian *(wheelchair, person in a building, skater, pedestrian conveyance)*
5. Bicyclist
6. Other Cyclist
08. Occupant of a Non-Motor Vehicle Transportation Device

NON-MOTORIST ACTION/ CIRCUMSTANCE PRIOR TO CRASH
0. None
1. Crossing Roadway
2. Waiting to Cross Roadway
3. Walking/Cycling Along Roadway With Traffic *(In or Adjacent to Travel Lane)*
4. Walking/Cycling Along Roadway Against Traffic *(In or Adjacent to Travel Lane)*
5. Walking/Cycling on Sidewalk
6. In Roadway - Other *(Working, Playing, etc.)*
7. Adjacent to Roadway *(e.g., Shoulder, Median)*
8. Working in Trafficway for Incident Response
88. Not Applicable
97. Other

NON-MOTORIST LOCATION AT TIME OF CRASH
1. Intersection - Marked Crosswalk
2. Intersection - Unmarked Crosswalk
3. Intersection - Other
4. Mid Block - Marked Crosswalk
5. Travel Lane - Other Location
6. Bicycle Lane
7. Shoulder/Roadside
8. Sidewalk
9. Median/Crossing Island
10. Driveway Access
11. Shared-Use Path or Trail
12. Non-Trafficway Area
13. Sharrow/Shared Lane Marking
97. Other

NON-MOTORIST DISTRACTED BY
1. Not Distracted
2. Manually Operating an Electronic Communication Device *(Texting, etc)*
3. Talking on Hands-Free Electronic Device
4. Talking on Hand-Held Electronic Device
5. Other Activity, Electronic Device
6. Other Activity, Inside the Vehicle *(eating, hygiene, etc.)*
7. Other, Outside the Vehicle

IDENTIFICATION INFO

IDENTIFICATION NUMBER

ISSUED BY

DRIVER LICENSE JURISDICTION
1. Not Licensed
2. State
3. Tribal Nation
4. U.S. Government
5. Canadian Province
6. Mexican State
7. International License *(other than Mexico and Canada)*
8. Valid License *(Other Country)*
88. Not Applicable
99. Unknown

NON-MOTORIST ACTION/ CIRCUMSTANCES AT TIME OF CRASH
(choose up to 2)
1. No Improper Action
2. Dart/Dash
3. Failure to Yield Right-Of-Way
4. Failure to Obey Traffic Signs, Signals, or Officer
5. In Roadway Improperly *(Standing, Lying, Working, Playing)*
6. Disabled Vehicle Related *(Working on, Pushing, Leaving/Approaching)*
7. Entering/Exiting Parked/Standing Vehicle
8. Inattentive *(talking, eating, etc.)*
9. Not Visible *(Dark Clothing, No Lighting, etc.)*
10. Improper Turn/Merge
11. Improper Passing
12. Wrong-Way Riding or Walking
13. Use of Electronic Device
88. Not Applicable
97. Other

NON-MOTORIST SAFETY EQUIPMENT
(choose up to 2)
0. None
1. Helmet
2. Protective Pads Used
3. Reflective Clothing
4. Lighting
5. ANSI Approved Bicycle Helmet
88. Not Applicable
97. Other

NON-MOTORIST CONDITION AT TIME OF CRASH
(choose up to 2)
1. Apparently Normal
2. Physically Impaired
3. Emotional *(depressed, angry, etc.)*
4. Ill (sick), Fainted
5. Asleep or Fatigued
6. Under the Influence *(Meds/Drugs/Alcohol)*
97. Other

GOING TO / FROM SCHOOL
1. No
2. Yes

INJURY AND EMS INFORMATION

INJURY STATUS
K. Fatal Injury
A. Suspected Serious Injury
B. Suspected Minor Injury
C. Possible Injury
O. No Apparent Injury

TRANSPORTED TO FIRST MEDICAL FACILITY BY
1. Not Transported
2. EMS Air
03. EMS Ground
04. Law Enforcement
97. Other

EMS COMPANY NAME

EMS RUN NUMBER

INTENDED RECEIVING FACILITY

ENFORCEMENT ACTIONS TAKEN

ACTION BY OFFICER
0. None Taken
1. Verbal Warning
2. Written Warning
3. Infraction
4. Arrest/Summons

VIOLATION STATUTES

DRUG/ALCOHOL INFORMATION

ALCOHOL TEST STATUS
1. Test Not Given
2. Test Refused
3. Test Given
99. Unknown if Tested

TYPE OF ALCOHOL TEST
1. Blood
2. Urine
3. Breath
88. Not Applicable
97. Other

DRUG TEST STATUS
1. Test Not Given
2. Test Refused
3. Test Given
99. Unknown if Tested

TYPE OF DRUG TEST
1. Blood
2. Urine
88. Not Applicable
97. Other

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV February 03, 2015

Motor Vehicle ID:

Appendix B: Commercial Vehicle
Complete this sheet for qualifying Commercial Vehicles

Case Number:

DOT Identifier:
For DOT use only

QUALIFYING COMMERCIAL VEHICLE

Use This Form Only For a: QUALIFYING VEHICLE

- Any motor vehicle displaying a hazardous material placard OR
- A motor vehicle having a gross vehicle weight rating (GVWR) or a gross combination weight rating (GCWR) of more than 10,000 LBS used on public highways to carry property OR
- Any motor vehicle designed to transport more than eight persons including the driver.

in a QUALIFYING CRASH

Any crash that involves a qualifying vehicle and which results in one of the following:

- Fatality to any person, OR
- Injury to any person that requires immediate medical treatment away from the crash site
- Disablement of any vehicle as a result of damage sustained in the crash

CARRIER INFORMATION

CARRIER NAME

STREET ADDRESS or P.O. BOX

US DOT NUMBER *(8 digits, right justified):*

If no US DOT Number, please provide:

STATE AND STATE ISSUED ID NUMBER

CITY | STATE or PROVINCE | POSTAL CODE | COUNTRY: United States

POWER UNIT OWNER INFORMATION

Please use the Vehicle Sheet to Document the Owner of the Power Unit.

If the Driver of the Power Unit is Different from the Owner, Please Use the Back of the Vehicle Sheet to Document the Owner.

TRAILER 1 OWNER INFORMATION

OWNER NAME ☐ Info same as carrier ☐ Info same as power unit

STREET ADDRESS or P.O. BOX

Plate #: Invalid Plate / No Plate

Plate State: CT

Trailer Serial Number/VIN:

CITY | STATE or PROVINCE | POSTAL CODE | COUNTRY

TRAILER 2 OWNER INFORMATION

OWNER NAME ☐ Info same as carrier ☐ Info same as power unit ☐ Info same as trailer 1

STREET ADDRESS or P.O. BOX

Plate #: Invalid Plate / No Plate

Plate State:

Trailer Serial Number/VIN:

CITY | STATE or PROVINCE | POSTAL CODE | COUNTRY: United States

COMMERCIAL VEHICLE INFORMATION

CARGO BODY TYPE
1. No Cargo Body - *(bobtail, light motor vehicle with hazardous materials [HM] placard, etc.)*
2. Bus
3. Van/Enclosed Box
4. Grain/Chips/Gravel Truck
5. Pole-Trailer
6. Cargo Tank
7. Log
8. Inter-modal Container Chassis
9. Vehicle Towing Another Vehicle
10. Flatbed
11. Dump
12. Concrete Mixer
13. Auto Transporter
14. Garbage/Refuse
88. Not Applicable
97. Other
99. Unknown

CARRIER TYPE
1. Interstate Carrier
2. Intrastate Carrier
3. Not in Commerce/Government
4. Not in Commerce/Other Truck
99. Unknown

VEHICLE CONFIGURATION
1. Vehicle 10,000 pounds or less placarded for hazardous materials
2. Single-Unit Truck *(2-axle and GVWR more than10,000 lbs)*
3. Single-Unit Truck *(3 or more axles)*
4. Truck Pulling Trailer(s)
5. Truck Tractor *(Bobtail)*
6. Truck Tractor/Semi-Trailer
7. Truck Tractor/Double
8. Truck Tractor/Triple
9. Truck More Than 10,000 lbs, Cannot Classify
10. Bus/Large Van *(seats for 9-15 occupants, including driver)*
11. Bus *(seats for more than 15 occupants, including driver)*
99. Unknown

GROSS WEIGHT (GVWR/GCWR)
01. 10,000 lbs. or less
02. 10,001 - 26,000 lbs.
03. More than 26,000 lbs.
88. Not Applicable
99. Unknown

HAZARDOUS MATERIALS PLACARD
1. No
2. Yes
88. Not Applicable

4-DIGIT HAZARDOUS MATERIALS ID NUMBER

1-DIGIT CLASS NUMBER FROM BOTTOM OF DIAMOND

RELEASE OF HAZARDOUS MATERIALS
1. No
2. Yes
88. Not Applicable

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV February 03, 2015

Case Number:

Motor Vehicle ID:

Appendix C: Bus

Complete this sheet for passengers of the bus that was involved in the crash

DOT Identifier:
For DOT use only

For all numeric fields: 99 = 'Unknown'

BUS OCCUPANT INFORMATION

ID	NAME *(Last, First, Middle, Suffix)*			GENDER	AGE
SEATING POSITION	EJECTION	INJURY STATUS	DATE OF BIRTH *(YYYYMMDD)*		
ID	NAME *(Last, First, Middle, Suffix)*			GENDER	AGE
SEATING POSITION	EJECTION	INJURY STATUS	DATE OF BIRTH		
ID	NAME *(Last, First, Middle, Suffix)*			GENDER	AGE
SEATING POSITION	EJECTION	INJURY STATUS	DATE OF BIRTH		
ID	NAME *(Last, First, Middle, Suffix)*			GENDER	AGE
SEATING POSITION	EJECTION	INJURY STATUS	DATE OF BIRTH		
ID 8	NAME *(Last, First, Middle, Suffix)*			GENDER	AGE
SEATING POSITION	EJECTION	INJURY STATUS	DATE OF BIRTH		
ID	NAME *(Last, First, Middle, Suffix)*			GENDER	AGE
SEATING POSITION	EJECTION	INJURY STATUS	DATE OF BIRTH		
ID	NAME *(Last, First, Middle, Suffix)*			GENDER	AGE
SEATING POSITION	EJECTION	INJURY STATUS	DATE OF BIRTH		
ID	NAME *(Last, First, Middle, Suffix)*			GENDER	AGE
SEATING POSITION	EJECTION	INJURY STATUS	DATE OF BIRTH		
ID	NAME *(Last, First, Middle, Suffix)*			GENDER	AGE
SEATING POSITION	EJECTION	INJURY STATUS	DATE OF BIRTH		
ID	NAME *(Last, First, Middle, Suffix)*			GENDER	AGE
SEATING POSITION	EJECTION	INJURY STATUS	DATE OF BIRTH		
ID	NAME *(Last, First, Middle, Suffix)*			GENDER	AGE
SEATING POSITION	EJECTION	INJURY STATUS	DATE OF BIRTH		
ID	NAME *(Last, First, Middle, Suffix)*			GENDER	AGE
SEATING POSITION	EJECTION	INJURY STATUS	DATE OF BIRTH		
ID	NAME *(Last, First, Middle, Suffix)*			GENDER	AGE
SEATING POSITION	EJECTION	INJURY STATUS	DATE OF BIRTH		
ID	NAME *(Last, First, Middle, Suffix)*			GENDER	AGE
SEATING POSITION	EJECTION	INJURY STATUS	DATE OF BIRTH		
ID	NAME *(Last, First, Middle, Suffix)*			GENDER	AGE
SEATING POSITION	EJECTION	INJURY STATUS	DATE OF BIRTH		
ID	NAME *(Last, First, Middle, Suffix)*			GENDER	AGE
SEATING POSITION	EJECTION	INJURY STATUS	DATE OF BIRTH *(YYYYMMDD)*		

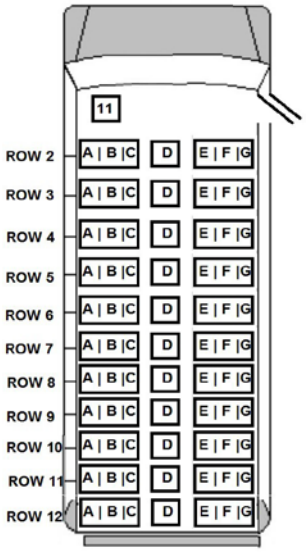
PERSON ID
The unique number assigned to the persons involved in the crash. Note: this is intended to be a sequence.

GENDER
1. Male
2. Female
99. Unknown

BUS SEAT POSITION
FIRST DIGIT(S) - ROW POSITION
2_. Row 2
3_. Row 3
Etc. Continue counting as many rows as contained on the bus.

FOLLOWING LETTER-SEAT POSITION
_A. Window Left
_B. Middle Left
_C. Aisle Left
_D. Standing in Aisle
_E. Aisle Right
_F. Middle Right
_G. Window Right

OTHER CASES
1D. Standing in the front of the bus
51. Other passenger in Enclosed Passenger Cabin
55. Riding on Motor Vehicle Exterior
99. Unknown



EJECTION
1. Not Ejected
2. Ejected, Partially
3. Ejected, Totally
88. Not Applicable
99. Unknown

INJURY STATUS
K. Fatal Injury
A. Suspected Serious Injury
B. Suspected Minor Injury
C. Possible Injury
O. No Apparent Injury

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV February 03, 2015

Bicycle ID: ____

Number of occupants on bicycle: ____

Case Number: ____

DOT Identifier: ____
For DOT use only

Appendix D: Bicycle

Complete this this sheet for each bicycle involved in the crash

BICYCLE INFORMATION

Serial Number: ____
☐ Serial number missing or removed

Make: ____
Color: ____
☐ Bicyclist Evaded Responsibility

Model: ____
Year: ____

Direction of Travel
N, S, E, W ____

Road on which bicycle was traveling: ____

☐ Bicycle was not in roadway
☐ Unknown direction

Total lanes in roadway: ____
☐ Bike lanes/sharrows present

BICYCLE CRASH INFORMATION

For all numeric fields: 99 = 'Unknown'

SEQUENCE OF EVENTS

(choose up to four, in chronological order)

Non-Collision
1. Overturn/Rollover
2. Fire / Explosion
3. Immersion, Full or Partial
4. Jackknife
5. Cargo/Equipment Loss or Shift
6. Equipment Failure *(blown tire, brake failure, etc.)*
7. Separation of Units
8. Ran Off Roadway Right
9. Ran Off Roadway Left
10. Cross Median
11. Cross Center Line
12. Downhill Runaway
13. Fell/Jumped From Bicycle
14. Reentering Roadway
15. Thrown or Falling Object
16. Other Non-Collision

Collision With Person, Motor Vehicle, or Non-Fixed Object
17. Pedestrian
18. Pedal Cycle/Pedal-cyclist
19. Other Non-motorist
20. Railway Vehicle *(train, engine)*
21. Animal *(live)*
22. Motor Vehicle In Motion
23. Parked Motor Vehicle
24. Struck By Falling, Shifting Cargo or Anything Set In Motion By Motor Vehicle
25. Work Zone/Maintenance Equipment
26. Other Non-Fixed Object

Collision With Fixed Object
27. Impact Attenuator/Crash Cushion
28. Bridge Overhead Structure
29. Bridge Pier or Support
30. Bridge Rail
31. Cable Barrier
32. Culvert
33. Curb
34. Ditch
35. Embankment
36. Guardrail Face
37. Guardrail End
38. Concrete Traffic Barrier
39. Other Traffic Barrier
40. Tree *(standing)*
41. Utility Pole
48. Light Support
42. Traffic Sign Support
43. Traffic Signal Support
44. Other Post, Pole, or Support
45. Fence
46. Mailbox
47. Other Fixed Object *(wall, building, tunnel, etc.)*
88. Not Applicable

1st ____
2nd ____
3rd ____
4th ____

Most Harmful Event ____

BICYCLE ACTION

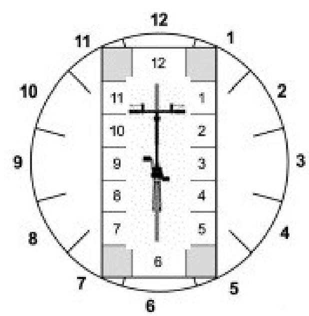
1. Straight Ahead
2. Negotiating a Curve
3. Backing
4. Changing Lanes
5. Overtaking/Passing Motor Vehicle
6. Turning Right
7. Turning Left
8. Making U-Turn
9. Leaving Traffic Lane
10. Entering Traffic Lane
11. Slowing
12. Parked
13. Stopped in Traffic
14. Overtaking/Passing Cyclist
15. Wrong Way
16. Traveling in Bike Lane
97. Other

CONTRIBUTING CIRCUMSTANCES

(choose up to 2)

0. None
1. Brakes
3. Body
4. Steering
5. Power Train
6. Suspension
7. Tires
8. Wheels
9. Lights *(head, signal, tail)*
11. Mirrors
14. Pothole/Cracked/Failing Pavement
15. Debris in Roadway *(sand, glass, etc.)*
88. Not Applicable
97. Other

BICYCLE DAMAGE



Use diagram above for values 1-12

Initial Contact Point
13. Non-Collision
14. Top
16. Cargo loss
99. Unknown

Damaged Areas
00. None
14. Top
17. All Areas
88. Not Applicable

EXTENT OF DAMAGE

1. No Visible Damage
2. Minor Damage
3. Functional Damage
4. Disabling Damage
99. Unknown

POSTED/STATUTORY SPEED LIMIT

(record the posted/statutory value as miles per hour)

01. Not Posted
05, 10, 15, 20, 25, 30, 35, 40
45, 50, 55, 60, 65, 70, 75, 80
88. Not Applicable

BICYCLE UNIT TYPE

1. Bicycle in Operation
2. Parked
3. Work Bicycle
4. Non-Collision Bicycle

TRAFFICWAY DESCRIPTION

1. Two-Way, Not Divided
2. Two-Way, Not Divided w/ a Continuous Left Turn Lane
3. Two-Way, Divided, Unprotected (Painted >4 Feet) Median
4. Two-Way, Divided, Positive Median Barrier
5. One-Way Trafficway
88. Not Applicable

ROADWAY GRADE

1. Level
2. Uphill
3. Hill Crest
4. Downhill
5. Sag *(bottom)*

ROADWAY ALIGNMENT

1. Straight
2. Curve Left
3. Curve Right

TRAFFIC CONTROL DEVICE TYPE

1. No Control Device
2. Person *(flagger, law enforcement, crossing guard, etc.)*
3. Traffic Control Signal
4. Flashing Traffic Control Signal
5. School Zone Sign/Device
6. Stop Sign
7. Yield Sign
8. Warning Sign
9. Railway Crossing Device
10. Marked Uncontrolled Crosswalk
11. Pedestrian Button
12. Bicycle Detection
97. Other

TRAFFIC CONTROL DEVICE FUNCTIONAL?

1. No
2. Yes
3. Missing
88. Not Applicable

CONNECTICUT UNIFORM POLICE CRASH REPORT

Form PR-1 REV February 03, 2015

Number of Witnesses: ☐

Case Number:

DOT Identifier: *For DOT use only*

Appendix E: Witness

Complete this sheet for all witnesses to the crash

Please complete this Appendix form for witnesses to a crash. Each Appendix form can document information for up to three witnesses. Multiple forms can be used if necessary. Actual witness statements should be collected on department statement sheets and witnesses should be identified using unique Person ID numbers.

PERSON ID ☐ WITNESS INFORMATION

NAME:

ADDRESS:

CITY: | STATE or PROV: | POSTAL CODE:

DATE OF BIRTH *(YYYYMMDD)*: ☐☐☐☐☐☐☐☐ ☐ Date of Birth is unknown

WITNESS STATEMENT TYPE *(choose all that apply; max 2)* ☐
1. No Statement Taken
2. Provided Written Statement
3. Willing to Provide a Written Statement
4. Oral Statement Only
5. Statement Confirmed by other Witness

WITNESS STATEMENT SOURCE *(choose all that apply; max 4)* ☐
1. Observed Crash Occur
2. Overheard Statements by Person Involved
3. Observed illegal activities by persons involved in the crash prior to police arrival
4. Observed other illegal behavior by a vehicle involved in the crash or resulting in the crash occurring
88. Not Applicable

WITNESS OBSERVATION VERIFICATION *(choose all that apply; max 3)* ☐
1. Sight Lines Verified By Reporting Officer
2. Sight Lines Verified By Other Officer
3. Sight Lines Confirmed by Other Witness
4. Verification Not Possible
5. Verification Not Undertaken

PERSON ID ☐

NAME:

ADDRESS:

CITY: | STATE or PROV: | POSTAL CODE:

DATE OF BIRTH *(YYYYMMDD)*: ☐☐☐☐☐☐☐☐ ☐ Date of Birth is unknown

WITNESS STATEMENT TYPE *(choose all that apply; max 2)* ☐
1. No Statement Taken
2. Provided Written Statement
3. Willing to Provide a Written Statement
4. Oral Statement Only
5. Statement Confirmed by other Witness

WITNESS STATEMENT SOURCE *(choose all that apply; max 4)* ☐
1. Observed Crash Occur
2. Overheard Statements by Person Involved
3. Observed illegal activities by persons involved in the crash prior to police arrival
4. Observed other illegal behavior by a vehicle involved in the crash or resulting in the crash occurring
88. Not Applicable

WITNESS OBSERVATION VERIFICATION *(choose all that apply; max 3)* ☐
1. Sight Lines Verified By Reporting Officer
2. Sight Lines Verified By Other Officer
3. Sight Lines Confirmed by Other Witness
4. Verification Not Possible
5. Verification Not Undertaken

PERSON ID ☐

NAME:

ADDRESS:

CITY: | STATE or PROV: | POSTAL CODE:

DATE OF BIRTH *(YYYYMMDD)*: ☐☐☐☐☐☐☐☐ ☐ Date of Birth is unknown

WITNESS STATEMENT TYPE *(choose all that apply; max 2)* ☐
1. No Statement Taken
2. Provided Written Statement
3. Willing to Provide a Written Statement
4. Oral Statement Only
5. Statement Confirmed by other Witness

WITNESS STATEMENT SOURCE *(choose all that apply; max 4)* ☐
1. Observed Crash Occur
2. Overheard Statements by Person Involved
3. Observed illegal activities by persons involved in the crash prior to police arrival
4. Observed other illegal behavior by a vehicle involved in the crash or resulting in the crash occurring
88. Not Applicable

WITNESS OBSERVATION VERIFICATION *(choose all that apply; max 3)* ☐
1. Sight Lines Verified By Reporting Officer
2. Sight Lines Verified By Other Officer
3. Sight Lines Confirmed by Other Witness
4. Verification Not Possible
5. Verification Not Undertaken

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