# State of Connecticut
# Department of Transportation


# 2017 Highway Safety Plan

# STATE OF CONNECTICUT

# Highway Safety Plan

**Federal Fiscal Year 2017**

Prepared by:

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# Table of Contents

# Executive Summary

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

This planning document provides historic, trend, and the most current crash data available in addition to other State-provided data detailing highway safety in Connecticut. The identified problem areas dictate the State's highway safety goals, objectives, and planned countermeasures. The basis for this examination is Connecticut's motor vehicle crash experience for the calendar year 2014 in comparison to the previous year(s). This document serves as Connecticut's application to the National Highway Traffic Safety Administration (NHTSA) for federal funds under Sections 402 and 405 of the Fixing America's Surface Transportation Act for the 2017 Federal Fiscal Year.

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

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

The major program areas of Impaired Driving, Occupant Protection, Speed Enforcement and Distracted Driving, account for the majority of enforcement activities and paid media making up the largest component of high visibility and sustained enforcement efforts. Combined impaired driving and safety belt enforcement efforts are planned to effectively target these unsafe driving behaviors and achieve a 90 percent observed seat belt usage rate.

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

## CORE PERFORMANCE MEASURES

| Performance Measures | | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|---|
| **Traffic Fatalities** | **Total** | **320** | **221** | **264** | **286** | **248** |
| | **Rural** | 62 | 38 | 77 | 130 | 60 |
| | **Urban** | 258 | 183 | 186 | 156 | 188 |
| | **Unknown** | 0 | 0 | 1 | 0 | 0 |
| **Fatalities per 100 Million Vehicles Miles Driven** | **Total** | **1.02** | **0.71** | **0.84** | **0.92** | **0.80** |
| | **Rural** | 1.59 | 0.97 | 1.99 | 3.41 | 1.92 |
| | **Urban** | 0.94 | 0.67 | 0.68 | 0.58 | 0.67 |
| **Passenger Vehicle Occupant Fatalities (All Seat Positions)** | **Total** | **203** | **144** | **165** | **187** | **137** |
| | **Restrained** | 79 | 57 | 73 | 82 | 50 |
| | **Unrestrained** | 85 | 55 | 56 | 75 | 48 |
| | **Unknown** | 39 | 32 | 36 | 30 | 39 |
| **Alcohol-Impaired Driving Fatalities** | | **119** | **94** | **100** | **126** | **97** |
| **Speeding-Related Fatalities** | | **124** | **74** | **64** | **76** | **69** |
| **Motorcyclist Fatalities** | **Total** | **52** | **37** | **48** | **57** | **55** |
| | **Helmeted** | 16 | 10 | 15 | 24 | 20 |
| | **Unhelmeted** | 36 | 25 | 30 | 22 | 32 |
| | **Unknown** | 0 | 2 | 3 | 11 | 3 |
| **Drivers Involved in Fatal Crashes** | **Total** | **423** | **292** | **372** | **385** | **337** |
| | **Aged under 15** | 0 | 0 | 0 | 0 | 1 |
| | **Aged 15-20** | 32 | 25 | 27 | 37 | 20 |
| | **Aged under 21** | 32 | 25 | 27 | 37 | 21 |
| | **Aged 21 and Over** | 384 | 262 | 338 | 344 | 313 |
| | **Unknown Age** | 7 | 5 | 7 | 4 | 3 |
| **Pedestrian Fatalities** | | **46** | **26** | **43** | **37** | **47** |

Source: FARS Final Files 2010-2013; Annual Report File 2014

# *PERFORMANCE REPORT*

## Core Performance Measures and Goals: 2016 HSP Progress Update and 2017 HSP Goals

## 2016 HSP Progress Update:

**Overall Core Performance Goals (Shared DOT Goals – Strategic Highway Safety Plan/Highway Safety Improvement Plan Performance)**

*2016 HSP Goal* -To reduce the five year (2009-2013) moving average of 261 in 2013 fatalities 5 percent to a five year (2013-2017) moving average of 248 in 2017.
*2016 HSP Update*: 2014 Fatalities - 248

*2016 HSP Goal* - To reduce the Fatality rate per 100 M VMT from the five year (2009-2013) moving average of .84 in 2013 by 5 percent to a five year (2013-2017) moving average of .80 in 2017.
*2016 HSP Update:* 2014 Fatality rate per 100M VMT – .80

*2016 HSP Goal* - To reduce the Serious (A) Injuries in motor vehicle crashes from the five year (2009-2013) moving average of 1,833 in 2013 by 10 percent to a five year (2013-2017) moving average of 1,650 in 2017.
*2016 HSP Update:* 2014 Serious (A) Injuries –1,365

*2016 HSP Goal* - To reduce the Serious (A) Injury rate per 100 M VMT from the five year (2009-2013) moving average of 5.87 in 2013 by 5 percent to a five year (2013-2017) moving average of 5.6 in 2017.
*2016 HSP Update:* 2014 Serious (A) Injury rate per 100 M VMT – 4.38

**Program Related Core Performance Goals**

*2016 HSP Goal* - To decrease alcohol impaired driving fatalities (B.A.C. =.08+) from the five year (2009-2013) moving average of 105 in 2013 by 5 percent to a five year (2013-2017) moving average of 100 in 2017.
*2016 HSP Update:* 2014 Alcohol Impaired Driving Fatalities - 97

*2016 HSP Goal* - To decrease alcohol related driving serious injuries ("A") from the five year (2009-2013) moving average of 135 in 2013 by 5 percent to a five year (2013-2017) moving average of 129 in 2017.
*2016 HSP Update: 2014 Alcohol Related Driving Serious Injuries ("A") - 110*

*2016 HSP Goal* - To reduce the number of unrestrained occupants in fatal crashes from the five year (2009-2013) moving average of 68 in 2013 by 10 percent to a five year (2013-2017) moving average of 61 in 2017.
*2016 HSP Update:* 2014 Unrestrained Occupants in Fatal Crashes - 48

*2016 HSP Goal* - To increase the statewide observed seat belt use rate from 85.1 percent in 2014 to 88 percent or above in 2017.
*2016 HSP Update:* 2015 Safety Belt Usage Rate –85.4%

*2016 HSP Goal* - To reduce the number of speed related fatalities from the five year (2009-2013) moving average of 86 in 2013 by 10 percent to a five year (2013-2017) moving average of 77 in 2017.
*2016 HSP Update:* 2014 Speed Related Fatalities – 69

*2016 HSP Goal* - To decrease the number of un-helmeted fatalities below the five year (2009-2013) moving average of 28 in 2013 by 5 percent to a five year (2013-2017) projected moving average of 27 in 2017.
*2016 HSP Update:* 2014 Un-Helmeted Fatalities – 32

*2016 HSP Goal* - To decrease the number of motorcyclist fatalities below the five year (2009-2013) moving average of 47 in 2013 by 5 percent to a five year (2013-2017) projected moving average of 45 in 2017.
*2016 HSP Update:* 2014 Motorcyclist fatalities - 55

*2015 HSP Goal* - To decrease drivers age 20 or younger involved in fatal crashes from the five year (2009-2013) moving average of 25 in 2013 by 20 percent to a five year (2013-2017) moving average of 20 in 2017.
*2015 HSP Update:* 2014 Number of Driver Age 20 Or Younger Involved in Fatal Crashes - 21

*2016 HSP Goal* - To reduce the number of pedestrians killed in traffic crashes from the five year (2009-2013) moving average of 37 in 2013 by 5 percent to a five year moving average of (2013-2017) of 35 in 2017.
*2016 HSP Update:* 2014 Pedestrians killed in traffic crashes - 47

*2016 HSP Goal* - To reduce the number of bicyclists killed in traffic crashes from the five year (2009-2013) moving average of 5 in 2013 by 20 percent to a five year moving average of (2013-2017) of 4 in 2017.
*2016 HSP Update:* 2014 Bicyclists killed in traffic crashes – 3

## Activity Measures:

**During the 2015 (October 1, 2014 – September 31, 2015) Federal Fiscal Year, the following enforcement statistics were recorded during grant funded overtime:**

Number of impaired driving arrests made during grant-funded enforcement activities: **1,398**

Number of seat belt citations issued during grant-funded enforcement activities: **10,023**

Number of speeding citations issued during grant-funded enforcement activities: **14,191**

## Attitude Measure:

**As part of nationally mandated GHSA-NHTSA attitude measures, the Connecticut Highway Safety Office collects attitude surveys through a contract with Preusser Research Group (PRG). PRG collects self-reported attitudes toward impaired driving, speeding, and belt-use. Please refer to the Attitudes and Awareness section to view this data (pg 174).**

## 2017 HSP Core Performance Goals:

**Overall Core Performance Goals (Shared DOT Goals – Strategic Highway Safety Plan/Highway Safety Improvement Plan Performance)**

To reduce the five year (2010-2014) moving average of 268 in 2013 fatalities 5 percent to a five year (2014-2018) moving average of 255 in 2018.

While fatality figures have fluctuated during the five year reporting period, the five year moving average and trend have continued to decrease slightly. Therefore, a five percent reduction was chosen.

To reduce the Fatality rate per 100 M VMT from the five year (2010-2014) moving average of .86 in 2014 by 5 percent to a five year (2014-2018) moving average of .82 in 2018.

While the fatality rate has fluctuated during the five year reporting period, the five year moving average and trend have continued to decrease slightly. Therefore, a five percent reduction was chosen.

To reduce the Serious (A) Injuries in motor vehicle crashes from the five year (2010-2014) moving average of 1,673 in 2014 by 10 percent to a five year (2014-2018) moving average of 1,506 in 2018.

While Serious (A) Injury figures have fluctuated during the five year reporting period, the five year moving average and trend have continued to decrease steadily. Therefore, a ten percent reduction was chosen.

To reduce the Serious (A) Injury rate per 100 M VMT from the five year (2010-2014) moving average of 5.36 in 2014 by 5 percent to a five year (2014-2018) moving average of 5.09 in 2018.

While Serious (A) Injury figures have fluctuated during the five year reporting period, the five year moving average and trend have continued to decrease steadily. Therefore, a ten percent reduction was chosen.

**Program Related Core Performance Goals****

To decrease alcohol impaired driving fatalities (BAC =.08+) from the five year (2010-2014) moving average of 107 in 2014 by 5% to a five year (2014-2018) moving average of 102 in 2018.

To decrease alcohol related driving serious injuries (“A”) from the five year (2010-2014) moving average of 130 in 2014 by 5% to a five year (2014-2018) moving average of 124 in 2018.

To decrease the number of unrestrained occupants in fatal crashes from the five year (2010-2014) moving average of 48 in 2014 by 10 percent to a five year (2014-2018) moving average of 50 in 2018.

To increase the statewide observed seat belt use rate from 85.4 percent in 2015 to 88 percent or above in 2018.

To reduce the number of speed related fatalities from the five year (2010-2014) moving average of 82 in 2014 by 10 percent to a five year (2014-2018) moving average of 76 in 2018.

To decrease the number of un-helmeted fatalities below the five year (2010-2014) moving average of 29 in 2014 by 5 percent to a five year (2014-2018) projected moving average of 27 in 2018.

To decrease the number of motorcyclist fatalities below the five year (2010-2014) moving average of 50 in 2014 by 5 percent to a five year (2014-2018) projected moving average of 47 in 2018.

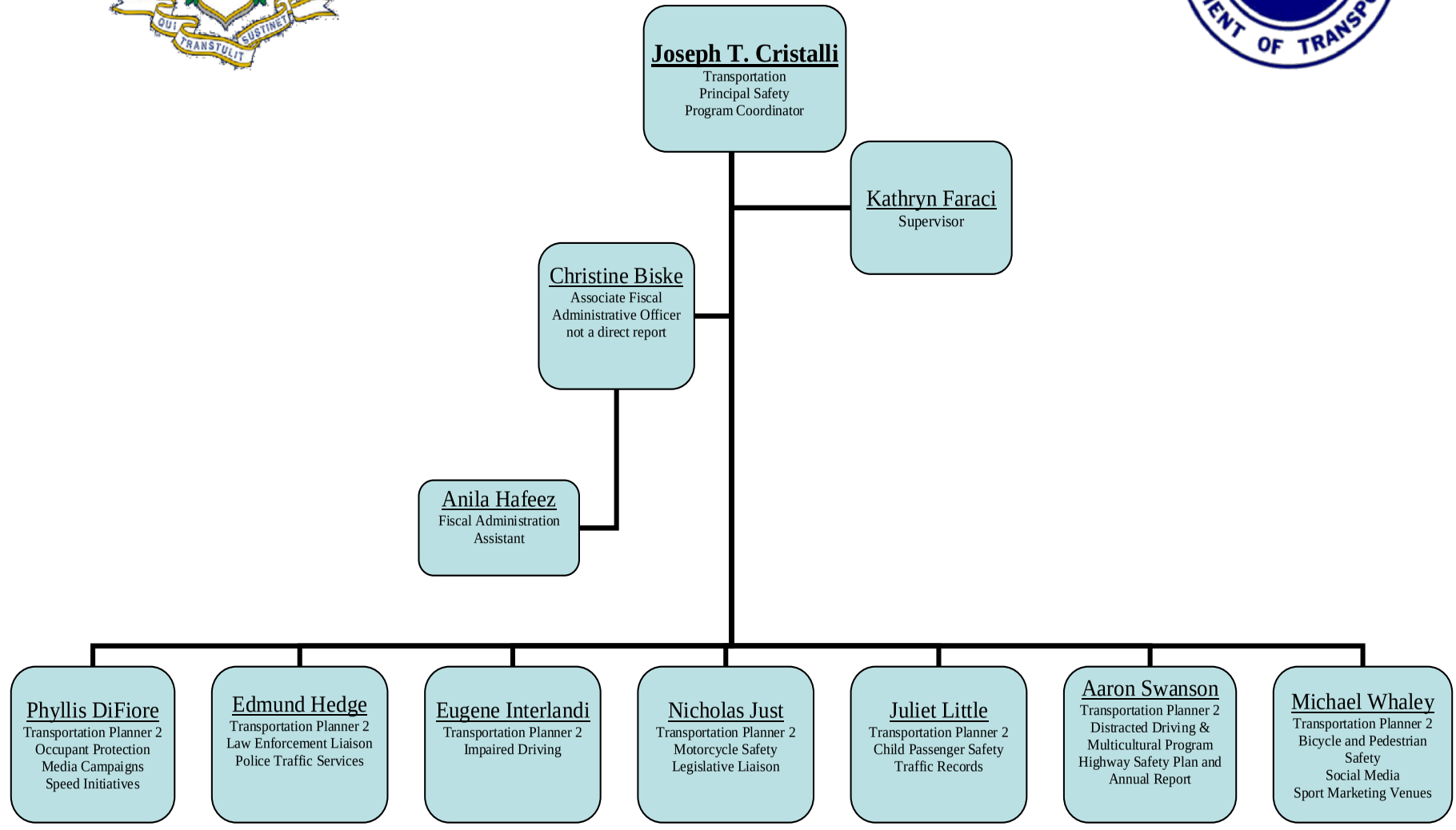
To decrease drivers age 20 or younger involved in fatal crashes from the five year (2010-2014) moving average of 23 in 2014 by 10% to a five year (2014-2018) moving average of 21 in 2018.

To reduce the number of pedestrians killed in traffic crashes from the five year (2010-2014) moving average of 40 in 2014 by 5 percent to a five year moving average of (2014-2018) of 38 in 2018.

To reduce the number of bicyclists killed in traffic crashes from the five year (2010-2014) moving average of 5 in 2014 by 20 percent to a five year moving average of (2014-2018) of 4 in 2018.

***Note: Core-Performance measures are highlighted in grey in respective program areas.***
***** Justification of core measure target selection found in respective program areas.***

# Connecticut Department of Transportation
# Office of Highway Safety
# Organizational Chart



# Process Description

# Process Description

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

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

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

Requests for local problem identifications are sent annually, to all highway safety stakeholders including 92 local law enforcement agencies, 55 Resident State Troopers, 11 State Police Troops, 3 State Police District Headquarters, 1 State Police Headquarters Traffic Unit, and 9 colleges and universities.

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

The Traffic Records Coordinating Committee (TRCC) provides project level information with regard to developing accurate and complete traffic records data in a timely manner, ultimately leading to a reduction in traffic fatalities, injuries, and crashes. The TRCC will work to achieve this goal through ten proposed project concepts. Out of the ten projects, six are targeted for Section 405(c) funding.

Motorcycle safety professionals including motorcycle safety instructors, dealers, and other rider groups met in February 2016 to discuss countermeasures to reduce motorcycle crashes. A general consensus was reached to focus our efforts on rider training as the best countermeasure that suited all of our interests. A renewed focus was put on returning riders and getting those who hadn't taken advanced training to do so.

The next level of problem identification takes place when the most recent crash, injury and fatality data become available (currently 2014 crash data). The data is analyzed by the HSO data contractor to identify major problem areas, over-represented groups, demographics, and other "drill-down" factors in an attempt to determine who, what, where, when, and why crashes with fatalities and injuries are taking place. FARS data, annual observation belt use surveys, awareness surveys, injury, licensing and population, registration, citation and arrest/adjudication data, toxicology, CODES, as well as state VMT data are all used in this process.

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

***Please note that due to FARS Final File data availability (not available at the time of analysis by the HSO data analysis contractor) some numbers in this plan may be underrepresented. While the most recent, finalized FARS data was used wherever possible (total number of fatalities, number of pedestrians killed, number of motorcyclists killed etc.). Some data in this plan may still be sourced from the FARS Annual Report File.***

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

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

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

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

Required match* is provided in various ways, depending on the nature of the grant/sub-grantee. The majority of matching funds are obtained through:

- Cash match provided by sub grantee (subtracted from reimbursable expense)
- Salary - from project manager/project staff/volunteers etc.
- Program match provided through non-grant funded activity (i.e. enforcement activity, eg. citation data)

- In-kind match i.e. equipment used for project

*All match provision is at the discretion of the Highway Safety Office with NHTSA guidance.

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

**SHSP/HSIP Coordination:**

As required under MAP-21 legislation, the goal of this planning document is to complement and coordinate with the State's Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Plan (HSIP). This process will use complementary funding wherever possible to improve safety on highway and transportation systems through projects that address the "4 E's" – Education, Engineering Enforcement and Emergency Medical Services. Areas such as pedestrians, bicyclists, teen drivers (impaired driving) and distracted driving will be targeted under this coordinated process and will account for the overlap of countermeasures in their respective areas. At the time of publication of this document, the 2010 SHSP process was approved and accepted by the Federal Highway Administration (FHWA) as a "bridge" document. This SHSP steering committee (of which the HSO is a part) is currently in the early stages of drafting a formally updated 2016 SHSP. Please note the above concerning shared goal setting coordination already taking place across these documents. The Fiscal 2017 HSP reflects targets in the SHSP/HSIP for this planning cycle.

SHSP Emphasis Areas:

1. Infrastructure (Roadway Departure and Intersections)
2. Non-Motorized Users
3. Driver Behavior (Unbelted, Substance-Involved, Speeding, Aggressive Driving and Distracted Driving)

4. Young Drivers
5. Motorcyclists
6. Incident Management

Tier II/Secondary Emphasis Areas:

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

**Evidence Based Enforcement:**

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

*Stakeholder input* - Requests for local problem identifications are sent annually, to all highway safety stakeholders including 92 local law enforcement agencies, 55 Resident State Troopers, 11 State Police Troops, 3 State Police District Headquarters, 1 State Police Headquarters Traffic Unit, and 9 colleges and universities.

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

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

*Countermeasure Selection* - Priority areas are then ranked by the Principal Highway Safety Coordinator and staff to develop projects in accordance with available funding. Countermeasures such as High Visibility Enforcement are then paired with priority areas. For example, the Impaired Driving Coordinator, Occupant Protection Coordinator and Distracted Driving Coordinators use ranking systems developed by the HSO data analysis contractor to determine funding levels for state and municipal

police department High Visibility Enforcement overtime and equipment grants. Please see these sections to see how these crash indices are used to prioritize funding levels based upon problem ID.

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

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

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

Still other projects may need monthly, weekly or daily scrutiny to accurately assess progress. As previously mentioned, the timeliness of the evaluation schedule should be incorporated into the initial development of strategic countermeasures.

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

**Risk Assessment – 2 CFR 200.331(b)**

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

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

# Connecticut Highway Safety Timeline

## January-February

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

## March-April

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

## May-June

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

## July

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

## August-December

Upon Highway Safety Plan acceptance from NHTSA; execute, monitor and analyze projects for review in Annual Evaluation Report.

# Demographic Information

## STATE OF CONNECTICUT DEMOGRAPHICS

- State Capitol:
  Hartford
- Largest City Population (2014):
  Bridgeport, 147,608

- Counties: 8
- Boroughs: 9
- Towns: 169
- Cities: 21

- Land Area: 4,845 Square Miles

- Connecticut Police Chiefs Association (CPCA)
  Organized Police Departments (107)
  State Troops (11)
  Local Town Agencies (91)
  Resident Trooper Towns (56)
  University Police Departments (8)
  Tribal Police Departments (2)
- State Police Barracks By Towns
  Troop A - Southbury
  Troop B - Canaan
  Troop C - Tolland
  Troop D - Danielson
  Troop E - Montville
  Troop F - Westbrook
  Troop G - Bridgeport
  Troop H – Hartford
  Troop H/BIA – Bradley International Airport
  Troop I - Bethany
  Troop K - Colchester
  Troop L - Litchfield

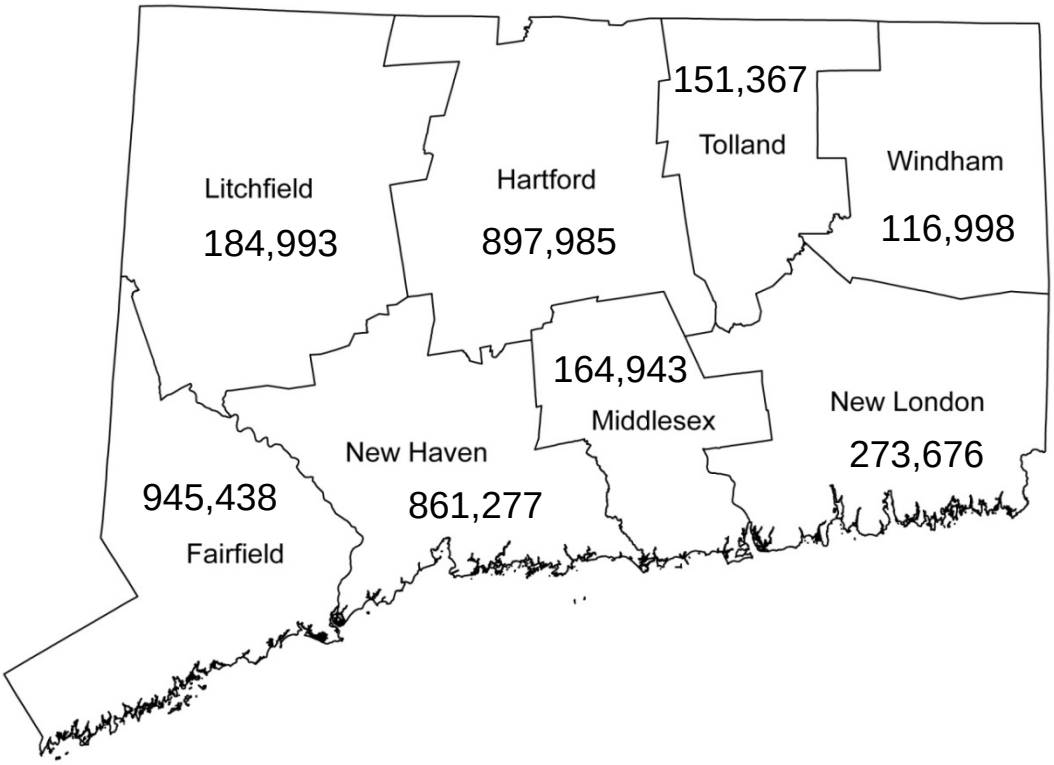
- Annual Miles of Travel Per-Driver CT: 12,267 Per Licensed Driver (2014)
- Daily Vehicle Miles Traveled: 86,552,865 (2015)
- Annual Vehicle Miles Traveled: 31,591,795,725 (2015)
- Miles of Roads (2015)
  (21,512) Public Roads
  (4,131) State Roads
  (1,442) National Highway System Roads
  (346) Interstate Roads

## CONNECTICUT POPULATION 2014

(US Census Bureau Estimates)

| | Connecticut | Region | USA |
|---|---|---|---|
| Population Estimate (2014) | **3,596,677** | **14,680,722** | **318,857,056** |
| Under 5 Years Old (2014) | **5.3%** | **5.2%** | **6.2%** |
| Under 18 Years Old (2014) | **21.5%** | **20.6%** | **23.1%** |
| 65 Years Old and Older (2014) | **15.4%** | **15.6%** | **14.5%** |
| Caucasian Persons | **76.8%** | **82.2%** | **73.4%** |
| African American | **11.7%** | **7.9 %** | **13.9%** |
| American Indian and Alaska Native | **0.2%** | **0.3%** | **0.8%** |
| Asian | **4.2%** | **4.5%** | **5.2%** |
| Native Hawaiian & Other Pacific Islander | **0.0%** | **0.0%** | **0.2%** |
| Hispanic or Latino Origin | **15.0%** | **10.2%** | **17.3%** |

## COUNTY POPULATION 2014



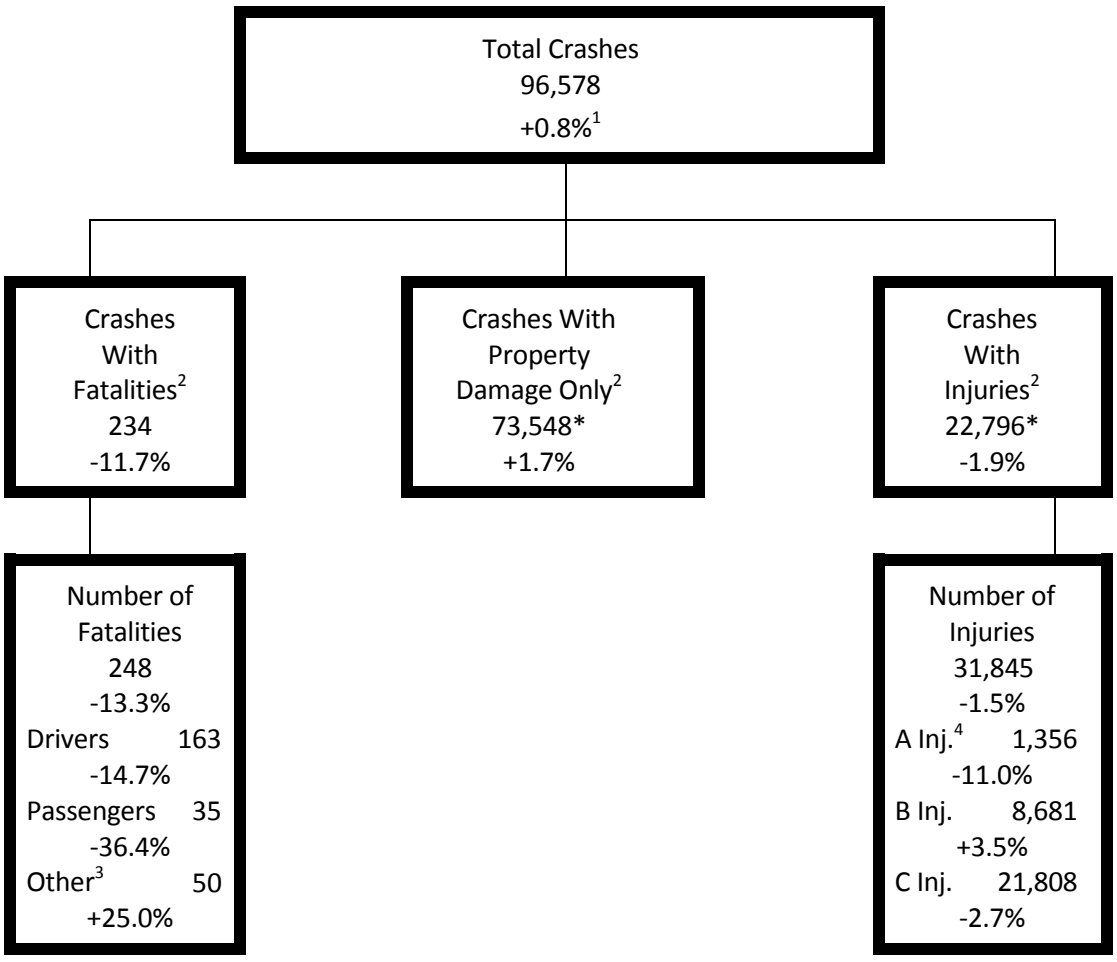
# Highway Safety Data Analysis

# Highway Safety Data Analysis

Figure 1 shows Connecticut's motor vehicle crash experience for the year 2014 and compares it with the prior year. Overall, the number of police reported crashes in the State remained stable (+0.8%) compared to the year 2013. A slight increase was observed in property damage only crashes (+1.7 percent) and a decrease was observed in injury crashes (-1.9 percent). Fatal Crashes showed a decrease (-11.7 percent).

In 2014, there were 234 fatal crashes in which 248 persons were killed. The fatality total was 13.3 percent lower than in the previous year. Serious "A" injuries decreased by 11.1 percent in 2014, while "B" level injuries increased by 3.5 percent and "C" level injuries decreased by 2.7 percent.

**Figure 1. 2014 Connecticut Motor Vehicle Crash Profile**




1. Percent change 2014 vs. 2013
2. Data on fatal crashes are from the NHTSA Fatality Analysis Reporting System (FARS). Data on injury and property damage only crashes are from the Connecticut Department of Transportation's Collision Analysis System
3. "Other" includes pedestrians, bicyclists and other non-motorists
4. Injury severity codes: "A" = severe injury, "B" = moderate injury, "C" = minor injury

*-The Collision Analysis System data used in this report is considered preliminary and may exclude data from a small number of towns

## 2014 Crash Rates

Table 1 shows Connecticut's fatality and injury rates for 2014 based on population, licensed drivers and vehicle miles of travel, along with similar rates for the United States. The table indicates that the State's fatality rates are below national levels. Connecticut's fatality rate was 6.9 fatalities per 100,000 population compared to 10.2 per 100,000 for the U.S. as a whole. Connecticut's fatality rate per 100 million miles of travel was 0.8 compared to the national figure of 1.1 fatalities per 100 million miles of travel. On the other hand, the non-fatal injury crash rates in Connecticut were higher than those for the nation as a whole.

**Table 1. Connecticut and U.S. 2014 Fatality and Injury Rates**

| CT Data for 2014 | Rate Base | Fatality Rate | Injury Rate |
|---|---|---|---|
| **Population**<br>**3,596,677** | **Per 100,000 Population** | CT: 6.9<br>US: 10.2 | CT: 885<br>US: 734 |
| **Licensed Drivers**<br>**2,542,588** | **Per 100,000 Licensed Drivers** | CT: 9.8<br>US: 15.2 | CT: 1,252*<br>US: 1,093 |
| **Vehicle Miles of Travel**<br>**31,190,000,000** | **Per 100 Million Miles of Travel** | CT: 0.8<br>US: 1.1 | CT: 102<br>US: 77 |

Sources: U.S. Census Bureau; NHTSA; Federal Highway Administration (FHWA).

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

## Crash Trends

Table 2 contains data on the annual number of fatal crashes, the number of persons killed, injury crashes, and the number injured for the 22-year period from 1993 to 2014. Also shown are the number of licensed drivers and annual vehicle miles of travel for the State. The table shows that the 248 fatalities recorded in 2014 is the third lowest figure in the 22-year period. Fatalities decreased from 286 in 2013, a 13 percent decrease. Total injuries (31,845) in 2014 is the lowest figure in the period reported. The number of severe injuries ("A" injuries) reported (1,356) in 2014 is the lowest figure reported in 22 years.

In the 234 fatal crashes that occurred in 2014, 62 were reported as speeding-related and 40 were reported as driving under the influence of alcohol or other drugs (see Table PT-2). Of the vehicles involved in fatal crashes, 168 were automobiles, 90 were light trucks (including 50 SUVs, 12 vans, and 28 pickup trucks), and 58 were motorcycles.

Of the 248 fatalities that occurred in 2014, 50 (20 percent) were non-occupants such as pedestrians and bicyclists, 143 (58 percent) were vehicle occupants, and 55 (22 percent) were motorcyclists.

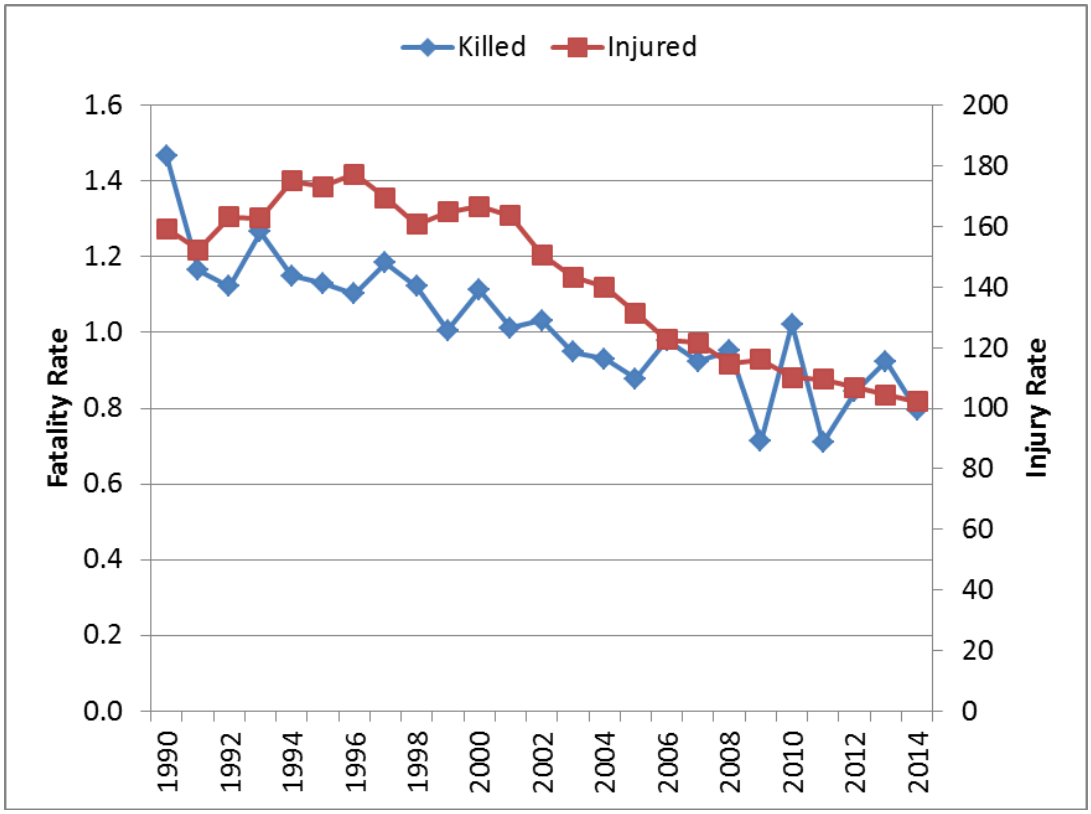
## Table 2. Trend Data 1993-2014

| Year | Fatal Crashes | Killed | Injury Crashes | Injured | | | | Miles of Travel (100 Million) | Licensed Drivers (000) |
|---|---|---|---|---|---|---|---|---|---|
| | | | | All | A Injury | B Injury | C Injury | | |
| **1993** | 324 | 342 | 29,619 | 43,965 | 6,276 | 9,439 | 28,250 | 270.1 | 2,180.3 |
| **1994** | 286 | 312 | 32,116 | 47,514 | 6,263 | 9,663 | 31,588 | 271.4 | 2,318.5 |
| **1995** | 287 | 317 | 32,594 | 48,595 | 5,602 | 12,522 | 30,471 | 280.4 | 2,349.1 |
| **1996** | 296 | 310 | 33,849 | 49,916 | 4,898 | 12,277 | 32,741 | 281.4 | 2,343.8 |
| **1997** | 314 | 338 | 32,623 | 48,432 | 4,671 | 11,832 | 31,929 | 285.5 | 2,270.2 |
| **1998** | 306 | 329 | 31,470 | 47,115 | 4,187 | 11,481 | 31,447 | 293.2 | 2,349.3 |
| **1999** | 270 | 301 | 32,909 | 49,304 | 3,927 | 12,229 | 33,148 | 299.3 | 2,373.7 |
| **2000** | 318 | 342 | 34,449 | 51,260 | 3,976 | 12,245 | 35,039 | 307.6 | 2,652.6 |
| **2001** | 285 | 312 | 34,133 | 50,449 | 3,598 | 12,052 | 34,799 | 308.4 | 2,650.4 |
| **2002** | 298 | 322 | 31,634 | 47,049 | 2,997 | 11,226 | 32,826 | 312.1 | 2,672.8 |
| **2003** | 277 | 298 | 30,952 | 45,046 | 2,731 | 10,881 | 31,434 | 314.3 | 2,659.9 |
| **2004** | 280 | 294 | 30,863 | 44,267 | 2,683 | 10,487 | 31,097 | 316.1 | 2,694.6 |
| **2005** | 262 | 278 | 29,429 | 41,657 | 2,465 | 10,442 | 28,750 | 316.8 | 2,740.3 |
| **2006** | 293 | 311 | 27,367 | 38,955 | 2,415 | 10,950 | 25,590 | 317.4 | 2,805.1 |
| **2007** | 269 | 296 | 27,367 | 38,955 | 2,415 | 10,950 | 25,590 | 320.5 | 2,848.6 |
| **2008** | 279 | 302 | 26,050 | 36,386 | 2,311 | 11,384 | 22,691 | 317.4 | 2,883.3 |
| **2009** | 211 | 224 | 25,720 | 36,447 | 2,155 | 10,981 | 23,311 | 314.2 | 2,916.1 |
| **2010** | 299 | 320 | 24,457 | 34,476 | 2,033 | 11,150 | 21,293 | 312.9 | 2,934.6 |
| **2011** | 208 | 221 | 24,436 | 34,186 | 1,673 | 9,602 | 22,911 | 312.0 | 2,986.3 |
| **2012** | 248 | 264 | 23,690 | 33,388 | 1,779 | 8,826 | 22,783 | 312.7 | 2,485.7 |
| **2013** | 265 | 286 | 23,249 | 32,324 | 1,523 | 8,389 | 22,412 | 309.4 | 2,534.1 |
| **2014** | 234 | 248 | 22,796 | 31,845 | 1,356 | 8,681 | 21,808 | 311.9 | 2,140.1 |

Sources: Fatal crash and fatality figures are from the FARS Final Files 2010-2013, Annual Report File 2014; Injury Data from CT DOT.

Figure 2 shows the trends in Connecticut's fatality and injury rates per 100 million vehicle miles traveled over the 1990 to 2014 period. The fatality rates generally declined during the 1990s and into the 2000s, reached a historic low of 0.70 fatalities per 100 million miles in 2009 and 2011, and reached 0.80 in 2014. The injury rates increased slightly through the 1990s and have been on a declining trend since 2000, reaching an all-time low of 102 injuries per 100M miles traveled in 2014.

**Figure 2. Killed & Injured per 100 Million Vehicle Miles Traveled: 1990-2014**




Sources: Fatal crash and fatality figures are from the FARS Final Files 1990-2013, Annual Report File 2014; Injury Data from CT DOT.

Table 3 shows fatal, injury, and property damage-only crash rates per 100,000 population in Connecticut's eight counties during the 2010 to 2014 period, while Table 5 presents total number of fatalities by county. Not surprisingly, the greatest number of fatalities occurred in the most populous counties of Hartford, New Haven, and Fairfield (Table 4). On the other hand, in recent years, Fairfield and New Haven counties generally have had fatal population-based crash rates that are below the statewide figures.

## Table 3. Crash Rates by County

| County | Crash Type | Rates per 100,000 Population by Year | | | | |
|---|---|---|---|---|---|---|
| | | 2010 | 2011 | 2012 | 2013 | 2014 |
| Fairfield | Fatal | 5.0 | 5.2 | 5.4 | 5.3 | 4.5 |
| | Injury | 675.5 | 698.8 | 660.8 | 649.2 | 684.3 |
| | Property Damage | 2,180.9 | 1,569.7 | 2,183.7 | 2,134.8 | 1,537.3 |
| Hartford | Fatal | 5.8 | 7.5 | 7.7 | 8.0 | 5.8 |
| | Injury | 741.5 | 748.9 | 721.2 | 714.5 | 746.1 |
| | Property Damage | 2,064.7 | 1,511.0 | 2,025.6 | 2,071.9 | 1,505.5 |
| Litchfield | Fatal | 6.9 | 9.6 | 8.6 | 8.6 | 8.6 |
| | Injury | 517.0 | 566.2 | 527.9 | 466.0 | 577.9 |
| | Property Damage | 1,697.5 | 1,287.7 | 1,580.0 | 1,646.7 | 1,314.1 |
| Middlesex | Fatal | 7.2 | 8.5 | 8.5 | 8.5 | 7.9 |
| | Injury | 507.0 | 531.2 | 498.2 | 468.1 | 534.7 |
| | Property Damage | 1,155.3 | 1,166.6 | 1,240.9 | 1,231.0 | 1,174.3 |
| New Haven | Fatal | 4.6 | 6.7 | 5.9 | 6.8 | 5.8 |
| | Injury | 829.1 | 780.3 | 774.7 | 766.8 | 780.1 |
| | Property Damage | 2,376.4 | 1,622.8 | 2,201.6 | 2,258.9 | 1,622.5 |
| New London | Fatal | 6.6 | 8.0 | 9.9 | 9.5 | 10.2 |
| | Injury | 533.5 | 527.2 | 507.0 | 504.1 | 526.9 |
| | Property Damage | 1,884.3 | 1,562.3 | 1,967.4 | 1,957.0 | 1,561.3 |
| Tolland | Fatal | 7.2 | 10.6 | 9.9 | 10.5 | 11.9 |
| | Injury | 446.7 | 436.7 | 413.8 | 409.6 | 440.0 |
| | Property Damage | 1,222.7 | 1,160.6 | 1,282.8 | 1,324.5 | 1,169.3 |
| Windham | Fatal | 13.5 | 3.4 | 10.2 | 10.2 | 12.0 |
| | Injury | 437.4 | 413.0 | 452.4 | 432.1 | 417.1 |
| | Property Damage | 1,409.3 | 1,146.0 | 1,412.4 | 1,545.0 | 1,157.3 |
| Statewide | Fatal | 5.8 | 6.9 | 7.1 | 7.4 | 6.5 |
| | Injury | 684.3 | 682.4 | 659.8 | 646.5 | 679.4 |
| | Property Damage | 2,036.5 | 1,502.3 | 1,993.7 | 2,011.2 | 1,495.6 |

Sources: FARS Final Files 2010-2013, Annual Report File 2014; Connecticut Department of Transportation

**Table 4. Connecticut Fatalities by County**

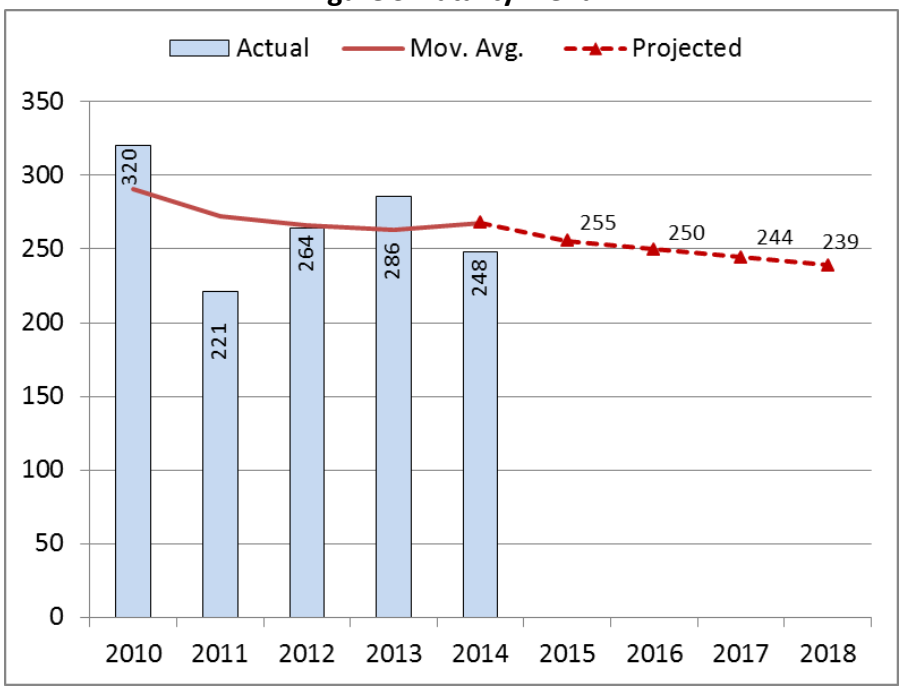
| County | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **Fairfield** | 57 | 51 | 53 | 50 | 47 |
| **Hartford** | 69 | 54 | 72 | 79 | 55 |
| **Litchfield** | 25 | 14 | 19 | 19 | 16 |
| **Middlesex** | 19 | 12 | 15 | 17 | 13 |
| **New Haven** | 77 | 41 | 60 | 63 | 52 |
| **New London** | 33 | 20 | 24 | 29 | 32 |
| **Tolland** | 21 | 11 | 17 | 17 | 18 |
| **Windham** | 19 | 18 | 4 | 12 | 15 |
| **Total** | **320** | **221** | **264** | **286** | **248** |

Source: FARS Final Files 2010-2013, Annual Report File 2014

Figure 3 shows Connecticut's fatalities for the years 2010 to 2014, the five-year moving averages, and projects this trend through 2018. If Connecticut's moving averages trend for 2010 to 2014 continues, the projection would be 250 fatalities in 2016, 244 in 2017, and 239 in 2018. If the fatality rate per 100 million vehicle miles of travel continues (Figure 4), it would project to 0.81 in 2016, 0.80 in 2017, and 0.78 in 2018.

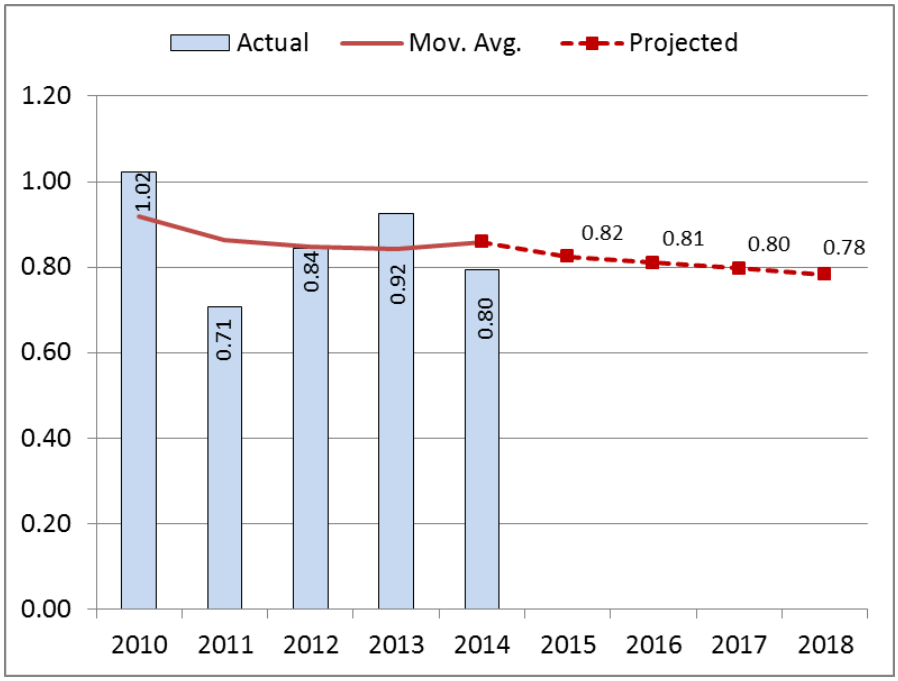
Figure 5 shows the trend in serious "A" injuries based on 2010 to 2014 data. If that trend continues, it would project to 1,387 "A" injuries in 2016, 1,240 in 2017, and 1,093 in 2018. Figure 6 shows the "A" injury rate per 100 million miles of travel would project to 4.52 in 2016, 4.07 in 2017, and 3.63 in 2018.

**Figure 3. Fatality Trend**



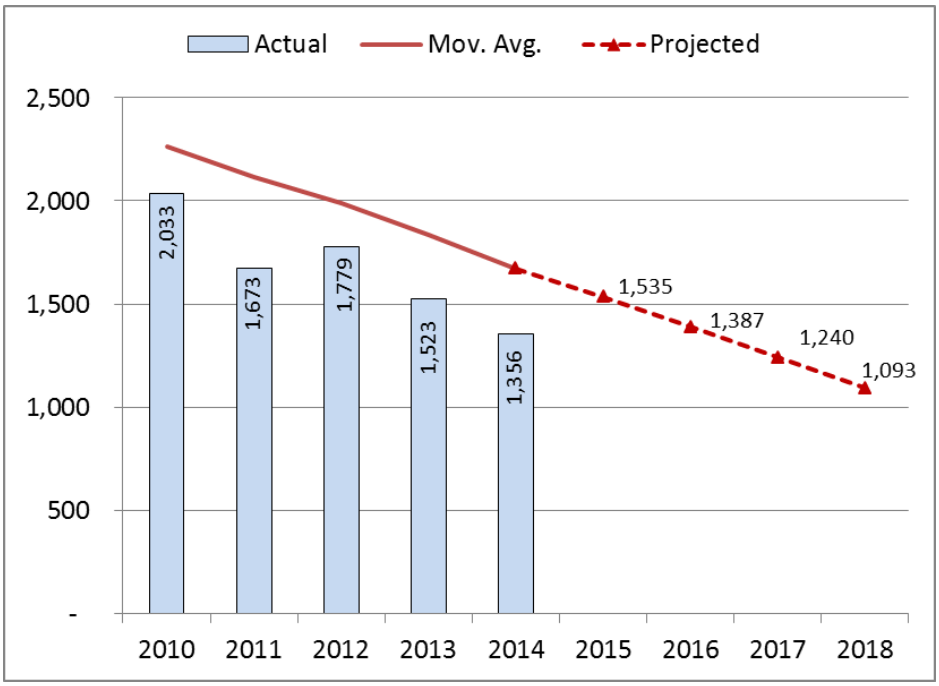

Source: FARS final files 2010-2013, Annual Report File 2014

**Figure 4. Fatalities per 100M VMT Trend**



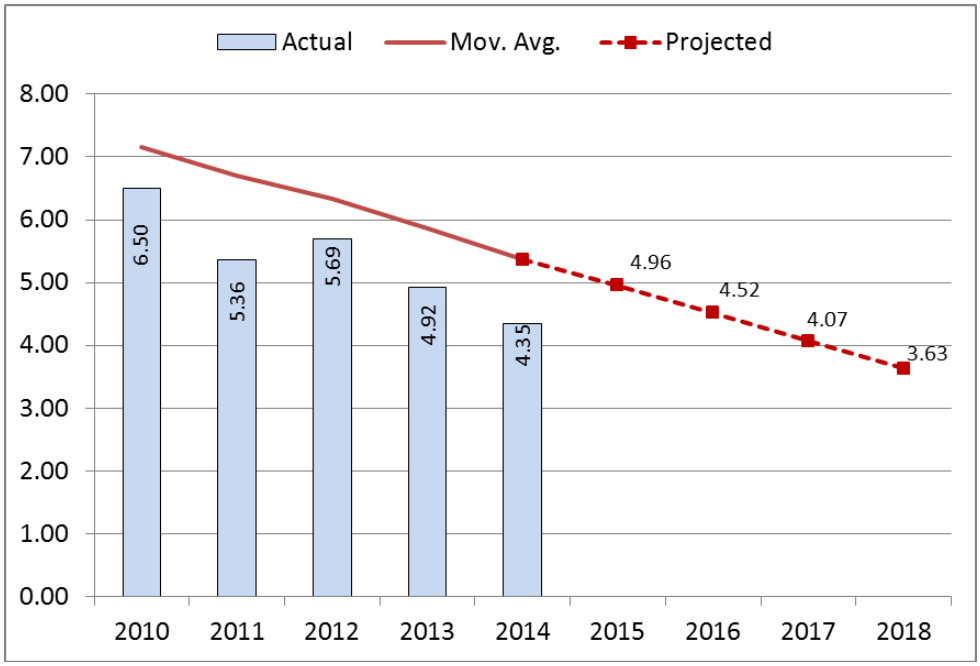

Source: FARS final files 2010-2013, Annual Report File 2014

**Figure 5. Serious (A) Injury Trend**



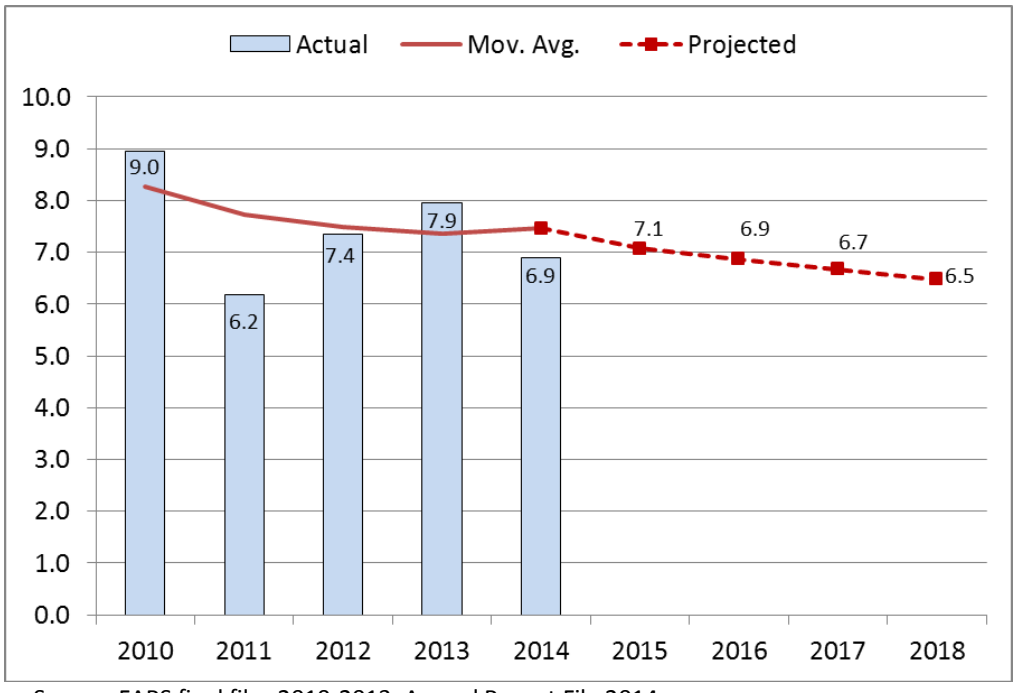

Connecticut Department of Transportation

**Figure 6. Serious (A) Injuries per 100M VMT Trend**




Connecticut Department of Transportation

**Figure 7. Fatality Rate per 100,000 Population**




Source: FARS final files 2010-2013, Annual Report File 2014

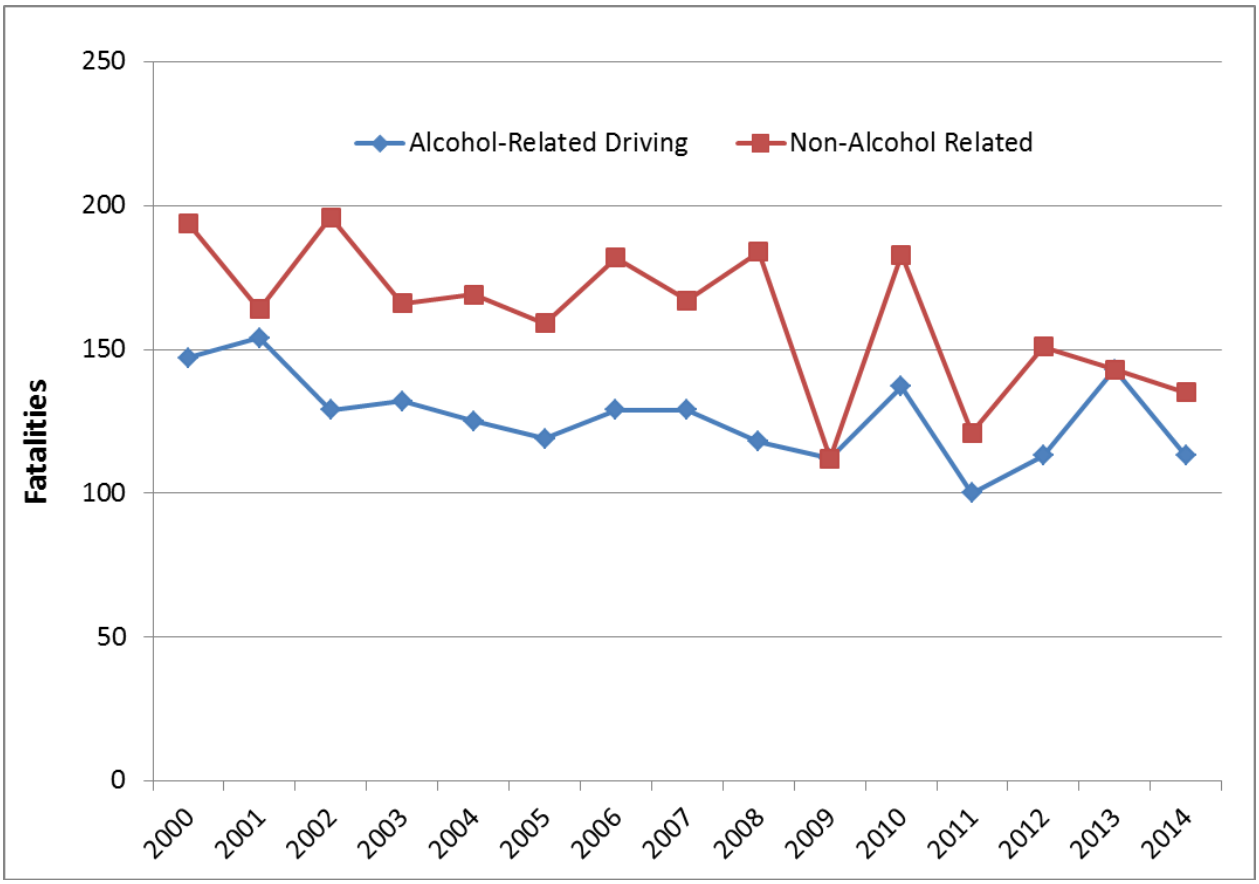
# Impaired Driving

# Impaired Driving (AL)

## Problem Identification

***Alcohol-related driving*** **fatalities are fatalities involving drivers or motorcycle operators with a Blood Alcohol Content (BAC) of 0.01 or higher whereas *alcohol-impaired driving* fatalities are those fatalities involving drivers or motorcycle operators with a BAC of 0.08 of higher.** The 15-year trends in Connecticut's alcohol-related driving and non-alcohol-related driving fatalities are shown in Figure 8. Alcohol-related driving fatalities increased slightly in the early part of 2000s, then showed a generally decreasing trend until 2009. The year 2011 had the lowest number of alcohol-related driving fatalities (100), and then increased through 2013. There were 113 alcohol-related driving fatalities in 2014, the second lowest number (with 2012) in the period reviewed.

**Figure 8. Fatalities by Alcohol Involvement, 2000-2014**




Source: FARS Alcohol Imputed Data Final Files 2000-2013, Annual Report File 2014

In 2014, Connecticut recorded BAC test results for 59 percent of fatally injured drivers and 24 percent of surviving drivers involved in fatal crashes. State rates were below the national figure of 71 percent for fatally injured drivers and below the national figure of 27 percent for surviving drivers (when it was known if the test was given). This represents a slight increase over the 58 percent recorded in 2013 for fatally injured drivers. It should be noted however, that there is typically a large difference in the number of

unknowns between the FARS annual report file and the final data file, thus these data can be misleading.

Table AL-1 shows that the percentage of alcohol-related driving (BAC ≥ 0.01) fatalities in Connecticut during 2014 (46 percent) was higher than the national average of 36 percent and above the 43 percent in the other states of the New England Region. Thirty-nine percent (39%) of Connecticut's fatal crashes were estimated to have been alcohol-impaired driving crashes (BAC≥ 0.08), a higher rate than that seen nationwide (30 percent) and in the other New England states (36 percent).

**Table AL-1. Alcohol-Related (BAC ≥ 0.01+) Driving Fatalities/ Alcohol-Impaired (BAC ≥ 0.08+) Driving Crashes, 2014**

| | Connecticut | U.S. | New England |
|---|---|---|---|
| **Percentage of Alcohol-Related Driving Fatalities** | 45.6% | 35.9% | 42.6% |
| **Percentage of Alcohol-Impaired Driving Crashes** | 39.1% | 30.2% | 36.2% |

Source: FARS Imputed Alcohol Data Annual Report File 2014

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

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

| State Of Connecticut | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **Number of Alcohol-Impaired Driving Fatal *Crashes*** | 111 | 85 | 92 | 116 | 92 |
| **Percent Alcohol-Impaired Driving Fatal *Crashes*** | 37% | 41% | 37% | 44% | 39% |
| **Number of Alcohol-Impaired Driving *Fatalities*** | 119 | 94 | 100 | 126 | 97 |
| **Percent Alcohol-Impaired Driving *Fatalities*** | 37% | 43% | 38% | 44% | 39% |

Source: FARS Imputed Alcohol Data Final Files 2010-2013, Annual Report File 2014

Between 2010 and 2011, there was a decrease in the number of alcohol-impaired driving fatal crashes, followed by an increase in 2012 and 2013. In 2014, the number of alcohol-impaired driving fatal crashes decreased to the second lowest level (with 2012) in five years. The number of alcohol-related driving fatalities showed a similar pattern, decreasing from 2010 to 2011, and then increasing in 2012 and 2013. The number of 2014 alcohol-impaired driving fatalities was the second lowest level in five years. The percentage of all crashes related to alcohol-impaired driving was the third lowest in the five-year period reviewed as was the percentage of all fatalities related to alcohol-impaired driving. These figures, defined as a percentage of the total number of crashes and fatalities, remain unacceptably high and fluctuate from year to year. Table AL-3 shows Connecticut BAC test results for the years 2010 to 2014.

**Table AL-3. BACs of Fatally Injured Drivers**

| BAC | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **0.00** | 88 | 67 | 71 | 51 | 43 |
| **0.01-0.07** | 9 | 4 | 7 | 5 | 7 |
| **0.08 –Up** | 66 | 54 | 49 | 53 | 41 |
| **No/Unknown Result** | 44 | 27 | 42 | 82 | 72 |

Source: FARS Final Files 2010-2013, Annual Report File 2014

Table AL-4 shows the number of alcohol-related driving fatalities both by county and statewide for the years 2010 to 2014, the percentage of these that were known or estimated to have been alcohol-related, and the rate of alcohol-related driving fatalities per 100,000 population. New London, Tolland, and Hartford Counties had the highest percentage of alcohol-related driving fatalities for the year 2014 (61, 58, and 50 percent, respectively). The statewide data at the bottom of the table indicate that, for the 5-year period shown, the percentage of alcohol-related fatalities ranged from 42.8 to 50.0 percent.

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

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

| County | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **Fairfield Total** | 57 | 51 | 53 | 50 | 47 |
| **% Alcohol** | 36.0% | 54.3% | 40.9% | 45.4% | 40.2% |
| **Alcohol Rate/100,000** | 2.24 | 2.99 | 2.32 | 2.41 | 2.00 |
| **Hartford Total** | 69 | 54 | 72 | 79 | 55 |
| **% Alcohol** | 48.6% | 53.5% | 44.9% | 54.7% | 50.4% |
| **Alcohol Rate/100,000** | 3.75 | 3.22 | 3.60 | 4.81 | 3.08 |
| **Litchfield Total** | 25 | 14 | 19 | 19 | 16 |
| **% Alcohol** | 26.8% | 44.3% | 38.9% | 55.8% | 43.8% |
| **Alcohol Rate/100,000** | 3.53 | 3.28 | 3.95 | 5.68 | 3.78 |
| **Middlesex Total** | 19 | 12 | 15 | 17 | 13 |
| **% Alcohol** | 61.6% | 47.5% | 37.3% | 61.8% | 25.4% |
| **Alcohol Rate/100,000** | 7.06 | 3.43 | 3.38 | 6.35 | 2.00 |
| **New Haven Total** | 77 | 41 | 60 | 63 | 52 |
| **% Alcohol** | 36.1% | 24.4% | 38.2% | 47.9% | 39.8% |
| **Alcohol Rate/100,000** | 3.22 | 1.16 | 2.65 | 3.50 | 2.40 |
| **New London Total** | 33 | 20 | 24 | 29 | 32 |
| **% Alcohol** | 44.5% | 57.0% | 47.1% | 33.1% | 60.6% |
| **Alcohol Rate/100,000** | 5.36 | 4.16 | 4.12 | 3.50 | 7.09 |
| **Tolland Total** | 21 | 11 | 17 | 17 | 18 |
| **% Alcohol** | 61.9% | 30.0% | 50.0% | 64.1% | 57.8% |
| **Alcohol Rate/100,000** | 8.51 | 2.16 | 5.61 | 7.18 | 6.87 |
| **Windham Total** | 19 | 18 | 4 | 12 | 15 |
| **% Alcohol** | 46.8% | 40.0% | 85.0% | 45.0% | 38.7% |
| **Alcohol Rate/100,000** | 7.52 | 6.09 | 2.89 | 4.59 | 4.96 |
| **Statewide** | | | | | |
| **Total Fatalities** | 320 | 221 | 264 | 286 | 248 |
| **% Alcohol** | 42.8% | 45.2% | 42.8% | 50.0% | 45.6% |
| **Alcohol Rate/100,000** | 3.83 | 2.79 | 3.15 | 3.98 | 3.15 |

Source: FARS Imputed Alcohol Data Final Files 2010-2013, Annual Report File 2014

The number of alcohol-related driving fatalities has decreased statewide from 137 in 2010 to 98 in 2012, but has increased to 143 in 2013 and decreased again to 113 in 2014 (-20 percent between 2013 and 2014, see "Performance Measures" table at the end of this section). Overall fatalities have decreased from 320 in 2010 to 248 in 2014 (-23 percent). The percentage of fatalities that are alcohol-related has increased (42.8 percent in 2010, 45.6 percent in 2014). The alcohol-related driving fatality rate has shown a slight decline over the 5-year reporting period, from 3.83 per 100,000 population in 2010 to 3.15 in 2014.

Table AL-5 shows the age groups of drinking drivers (BAC ≥ .01) killed during the 5-year period of 2010 to 2014, along with the numbers of licensed drivers in these same age groups. The table also shows the rate of drinking drivers killed (fatalities per 100,000 licensed drivers).

The table indicates that persons between the ages of 21 and 34 made up 45 percent of the drinking drivers fatalities. The table shows that approximately 8 percent of the fatally injured drinking drivers were under the legal drinking age.

The substantial over-representation (percent licensed drivers versus percent drivers killed) of the 16-20, 21-24, and 25-34 year old age groups and the under-representation of the 55+ age group is also of significance.

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

| Age | Drinking Drivers Killed (2010-2014) | | Licensed Drivers (2014) | | Rate[3] |
|---|---|---|---|---|---|
| | Number[1] | Percent of Total | Number[2] | Percent of Total | |
| **<16** | 0 | 0.0% | 0 | 0.0% | n/a |
| **16-20** | 31 | 7.9% | 125,734 | 4.9% | 24.4 |
| **21-24** | 72 | 18.5% | 161,817 | 6.4% | 44.6 |
| **25-34** | 105 | 26.8% | 409,248 | 16.1% | 25.5 |
| **35-44** | 72 | 18.5% | 396,560 | 15.6% | 18.2 |
| **45-54** | 66 | 16.9% | 504,876 | 19.9% | 13.0 |
| **55-64** | 26 | 6.6% | 459,421 | 18.1% | 5.6 |
| **65-69** | 7 | 1.8% | 169,404 | 6.7% | 4.2 |
| **>69** | 12 | 3.0% | 315,528 | 12.4% | 3.7 |
| **Total** | 390 | 100.0% | 2,542,588 | 100.0% | 15.3 |

1. Source: FARS, Imputed alcohol data Final Files 2010-2013, Annual Report File 2014
2. Source: FHWA
3. Fatality rate per 100,000 Licensed Drivers

Table AL-6 shows additional characteristics of these drivers and their crashes. The table shows that the fatally injured drinking drivers were predominately males (84% overall) and were most often killed in single vehicle crashes. Overall, 84.7 percent of the victims had valid licenses, 5.7 percent had a previous DUI conviction, and 90.3 percent were Connecticut residents. Approximately 63.5 percent of the fatalities took place on arterial type roadways, 15.8 percent were on collector roadways, and 20.6 percent were on local roadways. The second part of Table AL-6 shows that during the period of 2010-2014 drinking driver fatalities were most likely to have occurred on overnight periods on Saturdays and Sundays (these are likely in the overnight periods of Friday into Saturday and Saturday into Sunday). Friday, Saturday and Sunday account for approximately 63 percent of all alcohol-related driving fatalities. The table shows that 44.5 percent of the fatalities occurred during the late night hours of midnight to 5:59 a.m., 24.7 percent took place between 8:00 p.m. and midnight, and 30.8 percent occurred during the daytime hours from 6:00 a.m. to 7:59 p.m.

**Table AL-6. Characteristics of Fatality Injured Drinking Drivers (BAC ≥ 0.01), 2010-2014**

| | 2010 (N=89) | 2011 (N=69) | 2012 (N=69) | 2013 (N=89) | 2014 (N=73) | Total (N=390) |
|---|---|---|---|---|---|---|
| **Age** | | | | | | |
| **<21** | 8.0% | 8.1% | 6.5% | 11.2% | 4.8% | 7.9% |
| **21-34** | 40.0% | 57.9% | 42.3% | 43.4% | 45.0% | 45.3% |
| **35-49** | 33.1% | 19.6% | 27.7% | 30.1% | 27.7% | 28.0% |
| **50+** | 18.9% | 14.4% | 23.5% | 15.3% | 22.6% | 18.8% |
| **Sex** | | | | | | |
| **Male** | 86.0% | 88.0% | 81.4% | 77.6% | 87.7% | 83.9% |
| **Female** | 14.0% | 12.0% | 18.6% | 22.4% | 12.3% | 16.1% |
| **Number of Vehicles** | | | | | | |
| **Single Vehicle** | 75.9% | 78.4% | 60.2% | 75.5% | 74.5% | 73.2% |
| **Multiple Vehicle** | 24.1% | 21.6% | 39.8% | 24.5% | 25.5% | 26.8% |
| **License Valid** | 85.0% | 89.3% | 88.5% | 85.0% | 76.3% | 84.7% |
| **Previous DUI** | 8.4% | 4.3% | 5.3% | 5.6% | 4.1% | 5.7% |
| **Connecticut Resident** | 90.8% | 88.5% | 96.4% | 85.9% | 91.1% | 90.3% |
| **Road Type** | | | | | | |
| **Arterial** | 55.6% | 64.1% | 65.8% | 64.2% | 69.6% | 63.5% |
| **Collector** | 22.7% | 18.2% | 13.4% | 12.5% | 11.6% | 15.8% |
| **Local** | 21.6% | 17.7% | 20.8% | 23.3% | 18.8% | 20.6% |

Source: FARS Alcohol Imputed Data Final Files 2010-2013, Annual Report File 2014

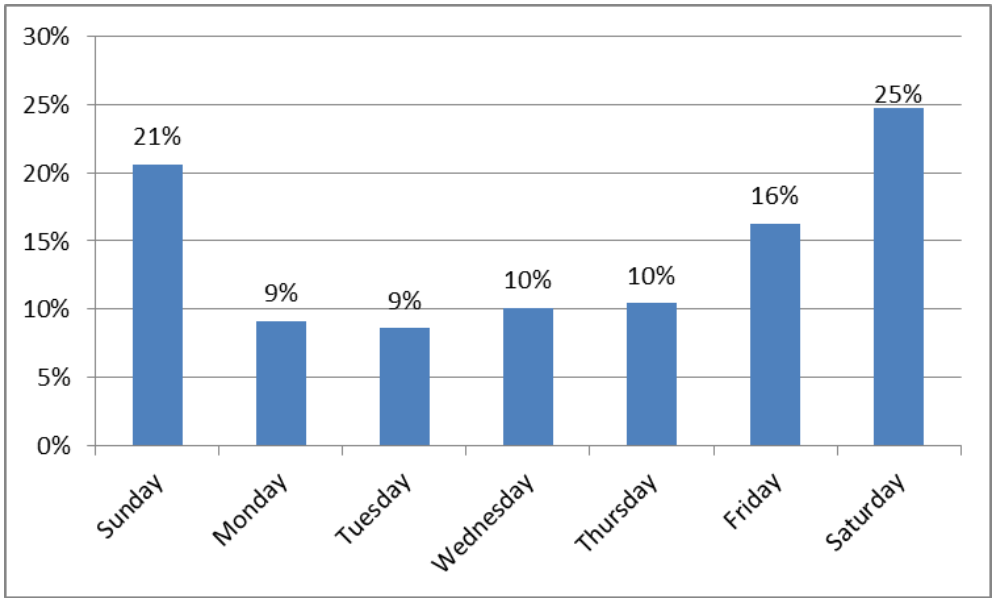
**Table AL-6. Characteristics of Fatality Injured Drinking Drivers (BAC ≥ 0.01) 2010-2014 (Continued)**

| | 2010 (N=89) | 2011 (N=69) | 2012 (N=69) | 2013 (N=89) | 2014 (N=73) | Total (N=390) |
|---|---|---|---|---|---|---|
| **Day** | | | | | | |
| **Sunday** | 21.6% | 20.9% | 21.8% | 25.1% | 25.1% | 23.0% |
| **Monday** | 7.1% | 11.7% | 14.0% | 4.5% | 8.7% | 8.8% |
| **Tuesday** | 9.7% | 9.8% | 7.1% | 14.1% | 13.4% | 11.0% |
| **Wednesday** | 5.2% | 3.9% | 5.2% | 4.4% | 8.7% | 5.4% |
| **Thursday** | 11.4% | 16.2% | 12.3% | 7.3% | 11.3% | 11.4% |
| **Friday** | 19.3% | 12.3% | 9.7% | 13.5% | 18.3% | 14.8% |
| **Saturday** | 25.8% | 25.3% | 30.0% | 31.1% | 14.6% | 25.5% |
| **Time** | | | | | | |
| **Midnight-05:59** | 44.3% | 54.5% | 41.3% | 50.9% | 30.5% | 44.5% |
| **06:00-19:59** | 27.3% | 27.4% | 36.9% | 21.8% | 43.3% | 30.8% |
| **20:00-23:59** | 28.5% | 18.0% | 21.8% | 27.2% | 26.2% | 24.7% |
| **Month** | | | | | | |
| **January** | 7.3% | 8.6% | 6.1% | 3.6% | 7.9% | 6.6% |
| **February** | 3.6% | 4.3% | 12.0% | 4.0% | 7.4% | 6.0% |
| **March** | 4.5% | 7.9% | 2.9% | 9.8% | 3.0% | 5.7% |
| **April** | 9.8% | 9.5% | 6.9% | 10.4% | 7.8% | 9.0% |
| **May** | 13.7% | 6.8% | 6.5% | 12.0% | 11.3% | 10.4% |
| **June** | 16.3% | 5.8% | 10.1% | 9.0% | 11.4% | 10.7% |
| **July** | 10.4% | 13.3% | 9.4% | 5.9% | 9.9% | 9.6% |
| **August** | 8.3% | 11.7% | 5.9% | 17.5% | 11.2% | 11.1% |
| **September** | 7.7% | 6.8% | 7.8% | 7.4% | 8.9% | 7.7% |
| **October** | 9.2% | 9.4% | 12.1% | 8.1% | 7.9% | 9.3% |
| **November** | 1.8% | 9.3% | 8.7% | 7.2% | 6.3% | 6.4% |
| **December** | 7.3% | 6.6% | 11.7% | 5.1% | 7.1% | 7.4% |

Source: FARS Alcohol Imputed Data Final Files 2010-2013, Annual Report File 2014

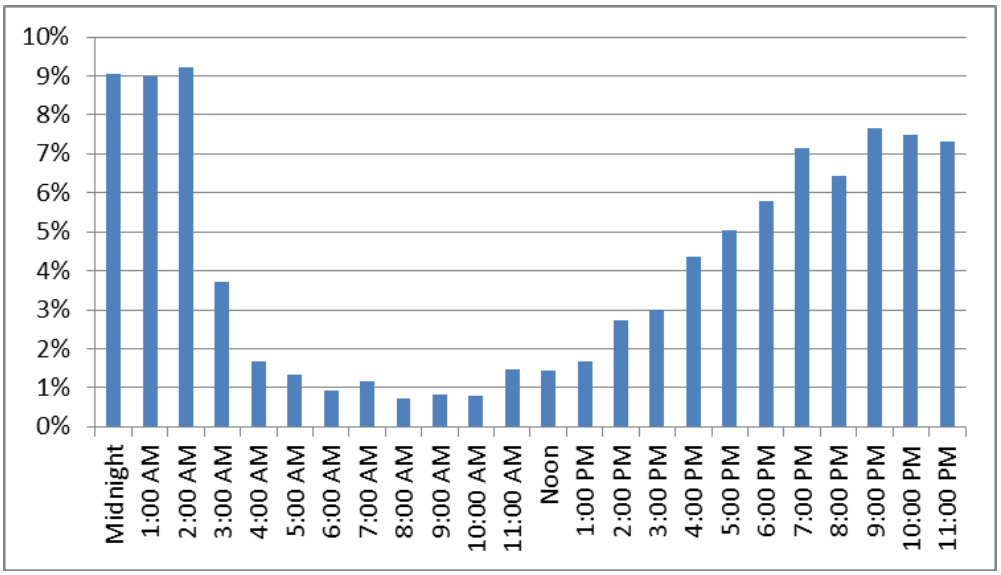
The distributions of alcohol-related crashes by time of day and day of week are shown in Figures 9 and 9a. Monday through Thursday have fewer crashes and the frequency then builds through the weekend days. The frequency of crashes builds up in the afternoon and evening hours, peaking during the 11p.m. to 2 a.m. period.

**Figure 9. Alcohol-Related Crashes by Day of Week 2014**




Source: Connecticut Department of Transportation

**Figure 9a. Alcohol-Related Crashes by Time of Day 2014**




Source: Connecticut Department of Transportation

NHTSA defines a non-fatal crash as being alcohol-related if police indicate on the police crash report that there was evidence that alcohol was present. Table AL-7 shows the percentage of Connecticut non-fatal crashes in the years 2010 to 2014 in which police reported that alcohol was involved. The table shows that alcohol is a greater factor in severe crashes than less severe crashes. For instance, 2014 results indicate 7.8 percent of "A"-injury crashes and 5.8 percent of "B"-injury crashes involved alcohol compared to 2.4

percent of “C”-injury and 2.1 percent of Property Damage Only crashes.

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

**Table AL-7. Percent of Crashes Police Reported Alcohol Involved**

| Maximum Severity Level | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **A Injury** | 6.2% | 7.2% | 6.3% | 7.6% | 7.8% |
| **B Injury** | 4.8% | 5.1% | 6.2% | 5.6% | 5.8% |
| **C Injury** | 2.3% | 2.4% | 2.5% | 2.5% | 2.4% |
| **No Injury** | 2.1% | 1.9% | 2.2% | 2.2% | 2.1% |
| **Injury Crashes** | 3.4% | 3.5% | 3.8% | 3.7% | 3.7% |
| **Total Crashes** | 2.4% | 2.4% | 2.6% | 2.6% | 2.5% |

Source: Connecticut Department of Transportation

Table AL-8 summarizes DUI enforcement levels during the 2010 to 2014 period. DUI arrest totals in 2014 (10,811) were 12 percent lower than in 2010 (12,474). DUI arrests were down about 7 percent from 2013 (10,811). The average BAC has remained relatively constant over the years, however the percentage of chemical test refusals has increased to 24.2 percent. Arrests following motor vehicle crashes have increased slightly from 2010 to 2014. The percentage of adjudications other than guilty has increased compared to 2010, but has remained relatively stable from 2010 to 2014.

**Table AL-8. DUI Enforcement Levels**

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **DUI Arrests** | 12,474 | 12,093 | 11,645 | 10,811 | na |
| **Average BAC** | 0.165 | 0.164 | 0.173 | n/a | na |
| **DUI Arrest per 10,000 Licensed Drivers** | 43 | 40 | 47 | 43 | na |
| **Percent Test Refusal** | 18.1% | 21.8% | 24.2% | n/a | na |
| **DUI Arrests from Crashes** | 23.2% | 26.6% | 25.9% | n/a | na |
| **Percent Adjudications Other Than Guilty** | 68.6% | 68.6% | 67.6% | 68.1% | na |

Source: Connecticut Department of Emergency Services and Public Protection Toxicology Lab and Superior Court Operations

The five- year passenger vehicle injury crash data below is utilized as part of evaluation criteria in the awarding of Comprehensive DUI Enforcement Grants. The data includes statistical information that provides a query for municipal statewide motor vehicle crash ranking. The information is gathered by Preusser Research Group utilizing census and vehicle crash data. The established ranking is included in the written application review process.

Table AL-8s is a list of tracking information utilized to chart the State's progress for the number of alcohol-related crashes and fatalities, and the percent of alcohol-related crashes and fatalities as a percentage of total crashes.

## Table AL-8a. Impaired Driving Summary

| County | Town | 2013 Population | Single Vehicle Nighttime Crashes (9 PM to 5:59 AM) | Rank (N Night) | Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)/ 100K Population | Rank (Rate Night) | Alcohol Related Crashes | Rank (N Alc Rel) | Alcohol Related Crashes/ 100K Population | Rank (Alc Rel Rate) | Mean Rank (Range = 1 to N towns in county) | Overall Rank | Rank (N Night) | Rank (Rate Night) | Rank (N Alc Rel) | Rank (Alc Rel Rate) | Mean Rank (Range = 1 to N towns in county) | Overall Rank |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Bethel | 19,264 | 16 | 14 | 83.1 | 14 | 22 | 15 | 114.2 | 8 | 12.75 | 6 | 65 | 116 | 67 | 108 | 89 | **101** |
| 1 | Bridgeport | 147,216 | 120 | 1 | 81.5 | 15 | 135 | 108 | 91.7 | 14 | 34.5 | 21 | 4 | 121 | 5 | 128 | 64.5 | **49** |
| 1 | Brookfield | 16,860 | 13 | 16 | 77.1 | 17 | 12 | 13 | 71.2 | 18 | 16 | 12 | 84 | 129 | 98 | 149 | 115 | **136** |
| 1 | Danbury | 83,684 | 82 | 4 | 98.0 | 9 | 107 | 69 | 127.9 | 5 | 21.75 | 17 | 7 | 92 | 7 | 86 | 48 | **26** |
| 1 | Darien | 21,330 | 21 | 12 | 98.5 | 8 | 33 | 22 | 154.7 | 2 | 11 | 3 | 46 | 91 | 43 | 53 | 58.25 | **36** |
| 1 | Easton | 7,616 | 10 | 21 | 131.3 | 2 | 7 | 7 | 91.9 | 13 | 10.75 | 2 | 108 | 60 | 128 | 127 | 105.75 | **122** |
| 1 | Fairfield | 60,855 | 47 | 7 | 77.2 | 16 | 78 | 85 | 128.2 | 4 | 28 | 20 | 17 | 128 | 13 | 84 | 60.5 | **43** |
| 1 | Greenwich | 62,396 | 58 | 5 | 93.0 | 10 | 61 | 81 | 97.8 | 12 | 27 | 19 | 14 | 100 | 17 | 123 | 63.5 | **48** |
| 1 | Monroe | 19,834 | 21 | 12 | 105.9 | 7 | 21 | 25 | 105.9 | 11 | 13.75 | 7 | 46 | 83 | 71 | 118 | 79.5 | **83** |
| 1 | New Canaan | 20,194 | 11 | 19 | 54.5 | 21 | 14 | 9 | 69.3 | 19 | 17 | 14 | 99 | 158 | 85 | 151 | 123.25 | **145** |
| 1 | New Fairfield | 14,145 | 12 | 17 | 84.8 | 13 | 5 | 7 | 35.3 | 23 | 15 | 10 | 92 | 113 | 143 | 168 | 129 | **151** |
| 1 | Newtown | 28,113 | 26 | 11 | 92.5 | 12 | 23 | 19 | 81.8 | 15 | 14.25 | 8 | 40 | 103 | 64 | 138 | 86.25 | **97** |
| 1 | Norwalk | 87,776 | 94 | 3 | 107.1 | 5 | 145 | 130 | 165.2 | 1 | 34.75 | 22 | 6 | 79 | 4 | 49 | 34.5 | **10** |
| 1 | Redding | 9,312 | 12 | 17 | 128.9 | 3 | 11 | 10 | 118.1 | 7 | 9.25 | 1 | 92 | 63 | 102 | 100 | 89.25 | **102** |
| 1 | Ridgefield | 25,164 | 14 | 15 | 55.6 | 20 | 11 | 17 | 43.7 | 22 | 18.5 | 16 | 79 | 153 | 102 | 165 | 124.75 | **148** |
| 1 | Shelton | 40,999 | 38 | 8 | 92.7 | 11 | 33 | 29 | 80.5 | 17 | 16.25 | 13 | 23 | 101 | 43 | 140 | 76.75 | **76** |
| 1 | Sherman | 3,670 | 1 | 23 | 27.2 | 23 | 3 | 1 | 81.7 | 16 | 15.75 | 11 | 164 | 168 | 153 | 139 | 156 | **166** |
| 1 | Stamford | 126,456 | 97 | 2 | 76.7 | 18 | 83 | 165 | 65.6 | 21 | 51.5 | 23 | 5 | 130 | 11 | 155 | 75.25 | **73** |
| 1 | Stratford | 52,112 | 31 | 10 | 59.5 | 19 | 57 | 49 | 109.4 | 9 | 21.75 | 17 | 32 | 149 | 19 | 114 | 78.5 | **79** |
| 1 | Trumbull | 36,571 | 50 | 6 | 136.7 | 1 | 44 | 31 | 120.3 | 6 | 11 | 3 | 15 | 49 | 27 | 94 | 46.25 | **23** |
| 1 | Weston | 10,372 | 11 | 19 | 106.1 | 6 | 7 | 12 | 67.5 | 20 | 14.25 | 8 | 99 | 81 | 128 | 152 | 115 | **136** |
| 1 | Westport | 27,308 | 35 | 9 | 128.2 | 4 | 39 | 31 | 142.8 | 3 | 11.75 | 5 | 26 | 64 | 34 | 66 | 47.5 | **25** |
| 1 | Wilton | 18,657 | 10 | 21 | 53.6 | 22 | 20 | 18 | 107.2 | 10 | 17.75 | 15 | 108 | 159 | 74 | 117 | 114.5 | **135** |
| 3 | Avon | 18,386 | 7 | 24 | 38.1 | 29 | 7 | 12 | 38.1 | 29 | 23.5 | 20 | 124 | 166 | 128 | 167 | 146.25 | **165** |
| 3 | Berlin | 20,590 | 17 | 17 | 82.6 | 18 | 40 | 39 | 194.3 | 5 | 19.75 | 14 | 61 | 117 | 32 | 31 | 60.25 | **42** |
| 3 | Bloomfield | 20,673 | 20 | 12 | 96.7 | 10 | 25 | 34 | 120.9 | 18 | 18.5 | 11 | 48 | 94 | 61 | 93 | 74 | **71** |
| 3 | Bristol | 60,568 | 69 | 2 | 113.9 | 7 | 106 | 105 | 175.0 | 7 | 30.25 | 25 | 8 | 75 | 8 | 44 | 33.75 | **8** |
| 3 | Burlington | 9,494 | 12 | 20 | 126.4 | 4 | 9 | 11 | 94.8 | 26 | 15.25 | 5 | 92 | 66 | 113 | 125 | 99 | **117** |
| 3 | Canton | 10,357 | 6 | 27 | 57.9 | 25 | 9 | 11 | 86.9 | 27 | 22.5 | 16 | 130 | 151 | 113 | 130 | 131 | **154** |
| 3 | East Granby | 5,212 | 7 | 24 | 134.3 | 2 | 9 | 5 | 172.7 | 8 | 9.75 | 1 | 124 | 52 | 113 | 45 | 83.5 | **94** |
| 3 | East Hartford | 51,199 | 60 | 4 | 117.2 | 6 | 77 | 70 | 150.4 | 10 | 22.5 | 16 | 12 | 72 | 14 | 60 | 39.5 | **13** |
| 3 | East Windsor | 11,406 | 20 | 12 | 175.3 | 1 | 30 | 33 | 263.0 | 1 | 11.75 | 2 | 48 | 25 | 50 | 14 | 34.25 | **9** |
| 3 | Enfield | 44,748 | 39 | 7 | 87.2 | 15 | 67 | 60 | 149.7 | 11 | 23.25 | 19 | 22 | 108 | 16 | 61 | 51.75 | **29** |
| 3 | Farmington | 25,613 | 34 | 9 | 132.7 | 3 | 55 | 67 | 214.7 | 3 | 20.5 | 15 | 28 | 56 | 21 | 26 | 32.75 | **7** |
| 3 | Glastonbury | 34,768 | 30 | 10 | 86.3 | 16 | 41 | 30 | 117.9 | 20 | 19 | 13 | 33 | 111 | 31 | 101 | 69 | **60** |
| 3 | Granby | 11,323 | 9 | 23 | 79.5 | 21 | 14 | 8 | 123.6 | 17 | 17.25 | 8 | 114 | 126 | 85 | 91 | 104 | **121** |
| 3 | Hartford | 125,017 | 149 | 1 | 119.2 | 5 | 149 | 123 | 119.2 | 19 | 37 | 29 | 2 | 71 | 3 | 98 | 43.5 | **16** |
| 3 | Hartland | 2,131 | 2 | 29 | 93.9 | 12 | 3 | 6 | 140.8 | 12 | 14.75 | 4 | 157 | 97 | 153 | 70 | 119.25 | **141** |
| 3 | Manchester | 58,211 | 59 | 5 | 101.4 | 8 | 88 | 121 | 151.2 | 9 | 35.75 | 28 | 13 | 88 | 10 | 59 | 42.5 | **14** |
| 3 | Marlborough | 6,431 | 6 | 27 | 93.3 | 13 | 14 | 15 | 217.7 | 2 | 14.25 | 3 | 130 | 98 | 85 | 24 | 84.25 | **95** |
| 3 | New Britain | 72,939 | 61 | 3 | 83.6 | 17 | 97 | 102 | 133.0 | 15 | 34.25 | 26 | 11 | 114 | 9 | 80 | 53.5 | **33** |
| 3 | Newington | 30,756 | 15 | 19 | 48.8 | 27 | 34 | 36 | 110.5 | 23 | 26.25 | 24 | 72 | 162 | 40 | 112 | 96.5 | **110** |
| 3 | Plainville | 17,820 | 18 | 16 | 101.0 | 9 | 32 | 41 | 179.6 | 6 | 18 | 10 | 59 | 89 | 45 | 41 | 58.5 | **38** |
| 3 | Rocky Hill | 19,915 | 11 | 21 | 55.2 | 26 | 21 | 23 | 105.4 | 25 | 23.75 | 21 | 99 | 154 | 71 | 120 | 111 | **131** |

## Table AL-8a. Impaired Driving Summary (cont'd)

| County | Town | 2013 Population | Single Vehicle Nighttime Crashes (9 PM to 5:59 AM) | Rank (N Night) | Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)/ 100K Population | Rank (Rate Night) | Alcohol Related Crashes | Rank (N Alc Rel) | Alcohol Related Crashes/ 100K Population | Rank (Alc Rel Rate) | Mean Rank (Range = 1 to N towns in county) | Overall Rank | Rank (N Night) | Rank (Rate Night) | Rank (N Alc Rel) | Rank (Alc Rel Rate) | Mean Rank (Range = 1 to N towns in county) | Overall Rank |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | Simsbury | 23,824 | 19 | 14 | 79.8 | 20 | 27 | 19 | 113.3 | 22 | 18.75 | 12 | 55 | 125 | 56 | 111 | 86.75 | **99** |
| 3 | South Windsor | 25,846 | 19 | 14 | 73.5 | 22 | 32 | 15 | 123.8 | 16 | 16.75 | 7 | 55 | 133 | 45 | 90 | 80.75 | **84** |
| 3 | Southington | 43,661 | 36 | 8 | 82.5 | 19 | 60 | 55 | 137.4 | 13 | 23.75 | 21 | 25 | 118 | 18 | 73 | 58.5 | **38** |
| 3 | Suffield | 15,788 | 7 | 24 | 44.3 | 28 | 11 | 22 | 69.7 | 28 | 25.5 | 23 | 124 | 164 | 102 | 150 | 135 | **159** |
| 3 | West Hartford | 63,371 | 40 | 6 | 63.1 | 23 | 69 | 85 | 108.9 | 24 | 34.5 | 27 | 21 | 142 | 15 | 115 | 73.25 | **68** |
| 3 | Wethersfield | 26,510 | 16 | 18 | 60.4 | 24 | 36 | 34 | 135.8 | 14 | 22.5 | 16 | 65 | 148 | 36 | 77 | 81.5 | **87** |
| 3 | Windsor | 29,142 | 28 | 11 | 96.1 | 11 | 34 | 26 | 116.7 | 21 | 17.25 | 8 | 39 | 95 | 40 | 103 | 69.25 | **62** |
| 3 | Windsor Locks | 12,573 | 11 | 21 | 87.5 | 14 | 25 | 24 | 198.8 | 4 | 15.75 | 6 | 99 | 107 | 61 | 28 | 73.75 | **69** |
| 5 | Barkhamsted | 3,745 | 9 | 9 | 240.3 | 4 | 10 | 6 | 267.0 | 6 | 6.25 | 2 | 114 | 9 | 112 | 12 | 61.75 | **46** |
| 5 | Bethlehem | 3,553 | 2 | 22 | 56.3 | 24 | 2 | 2 | 56.3 | 25 | 18.25 | 23 | 157 | 152 | 157 | 162 | 157 | **167** |
| 5 | Bridgewater | 1,696 | 4 | 16 | 235.8 | 5 | 1 | 0 | 59.0 | 24 | 11.25 | 11 | 145 | 10 | 167 | 161 | 120.75 | **142** |
| 5 | Canaan | 1,214 | 3 | 17 | 247.1 | 2 | 4 | 3 | 329.5 | 2 | 6 | 1 | 148 | 7 | 147 | 4 | 76.5 | **74** |
| 5 | Colebrook | 1,457 | 1 | 24 | 68.6 | 23 | 2 | 4 | 137.3 | 14 | 16.25 | 19 | 164 | 138 | 157 | 76 | 133.75 | **157** |
| 5 | Cornwall | 1,412 | 2 | 22 | 141.6 | 13 | 2 | 5 | 141.6 | 12 | 13 | 13 | 157 | 42 | 157 | 69 | 106.25 | **123** |
| 5 | Goshen | 2,945 | 3 | 17 | 101.9 | 18 | 1 | 2 | 34.0 | 26 | 15.75 | 18 | 148 | 86 | 167 | 169 | 142.5 | **163** |
| 5 | Harwinton | 5,593 | 10 | 8 | 178.8 | 9 | 13 | 11 | 232.4 | 8 | 9 | 9 | 108 | 23 | 92 | 20 | 60.75 | **44** |
| 5 | Kent | 2,939 | 8 | 11 | 272.2 | 1 | 7 | 6 | 238.2 | 7 | 6.25 | 2 | 120 | 5 | 128 | 18 | 67.75 | **58** |
| 5 | Litchfield | 8,333 | 17 | 4 | 204.0 | 6 | 19 | 16 | 228.0 | 9 | 8.75 | 6 | 61 | 16 | 76 | 22 | 43.75 | **17** |
| 5 | Morris | 2,345 | 1 | 24 | 42.6 | 26 | 3 | 3 | 127.9 | 17 | 17.5 | 22 | 164 | 165 | 153 | 85 | 141.75 | **162** |
| 5 | New Hartford | 6,886 | 14 | 5 | 203.3 | 7 | 15 | 13 | 217.8 | 10 | 8.75 | 6 | 79 | 17 | 81 | 23 | 50 | **27** |
| 5 | New Milford | 27,767 | 37 | 1 | 133.3 | 16 | 30 | 44 | 108.0 | 21 | 20.5 | 25 | 24 | 55 | 50 | 116 | 61.25 | **45** |
| 5 | Norfolk | 1,678 | 3 | 17 | 178.8 | 10 | 2 | 4 | 119.2 | 18 | 12.25 | 12 | 148 | 24 | 157 | 97 | 106.5 | **124** |
| 5 | North Canaan | 3,241 | 8 | 11 | 246.8 | 3 | 9 | 13 | 277.7 | 5 | 8 | 5 | 120 | 8 | 113 | 9 | 62.5 | **47** |
| 5 | Plymouth | 12,047 | 6 | 13 | 49.8 | 25 | 9 | 9 | 74.7 | 22 | 17.25 | 21 | 130 | 161 | 113 | 146 | 137.5 | **160** |
| 5 | Roxbury | 2,229 | 3 | 17 | 134.6 | 15 | 7 | 0 | 314.0 | 3 | 8.75 | 6 | 148 | 51 | 128 | 5 | 83 | **92** |
| 5 | Salisbury | 3,693 | 6 | 13 | 162.5 | 11 | 11 | 8 | 297.9 | 4 | 9 | 9 | 130 | 29 | 102 | 8 | 67.25 | **56** |
| 5 | Sharon | 2,743 | 5 | 15 | 182.3 | 8 | 11 | 5 | 401.0 | 1 | 7.25 | 4 | 140 | 21 | 102 | 2 | 66.25 | **55** |
| 5 | Thomaston | 7,761 | 11 | 7 | 141.7 | 12 | 9 | 14 | 116.0 | 19 | 13 | 13 | 99 | 41 | 113 | 104 | 89.25 | **102** |
| 5 | Torrington | 35,611 | 29 | 3 | 81.4 | 21 | 48 | 57 | 134.8 | 15 | 24 | 26 | 37 | 122 | 23 | 78 | 65 | **52** |
| 5 | Warren | 1,447 | 1 | 24 | 69.1 | 22 | 2 | 1 | 138.2 | 13 | 15 | 16 | 164 | 137 | 157 | 71 | 132.25 | **155** |
| 5 | Washington | 3,526 | 3 | 17 | 85.1 | 19 | 4 | 6 | 113.4 | 20 | 15.5 | 17 | 148 | 112 | 147 | 110 | 129.25 | **152** |
| 5 | Watertown | 22,228 | 30 | 2 | 135.0 | 14 | 34 | 41 | 153.0 | 11 | 17 | 20 | 33 | 50 | 40 | 54 | 44.25 | **18** |
| 5 | Winchester | 11,013 | 9 | 9 | 81.7 | 20 | 7 | 24 | 63.6 | 23 | 19 | 24 | 114 | 120 | 128 | 156 | 129.5 | **153** |
| 5 | Woodbury | 9,822 | 13 | 6 | 132.4 | 17 | 13 | 19 | 132.4 | 16 | 14.5 | 15 | 84 | 57 | 92 | 81 | 78.5 | **79** |
| 7 | Chester | 4,343 | 5 | 13 | 115.1 | 10 | 4 | 6 | 92.1 | 11 | 10 | 11 | 140 | 74 | 147 | 126 | 121.75 | **144** |
| 7 | Clinton | 13,180 | 13 | 7 | 98.6 | 12 | 15 | 19 | 113.8 | 10 | 12 | 13 | 84 | 90 | 81 | 109 | 91 | **105** |
| 7 | Cromwell | 14,178 | 20 | 2 | 141.1 | 6 | 22 | 23 | 155.2 | 4 | 8.75 | 8 | 48 | 43 | 67 | 52 | 52.5 | **30** |
| 7 | Deep River | 4,589 | 6 | 12 | 130.7 | 8 | 7 | 5 | 152.5 | 5 | 7.5 | 3 | 130 | 62 | 128 | 55 | 93.75 | **108** |
| 7 | Durham | 7,361 | 9 | 8 | 122.3 | 9 | 16 | 13 | 217.4 | 2 | 8 | 5 | 114 | 69 | 80 | 25 | 72 | **66** |
| 7 | East Haddam | 9,147 | 5 | 13 | 54.7 | 14 | 11 | 7 | 120.3 | 8 | 10.5 | 12 | 140 | 157 | 102 | 96 | 123.75 | **147** |
| 7 | East Hampton | 12,912 | 19 | 3 | 147.1 | 5 | 26 | 20 | 201.4 | 3 | 7.75 | 4 | 55 | 36 | 60 | 27 | 44.5 | **20** |
| 7 | Essex | 6,633 | 2 | 15 | 30.2 | 15 | 4 | 8 | 60.3 | 15 | 13.25 | 14 | 157 | 167 | 147 | 160 | 157.75 | **168** |
| 7 | Haddam | 8,363 | 16 | 4 | 191.3 | 1 | 11 | 11 | 131.5 | 7 | 5.75 | 1 | 65 | 20 | 102 | 83 | 67.5 | **57** |
| 7 | Killingworth | 6,490 | 9 | 8 | 138.7 | 7 | 4 | 4 | 61.6 | 14 | 8.25 | 6 | 114 | 45 | 147 | 157 | 115.75 | **138** |
| 7 | Middlefield | 4,425 | 7 | 10 | 158.2 | 2 | 11 | 11 | 248.6 | 1 | 6 | 2 | 124 | 32 | 102 | 16 | 68.5 | **59** |
| 7 | Middletown | 47,333 | 29 | 1 | 61.3 | 13 | 40 | 64 | 84.5 | 12 | 22.5 | 15 | 37 | 146 | 32 | 133 | 87 | **100** |
| 7 | Old Saybrook | 10,246 | 16 | 4 | 156.2 | 3 | 8 | 14 | 78.1 | 13 | 8.5 | 7 | 65 | 33 | 123 | 144 | 91.25 | **106** |

## Table AL-8a. Impaired Driving Summary (cont'd)

| County | Town | 2013 Population | Single Vehicle Nighttime Crashes (9 PM to 5:59 AM) | Rank (N Night) | Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)/ 100K Population | Rank (Rate Night) | Alcohol Related Crashes | Rank (N Alc Rel) | Alcohol Related Crashes/ 100K Population | Rank (Alc Rel Rate) | Mean Rank (Range = 1 to N towns in county) | Overall Rank | Rank (N Night) | Rank (Rate Night) | Rank (N Alc Rel) | Rank (Alc Rel Rate) | Mean Rank (Range = 1 to N towns in county) | Overall Rank |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | Portland | 9,456 | 14 | 6 | 148.1 | 4 | 14 | 20 | 148.1 | 6 | 9 | 9 | 79 | 35 | 85 | 62 | 65.25 | **53** |
| 7 | Westbrook | 6,906 | 7 | 10 | 101.4 | 11 | 8 | 9 | 115.8 | 9 | 9.75 | 10 | 124 | 87 | 123 | 105 | 109.75 | **129** |
| 9 | Ansonia | 19,020 | 12 | 21 | 63.1 | 25 | 9 | 19 | 47.3 | 27 | 23 | 20 | 92 | 143 | 113 | 164 | 128 | **150** |
| 9 | Beacon Falls | 6,052 | 11 | 23 | 181.8 | 3 | 5 | 7 | 82.6 | 20 | 13.25 | 7 | 99 | 22 | 143 | 136 | 100 | **120** |
| 9 | Bethany | 5,540 | 8 | 27 | 144.4 | 6 | 8 | 9 | 144.4 | 8 | 12.5 | 6 | 120 | 38 | 123 | 65 | 86.5 | **98** |
| 9 | Branford | 27,988 | 30 | 11 | 107.2 | 13 | 35 | 49 | 125.1 | 11 | 21 | 15 | 33 | 78 | 39 | 89 | 59.75 | **40** |
| 9 | Cheshire | 29,150 | 14 | 19 | 48.0 | 27 | 22 | 17 | 75.5 | 23 | 21.5 | 16 | 79 | 163 | 67 | 145 | 113.5 | **133** |
| 9 | Derby | 12,801 | 16 | 17 | 125.0 | 11 | 20 | 20 | 156.2 | 6 | 13.5 | 9 | 65 | 68 | 74 | 51 | 64.5 | **49** |
| 9 | East Haven | 29,121 | 18 | 16 | 61.8 | 26 | 36 | 35 | 123.6 | 12 | 22.25 | 18 | 59 | 144 | 36 | 92 | 82.75 | **91** |
| 9 | Guilford | 22,417 | 20 | 14 | 89.2 | 19 | 15 | 24 | 66.9 | 25 | 20.5 | 14 | 48 | 106 | 81 | 154 | 97.25 | **114** |
| 9 | Hamden | 61,607 | 43 | 7 | 69.8 | 22 | 44 | 59 | 71.4 | 24 | 28 | 24 | 20 | 135 | 27 | 148 | 82.5 | **90** |
| 9 | Madison | 18,297 | 12 | 21 | 65.6 | 24 | 15 | 23 | 82.0 | 21 | 22.25 | 18 | 92 | 139 | 81 | 137 | 112.25 | **132** |
| 9 | Meriden | 60,456 | 64 | 3 | 105.9 | 14 | 110 | 85 | 182.0 | 3 | 26.25 | 22 | 10 | 84 | 6 | 39 | 34.75 | **11** |
| 9 | Middlebury | 7,571 | 10 | 24 | 132.1 | 9 | 9 | 7 | 118.9 | 13 | 13.25 | 7 | 108 | 58 | 113 | 99 | 94.5 | **109** |
| 9 | Milford | 53,137 | 48 | 4 | 90.3 | 18 | 46 | 97 | 86.6 | 16 | 33.75 | 26 | 16 | 104 | 25 | 131 | 69 | **60** |
| 9 | Naugatuck | 31,707 | 30 | 11 | 94.6 | 16 | 48 | 52 | 151.4 | 7 | 21.5 | 16 | 33 | 96 | 23 | 58 | 52.5 | **30** |
| 9 | New Haven | 130,660 | 143 | 2 | 109.4 | 12 | 150 | 132 | 114.8 | 14 | 40 | 27 | 3 | 77 | 2 | 107 | 47.25 | **24** |
| 9 | North Branford | 14,353 | 10 | 24 | 69.7 | 23 | 7 | 8 | 48.8 | 26 | 20.25 | 13 | 108 | 136 | 128 | 163 | 133.75 | **157** |
| 9 | North Haven | 23,939 | 32 | 10 | 133.7 | 8 | 38 | 54 | 158.7 | 5 | 19.25 | 11 | 31 | 54 | 35 | 50 | 42.5 | **14** |
| 9 | Orange | 13,953 | 35 | 8 | 250.8 | 1 | 50 | 30 | 358.3 | 1 | 10 | 1 | 26 | 6 | 22 | 3 | 14.25 | **1** |
| 9 | Oxford | 12,874 | 20 | 14 | 155.4 | 5 | 11 | 13 | 85.4 | 17 | 12.25 | 5 | 48 | 34 | 102 | 132 | 79 | **82** |
| 9 | Prospect | 9,671 | 9 | 26 | 93.1 | 17 | 8 | 11 | 82.7 | 19 | 18.25 | 10 | 114 | 99 | 123 | 135 | 117.75 | **140** |
| 9 | Seymour | 16,571 | 34 | 9 | 205.2 | 2 | 31 | 27 | 187.1 | 2 | 10 | 1 | 28 | 14 | 48 | 37 | 31.75 | **5** |
| 9 | Southbury | 19,859 | 26 | 13 | 130.9 | 10 | 36 | 13 | 181.3 | 4 | 10 | 1 | 40 | 61 | 36 | 40 | 44.25 | **18** |
| 9 | Wallingford | 45,141 | 44 | 5 | 97.5 | 15 | 57 | 79 | 126.3 | 10 | 27.25 | 23 | 18 | 93 | 19 | 88 | 54.5 | **35** |
| 9 | Waterbury | 109,676 | 150 | 1 | 136.8 | 7 | 156 | 114 | 142.2 | 9 | 32.75 | 25 | 1 | 48 | 1 | 68 | 29.5 | **4** |
| 9 | West Haven | 55,046 | 44 | 5 | 79.9 | 20 | 43 | 53 | 78.1 | 22 | 25 | 21 | 18 | 123 | 29 | 143 | 78.25 | **78** |
| 9 | Wolcott | 16,725 | 13 | 20 | 77.7 | 21 | 14 | 21 | 83.7 | 18 | 20 | 12 | 84 | 127 | 85 | 134 | 107.5 | **128** |
| 9 | Woodbridge | 8,955 | 15 | 18 | 167.5 | 4 | 9 | 11 | 100.5 | 15 | 12 | 4 | 72 | 26 | 113 | 122 | 83.25 | **93** |
| 11 | Bozrah | 2,639 | 2 | 19 | 75.8 | 18 | 5 | 8 | 189.5 | 8 | 13.25 | 13 | 157 | 132 | 143 | 36 | 117 | **139** |
| 11 | Colchester | 16,210 | 15 | 10 | 92.5 | 13 | 27 | 22 | 166.6 | 12 | 14.25 | 15 | 72 | 102 | 56 | 48 | 69.5 | **63** |
| 11 | East Lyme | 18,937 | 17 | 7 | 89.8 | 14 | 25 | 11 | 132.0 | 16 | 12 | 12 | 61 | 105 | 61 | 82 | 77.25 | **77** |
| 11 | Franklin | 1,987 | 4 | 18 | 201.3 | 4 | 2 | 4 | 100.7 | 17 | 10.75 | 9 | 145 | 19 | 157 | 121 | 110.5 | **130** |
| 11 | Griswold | 11,959 | 17 | 7 | 142.2 | 9 | 21 | 19 | 175.6 | 10 | 11.25 | 10 | 61 | 40 | 71 | 43 | 53.75 | **34** |
| 11 | Groton | 40,176 | 22 | 4 | 54.8 | 20 | 32 | 35 | 79.6 | 18 | 19.25 | 17 | 44 | 156 | 45 | 141 | 96.5 | **110** |
| 11 | Lebanon | 7,319 | 15 | 10 | 204.9 | 3 | 14 | 11 | 191.3 | 6 | 7.5 | 1 | 72 | 15 | 85 | 32 | 51 | **28** |
| 11 | Ledyard | 15,094 | 25 | 2 | 165.6 | 6 | 30 | 19 | 198.8 | 4 | 7.75 | 2 | 42 | 28 | 50 | 29 | 37.25 | **12** |
| 11 | Lisbon | 4,348 | 6 | 14 | 138.0 | 10 | 6 | 8 | 138.0 | 15 | 11.75 | 11 | 130 | 46 | 139 | 72 | 96.75 | **112** |
| 11 | Lyme | 2,401 | 5 | 17 | 208.2 | 2 | 1 | 2 | 41.6 | 21 | 10.5 | 7 | 140 | 13 | 167 | 166 | 121.5 | **143** |
| 11 | Montville | 19,713 | 25 | 2 | 126.8 | 11 | 30 | 29 | 152.2 | 13 | 13.75 | 14 | 42 | 65 | 50 | 56 | 53.25 | **32** |
| 11 | New London | 27,545 | 22 | 4 | 79.9 | 16 | 46 | 49 | 167.0 | 11 | 20 | 19 | 44 | 124 | 25 | 46 | 59.75 | **40** |
| 11 | North Stonington | 5,291 | 6 | 14 | 113.4 | 12 | 13 | 5 | 245.7 | 3 | 8.5 | 5 | 130 | 76 | 92 | 17 | 78.75 | **81** |
| 11 | Norwich | 40,347 | 67 | 1 | 166.1 | 5 | 80 | 87 | 198.3 | 5 | 24.5 | 21 | 9 | 27 | 12 | 30 | 19.5 | **2** |
| 11 | Old Lyme | 7,592 | 11 | 13 | 144.9 | 7 | 14 | 11 | 184.4 | 9 | 10 | 6 | 99 | 37 | 85 | 38 | 64.75 | **51** |
| 11 | Preston | 4,755 | 20 | 6 | 420.6 | 1 | 27 | 24 | 567.8 | 1 | 8 | 3 | 48 | 1 | 56 | 1 | 26.5 | **3** |
| 11 | Salem | 4,201 | 6 | 14 | 142.8 | 8 | 8 | 4 | 190.4 | 7 | 8.25 | 4 | 130 | 39 | 123 | 34 | 81.5 | **87** |
| 11 | Sprague | 2,979 | 0 | 21 | 0.0 | 21 | 2 | 2 | 67.1 | 19 | 15.75 | 16 | 169 | 169 | 157 | 153 | 162 | **169** |

## Table AL-8a. Impaired Driving Summary (cont'd)

| County | Town | 2013 Population | Single Vehicle Nighttime Crashes (9 PM to 5:59 AM) | Rank (N Night) | Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)/ 100K Population | Rank (Rate Night) | Alcohol Related Crashes | Rank (N Alc Rel) | Alcohol Related Crashes/ 100K Population | Rank (Alc Rel Rate) | Mean Rank (Range = 1 to N towns in county) | Overall Rank | Rank (N Night) | Rank (Rate Night) | Rank (N Alc Rel) | Rank (Alc Rel Rate) | Mean Rank (Range = 1 to N towns in county) | Overall Rank |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | Stonington | 18,541 | 16 | 9 | 86.3 | 15 | 27 | 43 | 145.6 | 14 | 20.25 | 20 | 65 | 110 | 56 | 64 | 73.75 | **69** |
| 11 | Voluntown | 2,611 | 2 | 19 | 76.6 | 17 | 7 | 4 | 268.1 | 2 | 10.5 | 7 | 157 | 131 | 128 | 10 | 106.5 | **124** |
| 11 | Waterford | 19,505 | 12 | 12 | 61.5 | 19 | 12 | 26 | 61.5 | 20 | 19.25 | 17 | 92 | 145 | 98 | 158 | 123.25 | **145** |
| 13 | Andover | 3,273 | 4 | 11 | 122.2 | 6 | 2 | 5 | 61.1 | 13 | 8.75 | 7 | 145 | 70 | 157 | 159 | 132.75 | **156** |
| 13 | Bolton | 4,948 | 10 | 9 | 202.1 | 3 | 13 | 8 | 262.7 | 2 | 5.5 | 3 | 108 | 18 | 92 | 15 | 58.25 | **36** |
| 13 | Columbia | 5,460 | 3 | 12 | 54.9 | 12 | 6 | 5 | 109.9 | 10 | 9.75 | 9 | 148 | 155 | 139 | 113 | 138.75 | **161** |
| 13 | Coventry | 12,411 | 13 | 4 | 104.7 | 8 | 12 | 24 | 96.7 | 11 | 11.75 | 11 | 84 | 85 | 98 | 124 | 97.75 | **115** |
| 13 | Ellington | 15,786 | 13 | 4 | 82.4 | 10 | 30 | 15 | 190.0 | 5 | 8.5 | 6 | 84 | 119 | 50 | 35 | 72 | **66** |
| 13 | Hebron | 9,588 | 8 | 10 | 83.4 | 9 | 22 | 14 | 229.5 | 4 | 9.25 | 8 | 120 | 115 | 67 | 21 | 80.75 | **84** |
| 13 | Mansfield | 25,774 | 13 | 4 | 50.4 | 13 | 31 | 21 | 120.3 | 9 | 11.75 | 11 | 84 | 160 | 48 | 95 | 96.75 | **112** |
| 13 | Somers | 11,320 | 12 | 8 | 106.0 | 7 | 9 | 13 | 79.5 | 12 | 10 | 10 | 92 | 82 | 113 | 142 | 107.25 | **127** |
| 13 | Stafford | 11,928 | 15 | 3 | 125.8 | 5 | 17 | 13 | 142.5 | 7 | 7 | 5 | 72 | 67 | 79 | 67 | 71.25 | **64** |
| 13 | Tolland | 14,915 | 20 | 1 | 134.1 | 4 | 19 | 14 | 127.4 | 8 | 6.75 | 4 | 48 | 53 | 76 | 87 | 66 | **54** |
| 13 | Union | 848 | 3 | 12 | 353.8 | 1 | 2 | 5 | 235.8 | 3 | 5.25 | 2 | 148 | 2 | 157 | 19 | 81.5 | **87** |
| 13 | Vernon | 29,161 | 19 | 2 | 65.2 | 11 | 43 | 38 | 147.5 | 6 | 14.25 | 13 | 55 | 140 | 29 | 63 | 71.75 | **65** |
| 13 | Willington | 5,965 | 13 | 4 | 217.9 | 2 | 18 | 11 | 301.8 | 1 | 4.5 | 1 | 84 | 11 | 78 | 7 | 45 | **21** |
| 15 | Ashford | 4,281 | 14 | 5 | 327.0 | 2 | 13 | 5 | 303.7 | 1 | 3.25 | 1 | 79 | 4 | 92 | 6 | 45.25 | **22** |
| 15 | Brooklyn | 8,280 | 5 | 11 | 60.4 | 14 | 6 | 18 | 72.5 | 15 | 14.5 | 14 | 140 | 147 | 139 | 147 | 143.25 | **164** |
| 15 | Canterbury | 5,096 | 7 | 8 | 137.4 | 7 | 7 | 10 | 137.4 | 8 | 8.25 | 8 | 124 | 47 | 128 | 74 | 93.25 | **107** |
| 15 | Chaplin | 2,276 | 3 | 12 | 131.8 | 8 | 6 | 6 | 263.6 | 3 | 7.25 | 6 | 148 | 59 | 139 | 13 | 89.75 | **104** |
| 15 | Eastford | 1,736 | 6 | 9 | 345.6 | 1 | 2 | 3 | 115.2 | 12 | 6.25 | 2 | 130 | 3 | 157 | 106 | 99 | **117** |
| 15 | Hampton | 1,868 | 2 | 14 | 107.1 | 10 | 5 | 1 | 267.7 | 2 | 6.75 | 4 | 157 | 80 | 143 | 11 | 97.75 | **115** |
| 15 | Killingly | 17,233 | 15 | 3 | 87.0 | 11 | 23 | 22 | 133.5 | 10 | 11.5 | 12 | 72 | 109 | 64 | 79 | 81 | **86** |
| 15 | Plainfield | 15,228 | 33 | 1 | 216.7 | 3 | 29 | 45 | 190.4 | 4 | 13.25 | 13 | 30 | 12 | 55 | 33 | 32.5 | **6** |
| 15 | Pomfret | 4,198 | 3 | 12 | 71.5 | 12 | 7 | 2 | 166.7 | 6 | 8 | 7 | 148 | 134 | 128 | 47 | 114.25 | **134** |
| 15 | Putnam | 9,465 | 11 | 6 | 116.2 | 9 | 13 | 10 | 137.3 | 9 | 8.5 | 9 | 99 | 73 | 92 | 75 | 84.75 | **96** |
| 15 | Scotland | 1,699 | 1 | 15 | 58.9 | 15 | 3 | 5 | 176.6 | 5 | 10 | 11 | 164 | 150 | 153 | 42 | 127.25 | **149** |
| 15 | Sterling | 3,780 | 6 | 9 | 158.7 | 5 | 4 | 1 | 105.8 | 13 | 7 | 5 | 130 | 31 | 147 | 119 | 106.75 | **126** |
| 15 | Thompson | 9,354 | 15 | 3 | 160.4 | 4 | 11 | 18 | 117.6 | 11 | 9 | 10 | 72 | 30 | 102 | 102 | 76.5 | **74** |
| 15 | Windham | 25,213 | 16 | 2 | 63.5 | 13 | 23 | 31 | 91.2 | 14 | 15 | 15 | 65 | 141 | 64 | 129 | 99.75 | **119** |
| 15 | Woodstock | 7,897 | 11 | 6 | 139.3 | 6 | 12 | 7 | 152.0 | 7 | 6.5 | 13 | 99 | 44 | 98 | 57 | 74.5 | **72** |
| | | | | | | | | | | | | | | | | | | |
| | | | | | **County Stats** | | | | | | | | | | | | | |
| 1 | **Fairfield** | 939,904 | 830 | 2 | 88.3 | 8 | 971 | 3 | 103.3 | 8 | 5.25 | 5 | | | | | | |
| 3 | **Hartford** | 898,272 | 827 | 3 | 92.1 | 7 | 1221 | 1 | 135.9 | 5 | 4 | 4 | | | | | | |
| 5 | **Litchfield** | 186,924 | 238 | 5 | 127.3 | 1 | 275 | 5 | 147.1 | 3 | 3.5 | 2 | | | | | | |
| 7 | **Middlesex** | 165,562 | 177 | 6 | 106.9 | 4 | 201 | 7 | 121.4 | 6 | 5.75 | 8 | | | | | | |
| 9 | **New Haven** | 862,287 | 911 | 1 | 105.6 | 5 | 1032 | 2 | 119.7 | 7 | 3.75 | 3 | | | | | | |
| 11 | **New London** | 274,150 | 315 | 4 | 114.9 | 3 | 429 | 4 | 156.5 | 1 | 3 | 1 | | | | | | |
| 13 | **Tolland** | 151,377 | 146 | 8 | 96.4 | 6 | 224 | 6 | 148.0 | 2 | 5.5 | 7 | | | | | | |
| 15 | **Windham** | 117,604 | 148 | 7 | 125.8 | 2 | 164 | 8 | 139.5 | 4 | 5.25 | 5 | | | | | | |
| | **Connecticut** | **3,596,080** | **3592** | | **99.9** | | **4517** | | **125.6** | | | | | | | | | |

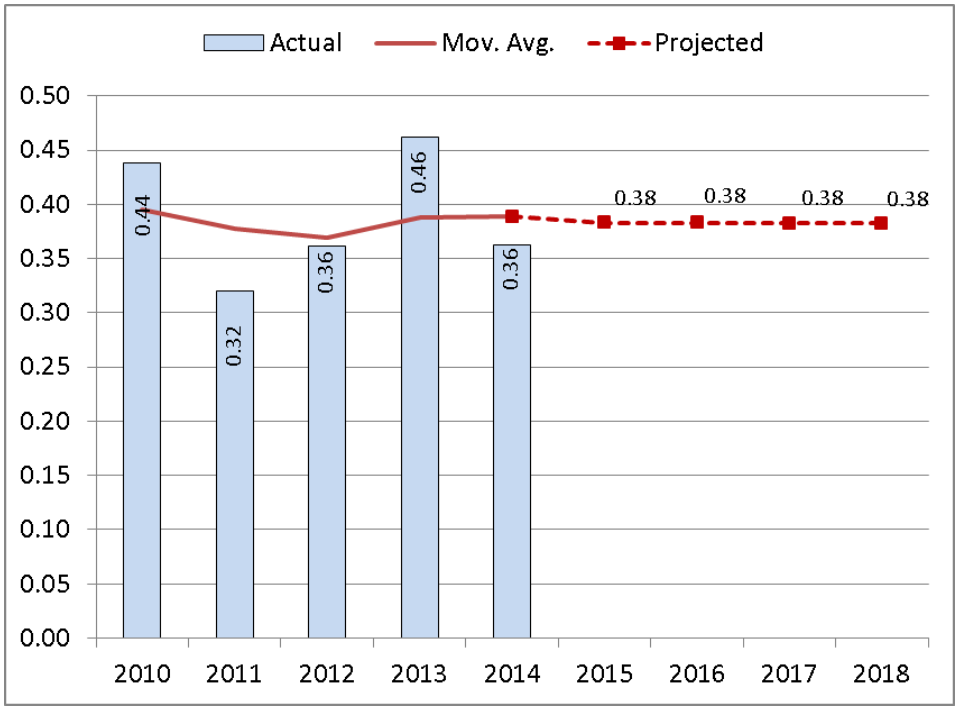
## Performance Measures

The following performance measures have been selected based on their ability to indicate trends in impaired driving over extended periods of time. While some absolute numbers may be higher from year to year, moving average and trend data may show modest projected decreases over time. These projections are then applied during the goal selection process.

| Performance Measures | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **Alcohol-Impaired Driving Fatalities** | 119 | 94 | 100 | 126 | 97 |
| **Alcohol-Impaired Driving Fatal Crashes** | 111 | 85 | 92 | 116 | 92 |
| **Percent Alcohol-Impaired Driving Fatal Crashes** | 37.1% | 40.9% | 37.1% | 43.8% | 39.1% |
| **Alcohol-Related Driving Fatalities** | 137 | 100 | 98 | 143 | 113 |
| **Percent Alcohol-Related Driving Fatalities** | 42.8% | 45.2% | 37.1% | 50.0% | 45.6% |
| **Alcohol-Related Driving Fatalities per 100M VMT** | 0.44 | 0.32 | 0.31 | 0.46 | 0.36 |
| **Alcohol-Related Driving Injury Crashes** | 842 | 863 | 904 | 854 | 847 |
| **Percent Alcohol-Related Driving Injury Crashes** | 3.4% | 3.5% | 3.8% | 3.7% | 3.7% |

Figure 10 shows Connecticut's alcohol-related driving fatalities per 100 million vehicle miles of travel. If the fatality rate per 100 million vehicle miles of travel were to continue, it would project to a stable 0.38 through 2018.

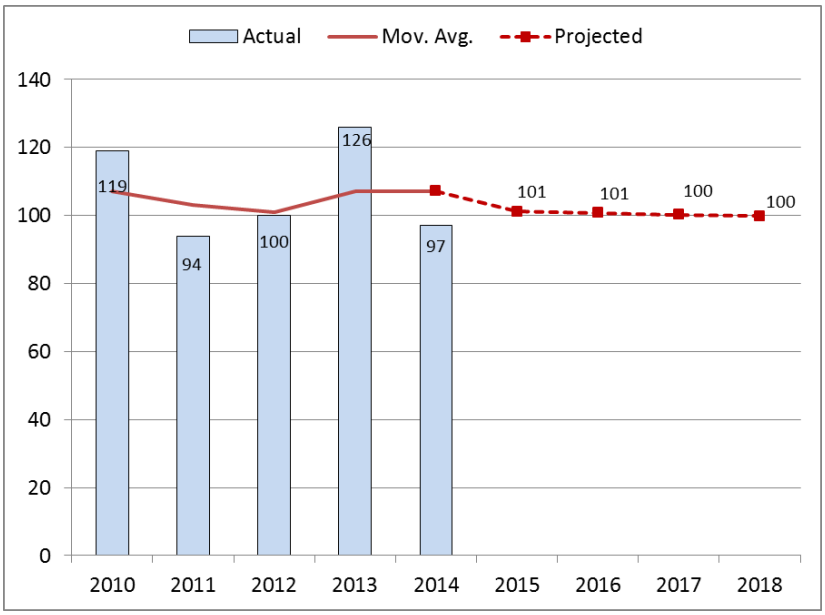
**Figure 10. Alcohol-Related (BAC ≥0.01) Driving Fatalities per 100M VMT**




Source: FARS

Figure 11 shows Connecticut's alcohol-impaired driving fatalities and indicates that, If the trend continues, the number of alcohol-impaired driving fatalities would project to 101 in 2016, and 100 in 2017 and 2018.

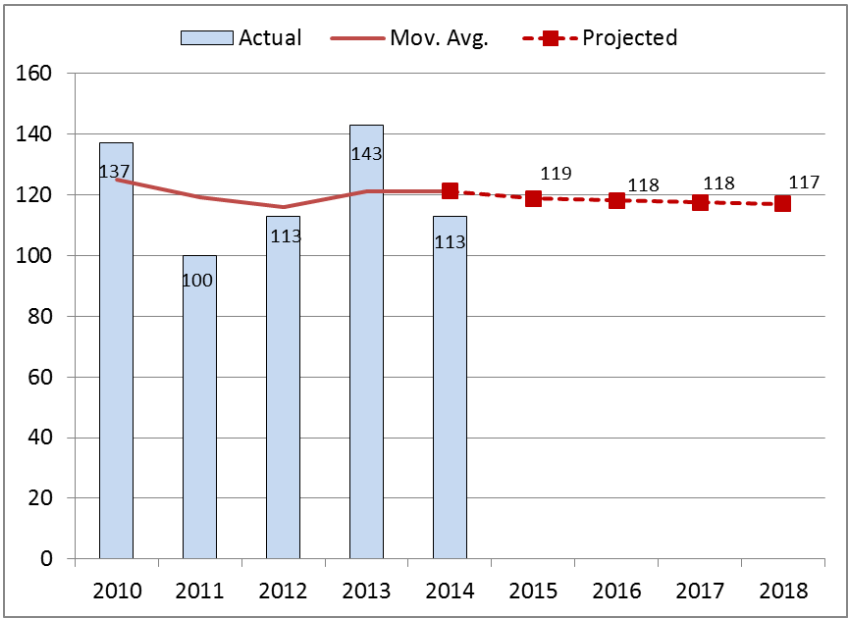
**Figure 11. Alcohol-Impaired (BAC ≥0.08) Driving Fatalities**




Source: FARS

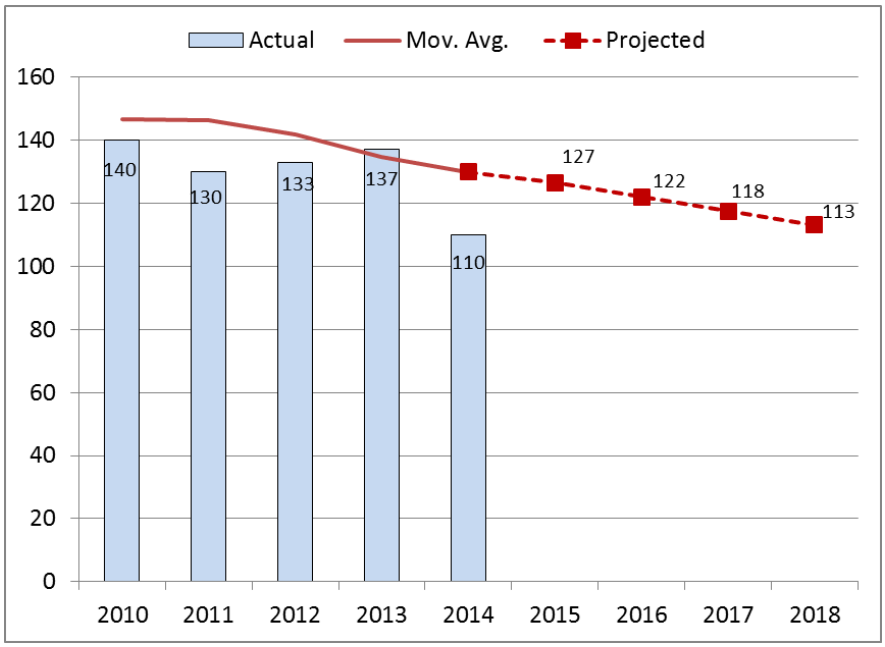
Figure 12 shows the number of alcohol related driving fatalities for the 2010 to 2014 period, along with the moving averages, and projected fatalities. If the fatality trend continues (Fig. 12), the projection would be 118 alcohol-related fatalities in 2016 and 2017, and 117 in 2018.

**Figure 12. Alcohol-Related (BAC ≥ 0.01) Driving Fatalities**




Source: FARS

**Figure 13. Alcohol-Related (BAC ≥ 0.01) Severe ("A") Injuries**




Source: Connecticut Department of Transportation

## Performance Goals

To decrease alcohol impaired driving fatalities (BAC =.08+) from the five year (2010-2014) moving average of 107 in 2014 by 5% to a five year (2014-2018) moving average of 102 in 2018.

This goal was selected based upon analysis of single year data and five year moving average projections. Although the 2014 number of 97 was lower than the previous two years, the total of 126 in 2013 has led the overall trend to rise. The projection of a moving average of 100 alcohol impaired driving fatalities in 2018 reflects a 6.5% decrease. Therefore, a five percent reduction was selected.

To decrease alcohol related driving serious injuries ("A") from the five year (2010-2014) moving average of 130 in 2014 by 5% to a five year (2014-2018) moving average of 124 in 2018.

This goal was selected based upon analysis of single year data and five year moving average projections. The 2014 number of 110 was lowest reported during the five year period. The projection of a moving average of 113 alcohol related driving serious injuries ("A") in 2018 reflects a 15% decrease. However, the previously lowest reported number of injuries was 130. Therefore, a five percent reduction was selected.

To increase the number of DRE practitioners by region from 31 in 2016 to 45 in 2017

This goal was selected to increase statewide coverage and availability of DRE practitioners.

## Performance Objectives

**Decrease alcohol related crashes, injuries and fatalities through high visibility enforcement and successful prosecution of DUI offenders by:**

Increasing the number of law enforcement agencies receiving impaired driving enforcement grants beyond the 76 that participated in 2016.

Increasing the number of cooperating law enforcement agencies participating in high-visibility regional DUI enforcement.

Increasing the number of certified Standardized Field Sobriety Test (SFST) Practitioners and Instructors by providing ongoing statewide coordination of SFST training to law enforcement. Increasing law enforcement recognition and conviction of various types of impaired driving beyond alcohol impairment by providing Advanced Roadside Impaired Driving Enforcement (ARIDE) Drug Recognition Expert (DRE) training.

Supporting all national high-visibility impaired driving holiday mobilizations by providing funding for overtime enforcement and media buys.

Increase successful prosecution and conviction of DUI offenders which will lower the percent of adjudications other than guilty.

## Planned Countermeasures

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

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

Police departments will be offered DUI overtime enforcement grants. Enforcement will be aimed at high DUI activity periods identified in the problem ID section (i.e. weekend nights between 5p.m. – 4a.m.) through established overtime funding parameters. The enforcement will be comprehensive in nature; will include all NHTSA impaired driving holiday mobilization periods and expanded DUI initiatives to sustain enforcement year round.

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

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

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

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

Paid advertising and earned media will be part of a comprehensive program designed to address specific highway safety goals identified in this section. Public education will be aimed at specific target groups: 21 to 34 year old males and drivers under 21 who are most over-represented in alcohol-related crashes in relation to the number of licensed drivers in those age groups. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

Education efforts will be undertaken through a variety of venues. Paid advertising in the form of television, radio, internet, billboards and bus panels in support of national holiday mobilizations (i.e. Drive Sober or Get Pulled Over, Buzzed Driving is Drunk Driving and specific holiday messaging) will be utilized to compliment associated enforcement and is the major component of this activity.

Additional advertising campaigns at local sport and concert venues will be funded to support sustained year round impaired driving enforcement.

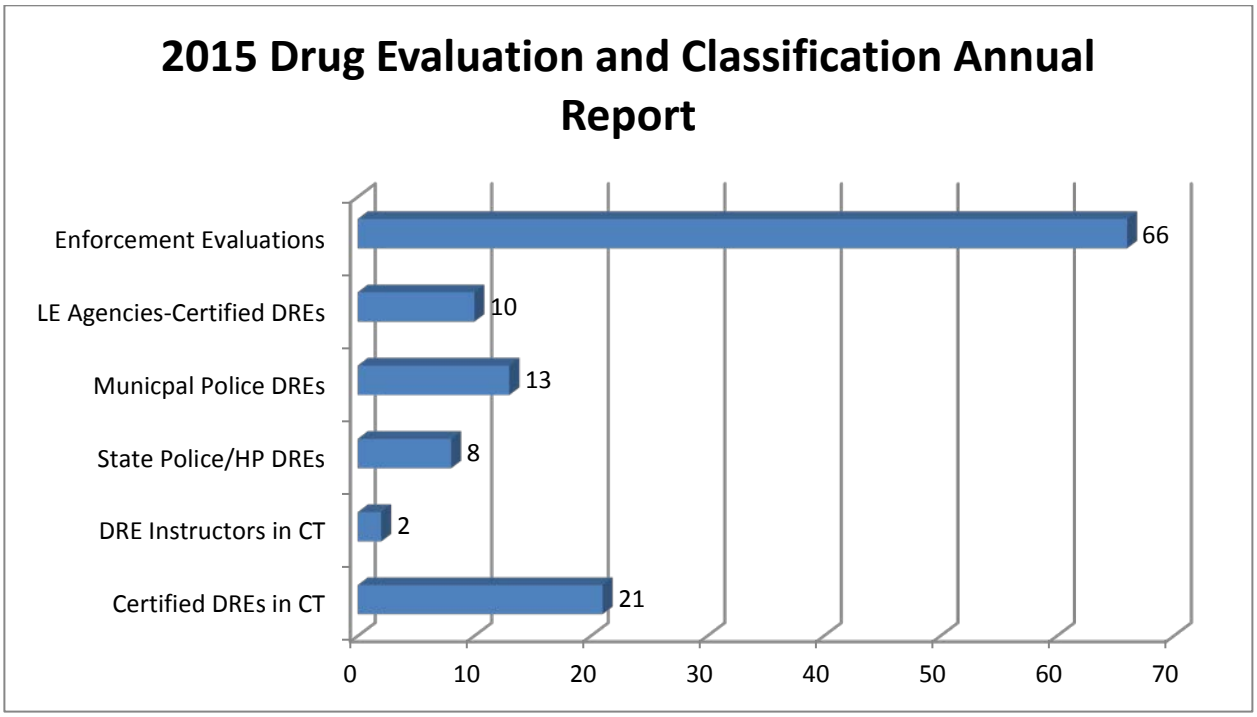
The Drink-Drive-Lose.com interactive web site, which utilizes a variety of tools to educate visitors on the risks and consequences of impaired driving, will reach target audience groups. The site will undergo enhancements to make it more informative and current to deliver improved messaging to the target audience. The site will further enhance enforcement messaging by using content from the national campaigns listed above via www.trafficsafetymarketing.gov

Paid media efforts will be enhanced through public outreach and education campaigns. Public outreach will take place at sporting and concert venues, MADD sponsored events, health fairs and school safety days and other civic sponsored opportunities where the HSO is invited to attend. Public information and educational brochures will be distributed in support of these efforts.

SFST training for police officers will be offered for the purpose of increasing the pool of SFST trainers and to ensure that field officer practitioners making DUI arrests are properly trained in the detection and apprehension of drunk drivers, and follow standardized arrest procedures that will hold up in court. Officers working under DUI Enforcement Grants will be strongly encouraged to attend and complete an update of the most current SFST curriculum.

A priority for the 2017 Fiscal year is to provide training High Visibility Enforcement (HVE) and Advance Roadside Impaired Driving Enforcement (ARIDE) and continue training for the State of Connecticut's ongoing Drug Evaluation and Classification (DEC) Program. The goal of the DEC program is to train and certify law enforcement officers in drug recognition and provide the training opportunity to become a Drug Recognition Expert (DRE). This certification will allow the qualified officer to effectively evaluate someone suspected of operating a motor vehicle under the influence of alcohol and/or drugs.

The latest version of NHTSA's Traffic safety Facts, February 2015 Roadside Survey of Alcohol and Drug Use by Drivers, found that the number of drivers with alcohol in their system has declined by nearly one-third since 2007, and by more than three-quarters since the first Roadside Survey in 1973. But that same survey found a large increase in the number of drivers using marijuana or other illegal drugs. In the 2014 survey, nearly one in four drivers tested positive for at least one drug that could affect safety.




Efforts will continue to increase successful prosecution of DUI offenders and decrease recidivism rates by providing funding for two administrative per se hearing attorneys

The Highway Safety Office will continue to support the passage of legislation that discourages impaired driving through enforcement, sanctions aimed at reduction of recidivism, passage of an open container statute, and work with other State agencies to increase current Interlock Ignition Device (IID) installation rates and increased penalties for first time and repeat DUI offenders.

**Task 1**

**Project Title: Impaired Driving Administration**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Eugene Interlandi

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

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 402-AL | 0197-0704-AA | CT-DOT/HSO | Alcohol Program Management | $135,000 |
| 154-AL | 0197-0722-AA | CT-DOT/HSO | Alcohol Program Management (154) | $300,000 |

**Task 2**

**Project Title: DUI Overtime Enforcement**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Eugene Interlandi

*Countermeasure:* 2.1 High Visibility Sobriety Checkpoints, 2.2 High Visibility Saturation Patrols

*Countermeasures That Work*

High-visibility enforcement objectives will be accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law Enforcement agencies will be offered DUI overtime enforcement grants. In order to fulfill the Impaired Driving Program countermeasures, the HSO will make an extra effort to add additional saturation patrols and checkpoints during the National Crackdown, Christmas and New Year holidays as well as summer holiday weekends. These grants will be available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year-round sustained enforcement. Enforcement will be targeted at high DUI activity periods identified in the statewide problem identification and by local police departments based on specific community core hours of related alcohol activity through this task; the Highway Safety Office will make every effort to encourage DUI checkpoint activity every weekend throughout the year. It is anticipated that approximately 85 agencies will participate as sub-grantees and an estimated 200 DUI checkpoints and approximately 5,000 roving/saturation patrols will be conducted statewide throughout 2016-2017. Enforcement will target high risk regions and communities where DUI activity is known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 154-AL | 0197-0722-AE | Bethany | Comprehensive DUI Enforcement | $20,000 |
| 154-AL | 0197-0722-AF | Killingly | Comprehensive DUI Enforcement | $65,000 |
| 154-AL | 0197-0722-AG | Glastonbury | Comprehensive DUI Enforcement | $25,000 |
| 154-AL | 0197-0722-AH | Durham | Comprehensive DUI Enforcement | $22,000 |
| 154-AL | 0197-0722-AI | Middlefield | Comprehensive DUI Enforcement | $20,000 |
| 154-AL | 0197-0722-AJ | Bristol | Comprehensive DUI Enforcement | $165,000 |
| 154-AL | 0197-0722-AK | Ledyard | Comprehensive DUI Enforcement | $50,000 |
| 154-AL | 0197-0722-AL | Greenwich | Comprehensive DUI Enforcement | $70,000 |
| 154-AL | 0197-0722-AM | Watertown | Comprehensive DUI Enforcement | $25,000 |
| 154-AL | 0197-0722-AN | New Britain | Comprehensive DUI Enforcement | $145,000 |
| 154-AL | 0197-0722-AO | Ellington | Comprehensive DUI Enforcement | $55,000 |
| 154-AL | 0197-0722-AP | Somers | Comprehensive DUI Enforcement | $40,000 |
| 154-AL | 0197-0722-AQ | Naugatuck | Comprehensive DUI Enforcement | $45,000 |
| 154-AL | 0197-0722-AR | Wethersfield | Comprehensive DUI Enforcement | $40,000 |
| 154-AL | 0197-0722-AS | Prospect | Comprehensive DUI Enforcement | $20,000 |
| 154-AL | 0197-0722-AT | Fairfield | Comprehensive DUI Enforcement | $160,000 |
| 154-AL | 0197-0722-AU | Meriden | Comprehensive DUI Enforcement | $30,000 |
| 154-AL | 0197-0722-AV | City Of Groton | Comprehensive DUI Enforcement | $30,000 |
| 154-AL | 0197-0722-AW | Deep River | Comprehensive DUI Enforcement | $45,000 |
| 154-AL | 0197-0722-AX | Seymour | Comprehensive DUI Enforcement | $60,000 |
| 154-AL | 0197-0722-BB | Stafford | Comprehensive DUI Enforcement | $60,000 |
| 154-AL | 0197-0722-BC | Cromwell | Comprehensive DUI Enforcement | $50,000 |
| 154-AL | 0197-0722-BD | Norwalk | Comprehensive DUI Enforcement | $85,000 |
| 154-AL | 0197-0722-BE | Bethel | Comprehensive DUI Enforcement | $30,000 |

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|---|---|---|---|---|
| 154-AL | 0197-0722-BF | Killingworth | Comprehensive DUI Enforcement | $15,000 |
| 154-AL | 0197-0722-BH | Manchester | Comprehensive DUI Enforcement | $130,000 |
| 154-AL | 0197-0722-BI | Branford | Comprehensive DUI Enforcement | $60,000 |
| 154-AL | 0197-0722-BJ | North Haven | Comprehensive DUI Enforcement | $25,000 |
| 154-AL | 0197-0722-BK | Town Of Groton | Comprehensive DUI Enforcement | $70,000 |
| 154-AL | 0197-0722-BL | Coventry | Comprehensive DUI Enforcement | $20,000 |
| 154-AL | 0197-0722-BM | Norwich | Comprehensive DUI Enforcement | $75,000 |
| 154-AL | 0197-0722-BN | Windsor | Comprehensive DUI Enforcement | $85,000 |
| 154-AL | 0197-0722-BO | East Haven | Comprehensive DUI Enforcement | $30,000 |
| 154-AL | 0197-0722-BP | Granby | Comprehensive DUI Enforcement | $10,000 |
| 154-AL | 0197-0722-BQ | Old Lyme | Comprehensive DUI Enforcement | $40,000 |
| 154-AL | 0197-0722-BR | Bloomfield | Comprehensive DUI Enforcement | $65,000 |
| 154-AL | 0197-0722-BT | Jewett City | Comprehensive DUI Enforcement | $60,000 |
| 154-AL | 0197-0722-BU | New Canaan | Comprehensive DUI Enforcement | $15,000 |
| 154-AL | 0197-0722-BV | CCSU | Comprehensive DUI Enforcement | $35,000 |
| 154-AL | 0197-0722-BW | Darien | Comprehensive DUI Enforcement | $50,000 |
| 154-AL | 0197-0722-BX | Danbury | Comprehensive DUI Enforcement | $55,000 |
| 154-AL | 0197-0722-BY | Berlin | Comprehensive DUI Enforcement | $70,000 |
| 154-AL | 0197-0722-BZ | Wilton | Comprehensive DUI Enforcement | $60,000 |
| 154-AL | 0197-0722-CA | East Lyme | Comprehensive DUI Enforcement | $80,000 |
| 154-AL | 0197-0722-CB | Hartford | Comprehensive DUI Enforcement | $210,000 |
| 154-AL | 0197-0722-CC | Wallingford | Comprehensive DUI Enforcement | $30,000 |
| 154-AL | 0197-0722-CD | East Haddam | Comprehensive DUI Enforcement | $35,000 |
| 154-AL | 0197-0722-CE | North Stonington | Comprehensive DUI Enforcement | $40,000 |
| 154-AL | 0197-0722-CF | Tolland | Comprehensive DUI Enforcement | $40,000 |
| 154-AL | 0197-0722-CG | Chester | Comprehensive DUI Enforcement | $30,000 |

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|---|---|---|---|---|
| 154-AL | 0197-0722-CH | Vernon | Comprehensive DUI Enforcement | $15,000 |
| 154-AL | 0197-0722-CI | Monroe | Comprehensive DUI Enforcement | $65,000 |
| 154-AL | 0197-0722-CJ | Willimantic | Comprehensive DUI Enforcement | $45,000 |
| 154-AL | 0197-0722-CK | Haddam | Comprehensive DUI Enforcement | $25,000 |
| 154-AL | 0197-0722-CL | Trumbull | Comprehensive DUI Enforcement | $85,000 |
| 154-AL | 0197-0722-CO | Newington | Comprehensive DUI Enforcement | $45,000 |
| 154-AL | 0197-0722-CP | Colchester | Comprehensive DUI Enforcement | $30,000 |
| 154-AL | 0197-0722-CQ | Lisbon | Comprehensive DUI Enforcement | $25,000 |
| 154-AL | 0197-0722-CR | UConn | Comprehensive DUI Enforcement | $15,000 |
| 154-AL | 0197-0722-CS | Montville | Comprehensive DUI Enforcement | $50,000 |
| 154-AL | 0197-0722-CT | Madison | Comprehensive DUI Enforcement | $30,000 |
| 154-AL | 0197-0722-CU | Westport | Comprehensive DUI Enforcement | $15,000 |
| 154-AL | 0197-0722-DH | Cheshire | Comprehensive DUI Enforcement | $65,000 |
| 154-AL | 0197-0722-DI | New Haven | Comprehensive DUI Enforcement | $200,000 |
| 154-AL | 0197-0722-DJ | South Windsor | Comprehensive DUI Enforcement | $55,000 |
| 154-AL | 0197-0722-DK | Plainfield | Comprehensive DUI Enforcement | $45,000 |
| 154-AL | 0197-0722-DM | Brooklyn | Comprehensive DUI Enforcement | $20,000 |
| 154-AL | 0197-0722-DO | North Branford | Comprehensive DUI Enforcement | $15,000 |
| 154-AL | 0197-0722-DP | Hamden | Comprehensive DUI Enforcement | $50,000 |
| 154-AL | 0197-0722-DQ | Windsor Locks | Comprehensive DUI Enforcement | $75,000 |
| 154-AL | 0197-0722-DR | West Hartford | Comprehensive DUI Enforcement | $120,000 |
| 154-AL | 0197-0722-DS | Farmington | Comprehensive DUI Enforcement | $70,000 |
| 154-AL | 0197-0722-EZ | Stamford | Comprehensive DUI Enforcement | $110,000 |
| 154-AL | 0197-0722-CM | Stratford | Comprehensive DUI Enforcement | $35,000 |
| 154-AL | 0197-0722-CN | Enfield | Comprehensive DUI Enforcement | $130,000 |
| 154-AL | 0197-0722-CV | Waterford | Comprehensive DUI Enforcement | $25,000 |

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|---|---|---|---|---|
| **154-AL** | **0197-0722-DL** | **Old Saybrook** | **Comprehensive DUI Enforcement** | **$60,000** |
| **154-AL** | **0197-0722-DU** | **Mansfield** | **Comprehensive DUI Enforcement** | **$70,000** |
| **154-AL** | **0197-0722-DN** | **Orange** | **Comprehensive DUI Enforcement** | **$30,000** |
| **154-AL** | **0197-0722-DV** | **Rocky Hill** | **Comprehensive DUI Enforcement** | **$40,000** |
| **154-AL** | **0197-0722-DW** | **East Windsor** | **Comprehensive DUI Enforcement** | **$35,000** |
| **154-AL** | **0197-0722-DX** | **Essex** | **Comprehensive DUI Enforcement** | **$30,000** |
| **154-AL** | **0197-0722-DY** | **East Hartford** | **Comprehensive DUI Enforcement** | **$20,000** |
| **154-AL** | **0197-0722-DZ** | **New London** | **Comprehensive DUI Enforcement** | **$25,000** |
| **154-AL** | **0197-0722-EA** | **Redding** | **Comprehensive DUI Enforcement** | **$20,000** |
| **154-AL** | **0197-0722-EB** | **Sprague** | **Comprehensive DUI Enforcement** | **$15,000** |
| **154-AL** | **0197-0722-EC** | **Preston** | **Comprehensive DUI Enforcement** | **$10,000** |
| **154-AL** | **0197-0722-ED** | **Waterbury** | **Comprehensive DUI Enforcement** | **$45,000** |
| **154-AL** | **0197-0722-EF** | **Wolcott** | **Comprehensive DUI Enforcement** | **$30,000** |
| **405d-1 (M5HVE)** | **0197-0743-1-DM** | **DESPP** | **Comprehensive DUI Enforcement** | **$800,000** |
| **405d-1 (M5HVE)** | **0197-0743-1-DL** | **Newtown** | **Comprehensive DUI Enforcement** | **$75,000** |

**Task 3**

**Project Title: Data Analysis and Surveys**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Aaron

*Countermeasure:* 2.1 High Visibility Sobriety Checkpoints, 2.2 High Visibility Saturation Patrols *Countermeasures that Work*

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

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **154-AL** | **0197-0722-AD** | **CT-DOT/ HSO** | **Data Analysis & Surveys** | **$150,000** |

**Task 4**

**Project Title: SFST Training**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Eugene Interlandi/Edmund Hedge

*Countermeasure:* 2.1 High Visibility Sobriety Checkpoints, 2.2 High Visibility Saturation Patrols *Countermeasures that Work*

Funding will be provided for judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement. It is anticipated that approximately nine training sessions ( six will be held at Police Officer Standards and Training Council (POSTC) and three regional ) will be conducted and 300 officers will be trained through this program. This task will ensure that NHTSA approved SFST procedures are implemented uniformly by practitioners throughout the State. The expansion of the SFST curriculum by the HSO sponsored trainings will provide law enforcement partners ample opportunity to become proficient in detecting operators who are under the influence of alcohol. Funding can include travel and lodging and polo shirts for training instructors (to increase program visibility). Funding will also be provided for SFST curriculum manuals, SFST stimulus pens and SFST reference notebooks. Laptop and printer will be utilized by the Law Enforcement Liaison and POSTC Certified Instructors for classroom training at POSTC and regional law enforcement training. Funding can include overtime expenses, travel and lodging for instructors as well as materials to support this task, including SFST stimulus pens and SFST reference notebooks. As noted below, the number of trained officers has increased by 27% from 2013 to 2015.

| TRAINING CLASS | 2013 | 2014 | 2015 |
|---|---|---|---|
| **SFST** - High Visibility Enforcement Trained Officers | 75 | 68 | 106 |
| **ARIDE** - Advanced Roadside Impaired Driving Enforcement | 51 | 57 | 68 |
| **TOTAL** Law Enforcement Trained | 126 | 125 | 174 |

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **154-AL** | **0197-0722-AB** | **CT-DOT/ HSO** | **Alcohol Related Program Training** | **$335,000** |

**Task 5**

**Project Title: Traffic Safety Resource Prosecutor (TSRP)**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Eugene Interlandi/Edmund Hedge

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

A Statewide Traffic Safety Resource Prosecutor (TSRP) position will be funded within the Office of the Chief State's Attorney. The TSRP will assist in successfully prosecuting DUI and other drug/impaired related cases through training/education programs for professionals from all related fields and provide monthly activity reports. This training will include up to two Statewide Prosecutor's meeting (s) and up to 15 local geographical area trainings. The groups include but are not limited to, prosecutors, law enforcement personnel, judges and hearing officers. The TSRP will also act in an advisory capacity to State and local law enforcement agencies and the Highway Safety Office on all DUI and/or impaired

driving legislation. The TSRP will also develop and update training manuals aiding successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. The TSRP will coordinate and conduct two DUI Investigation and Trial Advocacy Trainings for non-specialized DUI State prosecutors and judges to educate them in reconstruction methodologies, operator ID issues, direct cross examination, evaluation of defense expert reports, toxicology and DUI specific trial skills. Drug Recognition Expert (DRE)

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 154-AL | 0197-0722-AC | CT-DOT/HSO | Criminal Justice | $250,000 |
| 402-PT | 0197-0707-AF | CT-DOT/HSO | Criminal Justice | $50,000 |

**Task 6**

**Project Title: Impaired Driving Public Information and Education**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Michael Whaley

*Countermeasure:* 5. Prevention Intervention Communications and Outreach *Countermeasures that Work*

This task will fund the purchase and distribution of public outreach and education materials. This comprehensive campaign will include the development and purchase of public information and education materials in the form of brochures and posters carrying messaging to discourage impaired driving and provide information about related laws and associated risks. Delivery of public information and education materials will be accomplished through outreach at sporting and concert venues, public safety fairs, school safety days, corporate safety days and other community events. These venues will provide the opportunity to directly communicate with the driving public about the importance of safe driving practices. Underage drinking prevention has two goals: prevent harm to the individual drinker and prevent young operators from injuring or killing innocent victims.

Information and education for the general public is provided by a number of sources, including governments, health agencies nongovernmental organizations and law enforcement agencies. Responsibility messages are also part of the overall effort to educate the general public and are found on literature, billboards and other advertising avenues. While these approaches may not always result in the desired level of behavior change, they are considered necessary in informing individuals and equipping them to make decisions about their own drinking and choosing to drive. Alcohol education efforts are a necessary and integral part of any balanced and comprehensive approach to policy. When public information and education items are used as part of a multi-pronged approach to changing behavior, there is evidence that, as part of a combined and multi-pronged strategy, it is a useful and important tool.

Reaching our young adults before they make the decision to drink and drive is imperative to keeping them alive behind the wheel. These informational/educational materials provide the mechanism to break the ice and begin the conversation with younger less experienced drivers on the dangers, risks and consequences for driving while impaired.

Public information and education efforts will be conducted through a variety of public outreach venues. Impaired Driving messages and images including “Drive Sober or Get Pulled Over”, “Buzzed Driving is Drunk Driving” and “Fans Don’t Let Fans Drive Drunk” that are prominently placed at several of the States entertainment venues (including but not limited to: Dunkin Donuts Park, Hartford XL Center, Bridgeport’s Harbor Yard, Ives Center, Rentschler Field, Dodd Stadium, Live Nation Theatres, Gas Station

Television, Lime Rock Park, Stafford Motor Speedway, Thompson International Speedway and the Waterford Speed Bowl) through the paid media project. In support of the visual messages (see task 9), public outreach will be conducted at these venues through tabling which will provide the opportunity to educate motorists about the importance of not driving impaired.

*Please note, this task does not include the purchase of ANY promotional items.*

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **154-AL** | **0197-0722-BG** | **CT-DOT/HSO** | **Impaired Driving Public Information and Education** | **$150,000** |

**Task 7**

**Project Title: Mothers Against Drunk Driving (MADD) Initiatives**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Eugene Interlandi

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

*Power of Parent's It's Your Influence*

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

*MADD Law Enforcement Recognition Ceremony*

Mothers Against Drunk Driving (MADD) is the nation's largest nonprofit working to protect families from drunk driving and underage drinking. With the help of those who want a safer future, MADD's Campaign Eliminate Drunk Driving will end the danger on America's roads. In 2013, 126 people died in alcohol-related crashes in Connecticut. MADD's Campaign to Eliminate Drunk Driving focuses on: the support of our heroes in law enforcement; the support high-visibility law enforcement efforts to catch drunk drivers and discourage others from driving drunk. MADD Connecticut has conducted a Law Enforcement Recognition Ceremony for the past 30 years to honor police officers and troopers statewide for their exceptional efforts to make our roadways safer through drunk driving enforcement, education, community involvement, training and volunteering with MADD. Items listed below will be purchased in support of the Law Enforcement Recognition Ceremony.

| Funding Source | Project number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405d-3 (M5OT)** | **0197-0743-3-AK** | **MADD** | **Power of Parents** | **$65,000** |
| **405d-3 (M5OT)** | **0197-0743-3-BG** | **MADD** | **Law Enforcement Recognition Ceremony** | **$10,000** |

**Task 8**

**Project Title: DUI Enforcement Equipment/Testing Equipment**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Eugene Interlandi/Edmund Hedge

*Countermeasure:* 2.1 Publicized Sobriety Checkpoint Programs *Countermeasures That Work*

The HSO will continue to encourage regional cooperation and coordination of checkpoints by awarding funds for the purchase of DUI related equipment that will be jointly utilized by regional traffic units (RTUs) (i.e.: DUI mobile command vehicles for RTUs, breath-testing equipment, passive alcohol sensing flashlights, stimulus pens for horizontal gaze nystagmus (HGN) tests, checkpoint signage/portable lighting equipment and other eligible DUI-related enforcement equipment). Reflective cones are used for DUI Checkpoints (officer safety, motorist safety and channelization of traffic). Additionally, many Law Enforcement agencies do not own safety specific cones and must borrow them from public works or other municipal departments. Approval for capital equipment acquisition(s) (as defined in 23 CFR 1200.21) will be addressed when specific needs analysis is complete and program structure is determined.

There is also a need to acquire state of the art equipment used for case work analysis in the determination of alcohol concentration in blood and urine and screening for drugs of abuse and pharmaceuticals that may impair driving. The following equipment purchase will assist in the identification of impairment through forensic science activity:

Draeger 9510 Breath Alcohol Instrument Loaner Program: The Department of Emergency Services and Public Protection's Scientific Services Division, will purchase twenty five Draeger 9510 Breath Alcohol Instruments to use as loaners when a unit assigned to a police department or State Police Troop is in need of repair. Prior to the Draeger, the laboratory maintained a supply of Intoxolizer 5000EN units as loaners.

Standard Paper Printers for CT Draeger 9510 Breath Alcohol Testing Units/Server: The Draeger Alcotest 9510 Breath Alcohol Testing Units as configured in the State of Connecticut utilizes a strip-chart printer for output. These paper strips are a non-standard size and pose an inconvenience to handle and file. The print size and quality can be an issue when using the printouts in legal forums. However the 9510 device is capable of utilization of full-size standard laser printer, yielding a quality print-out that is compatible with case files and court documents. A server is also required for the coordination of BAC/arrest data from state and municipal police agencies.

| Funding Source | Project Number | Agency | Item (#'s) | $ Amount |
|---|---|---|---|---|
| 405d-1 (M5HVE) | 0197-0743-1-BJ | DESPP | Draeger Intox/Server | $125,000 |
| 405d-1 (M5HVE) | 0197-0743-1-DN | DESPP | Extended warranty | $225,000 |
| 405d-1 (M5HVE) | 0197-0743-1-BD | DESPP | Draeger Printers (125x$160) | $20,000 |
| 405d-1 (M5HVE) | 0197-0743-1-AB | East Haven | Mobile Command Center (1) | $300,000 |

**Task 9**

**Project Title: DUI Media Campaign**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Eugene Interlandi/Phyllis DiFiore

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

Funding will be used for paid advertising in support of NHTSA scheduled crackdown periods (i.e. Labor Day, Memorial Day and Thanksgiving/Christmas/New Year holiday crackdown periods). Paid advertising in the form of television, radio, internet, billboards and bus panels in support of national holiday mobilizations (i.e. Drive Sober or Get Pulled Over and specific holiday messaging) will be utilized to compliment associated enforcement and is the major component of this activity. Also included are special holiday periods which NHTSA has identified as high-risk periods for increased impaired driving including Super Bowl Sunday, Saint Patrick's Day and Cinco de Mayo. (Super bowl, St. Patrick's Day etc.). Paid media buys will include the development of a creative concept and images; targeting the over- represented alcohol-related crash demographic of 21 to 34 year old males and will include a bi-lingual component for Spanish speaking audiences. Paid media buys will also promote awareness of issues such as daytime DUI and increased criminal penalties for DUI with a child in the vehicle. In accordance with NHTSA messaging, the focus will be placed on the fear of being caught and receiving substantial penalties. Earned media, supplementing paid buys, will be sought by inviting television reporters to live checkpoints and ride-alongs on DUI patrols for broadcast. Media will be tracked and measured through required reports from media agencies and attitude and awareness surveys conducted.

Advertising impaired driving messages (including "Drive Sober or Get Pulled Over", "Buzzed Driving is Drunk Driving" and "Fans Don't Let Fans Drive Drunk") in the form of signage, in-event promotions and message specific promotions related to the respective partners will also be purchased at the following venues: Dunkin' Donuts Park, Hartford XL Center, Bridgeport's Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Lime Rock Park, Stafford Motor Speedway, Thompson International Speedway and the Waterford Speed Bowl. Media promotion through the enhancement and improvement of the drink-drive-lose.com website will reach and educate younger drivers who are overrepresented in alcohol crashes will broaden the reach of these educational efforts.

**Anticipated Media Campaign Costs:**

- Thanksgiving, Christmas, New Year crackdown (November 17, 2016 - January 1, 2017) - $900,000
- Memorial Day/July 4th/Labor Day crackdown (May 25, 2017 to September 4, 2017) – $200,000
- Super bowl, St. Patrick's Day, Cinco De Mayo etc. (Various Dates around holidays) - $200,000
- Venue Advertising (October 1, 2016 – September 30, 2017) - $500,000
- Spanish Language Media Campaign – Comprehensive Media campaigns to be used in conjunction with crackdown and mobilization advertising buys – $200,000

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **154-PM** | **0197-0720-AA** | **CT-DOT/HSO** | **DUI Media Campaign** | **$2,000,000** |

**Task 10**

**Project Title: Administrative Per Se Hearing Attorney(s)**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Eugene Interlandi

*Countermeasure:* Administrative License Revocation or Suspension *Countermeasures that Work*

Funding will be provided to the Department of Motor Vehicle (DMV) for two (2) Per Se Administrative Hearing Attorneys. Funding these positions provides legal counsel and representation for the DMV, thereby supporting the arresting officer during DMV administrative per se hearings. By having counsel advocate on behalf of the DMV and the officer, fewer DUI-related license suspensions will be overturned during the Per Se Hearing process and this in turn will result in more administrative license suspensions and increased use of ignition interlock devices (IIDs) aimed at changing the behavior of offenders and reducing recidivism. In addition, these attorneys are utilized to conduct targeted formal training for law enforcement officers to increase the probability that a DUI arrest will result in a license suspension.

DMV conducts approximately 18 dockets of hearings each week. This is necessary due to the statutory window for hearing eligibility. The schedule is as follows:

One attorney is not able to cover all hearings; therefore, a second is being requested. This initiative will result in more DUI suspensions being enforced. This program gives DOT and DMV along with our partners at NHTSA a combined opportunity to make a real difference in providing safer highways in Connecticut.

Connecticut has greatly expanded its Ignition Interlock Device (IID) program. Legislation which went into effect in July 2015 ties the IID program to the administrative suspension of a license. Specifically, it expands IID usage to persons who receive a first DUI administrative suspension, even if those persons are eligible for a diversion program and will not ultimately face a DUI conviction. There is potential for an additional 6500 IIDs to be used in the state under this legislation. The DMV is responsible for monitoring violations of the IID program, and must offer a hearing to anyone who contests a violation. Activities under this task will also include DMV representation at IID violation hearings, IID vendor oversight and administrative oversight of components of the IID program, such as gathering data and developing tracking reports. It will also include law enforcement training about the devices and how to detect circumvention and other noncompliance. Monthly case reporting to the HSO will be required for project monitoring and reimbursement.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405d-4 (M5CS)** | **0197-0743-4-BF** | **DMV** | **(2) DMV Admin. Per Se Hearing Attorney(s)** | **$600,000** |

**Task 11**

**Project Title: Ignition Interlock Program Analysts**

*Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Eugene Interlandi

*Countermeasure:* Administrative License Revocation or Suspension *Countermeasures that Work*

Funding will be provided for two analyst positions at the Connecticut Department of Motor Vehicles. They will be trained to understand sanctioning process, Connecticut ignition interlock law and procedure. Once proficient, they will answer Driver Services customer e-mails and phone calls; review documents, including

the driving history, prepare correspondence and process changes to driver history including restorations. Analyst will analyze requests for reconsideration prior to hearing to determine if violations should be removed or referred for administrative review. Analyst will prepare documentation and appear to represent CT DMV at any administrative hearing.

On June 1, 2015, there were 3,813 IIDs actively installed as a result of court convictions in Connecticut. On August 4, 2015 there were 3,954 IIDs installed as a result of court convictions. On December 1, 2015 we begin to see the effect of the new requirement, with 4,584 IIDs installed. On February 2, 2016 there were 5,090 active IIDs, and 6,400 active IIDs on June 1, 2016. With last year's grant, DMV was able to add two full time positions with the title of Office Assistant. To continue to effectively administer the expansion of the IID Program, DMV is seeking to continue funding for these two full time positions, and also funding to help offset the cost of one Program Coordinator who is responsible for the administration of the IID Program.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405d-6 (M5II)** | **0197-0743-6-DI** | **DMV** | **(2) DMV Admin. IID Ignition Interlock Analysts** | **$260,000** |

**Task 12**
**Project Title: Drug Evaluation and Classification Program (DECP)** *Administrative*
*Oversight:* Department of Transportation, Highway Safety Office
*Staff Person*: Eugene Interlandi/Edmund Hedge
*Countermeasure:* 7.14 Enforcement of Drugged Driving Countermeasures *That Work*

Funding will be provided to train personnel in the latest methods of drug evaluation and classification and certify law enforcement officials as Drug Recognition Experts (DRE). The HSO will be working with NHTSA and the Highway Safety Advisory Committee of the International Association of Chiefs of Police (IACP) to participate in the development and national expansion of this DRE program. It is anticipated that once the program is reviewed and approved by the IACP, Connecticut will be able to host approximately two training sessions during the fiscal year and in turn, 10 additional (for a total of 40) officers will then become certified DREs. Also included in this task is recertification and instructor training for approximately 5 instructor candidates. The DECP State coordinator will coordinate two two-day recertification courses taught by a qualified DRE trainer. This task will ensure that IACP approved DRE's evaluations are implemented uniformly by practitioners throughout the State. Site monitoring visit to DRE course and field certification locations will be conducted. Funding can include overtime expenses, travel and lodging for instructors as well as materials to support this task.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405d-2 (M5TR)** | **0197-0743-2-BH** | **CT-DOT/HSO** | **DRE Training** | **$253,000** |

**Task 13**
**Project Title: Drug Recognition Expert Field Materials**

*Administrative Oversight:* Department of Transportation, Highway Safety Office
*Staff Person*: Eugene Interlandi/Edmund Hedge
*Countermeasure:* 2.1 Publicized Sobriety Checkpoint Programs *Countermeasures that Work*

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

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405d-1 (M5HVE)** | **0197-0743-1-BM** | **CT-DOT/HSO** | **Drug Recognition Expert Field Kits** | **$25,000** |
| **405d-1 (M5HVE)** | **0197-0743-1-DK** | **CT-DOT/HSO** | **Tablets for evaluation and reporting to national data base (includes software) for new DRE's** | **$10,000** |

**Task 14**
**Project Title: Underage Alcohol Enforcement Grant Program**
*Administrative Oversight:* Department of Transportation, Highway Safety Office
*Staff Person*: Eugene Interlandi
*Countermeasure:* 6.2 Zero-Tolerance Law Enforcement *Countermeasures that Work.*
Funding for approximately 16 municipal, college, and university law enforcement agencies for underage drinking enforcement in partnership with MADD, community organizations, and youth groups. Consideration will be given to communities with higher underage drinking violation rates weighted by population and injury and fatal crash data. Eligible activities will include: compliance checks, party patrols, surveillance patrols, Cops in Shops, and shoulder taps. Grant award will range from $25,000 to $40,000 per department for overtime enforcement.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405d-1 (M5HVE)** | **0197-0743-1-AM** | **Central CT State University** | **Underage Alcohol Enforcement Grant** | **$30,000** |

| | | | | |
|---|---|---|---|---|
| 405d-1 (M5HVE) | 0197-0743-1-AN | Eastern CT State University | Underage Alcohol Enforcement Grant | $30,000 |
| 405d-1 (M5HVE) | 0197-0743-1-AP | Southern CT State University | Underage Alcohol Enforcement Grant | $30,000 |
| 405d-1 (M5HVE) | 0197-0743-1-AQ | University Of Connecticut | Underage Alcohol Enforcement Grant | $40,000 |
| 154-AL | 0197-0722-EN | Stafford | Underage Alcohol Enforcement Grant | $40,000 |
| 154-AL | 0197-0722-EO | Cheshire | Underage Alcohol Enforcement Grant | $40,000 |
| 154-AL | 0197-0722-EP | North Branford | Underage Alcohol Enforcement Grant | $40,000 |
| 154-AL | 0197-0722-EQ | Hartford | Underage Alcohol Enforcement Grant | $55,000 |
| 154-AL | 0197-0722-ER | Redding | Underage Alcohol Enforcement Grant | $40,000 |
| 154-AL | 0197-0722-ES | Newington | Underage Alcohol | $55,000 |
| 154-AL | 0197-0722-ET | Willimantic | Underage Alcohol Enforcement Grant | $55,000 |
| 154-AL | 0197-0722-EU | New Milford | Underage Alcohol Enforcement Grant | $45,000 |
| 154-AL | 0197-0722-EV | West Hartford | Underage Alcohol Enforcement Grant | $50,000 |
| 154-AL | 0197-0722-EW | Mansfield | Underage Alcohol Enforcement Grant | $55,000 |
| 154-AL | 0197-0722-EX | Glastonbury | Underage Alcohol Enforcement Grant | $40,000 |
| 154-AL | 0197-0722-EY | Madison | Underage Alcohol Enforcement Grant | $30,000 |

**Task 15**

**Project Title: Toxicology Laboratory Personnel**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Eugene Interlandi

*Countermeasure:* 2.1 High Visibility Sobriety Checkpoints, 2.2 High Visibility Saturation Patrols *Countermeasures That Work*

This task will provide for a full-time position at the State Toxicology Laboratory and would be divided equally between support of the Breath Alcohol Testing (BAT) program, and analysis of toxicology samples in DUI cases. Activities in BAT will include instrument evaluation and certification, training of instructors, coordinating statistical data, presenting expert testimony regarding alcohol testing in general and breath alcohol testing in specific. Activities in casework analysis will include determination of alcohol concentration in blood and urine samples using Headspace-GC analysis, EMIT screening for drugs of abuse and pharmaceuticals that may impair driving, and LC- and GC-mass spectrometry analysis of samples for detection and confirmation of such drugs, as well as drugs not detected by EMIT screen procedures. These funds provide funding for an additional new position.

This task will also provide funding for toxicology lab equipment and supplies to be used in toxicology testing of blood and urine samples of fatally injured motorists.

Two Division of Scientific Sciences (DSS) laboratory staff have handled the Breathalyzer Program for the entire state of Connecticut, one of whom has dual responsibility for both forensic drug examinations and breathalyzer activities. The DOT-funded chemist plays an important role in helping enable the DSS laboratory provide necessary statistical data to the CT Department of Transportation(CDOT). The chemist has validated instrumentation and methods so the DSS laboratory can detect a wide-range of drugs at very small levels. Such information allows both CDOT and judicial entities to know exactly what drivers are ingesting and/or being exposed to, and so that future planning can occur as to how to plan and keep both highways and drivers safe in the future.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 405d-5 (M5BAC) | 0197-0743-5-BQ | DESPP | Toxicology Lab Personnel | $150,000 |
| 405d-5 (M5BAC) | 0197-0743-5-DO | DESPP | Toxicology Supplies | $50,000 |

**Task 16**

**Project Title: School Resource Officer Program**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Eugene Interlandi/Michael Whaley

*Countermeasure:* 5 Prevention Intervention Communications and Outreach,6.2 Zero-Tolerance Law Enforcement 3.1 DWI Courts *Countermeasures That Work*

The drinking age in Connecticut is 21 and consumption of alcohol by anyone under 21 is illegal (there are a few exceptions). Because underage drinkers cause a disproportionate number of alcohol-related auto fatalities, the efforts to educate the under 21 population on the risks, dangers and consequences must be visible, aggressive and ongoing. Under the continuation of this project, law enforcement agencies that have a dedicated School Resource

Officer (SRO) will be able to apply for a Fatal Vision starter kit for each school that has an SRO to be used as a training tool while they are working in the schools. Students will be able to experience a simulation of being under the influence in a safe and controlled environment. This project will provide up to 100 Fatal Vision Starter Kits to School Resource Officers. As this is an ongoing project it will be closely monitored and evaluated midpoint in the fiscal year for use and effectiveness. Public outreach will be conducted through tabling events that provide the opportunity to directly communicate with the younger driving public about the importance of safe driving practices.

| Funding Source | Project Number | Agency | Item/Quantity | $ Amount |
|---|---|---|---|---|
| 405d-1 (M5HVE) | 0197-0743-1-BR | Wethersfield | Fatal Vision Kit (2) | $4,000 |
| 405d-1 (M5HVE) | 0197-0743-1-BS | Newington | Fatal Vision Kit | $2,000 |
| 405d-1 (M5HVE) | 0197-0743-1-BT | Norwich | Fatal Vision Kit (2) | $4,000 |
| 405d-1 (M5HVE) | 0197-0743-1-BU | Ellington | Fatal Vision Kit | $2,000 |
| 405d-1 (M5HVE) | 0197-0743-1-BV | Cheshire | Fatal Vision Kit | $2,000 |
| 405d-1 (M5HVE) | 0197-0743-1-BW | Tolland | Fatal Vision Kit | $2,000 |
| 405d-1 (M5HVE) | 0197-0743-1-BX | New Britain | Fatal Vision Kit (2) | $4,000 |
| 405d-1 (M5HVE) | 0197-0743-1-BY | Old Saybrook | Fatal Vision Kit (2) | $4,000 |
| 405d-1 (M5HVE) | 0197-0743-1-BZ | Monroe | Fatal Vision Kit (2) | $4,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CA | Cromwell | Fatal Vision Kit (2) | $4,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CB | Seymour | Fatal Vision Kit | $2,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CC | Groton Town | Fatal Vision Kit | $2,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CD | Darien | Fatal Vision Kit | $2,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CE | Fairfield | Fatal Vision Kit (2) | $4,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CF | Danbury | Fatal Vision Kit | $2,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CG | South Windsor | Fatal Vision Kit (2) | $4,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CH | New Haven | Fatal Vision Kit (6) | $12,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CI | Farmington | Fatal Vision Kit (5) | $10,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CJ | Enfield | Fatal Vision Kit (3) | $6,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CK | Waterford | Fatal Vision Kit (2) | $4,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CL | New Canaan | Fatal Vision Kit | $2,000 |

| | | | | |
|---|---|---|---|---|
| 405d-1 (M5HVE) | 0197-0743-1-CM | Essex | Fatal Vision Kit | $2,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CN | Norwalk | Fatal Vision Kit (6) | $12,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CO | Newtown | Fatal Vision Kit (2) | $4,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CP | Manchester | Fatal Vision Kit (5) | $10,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CQ | Bristol | Fatal Vision Kit (3) | $6,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CR | North Haven | Fatal Vision Kit | $2,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CS | Wilton | Fatal Vision Kit | $2,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CT | Orange | Fatal Vision Kit | $2,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CU | Hartford | Fatal Vision Kit (6) | $12,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CV | Stratford | Fatal Vision Kit (4) | $8,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CW | Hamden | Fatal Vision Kit (2) | $4,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CX | Naugatuck | Fatal Vision Kit | $2,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CY | Bethel | Fatal Vision Kit (2) | $4,000 |
| 405d-1 (M5HVE) | 0197-0743-1-CZ | Rocky Hill | Fatal Vision Kit (2) | $4,000 |
| 405d-1 (M5HVE) | 0197-0743-1-DA | Ledyard | Fatal Vision Kit (2) | $4,000 |
| 405d-1 (M5HVE) | 0197-0743-1-DB | Windsor Locks | Fatal Vision Kit | $2,000 |
| 405d-1 (M5HVE) | 0197-0743-1-DC | Berlin | Fatal Vision Kit (2) | $4,000 |
| 405d-1 (M5HVE) | 0197-0743-1-DD | West Hartford | Fatal Vision Kit (2) | $4,000 |
| 405d-1 (M5HVE) | 0197-0743-1-DE | Lisbon | Fatal Vision Kit | $2,000 |
| 405d-1 (M5HVE) | 0197-0743-1-DF | Glastonbury | Fatal Vision Kit (3) | $6,000 |
| 405d-1 (M5HVE) | 0197-0743-1-DG | Meriden | Fatal Vision Kit (5) | $10,000 |
| 405d-1 (M5HVE) | 0197-0743-1-DH | Willimantic | Fatal Vision Kit | $2,000 |
| | | | Total Project Cost | 190,000 |

**Task 17**

**Project Title: The Governor's Prevention Partnership – Youth Led Underage Drinking Prevention**

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

*Countermeasure:* Underage Drinking and Alcohol-Impaired Driving 6.5 Countermeasures That Work

Based on information gathered by the Governor's Prevention Partnership from their pilot sites around Connecticut, youths have stated that they participate in risky behavior because they do not know how to make healthy decisions while still maintaining a positive reputation among their peers. The majority of the students interviewed stated that they feel high pressure from their families, school-based professionals and their environment. This has led them to participate in risky behaviors. The students interviewed also noted that they have many friends that participate in extreme behavior such as driving while under the influence but they do not know how to effectively speak to them about this behavior. Most of these students reported to not having a place to turn when these situations arise. Teens also continue to report they are not aware of and do not have access to tools and resources for identifying high-risk situations and making appropriate decisions while they are in a potential high-risk position. Some of the high-risk situations that teens report are driving impaired, binge drinking, and other impaired and distracted driving practices which are on the rise among the teen population.

The continued objective of the 3E program (Encourage, Empower, Engage, the name for The Partnership's youth led, peer-to-peer prevention approach) is to continue to increase the connections with youth groups across the state of Connecticut to promote positive decision making, education on alcohol and other substances and education on impaired driving. This group will continue to develop the youth web portal, create more collaboration among youth groups and empower teens from across the state with different backgrounds to motivate peers to become leaders and encourage others to make healthy decisions. Peer leaders will be selected and trained on best practices to further their abilities to impact their peers. This approach will continue to include engaging SADD chapters as well as a large variety of youth groups to gain further exposure throughout the state. The reach of this program will be expanded and monitored through the 2016-2017 academic year in the various areas of Connecticut. Additional activities will include the creation of new tools, materials and resources base on input received from youths which will then be stationed on the web portal. Initial reports for the FY17 program have been encouraging, with several schools committing to the program for the upcoming school year as well as incorporating the program into their advisory periods. One site in particular is hoping to implement the program to their entire freshman class to impact these students as they adjust to their new school surroundings and encounter new situations which may lead to risky behaviors.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **154-AL** | **0197-0722-EM** | **Governor's Prevention Partnership** | **Youth Led Underage Drinking Prevention** | **$75,000** |

**Task 18**

**Project Title: Judicial Outreach Liaison (JOL)**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Eugene Interlandi/Edmund Hedge

*Countermeasure:* 3.1 DWI Courts *Countermeasures That Work*

A Judicial Outreach Liaison (JOL) position will be funded. The JOL will perform liaison duties by working with both traffic safety advocates and the judicial community with the goal of enhancing the communication between these groups. The JOL will work collaboratively with the Law Enforcement Liaison (LEL) and the Traffic Safety Resource Prosecutor (TSRP) to improve Connecticut's impaired driving programs by providing training, guidance and assistance to law enforcement and judicial professionals. The JOL will also partner with the TSRP to network with judges, prosecutors, defense attorneys, court administrators, legislators, law enforcement and other traffic safety advocates to address impaired driving issues and to promote the campaign against impaired driving. The JOL will also provide guidance to the Police Officer Standards and Training Council (POSTC) to improve the impaired driving training curriculum and to develop new training curriculums as needed. The JOL will identify impaired driving issues that are of concern to the judicial community and will provide guidance to judicial professionals regarding these issues.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 405d-4 (M5CS) | 0197-0743-4-DP | Judicial Branch | Judicial Outreach Liaison | $320,000 |

**Task 19**

**Project Title: Statewide Drugged Driving Policy Summit**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Eugene Interlandi/Edmund Hedge

*Countermeasure:* 7.1 Enforcement of Drug-Impaired Driving, 7.2 Drug-Impaired Driving Laws, 7.3 Education Regarding Medications *Countermeasures That Work*

AAA will partner with the HSO to hold a Drugged Driving Policy Summit. The purpose of the CT Drugged Driving Policy Summit is to bring together subject matter experts, law enforcement, prosecutors, judges, legislators, educators, physicians, and traffic safety professionals to highlight issues and challenges surrounding the drugged driving problem, educate key stakeholders, discuss collaborative solutions and identify opportunities for influencing the best possible outcomes from a traffic safety perspective. Potential key topics include preparing for the legalization of marijuana, outlining differences between drugs and alcohol from a law enforcement and judicial perspective, identifying challenges related to a greater need for education and training, identifying best practices for the collection and analysis of data, and educating lawmakers and influencing policy. The goal of the summit is to educate lawmakers, law enforcement and the judiciary about the growing problem of drugged driving, giving special attention to the challenges presented by the legalization of marijuana. Other summit goals are to differentiate between the biological and behavioral effects of marijuana vs. alcohol and promote a standard of 'impairment' that is understandable, fair, consistent and effective, and to identify prosecutorial challenges, law enforcement limitations and political activity around impairment with the ultimate goal of effecting change that will insure highway safety as a top priority.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 405d-2 (M5TR) | 0197-0743-2-DJ | AAA | Statewide Drugged Driving Summit | $50,000 |

**Task 20**

**Project Title: 'Choices Matter' Impaired Driving Program Featuring Chris Sandy**

*Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Michael Whaley

*Countermeasure*: Alcohol Impaired Driving, 6.5 *Countermeasures That Work*

The goal of this project will be to provide educational programming for younger drivers related to impaired driving. The HSO will look to build on the four school pilot program executed during the 2015-2016 school year with the 'Choices Matter' program featuring impact speaker Chris Sandy. When he was 22 years old Chris was charged and convicted on two counts of vehicular homicide by DUI and spent eight and a half years in prison for his crime. In prison he committed himself to preventing anyone else from repeating his mistakes, and his story has since been the inspiration for a book and documentary. Chris Sandy is now serving the remainder of his sentence on Parole/Probation until 2031. This former inmate continues sharing his dynamic live presentation "Enduring Regret" at schools, colleges, conferences, military bases and business organizations nationwide. He is considered one of the most talented speakers in the youth industry. Chris has spoken to over a half a million people in the United States. Chris partnered with Eric Krug, a victim of a deadly alcohol related crash, creating an incredible presentation featuring an offender and victim. An impaired driving simulator will also be included for students as a hands-on portion of this program to allow them the experience to see the potentially devastating consequences of driving impaired in a safe setting. This presentation is heart wrenching and inspirational to people of all ages, but especially youth, and will be expanded for the 2016-2017 school year for up to 45 high schools in Connecticut.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 154-AL | 0197-0722-AY | CT DOT/HSO | Choices Matter | $185,000 |

**Task 21**

Project Title: Hazard Elimination Program

Administrative Oversight: Department of Transportation, Highway Safety Office Staff Person: Joseph Cristalli/Kathryn Faraci

*Countermeasure: Hazard Elimination*

This task will utilize penalty transfer funds (SAFETEA-LU authorization) for proposed improvements to guide rail, signing, traffic signals, rumble strips, pavement markings, behavioral safety programs and accommodations for bicycling and walking to reduce pedestrian and bicycle injuries and fatalities as well as improve crash data systems. The improvements will be reviewed and approved by the Federal Highway Administration with NHTSA and HSO concurrence and implemented by the Department of Transportation's Division of Traffic Engineering in order to verify that the project will provide a positive safety improvement benefit.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 154-HE | 0042-0292 | CT-DOT | Bidwell Street Realignment | $50,000 |
| 154-HE | 0042-0297 | CT-DOT | Silver Lane East Hartford | $50,000 |
| 154-HE | 0170-3172 | CT-DOT | UCONN – Crash Data Improvement Plan | $20,000 |
| 154-HE | 0170-3262 | CT-DOT | Fatality Analysis Reporting | $40,000 |
| 154-HE | 0148-0190 | CT-DOT | Wallingford Route 5 Intersection | $80,000 |
| 154-HE | 0120-0086 | CT-DOT | Salem Route 85 at Route 82 | $ 800,000 |

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

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

# Occupant Protection (OP) and Child Passenger Safety (CPS)

## Problem Identification

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

**Problem Identification: Child Restraints**

Table OP-1 shows observed restraint use for children ages 0 to 3 years from the State's Bellwether observations. The table indicates that in 2014, 91.1 percent of children under age 4 were being restrained and 82.6 percent were in the rear seat of their vehicles. Young children are less likely to be restrained when their driver is not belted (82.1 percent versus 92.0 percent when the driver is belted). Comparing 2014 results with those from the first year of these observations (1997) shows the progress that has been made. Child restraint use has increased by 21 percentage points over the period and more than 80% of young children are now riding in the rear seat of their vehicles.

**Table OP-1. Child Restraint Use (Age 0 to 3 Years) 1997 and 2008-2014**

| | 1997 (N=247) | 2008 (N= 279) | 2009 (N=259) | 2010 (N=332) | 2011 (N=342) | 2012 (N=338) | 2013 (N=358) | 2014 (N=362) |
|---|---|---|---|---|---|---|---|---|
| **Child Restraint Use** | 70.4% | 85.0% | 84.9% | 85.2% | 85.6% | 87.4% | 89.5% | 91.1% |
| **Driver Belt Use** | 63.6% | 87.4% | 89.1% | 91.6% | 89.5% | 89.3% | 94.4% | 91.7% |
| **When Driver Belted** | 80.3% | 89.9% | 88.8% | 88.6% | 88.9% | 89.6% | 90.1% | 92.0% |
| **When Driver Not Belted** | 56.3% | 57.1% | 38.5% | 62.5% | 61.8% | 67.9% | 83.3% | 82.1% |
| **Children in: Front Seat** | 23.9% | 0.4% | 9.9% | 14.5% | 16.4% | 14.2% | 13.7% | 17.4% |
| **Children in: Rear Seat** | 76.1% | 99.6% | 90.1% | 85.5% | 83.6% | 85.8% | 86.3% | 82.6% |

Source: Connecticut Bellwether Seat Belt and Child Restraint Observations. Observations were first conducted in 1997 and as such 1997 is considered the baseline year for these data.

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

**Problem Identification: Occupant Protection**

The latest scientific survey of belt observations was conducted in June 2015. It provides the most accurate and reliable statewide estimate of seat belt use available in Connecticut that is comparable to the 1995 baseline estimate accredited by NHTSA in September of 1998 and the statewide survey conducted in 1998. The results of statewide belt observations for the last 10 years are detailed in Table OP-2. Seat belt use was 85% in 2015, the second (with 2014) lowest level in the past ten years.

**Table OP-2. Statewide Scientific Observations**

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Total** | 83% | 86% | 88% | 86% | 88% | 88% | 87% | 87% | 85% | 85% |

Source: Connecticut Department of Transportation Statewide Scientific Observations

Table OP-3 shows driver and front seat passenger seat belt use rates in 2015 as a function of vehicle, location, and personal characteristics. Observed seat belt use was highest in SUVs and cars, and lowest in pick-up trucks. Seat belt use was highest on interstates and lowest on local roads, higher among females than males and higher for Caucasians than non-Caucasians. Statewide seat belt use increased by 9 percentage points from 2000 to 2015 (76 to 85 percent). Comparing 2015 results with those from 2000 (where available) shows that seat belt use increased in every single category.

**Table OP-3. Observed Driver and Front Seat Passenger Seat Belt Use-2000 & 2015**

| | Drivers | | Passengers | |
|---|---|---|---|---|
| | 2000 | 2015 | 2000 | 2015 |
| **Vehicle Type** | | | | |
| **Passenger Car** | 74.7% | 86.4% | 74.8% | 86.8% |
| **Pick Up Truck** | 51.3% | 76.2% | 46.9% | 78.7% |
| **SUV** | 75.1% | 88.3% | 76.3% | 90.7% |
| **Van** | 67.9% | 86.2% | 71.9% | 86.2% |
| **Roadway Type*** | | | | |
| **Interstate** | | 87.9% | | 88.3% |
| **Principal Arterial** | | 83.9% | | 86.6% |
| **Minor Arterial** | | 85.9% | | 87.6% |
| **Collector** | | 86.9% | | 88.3% |
| **Local Road** | | 84.1% | | 84.3% |
| **Urban/Rural*** | | | | |
| **Urban** | 72.9% | | 76.4% | |
| **Rural** | 79.1% | | 79.0% | |
| **Gender** | | | | |
| **Male** | 67.9% | 83.5% | 63.0% | 82.6% |
| **Female** | 80.2% | 88.9% | 79.0% | 90.2% |
| **Race** | | | | |
| **Caucasian** | 73.1% | 86.4% | 74.0% | 87.9% |
| **Non-Caucasian** | 59.5% | 79.3% | 53.5% | 81.7% |

Source: Connecticut Department of Transportation Statewide Scientific Observations

* Urban/Rural classification was replaced by Roadway Type in 2012

Table OP-4 shows belt use in fatally injured passenger vehicle occupants as a function of time of day. Belt use rates are consistently lower at night than during the daytime. Over the period 2010-2014, daytime belt use in fatal crashes has been 20 percentage points higher than nighttime belt use.

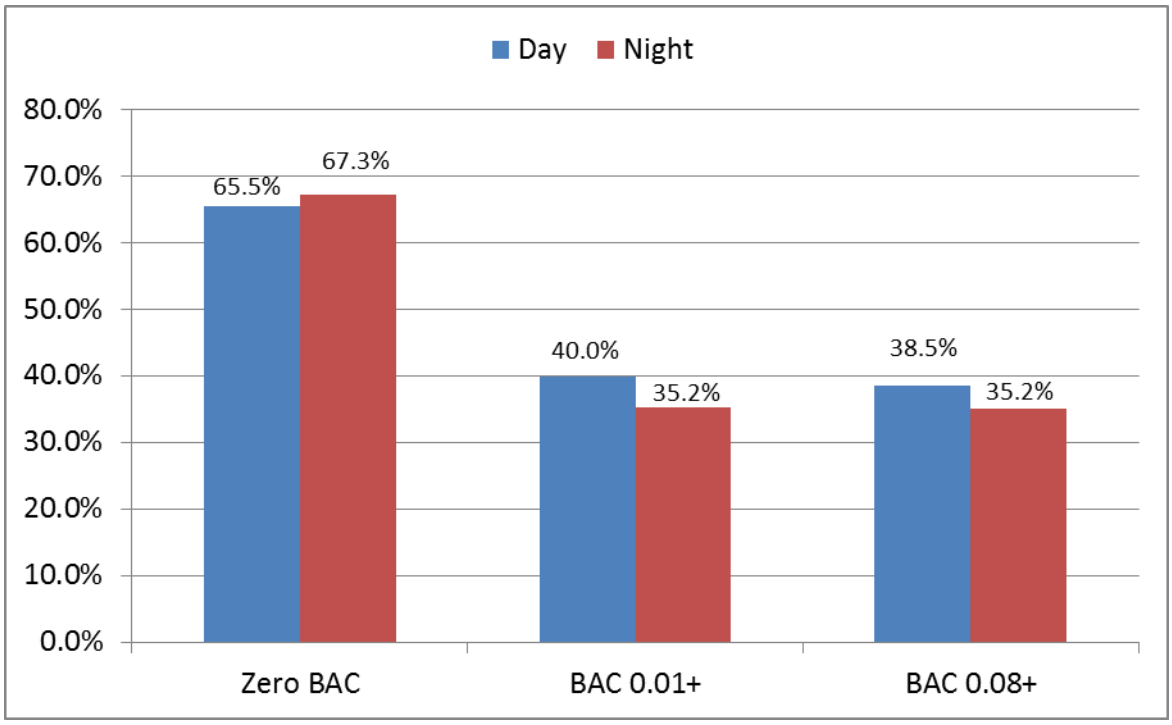
**Table OP-4. Percent of Belt Use by Time of Day, Fatally Injured Passenger Vehicle Occupants, 2010-2014**

| % belted | 2010 | 2011 | 2012 | 2013 | 2014 | 2010-14 |
|---|---|---|---|---|---|---|
| **Day (5:00am - 8:59pm)** | 56.5% | 51.5% | 65.0% | 63.1% | 63.1% | 59.9% |
| **Night (9:00pm to 4:59am)** | 37.5% | 50.0% | 43.8% | 39.1% | 27.3% | 39.8% |

Source: FARS Final Files 2010-2013, Annual Report File 2014

Figure 14 shows that, in addition to time of day, alcohol involvement is a factor to be considered in seat belt use by fatally injured drivers. Indeed, daytime seat belt use by drivers with zero BAC is 26 percentage points higher than drivers with BAC of 0.01 or above, and 27 percentage points higher than impaired drivers (BAC ≥ 0.08). A similar trend is seen at night. Seat belt use for drivers with zero BAC at night is 32 percentage points higher than drivers with BAC of 0.01 and above, and 32 percentage points higher than impaired drivers.

**Figure 14. Fatally Injured Driver Belt Use by Time of Day and Alcohol Involvement**




Source: FARS

Table OP-5, shows driver seat belt use among those killed or seriously injured ("A" injury) on a county-by-county basis in 2014. The data indicate that seat belt use in serious crashes varies around the State, ranging from a low of 62.3 percent in New London County to a high of 82.0 percent in Hartford County. Table OP-6 shows that belt use in passenger vehicle fatalities has decreased between 2012 (44.2 percent) and 2014 (36.5 percent).

**Table OP-5. Driver Belt Use by Injury and County, 2014**

| Driver Injury | Fairfield | Hartford | Litchfield | Middlesex | New Haven | New London | Tolland | Windham |
|---|---|---|---|---|---|---|---|---|
| **Killed or A Injury** | 74.3% | 82.0% | 75.9% | 70.6% | 69.4% | 62.3% | 65.4% | 81.8% |

Sources: FARS, Connecticut Department of Transportation

**Table OP-6. Belt Use in Passenger Vehicle Fatalities, 2012-2014**

| | 2012 | | 2013 | | 2014 | |
|---|---|---|---|---|---|---|
| | N | Percent | N | Percent | N | Percent |
| **Belt** | 73 | 44.2% | 82 | 43.9% | 50 | 36.5% |
| **No Belt** | 56 | 33.9% | 75 | 40.1% | 48 | 35.0% |
| **Unknown** | 36 | 21.8% | 30 | 16.0% | 39 | 28.5% |
| **Total** | 165 | 100.0% | 187 | 100.0% | 137 | 100.0% |

Source: FARS Final Files 2012-2013, Annual Report File 2014

Table OP-7 represents towns with the lowest belt use in serious and fatal injury crashes during the 2010-2014 period. Towns were ranked for seat belt use by vehicle occupants who were seriously ("A" injuries) or fatally injured. Only crashes occurring on non-interstates were included. This was done so that the data would be more representative of local traffic (and not traffic merely traveling through town). Ranks were created based on number of unbelted occupants, the percent belted, the number of unbelted occupants per population, and the number of unbelted occupants per VMT (non-Interstates). Each rate produced a unique rank per town and these ranks were averaged to create an overall rank, from lowest to highest. Table OP-7 shows the 25 towns with the lowest belt use rankings. For the period 2010-2014, the towns of Ridgefield, Seymour, and Bethel had the average lowest measures of seat belt use.

## Table OP-7. Belt Use by Seriously and Fatally Injured Occupants by Town, 2010-2014

| Town | County | Belted | Unbelted | Total | Percent Belted | Rate per 10k pop | Rate per 100k vmt | Rank Order |
|---|---|---|---|---|---|---|---|---|
| Ridgefield | Fairfield | 51 | 58 | 109 | 53% | 23.2 | 14 | 1 |
| Seymour | New Haven | 24 | 33 | 57 | 48% | 19.9 | 8 | 2 |
| Bethel | Fairfield | 25 | 32 | 57 | 73% | 16.7 | 14 | 3 |
| Redding | Fairfield | 7 | 18 | 25 | 34% | 19.4 | 10 | 4 |
| Waterbury | New Haven | 738 | 180 | 918 | 81% | 16.4 | 14 | 5 |
| Andover* | Tolland | 0 | 11 | 11 | 45% | 33.6 | 10 | 6 |
| East Hampton | Middlesex | 10 | 20 | 30 | 75% | 15.5 | 11 | 7 |
| Hartford | Hartford | 548 | 134 | 682 | 83% | 10.7 | 13 | 8 |
| Stratford | Fairfield | 135 | 59 | 194 | 82% | 11.3 | 8.3 | 9 |
| Westbrook* | Middlesex | 1 | 9 | 10 | 20% | 13.0 | 7.6 | 10 |
| Enfield | Hartford | 38 | 33 | 71 | 69% | 7.4 | 6.2 | 11 |
| Farmington | Hartford | 164 | 84 | 248 | 94% | 32.9 | 12 | 12 |
| Middlefield | Middlesex | 16 | 9 | 25 | 56% | 20.4 | 6 | 13 |
| Plainfield | Windham | 11 | 14 | 25 | 61% | 9.2 | 6.7 | 14 |
| North Branford | New Haven | 29 | 22 | 51 | 85% | 15.3 | 8.5 | 14 |
| Bridgeport | Fairfield | 399 | 110 | 509 | 84% | 7.5 | 9.3 | 16 |
| Meriden | New Haven | 39 | 49 | 88 | 83% | 8.1 | 7.4 | 17 |
| Danbury | Fairfield | 137 | 60 | 197 | 78% | 7.2 | 6 | 18 |
| Stafford | Tolland | 23 | 14 | 37 | 78% | 11.7 | 7.2 | 19 |
| New London | New London | 66 | 24 | 90 | 84% | 8.7 | 9.4 | 19 |
| New Haven | New Haven | 1000 | 99 | 1099 | 89% | 7.6 | 9.4 | 21 |
| Windsor Locks | Hartford | 22 | 13 | 35 | 75% | 10.4 | 7.2 | 22 |
| New Fairfield | Fairfield | 23 | 12 | 35 | 72% | 8.5 | 7.8 | 23 |
| Southington | Hartford | 49 | 30 | 79 | 78% | 6.9 | 5.8 | 24 |
| Coventry | Tolland | 24 | 11 | 35 | 71% | 8.9 | 4.8 | 25 |

Source: Connecticut Department of Transportation

*Fewer than 25 injuries

## Activity Table

| Enforcement Activity | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **Safety Belt Citations Issued** | 52,914 | 41,677 | 34,996 | 32,588 | 27,308 |
| **Safety Belt Adjudications Not Guilty** | 17% | 21% | 21% | 21% | 23% |

Source: Connecticut DMV, Commercial Vehicle Safety Division; CT Judicial

The first comparable safety belt use survey in Connecticut was done in 1995 and recorded a 59 percent belt use rate*. The rate reached an all-time high of 88% in 2010 and 2011, dropped slightly to 87 percent in 2012 and 2013, and dropped further to 85 percent in 2014 and 2015. Figure 15 shows a downward trend in the number of unrestrained fatalities, reaching the lowest level (48 fatalities) in five years in 2014. Projections estimate 57 unrestrained fatalities in 2016, 54 in 2017, and 50 in 2018.

*Source: Preusser Research Group, Inc. *2003 Seat Belt Use in Connecticut*, July 2005.

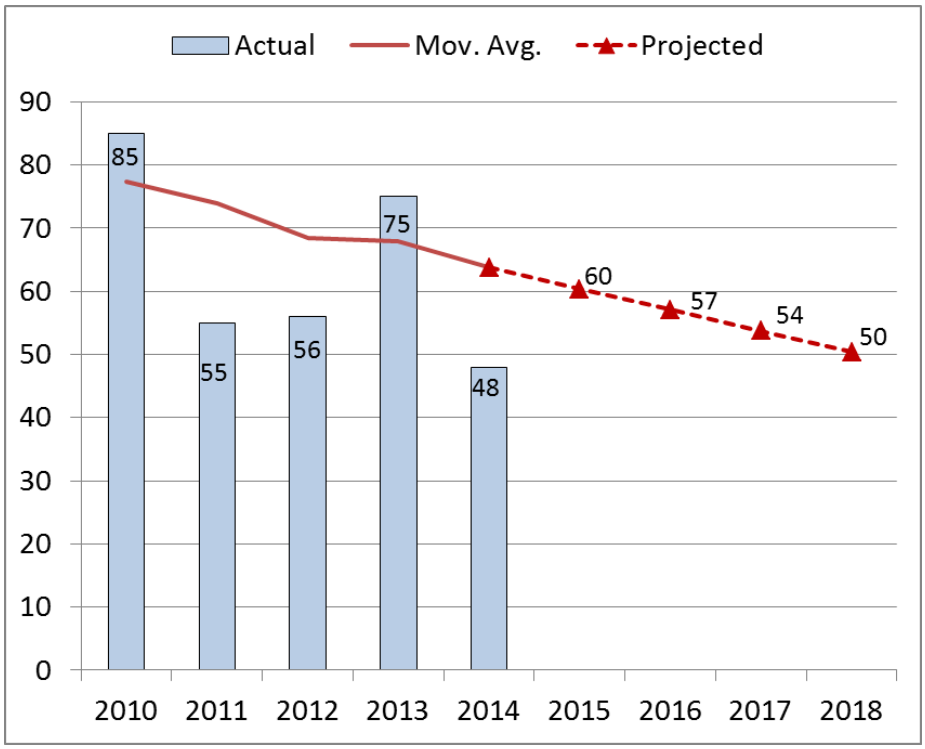
## Performance Measures

The following performance measures have been selected based on their ability to indicate trends in belt use over extended periods of time. While some absolute numbers may be higher from year to year, moving average and trend data may show modest projected decreases over time. These projections are then applied during the goal selection process.

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **% Belt Use** | | | | | |
| **% Belted Motor Vehicle Occupants (Observed)** | 88.2% | 88.4% | 86.8% | 86.6% | 85.1% |
| **% Belted Motor Vehicle Occupants Fatalities** | 38.9% | 39.6% | 44.2% | 43.9% | 36.5% |
| **Belt Use in Fatal Crashes** | | | | | |
| **Belted** | 79 | 57 | 73 | 82 | 50 |
| **Unbelted** | 85 | 55 | 56 | 75 | 48 |
| **Unknown** | 39 | 32 | 36 | 30 | 39 |
| **Total** | 203 | 144 | 165 | 187 | 137 |

Source: FARS Final File 2010-2013, FARS Annual Report File 2014

**Figure 15. Unrestrained Fatalities**




Source: FARS Final Files 2009-2012, Annual Report File 2013

## Performance Goals

To decrease the number of unrestrained occupants in fatal crashes from the five year (2010-2014) moving average of 64 in 2014 by 10 percent to a five year (2014-2018) moving average of 58 in 2018.

The number of unrestrained occupants in fatal crashes has fluctuated during the reporting period. The 2014 number of 48 represents the lowest total during this period and caused the five year moving average and trend analysis to continue to decrease more steadily after a plateau in 2013. Therefore, a five percent reduction was chosen.

To increase the statewide observed seat belt use rate from 85.4 percent in 2015 to 88 percent or above in 2018.

Observed seat belt use peaked in Connecticut in 2011 and has since declined. The goal was chosen to re-attain a seat belt use rate of 88 percent.

To increase the number of update classes from three to four to maintain a minimum of 400 certified technicians in 2017.

The number of certified technicians has fluctuated in Connecticut. Based on limited programming targeted at technician certifications, the HSO relies more on partnerships to keep this number maintained at its current level.

## Performance Objectives

**OP**

To maintain or increase the number of police agencies participating in national safety belt mobilizations from the 69 that reported WAVE participation in FY 2015.

Decrease the percentage of seat belt citations adjudicated or not guilty from 21 percent in 2014 to 13 percent or less by 2017.

Decrease the number of unbelted impaired drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during D.U.I. patrols and checkpoints. In FY 2015 there were 1,729 safety belt citations issued as a result of observed violations at DUI checkpoints and roving patrols.

**CPS**

Improve the availability, use, and proper installation of child restraint systems by increasing the number of permanent fitting stations from 104 to 112 by 2018.

Implement changes to current data collection methods to provide more accurate data to identify children not properly restrained in motor vehicles.

## Planned Countermeasures

**OP**

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

The Department serves as the lead agency for the coordination of occupant protection programs in Connecticut. Participation in the national high visibility safety belt and child safety seat enforcement mobilization: "Click It or Ticket" (CIOT) will continue to be the core component of the program. The HSO will continue to encourage law enforcement agencies to conduct statewide sustained seat belt enforcement during the year. At least 70 percent of the areas where unrestrained fatalities occur are covered by this enforcement.

Initiated during the 2014 planning cycle, greater effort was placed on low seat belt usage areas through increased enforcement and education. This practice will continue during the 2017 planning process. This will be accomplished through analysis of crash and observation data to identify towns and areas where low belt use by motorists can best be addressed (see table OP-7 in the problem ID section of this area). This analysis focuses on the combination of low belt use towns identified through observation surveys and pairs it with ranked analysis of unbelted crashes and fatalities as well as population and VMT data over a five year period. This process serves to prioritize funding opportunities for participating law enforcement agencies. The HSO will offer greater funding priority to towns and agencies that show the greatest need in this area. This increased focus on low belt used and unbelted crashes will not preclude the HSO from continuing historical practice of attempting to achieve statewide

law enforcement participation during national mobilizations. The HSO will continue to encourage law enforcement agencies statewide to apply for and participate in the 2017 CIOT mobilization(s) in May and November regardless of funding availability.

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

Additionally, the paid media and PI&E included in this section is directly referenced as being in support of statewide mobilizations. As noted in Table OP-5, belt use across all the counties is similar, justifying a state-wide approach to CIOT enforcement.

This comprehensive campaign will include funding statewide safety belt enforcement through checkpoints and roving/saturation patrols both day and night. The HSO will encourage participation in nighttime safety belt enforcement and track data from this initiative during the national mobilizations. An especially important component of this program is providing funding for observation surveys before and after enforcement waves measuring the effects of the campaign and determining the statewide safety belt use rate.

Participation in the national "Click It or Ticket" mobilization and media campaign will be the major component of the occupant protection program. Paid media may include television, radio, web, and outdoor buys. Initiatives will be developed to promote awareness to the identified high risk groups (i.e. young males and pick-up truck operators). This will involve analysis of State crash data, motorist survey data and safety belt use observation data. This activity will be supported by garnering corresponding earned media opportunities through the HSO, safety partners, law enforcement and the NHTSA region 2 media consultant.

Other paid media and public information and education efforts will be conducted through a variety of public outreach venues. Safety belt messages and images including "Buckle Up CT" and "Click It or Ticket" will be prominently placed at several of the States sports venues including but not limited to: Dunkin Donuts Park, Hartford XL Center, Bridgeport's Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Lime Rock Park, Stafford Motor Speedway, Thompson International Speedway and the Waterford Speed Bowl. In support of the visual messages, public outreach will be conducted at these venues through tabling opportunities which will provide the opportunity to educate motorists about the importance of safety belt use for themselves and their passengers. Further public outreach will be executed through a grant funding the Seatbelt Rollover Simulator and Seatbelt Convincer demonstrators at various public and grassroots events.

Safety belt messages will be broadcast to motorists through social media venues
http://www.facebook.com/CThighwaysafety https://twitter.com/CTHighwaySafety
http://pinterest.com/cthighwaysafety

Announcements regarding highway safety promotional activities at public outreach/sporting venues and informational feeds on mobilizations will be regularly posted to educate followers.

**CPS**

Efforts to educate the public about the importance and correct use of child restraint systems as children grow and "graduate" from rear-facing, forward facing, booster seats and adult seat belts, will promote greater compliance. The strategies will include educational programs, outreach events and public information campaigns directed towards the general public (i.e., Child Passenger Safety Week); with an emphasis on groups identified as having low safety belt usage rates due to the demonstrated lack of child restraint shown in this situation (Table OP-2).

Promotion of proper child safety restraint use will also take place through technical support for child safety seat installation professionals – through the dissemination of support materials, and safety week planning. In order to better identify and target groups who are over represented in low restraint use, the program manager will coordinate with the HSO data contractor to implement changes in data collection.

**Occupant Protection**

**Task 1**

**Project Title: Occupant Protection Program Administration**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Phyllis DiFiore

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

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-OP** | **0197-0702-AA** | **CT-DOT/HSO** | **OP Program Administration** | **$75,000** |

**Task 2**

**Project Title: Data Analysis & Surveys**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Aaron Swanson

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

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

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 402-OP | 0197-0702-AB | CT-DOT/HSO | Data Analysis & Surveys | $150,000 |

**Task 3**

**Project Title: Click It or Ticket Enforcement**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Phyllis DiFiore

*Countermeasure: Short- Term, High Visibility Belt Law Enforcement 2.1 Countermeasures That Work*

The goal of this project is to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols. This project provides funding for enforcement of occupant protection laws through the Selective Traffic Enforcement Program or WAVE in conjunction with the national "Click It or Ticket" mobilization (May and November) including checkpoints and roving/saturation patrols. The WAVE is an enforcement activity that takes place during the National Occupant Protection efforts. Law enforcement agencies will report a pre, post and enforcement survey to the HSO office. We are increasing our focus on the top 25 towns listed below based on data from Connecticut's *2015 Seat Belt Use Report*. Increased effort will focus on low seat belt use towns through increased enforcement and education (see countermeasure section for further explanation pages 77-78).

**Participating Agencies**
**Belt Use by Seriously and Fatally Injured Occupants**

| Agency | County | Rank Order |
|---|---|---|
| Ridgefield | Fairfield | 1 |
| Seymour | New Haven | 2 |
| Bethel | Fairfield | 3 |
| Redding | Fairfield | 4 |
| Waterbury | New Haven | 5 |
| Andover | Tolland | 6 |
| East Hampton | Middlesex | 7 |
| Hartford | Hartford | 8 |
| Stratford | Fairfield | 9 |
| Westbrook | Middlesex | 10 |
| Enfield | Hartford | 11 |
| Farmington | Hartford | 12 |
| Middlefield | Middlesex | 13 |
| Plainfield | Windham | 14 |
| North Branford | New Haven | 14 |
| Bridgeport | Fairfield | 16 |
| Meriden | New Haven | 17 |
| Danbury | Fairfield | 18 |
| Stafford | Tolland | 19 |
| New London | New London | 19 |
| New Haven | New Haven | 21 |
| Windsor Locks | Hartford | 22 |
| New Fairfield | Fairfield | 23 |
| Southington | Hartford | 24 |
| Coventry | Tolland | 25 |

**Note:** The HSO will also fund other participating law enforcement agencies based on problem identification and seat belt observation data.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-OP** | **0197-0702-AC** | **CT-DOT/HSO** | **Click It or Ticket Enforcement (November & May Mobilization)** | **$700,000** |

**Task 4**
**Project Title: Occupant Protection Enforcement/ Connecticut State Police**
*Administrative Oversight*: Department of Transportation, Highway Safety Office
*Staff Person*: Phyllis DiFiore
*Countermeasure: 2.1 Short- Term, High Visibility Belt Law Enforcement - Countermeasures That Work*

The goal of this project is to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols by the Connecticut State Police. This project provides funding for enforcement of occupant protection laws through the NHTSA's national "Click It or Ticket" mobilization (May and November) including checkpoints and roving/saturation patrols. The Connecticut State Police covers 82 of the State's 169 towns without their own police departments. The enforcement activities will consist of both spot check points and roving patrol enforcement throughout the state. The State Police Public Information Office will provide the activity totals to the media to act as a deterrent to those drivers who choose not to obey the state's seat belt and child safety seat laws. The WAVE is an enforcement activity that takes place during the National Occupant Protection efforts. Increased effort will focus on low seat belt use areas through increased enforcement and education.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405b-1 (M2HVE)** | **0197-0741-1-AC** | **DESPP** | **Occupant Protection Enforcement/CSP** | **$125,000.00** |

**Task 5**

**Project Title: Waterbury Area Traffic Safety Program**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Juliet Little

*Countermeasure: 7.3 Communications and Outreach Strategies for Older Children Communications and Outreach Strategies for Booster Seat Use School Programs, Inspection Stations – Countermeasures That Work*

This task provides funding for the Waterbury Area Traffic Safety Program Administration. This program provides support to the HSO in the dissemination of educational programs and materials, specifically in the area of occupant protection. This task also provides support for approximately 10 Child Passenger Safety Technician training classes and supplies for fitting stations to assure that all technicians are provided with the latest available information on changes and updates in the certification process. This includes curriculum, approved practices, child safety seat and booster seat engineering and hardware, as well as informational materials. This task will provide funding for travel, coordinating, and implementation.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-OP** | **0197-0702-AD** | **Waterbury PD** | **Waterbury Area Traffic Safety Program** | **$140,000** |

**Task 6**

**Project Title: Safety Belt Convincer/Rollover Simulator**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Phyllis DiFiore

*Countermeasure: 3 . 1* Communications and Outreach Supporting Enforcement - *Countermeasures That Work*

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

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405b-2 (M2PE)** | **0197-0741-2-AE** | **DESPP** | **Safety Belt Convincer/Rollover Simulator** | **$140,000.00** |

**Task 7**

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

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

The goal of this task is to reduce the number of unbelted fatalities by increasing awareness of Connecticut drivers and passengers as to the dangers of not wearing safety belts or using proper child safety restraints. The project provides funding for paid media to support national "Click it or Ticket" enforcement mobilizations and year round "social norming" safety belt messaging.

This project will also include a bi- lingual component for Spanish speaking audiences. Public outreach at sporting and concert venues, health and safety fairs and civic organizations will be conducted under this task. Target audience will be comprised of underrepresented groups from seatbelt observation surveys and focus group results including males 18-34, pick-up truck drivers, Spanish language speaking residents and young drivers.

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

**Anticipated Media Campaign:**

- Click It or Ticket HVE media buy (national mobilization) : May 2017 - $225,000
- Buckle Up CT: Year round campaign of social norming messaging - $175,000

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

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405b-2 (M2PE)** | **0197-0741-2-AD** | **CT-DOT/HSO** | **Occupant Protection Media Buy** | **$400,500** |

**Task 8**

**Project Title: Occupant Protection Public Information and Education**

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

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

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

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

*Please note, this task does not include the purchase of ANY promotional items*

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-OP** | **0197-0702-AF** | **CT-DOT/HSO** | **Occupant Protection PI&E** | **$100,000** |

**Child Restraint**

**Task 1**

**Project Title: Child Restraint Administration**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Juliet Little

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

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-CR** | **0197-0709-AA** | **CT-DOT/HSO** | **Child Restraint Administration** | **$100,000** |

**Task 2**

**Project Title: Child Passenger Safety Support - Training**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Juliet Little

C*ountermeasure*: Training to maintain a sufficient number Child Safety Seat Technicians

This task provides support for child passenger safety technical update training for currently certified technicians. Completion of this course helps technicians to maintain their certification by earning the required CEU's necessary for recertification. Child Passenger Safety Basic Awareness Course the participants who successfully complete this class will have developed a basic awareness of child passenger safety issues and practice. Conduct at least on instructor training and training course for transporting children with special needs. This training would be provided for child passenger safety instructors to provide the latest information on curriculum changes regarding transporting special needs children. It is anticipated up to 15 technicians could attend this training. The date and location of this training have not yet been announced.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-CR** | **0197-0709-AB** | **CT-DOT/HSO** | **CPS Training** | **$75,000** |

**Task 3**

**Project Title: Child Passenger Safety Support – Fitting Stations** *Administrative Oversight*: Department of Transportation, Highway Safety Office *Staff Person*: Juliet Little

*Countermeasure: Section 7.3 Inspection Stations – Countermeasures That Work*

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

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-CR** | **0197-0709-AC** | **Connecticut Children's Medical Center** | **CPS Fitting Stations Support** | **$100,000** |
| **402-CR** | **0197-0709-AD** | **Yale New Haven Children's Hospital** | **CPS Fitting Stations Support** | **$100,000** |

**Task 4**

**Project Title: Yale-New Haven Children's Hospital Community Traffic Safety Program** *Administrative Oversight*: Department of Transportation, Highway Safety Office *Staff Person*: Juliet Little

*Countermeasure: Per MAP-21 requirements states to have an active network of child restraint inspection stations that service the majority of the State's population.*

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

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-CR** | **0197-0709-AE** | **Yale-New Haven Children's Hospital** | **Community Traffic Safety Program** | **$125,000** |

**Task 5**

**Project Title: "Look Before You Lock, Where's Baby "**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Juliet Little

*Countermeasure:*

The "Look Before You Lock, Where's Baby " Education Campaign is to increase child safety by delivering safety messages to increase awareness of the issue of hot cars and to provide strategies for parents and caregivers to be reminded not to forget children, or to leave them purposefully, in a motor vehicle unattended. The campaign will utilize television, radio, billboards , newspapers, online media, social media, community education, and outreach to businesses.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-OP** | **0197-0702-AG** | **Connecticut Children's Medical Center** | **Look Before You Lock Education Campaign** | **$150,000** |

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

# Police Traffic Services (PTS)

# Police Traffic Services (PTS)

## Problem Identification

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

Among injury crashes in Connecticut during 2014, Table PT-1 shows four predominant contributing factors: following too closely (33.3 percent), failure to yield the right-of-way (16.5 percent), speeding (7.9 percent), and violating traffic controls (6.7 percent).

**Table PT-1. Contributing Factors in 2014 Injury Crashes**

| | Injury Crashes | | PDO Crashes | |
|---|---|---|---|---|
| | **Number** | **%** | **Number** | **%** |
| **Driver following too closely** | 7,583 | 33.3% | 22,289 | 30.3% |
| **Driver failed to grant right-of-way** | 3,769 | 16.5% | 8,629 | 11.7% |
| **Speed too fast for conditions** | 1,801 | 7.9% | 5,495 | 7.5% |
| **Driver violated traffic controls** | 1,531 | 6.7% | 2,420 | 3.3% |
| **Under the Influence** | 707 | 3.1% | 1,418 | 1.9% |

Source: Connecticut Department of Transportation

*Please note that NHTSA identifies speed as a factor in addition to other causes, resulting in a higher percentage of speed as a contributing factor in crashes. The DOT, as noted in Table PT-1, categorizes "speed too fast for conditions" separately, resulting in a lower percentage of crashes with speed as a factor.

During the 2010 to 2014 period, the most prevalent driver-related factors in fatal crashes (Table PT-2) were "speed-related" and "under the influence of alcohol, drugs, or medication." In 2014, "speed-related" was identified in 16.5 percent of fatal crashes, "under the influence of alcohol, drugs, or medication" in 10.7 percent, and "failure to keep in proper lane" in 9.3 percent of the fatal crashes. The data in Table PT-2 may involve up to 4 factors per driver. **As Highway Safety issues continue to emerge, distracted driving/hand held mobile electronic device use has been a consistently recognized factor leading to crashes, injuries and fatalities. A new "Driver distracted by" variable was added in FARS 2010.** Table PT-2 indicates that "driver distracted by" was a driver-related factor in 2.4 percent of fatal crashes.

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

| Factors | 2010 (N=423) | 2011 (N=294) | 2012 (N=375) | 2013 (N=389) | 2014 (N=337) |
|---|---|---|---|---|---|
| **Speed-related** | 26.0% | 23.1% | 16.5% | 16.5% | 18.4% |
| **Under the influence of alcohol, drugs, or medication** | 16.1% | 14.3% | 10.4% | 18.0% | 11.9% |
| **Failure to keep in proper lane** | 7.6% | 5.8% | 8.3% | 7.5% | 10.4% |
| **Operating vehicle in erratic, reckless, ...** | 1.7% | 1.7% | 3.5% | 3.9% | 5.0% |
| **Failure to yield right of way** | 5.7% | 7.1% | 4.0% | 5.9% | 4.7% |
| **Driver's vision obscured by** | 3.1% | 2.0% | 4.0% | 3.1% | 3.9% |
| **Failure to obey traffic signs, signals, or officer** | 2.4% | 2.0% | 2.1% | 3.1% | 3.9% |
| **Drowsy, asleep, fatigued, ill, or blackout** | 2.6% | 6.5% | 3.2% | 1.3% | 3.6% |
| **Driver distracted by…** | 4.3% | 2.0% | 3.5% | 2.8% | 2.7% |
| **Careless driving (since 2012)** | | | 1.6% | 0.8% | 1.2% |
| **Swerving or avoiding due to wind, slippery surface, ...** | 0.7% | 1.4% | 1.6% | 1.8% | 1.2% |
| **Driving wrong way on one--way traffic or wrong side of road** | 1.2% | 1.0% | 3.7% | 1.8% | 0.9% |
| **Overcorrecting/oversteering** | 1.2% | 0.0% | 0.3% | 0.3% | 0.6% |
| **Other factors** | 15.1% | 6.8% | 7.2% | 15.9% | 16.9% |
| **None reported** | 70.7% | 73.8% | 69.6% | 64.8% | 61.1% |
| **Unknown** | 0.9% | 0.3% | 2.4% | 4.9% | 7.1% |

Source: FARS Final Files 2010-2013, Annual Report File 2014

Table PT-3 indicates that more than half of speeding-related crashes in the period 2010 to 2014 involved a driver with a positive BAC. The one exception in the 5-year period reviewed is for the year 2012 (48.9%). Overall, 59 percent of speeding-related crashes involved a driver with a BAC of 0.01 or above and 52 percent of speeding-related crashes involved an impaired driver (BAC of 0.08 or above).

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

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2010-14 |
|---|---|---|---|---|---|---|
| **N Speeding-Related Crashes** | | | | | | |
| **Zero BAC** | 45 | 27 | 32 | 24 | 22 | 150 |
| **BAC ≥ 0.01** | 65 | 41 | 30 | 40 | 40 | 216 |
| **BAC ≥ 0.08** | 59 | 39 | 26 | 33 | 35 | 192 |
| **% Speeding-Related Crashes** | | | | | | |
| **Zero BAC** | 40.9% | 40.1% | 51.1% | 37.7% | 34.8% | 40.9% |
| **BAC ≥ 0.01** | 59.1% | 59.9% | 48.9% | 62.3% | 65.2% | 59.1% |
| **BAC ≥ 0.08** | 54.0% | 56.9% | 41.8% | 51.1% | 56.8% | 52.4% |

Source: FARS Final Files 2010-2013, Annual Report File 2014

Over the 5-year period of 2010 to 2014, the greatest proportion of fatalities (34.0 percent) occurred on roads with a posted speed limit of 30 mph or less, followed by roads with limits of 35 or 40 mph (23.9 percent) and 45 or 50 mph (16.7 percent). Details are included in Table PT-4.

**Table PT-4. Fatalities by Posted Speed Limit**

| Posted Speed Limit | 2010 (N=320) | 2011 (N=221) | 2012 (N=264) | 2013 (N=286) | 2014 (N=248) | Total (N=1,339) |
|---|---|---|---|---|---|---|
| **30 mph or less** | 112 | 69 | 79 | 104 | 91 | 34.0% |
| **35 or 40 mph** | 73 | 54 | 69 | 69 | 55 | 23.9% |
| **45 or 50 mph** | 53 | 44 | 39 | 49 | 38 | 16.7% |
| **55 mph** | 30 | 32 | 29 | 27 | 33 | 11.3% |
| **60+ mph** | 52 | 21 | 36 | 25 | 21 | 11.6% |
| **No statutory limit** | 0 | 0 | 3 | 4 | 1 | 0.6% |
| **Unknown** | 0 | 1 | 9 | 8 | 9 | 2.0% |

Source: FARS Final Files 2010-2013, Annual Report File 2014

Table PT-5 shows the number of speeding charges made during the 2010 to 2014 period. The 2014 figures represent approximately 224 speeding charges per 10,000 drivers. This table also shows the percentages of speeding charges that had adjudication outcomes involving other than guilty findings (nollied, diverted, dismissed, or found not guilty) during the 2010 to 2014 period. This data indicated that in speeding charges, about 21 percent resulted in nollied or not guilty findings.

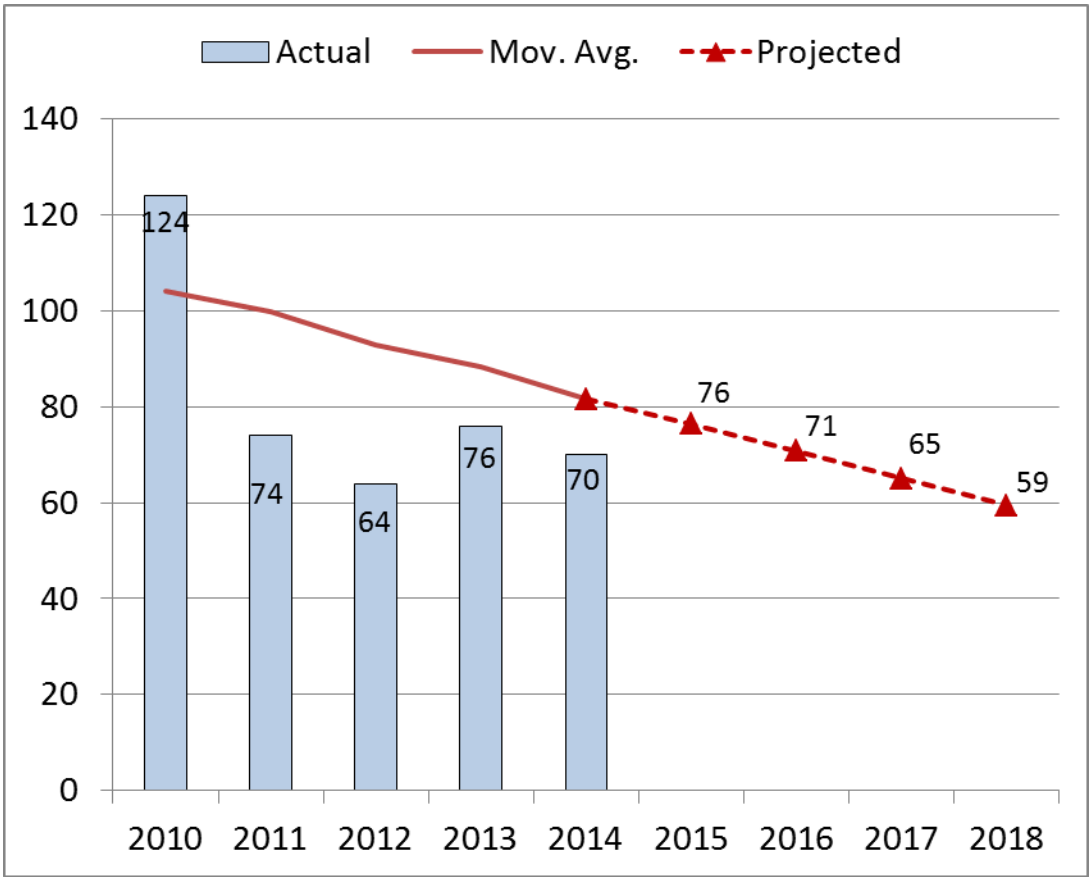
**Table PT-5. Speeding Charges**

| Year | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **Total Number** | 68,600 | 58,421 | 55,969 | 56,664 | 51,552 |
| **Per 10,000 drivers** | 234 | 196 | 225 | 224 | 202 |
| **Percent not guilty** | 20.3% | 21.3% | 21.0% | 20.9% | 16.8% |

Source: Connecticut Judicial Department for disposed cases.

Figure 16 shows the number of speeding-related fatalities in Connecticut for the period 2010 to 2014, along with the five-year moving averages, and trend projecting into 2018. Projections show a downward trend and estimate 71 speeding-related fatalities for 2016, 65 for 2017, and 59 for 2018.

**Figure 16. Speeding-Related Fatalities**




Source: FARS

Nationally in 2014, speed was a contributing factor in 27.6 percent of fatal crashes, a higher figure than in Connecticut. In 2014, NHTSA's FARS data described 26.7 percent of fatal motor vehicle crashes in the State as "speeding-related" crashes. Please note, time of day speed related crash data was not available during the planning period. Law Enforcement agencies include timeframes for speed enforcement in their grant applications.

## Performance Measures

The following performance measures have been selected based on the ability to indicate trends in speeding-related crashes over extended periods of time. While some absolute numbers may be higher from year to year, moving average and trend data may show modest projected decreases over time. These projections are then applied during the goal selection process.

| Performance Measures | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **% CT Speed-Related Fatal Crashes** | 36.8% | 32.7% | 20.8% | 20.8% | 26.5% |
| **% U.S. Speed-Related Fatal Crashes** | 31.2% | 30.1% | 28.8% | 28.8% | 27.6% |
| **% CT Speed-Related Injury Crashes** | 8.0% | 7.7% | 7.2% | 7.5% | 7.9% |
| **Speeding Related Fatalities** | 124 | 74 | 64 | 76 | 70 |

Sources: FARS; CT Department of Transportation

## Performance Goals

To reduce the number of speed related fatalities from the five year (2010-2014) moving average of 82 in 2014 by 10 percent to a five year (2014-2018) moving average of 76 in 2018.

This goal was selected based upon analysis of single year data and five year moving average projections. The single year speeding related fatalities totals, the five year moving average and projected trend have continued to gradually decline. Therefore, a five percent reduction was selected.

## Performance Objectives

Reduce the percentage of fatal crashes where speed was a contributing factor (FARS) below the 18.4 percent recorded in 2014 to below 15 percent in 2018.

## Planned Countermeasures

Although the problem identification of this program area is representative of speeding data related to crashes, injuries and fatalities, the Police Traffic Services section serves to support the maintenance and function of the Law Enforcement Liaison (LEL) position within the HSO. The function of the LEL is to support and address other traffic safety initiatives outlined in this plan.

Speeding related crashes, injuries and fatalities will be addressed through funding High Visibility Enforcement (HVE) projects with funding sourced from 405(d)– ignition interlock funds (see task 2 below) as well as other areas within the United States Department of Transportation and Connecticut Department of Transportation programs. This Speed Problem ID data will encourage agencies to participate in speed-related enforcement through various methods including dedicated high visibility speed enforcement grants to achieve the goals listed above.

Funding will be used for comprehensive speed grants, as well as the purchase of speed measuring devices for law enforcement agencies to use during speed enforcement. Note the "Coordination with CT-DOT" section of the problem identification for a more detailed list of areas that qualify under this funding source. Grant awards will be based on problem ID data located in tables PT-2, PT-3 and PT- 4.

Coordination with the SHSP, in this program area, will be achieved through overlapping speed related countermeasures based on Department of Transportation data for areas with highest incidents of crashes and injuries and fatalities.

The goal of the LEL is to provide a link between the HSO, law enforcement agencies and other safety partners. The LEL provides assistance in organizing enforcement efforts during national mobilizations as well as local campaigns. In addition, the LEL will:

Encourage and assist police agencies with traffic safety efforts through national enforcement campaigns (including holding a Law Enforcement Summit/Traffic Safety Challenge).

Identify existing Regional Traffic Units (RTUs) and encourage local HVE in RTUs by organizing an one-day informational seminar to discuss the benefits of RTU participation.

Provide the resources necessary to support statewide police traffic enforcement training. Available resources will be directed toward police traffic enforcement training (i.e.: Traffic Occupant Protection Strategies, Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), Drug Recognition Expert (DRE) Training, Public Information Officer training, Speed Management, Safe Communities, Work Zone Safety and Data Driven Approaches to Crime and Traffic Safety (DDACTS).

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

**Task 1**
**Project Title: Police Traffic Services Program Administration**
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge
The task will include statewide coordination of program activities, support to other program areas in the HSO including oversight of enforcement components of both local and/or national mobilizations and crackdown periods, law enforcement training, development and facilitation of public information and education projects, and provide status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses. This project is used to fund a portion of travel and operating expenses for activities and projects outlined in the police traffic services program area.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-PT** | **0197-0707-AA** | **CT-DOT/HSO** | **PTS Administration** | **$175,000** |

**Task 2**
**Project Title: Speed Enforcement Grants – Major Cities**
*Administrative Oversight*: Department of Transportation, Highway Safety Office
*Staff Person*: Edmund M. Hedge
*Countermeasure: 2.2 Aggressive Driving and Speeding High Visibility Enforcement Countermeasures That Work*
This task provides funding for High Visibility Enforcement speed specific grants. Speed enforcement will focus on the four predominant contributing factors listed in the PTS problem ID. The HSO will consider grant submissions from police agencies identifying specific speed related crash data within their jurisdictions, substantiated by enforcement and crash data. This task will address speed related crashes, injuries and fatalities in the urban areas. Law enforcement has identified these respective areas as having higher incidences of speed related crashes. The projects in this section are meant to be comprehensive speed grants funded at a minimum of $50,000 for urban areas and cities that have identified speed as a problem. Grant participants will be chosen based on the major contributing factors in table PT-1. These types of crashes are typically indicative of speed as a crash causation. Additionally,

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

This table represents (based on MMUCC 2015-2016) the top 25 municipalities where speed related crashes took place. The HSO will focus a majority of major-cities speed grants on larger municipalities where the majority of these crashes occur. Other participating municipal departments may be selected based on past grant performance and/or a demonstrated need through additional problem identification provided as part of a specific grant application.

| Column1 | 2015 | 2016 | Total |
|---|---|---|---|
| Waterbury | 303 | 109 | 412 |
| Hartford | 328 | 56 | 384 |
| New Haven | 269 | 91 | 360 |
| Bridgeport | 205 | 132 | 337 |
| Danbury | 219 | 62 | 281 |
| Meriden | 149 | 94 | 243 |
| Greenwich | 169 | 59 | 228 |
| Wethersfield | 168 | 49 | 217 |
| New Britain | 147 | 67 | 214 |
| West Hartford | 147 | 65 | 212 |
| Fairfield | 130 | 70 | 200 |
| Stamford | 180 | 20 | 200 |
| Trumbull | 138 | 58 | 196 |
| Bristol | 131 | 61 | 192 |
| Hamden | 118 | 57 | 175 |
| Norwich | 112 | 58 | 170 |
| Shelton | 113 | 47 | 160 |
| East Hartford | 117 | 36 | 153 |
| Mansfield | 98 | 45 | 143 |
| Glastonbury | 98 | 40 | 138 |
| Newtown | 96 | 42 | 138 |
| Middletown | 80 | 56 | 136 |
| Norwalk | 93 | 43 | 136 |
| Farmington | 89 | 43 | 132 |

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 405d-ii-3 (M7*SE) | 0197-0740-3-AA | Stamford | Speed Enforcement | $50,000 |
| 405d-ii-3 (M7*SE) | 0197-0740-3-AB | Bridgeport | Speed Enforcement | $50,000 |
| 405d-ii-3 (M7*SE) | 0197-0740-3-AC | New Haven | Speed Enforcement | $50,000 |
| 405d-ii-3 (M7*SE) | 0197-0740-3-AD | Hartford | Speed Enforcement | $50,000 |
| 405d-ii-3 (M7*SE) | 0197-0740-3-AE | Waterbury | Speed Enforcement | $50,000 |
| 405d-ii-3 (M7*SE) | 0197-0740-3-AF | New London | Speed Enforcement | $50,000 |
| 405d-ii-3 (M7*SE) | 0197-0740-3-AN | Danbury | Speed Enforcement | $50,000 |
| 405d-ii-3 (M7*SE) | 0197-0740-3-AO | New Britain | Speed Enforcement | $50,000 |
| 405d-ii-3 (M7*SE) | 0197-0740-3-AP | Manchester | Speed Enforcement | $50,000 |
| 405d-ii-3 (M7*SE) | 0197-0740-3-AQ | Trumbull | Speed Enforcement | $50,000 |
| 405d-ii-3 (M7*SE) | 0197-0740-3-AR | Enfield | Speed Enforcement | $50,000 |
| 405d-ii-3 (M7*SE) | 0197-0740-3-AK | Connecticut State Police | Speed Enforcement | $50,000 |

**Task 3**

**Speed HVE Media Buy**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Phyllis DiFiore

*Countermeasure: 2.3 Aggressive Driving and Speeding Other Enforcement Methods - Countermeasures That Work*

The goal of this project is for a Major City's Speed Enforcement Program media campaign for the Highway Safety Office (HSO). This campaign will increase awareness of the dangers of speeding on Connecticut roads. Running this media campaign in concurrence with the high visibility enforcement activity of our law enforcement partners in our major cities is the most effective way of obtaining results. The media campaign will begin July 4 – September 6, 2017 and will include cable television, outdoor digital billboards, internet, internet radio, social media and digital banners.

The objectives of this media campaign include creating, developing, and implementing a realistic and effective "speeding" marketing/communications strategy for the HSO. The firm will be responsible for conducting market research on demographics, developing communication materials, and evaluating the awareness campaigns. Provide continued assistance to the HSO during their public information campaigns. Incorporate market research into the development of the HSO's public information and education campaigns in order to more effectively reach the target populations. This media will be purchased both English and Spanish Language.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 405d-ii-3 (M7*SE) | 0197-0740-3-AS | CT-DOT/HSO | HVE Speed Campaign Media Buy | $220,000 |

**Task 4**

**Regional Pilot for Speed Data Collection and Enforcement**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Edmund M. Hedge

*Countermeasure: 2.3 Aggressive Driving and Speeding Other Enforcement Methods - Countermeasures That Work*

This task will fund a pilot program for the State Police Resident Trooper Towns and Connecticut Police Chiefs Association members to collect real time speed data from State and Local roadways and at the same time address various circumstances in which speeding and aggressive driving within the municipality is anticipated to take place. In the course of discussions with law enforcement agencies, it is evident that the incidents that are speed related increases at certain times of the year in addition to holiday periods; for example, shoreline communities which have an increase in population during the summer months. Funding will be provided to purchase four SpeedAlert 24 Message signs including, Traffic suite for reporting and data collection and radar messaging.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 405d-ii-3 (M7*SE) | 0197-0740-3-AL | CT. Police Chiefs Assoc. | Speed/ Data Enforcement | $40,000 |
| 405d-ii-3 (M7*SE) | 0197-0740-3-AM | DESPP | Speed/ Data Enforcement | $40,000 |

**Task 5**

**Project Title Connecticut Traffic Safety Challenge/Law Enforcement Summit**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Edmund M. Hedge

*Countermeasure: 2.5 Alcohol-Impaired and Drugged Driving Integrated Enforcement and 2.3 Aggressive Driving and Speeding Other Enforcement Methods - Countermeasures That Work*

The Law Enforcement Challenge is a performance based traffic safety competition between similar size and types of law enforcement agencies. The areas of concentration include previous year efforts to enforce laws and educate the public about occupant protection, impaired driving, and speeding. Departments submit an application which documents their agency's efforts and effectiveness in these areas including national mobilizations and crackdowns. The winning safety programs are those that combine officer training, public information, and enforcement to reduce crashes and injuries within its jurisdiction. A law enforcement summit will be held where participating agencies will be recognized and all attendees will learn the latest traffic safety priorities. The Summit also serves as a forum to discuss major issues including but not limited to status of existing laws, impaired driving, safety belt use, distracted driving, training, earned media, and the importance of crash data collection. The summit will include a paid speaker specializing in the latest traffic safety enforcement strategies as part of a working lunch and plaques recognizing departments for their performance in key highway safety enforcement efforts. Applications are grouped into categories based on agency type and number of officers, and are graded on certain established criteria. A first, second and third place winner is determined in each category and those agencies are recognized at an awards ceremony. The winning agency will be awarded a mobile electronic message board

with a speed monitoring device onboard. Specific equipment purchase approval will be requested prior to the time of purchase.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-PT** | **0197-0707-AB** | **CT. Police Chiefs Assoc.** | **Law Enforcement Challenge** | **$75,000** |

**Task 6**

**Project Title: Connecticut Police Chiefs Associations – Public Information and Education**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Edmund M. Hedge

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

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

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

* *Please note, this task does not include the purchase of ANY promotional items.*

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-PT** | **0197-0707-AD** | **CT. Police Chiefs Assoc.** | **CPCA PI&E** | **$175,000** |

**Task 7**

**Project Title Regional Traffic Unit Symposium**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Edmund M. Hedge

*Countermeasure: Identification and Coordination of Regional Traffic Units is intended to make use limited resources (monetary, equipment and manpower) to increase traffic safety enforcement among law enforcement agencies who might not otherwise participate in HVE activity*

The task will include statewide identification and coordination of the Regional Traffic Units. A regional traffic unit symposium will be held to allow for participating agencies to share information relating to the latest traffic safety priorities, including the latest recognition of Tribal Police Departments as organized law enforcement agencies with full arrest powers. The Symposium will also serve as a forum to discuss major issues including but not limited to status of existing laws, impaired driving, safety belt use, distracted driving, training, earned media, and the importance of crash data submission and collection. The symposium will include a paid speaker and applicable pre-approved travel expenses and will specialize in the latest traffic safety and multi-agency enforcement strategies, as part of a working lunch.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-PT** | **0197-0707-AC** | **CT-DOT/HSO** | **Regional Traffic Unit Symposium** | **$70,000** |

**Task 8**

**Project Title 1906 Racial Profiling**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Aaron Swanson

*Countermeasure: Expenditure of Federal 1906 Funds in accordance with requirements listed in the Federal Register under the FAST ACT*

## Problem Identification:

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

Although Connecticut has come a long way in the development of an electronic data collection system and analytical system, there is still much to improve. Below is an outline of the next phase of the project and our major goals.

## Goals/Objectives:

- Fund activities to prohibit racial profiling in the enforcement of State laws regulating the use of Federal-aid highways
- Collect, maintain and provide public access to traffic stop data
- Evaluate the results of such data; and develop and implement programs to reduce the

occurrence of racial profiling, including programs to train law enforcement officers.

1. Enhance our current analytical system to look at other factors that may impact racial and ethnic disparities in traffic stops. Those other factors might include better understanding driver behavior, special police campaigns (distracted driving, click-it or ticket, etc.), crime, or accident rates across racial and ethnic groups.
2. Continue to work with national experts and the academic community to develop additional analytical tools to better understand how to best identify racial and ethnic disparities in traffic stops.
3. Develop an early warning system for law enforcement administrators that will analyze data on a monthly basis to understand traffic stop patterns. An early warning system could allow law enforcement administrators to analyze individual officer data and department trends prior to an annual report being published.
4. Work with the Connecticut Criminal Justice Information System and records management system vendors to expand the current data collection system to capture additional fields such as latitude and longitude of traffic stops and additional information on stop outcome.
5. Work with the state Judicial Branch, Centralized Infraction Bureau to increase the number of departments utilizing the electronic citation/warning system. This includes modifying the system to capture all racial profiling information and transmit the data to the state database to eliminate duplicate data entry. Also, connect the Centralized Infraction Bureau database to capture additional information such as the speed of the driver and fine information for analytical purposes.
6. Improve the on-line data portal for public consumption of the traffic stop data to include additional analytical tools. Currently, the site is capable of summarizing traffic stop data and allowing users to download raw traffic stop information. Enhancements can be made to allow users to analyze traffic stops for a selected period of time using any of the benchmarks developed by researchers.
7. Publish annual analysis of additional traffic stop information collected. In addition, conduct an in-depth analysis on any department that is identified as having statistically significant racial and ethnic disparities in traffic stops. The in-depth analysis may include mapping traffic stops and analyzing information by neighborhood. It may also include incorporating localized crime and accident data into the analysis along with any other locally relevant factors.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **1906-K10** | **0197-0725-AA** | **Central Connecticut State University** | **Racial Profiling Prohibition Project** | **$600,000** |

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

# Distracted Driving (DD)

# Distracted Driving (DD)

## Problem Identification

To date, identifying the role distracted driving has played in fatality and injury crashes has been a challenge in Connecticut, due to the way crash data is collected and limitations of the crash reporting form (PR-1) itself. In order to effectively allocate 405(e) funds to multiple areas including enforcement mobilizations, the HSO chose to use an index of a combination of factors to best identify where the largest volumes of crashes, non-interstate roadway use, and population centers intersect. The goal of which is to target suspected locations where distraction as a result of hand held mobile phone use by drivers leads to crashes; and to identify areas where enforcement of Connecticut's hand held mobile phone for drivers can be effective.

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

- Fatal and injury crashes 2009-2014
- Daily Vehicle Miles Traveled (DVMT) (2012)
- Population (2012)
- Crash rate per DVMT
- Crash Rate per population

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

| Town Name | County | 2010-2014 (N) | dvmt | 2012 Population | Rate/DVMT | Rate/Population | Rank N | Rank DVMT | Rank Pop | Avg Rank | Overall Ra | 2012 | Last Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DANBURY | Fairfield | 4586 | 998677 | 82,807 | 45.9 | 553.8 | 5 | 4 | 8 | 5.7 | 1 | 2 | 1 |
| NEW HAVEN | New Haven | 6238 | 1050166 | 130,741 | 59.4 | 477.1 | 1 | 1 | 17 | 6.3 | 2 | 1 | 3 |
| HARTFORD | Hartford | 5701 | 1001998 | 124,893 | 56.9 | 456.5 | 2 | 2 | 20 | 8.0 | 3 | 4 | 2 |
| NORWALK | Fairfield | 4364 | 1144048 | 87,190 | 38.1 | 500.5 | 6 | 7 | 13 | 8.7 | 4 | 6 | 4 |
| WESTPORT | Fairfield | 2116 | 626367 | 27,068 | 33.8 | 781.7 | 13 | 10 | 3 | 8.7 | 4 | 8 | 4 |
| BRISTOL | Hartford | 2821 | 679152 | 60,603 | 41.5 | 465.5 | 8 | 6 | 18 | 10.7 | 6 | 12 | 6 |
| FARMINGTON | Hartford | 2075 | 681533 | 25,529 | 30.4 | 812.8 | 15 | 15 | 2 | 10.7 | 6 | 10 | 7 |
| STAMFORD | Fairfield | 4831 | 1277372 | 125,109 | 37.8 | 386.1 | 4 | 8 | 31 | 14.3 | 8 | 15 | 8 |
| ORANGE | New Haven | 1600 | 639561 | 13,935 | 25.0 | 1148.2 | 20 | 24 | 1 | 15.0 | 9 | 10 | 12 |
| NEWINGTON | Hartford | 1672 | 990431 | 30,602 | 28.3 | 546.4 | 19 | 19 | 9 | 15.7 | 10 | 6 | 9 |
| BRIDGEPORT | Fairfield | 5123 | 1177987 | 146,425 | 43.5 | 349.9 | 3 | 5 | 42 | 16.7 | 11 | 15 | 10 |
| WATERBURY | New Haven | 4212 | 1250020 | 109,915 | 33.7 | 383.2 | 7 | 11 | 33 | 17.0 | 12 | 2 | 12 |
| STRATFORD | Fairfield | 2175 | 714827 | 52,077 | 30.4 | 417.7 | 11 | 16 | 25 | 17.3 | 13 | 18 | 14 |
| TRUMBULL | Fairfield | 2355 | 1195013 | 36,514 | 19.7 | 645.0 | 10 | 42 | 5 | 19.0 | 14 | 20 | 17 |
| BLOOMFIELD | Hartford | 1256 | 476086 | 20,602 | 26.4 | 609.6 | 30 | 21 | 7 | 19.3 | 15 | 24 | 16 |
| HAMDEN | New Haven | 2425 | 871573 | 60,863 | 27.8 | 398.4 | 9 | 20 | 29 | 19.3 | 15 | 9 | 15 |
| MANCHESTER | Hartford | 2174 | 662882 | 58,289 | 32.8 | 373.0 | 12 | 12 | 36 | 20.0 | 17 | 4 | 11 |
| EAST HARTFORD | Hartford | 2087 | 821383 | 51,272 | 25.4 | 407.0 | 14 | 23 | 26 | 21.0 | 18 | 30 | 18 |
| WEST HAVEN | New Haven | 1757 | 374610 | 55,404 | 46.9 | 317.1 | 17 | 3 | 45 | 21.7 | 19 | 14 | 20 |
| DERBY | New Haven | 872 | 331979 | 12,830 | 26.3 | 679.7 | 41 | 22 | 4 | 22.3 | 20 | 15 | 18 |
| WILTON | Fairfield | 970 | 399740 | 18,617 | 24.3 | 521.0 | 38 | 28 | 10 | 25.3 | 21 | 38 | 23 |
| NORWICH | New London | 1484 | 503473 | 40,502 | 29.5 | 366.4 | 24 | 17 | 38 | 26.3 | 22 | 13 | 21 |
| BERLIN | Hartford | 1261 | 672714 | 20,463 | 18.7 | 616.2 | 28 | 47 | 6 | 27.0 | 23 | 35 | 25 |
| WETHERSFIELD | Hartford | 1155 | 480667 | 26,710 | 24.0 | 432.4 | 32 | 29 | 23 | 28.0 | 24 | 21 | 25 |
| PLAINVILLE | Hartford | 921 | 406429 | 17,819 | 22.7 | 516.9 | 40 | 34 | 11 | 28.3 | 25 | 18 | 22 |
| WILLINGTON | Tolland | 1056 | 342300 | 29,122 | 30.9 | 362.6 | 36 | 14 | 39 | 29.7 | 26 | 143 | 27 |
| MONROE | Fairfield | 848 | 345783 | 19,794 | 24.5 | 428.4 | 45 | 26 | 24 | 31.7 | 27 | 39 | 28 |
| NEW LONDON | New London | 872 | 254093 | 27,707 | 34.3 | 314.7 | 41 | 9 | 47 | 32.3 | 28 | 25 | 31 |
| NORTH HAVEN | New Haven | 1167 | 672502 | 24,033 | 17.4 | 485.6 | 31 | 54 | 15 | 33.3 | 29 | 23 | 30 |
| BROOKFIELD | Fairfield | 827 | 396292 | 16,783 | 20.9 | 492.8 | 47 | 40 | 14 | 33.7 | 30 | 32 | 24 |
| WATERFORD | New London | 850 | 406382 | 19,533 | 20.9 | 435.2 | 44 | 39 | 22 | 35.0 | 31 | 31 | 37 |
| GREENWICH | Fairfield | 1908 | 1011042 | 62,256 | 18.9 | 306.5 | 16 | 45 | 49 | 36.7 | 32 | 47 | 35 |
| SOUTHINGTON | Hartford | 1257 | 513985 | 43,434 | 24.5 | 289.4 | 29 | 27 | 54 | 36.7 | 32 | 27 | 33 |
| WEST HARTFORD | Hartford | 1685 | 718675 | 63,274 | 23.4 | 266.3 | 18 | 32 | 63 | 37.7 | 34 | 26 | 32 |
| BRANFORD | New Haven | 838 | 289923 | 28,024 | 28.9 | 299.0 | 46 | 18 | 51 | 38.3 | 35 | 28 | 29 |
| WALLINGFORD | New Haven | 1578 | 887832 | 45,179 | 17.8 | 349.3 | 21 | 52 | 43 | 38.7 | 36 | 29 | 36 |
| EAST WINDSOR | Hartford | 512 | 228912 | 11,387 | 22.4 | 449.6 | 63 | 35 | 21 | 39.7 | 37 | 45 | 38 |
| EAST HAVEN | New Haven | 812 | 255383 | 29,190 | 31.8 | 278.2 | 49 | 13 | 59 | 40.3 | 38 | 39 | 39 |
| MERIDEN | New Haven | 1538 | 662724 | 60,638 | 23.2 | 253.6 | 22 | 33 | 67 | 40.7 | 39 | 36 | 41 |
| GROTON | New London | 1103 | 461987 | 39,896 | 23.9 | 276.5 | 34 | 30 | 60 | 41.3 | 40 | 34 | 43 |
| SHELTON | Fairfield | 1420 | 897634 | 40,261 | 15.8 | 352.7 | 25 | 60 | 40 | 41.7 | 41 | 62 | 46 |
| GLASTONBURY | Hartford | 1339 | 976430 | 34,698 | 13.7 | 385.9 | 26 | 69 | 32 | 42.3 | 42 | 64 | 47 |
| NEW CANAAN | Fairfield | 811 | 490808 | 20,110 | 16.5 | 403.3 | 50 | 55 | 27 | 44.0 | 43 | 62 | 51 |
| ENFIELD | Hartford | 1150 | 534246 | 44,660 | 21.5 | 257.5 | 33 | 36 | 65 | 44.7 | 44 | 44 | 39 |
| WOODSTOCK | Windham | 761 | 323039 | 25,091 | 23.6 | 303.3 | 53 | 31 | 50 | 44.7 | 44 | 144 | 34 |
| BETHEL | Fairfield | 561 | 224853 | 19,161 | 24.9 | 292.8 | 60 | 25 | 53 | 46.0 | 46 | 59 | 47 |
| TORRINGTON | Litchfield | 1014 | 540495 | 35,808 | 18.8 | 283.2 | 37 | 46 | 56 | 46.3 | 47 | 66 | 66 |
| RIDGEFIELD | Fairfield | 791 | 408311 | 25,045 | 19.4 | 315.8 | 51 | 44 | 46 | 47.0 | 48 | 57 | 49 |
| AVON | Hartford | 641 | 343182 | 18,283 | 18.7 | 350.6 | 57 | 48 | 41 | 48.7 | 49 | 47 | 42 |
| CANTON | Hartford | 400 | 219950 | 10,351 | 18.2 | 386.4 | 67 | 49 | 30 | 48.7 | 49 | 43 | 43 |
| CHESHIRE | New Haven | 817 | 406496 | 29,300 | 20.1 | 278.8 | 48 | 41 | 58 | 49.0 | 51 | 37 | 45 |
| NEW MILFORD | Litchfield | 859 | 525664 | 27,835 | 16.3 | 308.6 | 43 | 57 | 48 | 49.3 | 52 | 46 | 53 |
| FAIRFIELD | Fairfield | 1537 | 992017 | 60,450 | 15.5 | 254.3 | 23 | 61 | 66 | 50.0 | 53 | 70 | 54 |
| CROMWELL | Middlesex | 661 | 516501 | 14,217 | 12.8 | 464.9 | 55 | 79 | 19 | 51.0 | 54 | 42 | 52 |
| OLD SAYBROOK | Middlesex | 385 | 214061 | 10,238 | 18.0 | 376.1 | 70 | 51 | 35 | 52.0 | 55 | 41 | 50 |
| MIDDLEBURY | New Haven | 285 | 175351 | 7,572 | 16.3 | 376.4 | 78 | 58 | 34 | 56.7 | 56 | 53 | 57 |
| NAUGATUCK | New Haven | 772 | 428937 | 31,774 | 18.0 | 243.0 | 52 | 50 | 70 | 57.3 | 57 | 51 | 59 |
| STONINGTON | New London | 520 | 298972 | 18,556 | 17.4 | 280.2 | 62 | 53 | 57 | 57.3 | 57 | 52 | 58 |
| PLYMOUTH | Litchfield | 329 | 154647 | 12,089 | 21.3 | 272.1 | 75 | 38 | 61 | 58.0 | 59 | 57 | 63 |
| ROCKY HILL | Hartford | 462 | 215463 | 19,729 | 21.4 | 234.2 | 65 | 37 | 73 | 58.3 | 60 | 50 | 56 |

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

| Town Name | County | 2010-2014 (N) | dvmt | 2012 Population | Rate/DVMT | Rate/Population | Rank N | Rank DVMT | Rank Pop | Avg Rank | Overal | Ra | 2012 | Last Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NEW BRITAIN | Hartford | 1264 | 789419 | 73,153 | 16.0 | 172.8 | 27 | 59 | 98 | 61.3 | 61 | | 49 | 55 |
| PRESTON | New London | 242 | 239025 | 4,753 | 10.1 | 509.2 | 84 | 89 | 12 | 61.7 | 62 | | 54 | 62 |
| MILFORD | New Haven | 1072 | 771138 | 52,981 | 13.9 | 202.3 | 35 | 67 | 85 | 62.3 | 63 | | 54 | 60 |
| MANSFIELD | Tolland | 646 | 433720 | 25,648 | 14.9 | 251.9 | 56 | 64 | 68 | 62.7 | 64 | | 56 | 60 |
| WOODBRIDGE | New Haven | 360 | 387409 | 8,965 | 9.3 | 401.6 | 71 | 92 | 28 | 63.7 | 65 | | 67 | 67 |
| WATERTOWN | Litchfield | 602 | 460188 | 22,261 | 13.1 | 270.4 | 58 | 74 | 62 | 64.7 | 66 | | 61 | 64 |
| SEYMOUR | New Haven | 472 | 411665 | 16,561 | 11.5 | 285.0 | 64 | 85 | 55 | 68.0 | 67 | | 64 | 67 |
| CLINTON | Middlesex | 281 | 142821 | 13,196 | 19.7 | 212.9 | 79 | 43 | 83 | 68.3 | 68 | | 60 | 65 |
| SOUTH WINDSOR | Hartford | 566 | 420813 | 25,835 | 13.5 | 219.1 | 59 | 71 | 79 | 69.7 | 69 | | 71 | 69 |
| MIDDLETOWN | Middlesex | 949 | 802200 | 47,325 | 11.8 | 200.5 | 39 | 83 | 88 | 70.0 | 70 | | 72 | 72 |
| PORTLAND | Middlesex | 245 | 181849 | 9,472 | 13.5 | 258.7 | 82 | 70 | 64 | 72.0 | 71 | | 69 | 76 |
| SIMSBURY | Hartford | 526 | 409972 | 23,620 | 12.8 | 222.7 | 61 | 78 | 78 | 72.3 | 72 | | 73 | 77 |
| WINDSOR | Hartford | 665 | 594950 | 29,140 | 11.2 | 228.2 | 54 | 87 | 76 | 72.3 | 72 | | 74 | 73 |
| NORTH BRANFORD | New Haven | 342 | 258893 | 14,379 | 13.2 | 237.8 | 73 | 72 | 72 | 72.3 | 72 | | 68 | 70 |
| DURHAM | Middlesex | 218 | 166833 | 7,368 | 13.1 | 295.9 | 91 | 75 | 52 | 72.7 | 75 | | 76 | 74 |
| DARIEN | Fairfield | 418 | 270312 | 21,114 | 15.5 | 198.0 | 66 | 62 | 91 | 73.0 | 76 | | 83 | 70 |
| WOLCOTT | New Haven | 335 | 204550 | 16,724 | 16.4 | 200.3 | 74 | 56 | 89 | 73.0 | 76 | | 77 | 75 |
| EAST GRANBY | Hartford | 191 | 188517 | 5,184 | 10.1 | 368.4 | 96 | 88 | 37 | 73.7 | 78 | | 90 | 81 |
| SOUTHBURY | New Haven | 397 | 260374 | 19,877 | 15.2 | 199.7 | 69 | 63 | 90 | 74.0 | 79 | | 88 | 84 |
| WINCHESTER | Litchfield | 259 | 187969 | 11,071 | 13.8 | 233.9 | 81 | 68 | 74 | 74.3 | 80 | | 78 | 78 |
| PROSPECT | New Haven | 221 | 148905 | 9,642 | 14.8 | 229.2 | 90 | 65 | 75 | 76.7 | 81 | | 81 | 81 |
| MONTVILLE | New London | 398 | 327652 | 19,686 | 12.1 | 202.2 | 68 | 82 | 86 | 78.7 | 82 | | 75 | 80 |
| FRANKLIN | New London | 96 | 133876 | 1,991 | 7.2 | 482.2 | 120 | 105 | 16 | 80.3 | 83 | | 83 | 83 |
| EAST LYME | New London | 304 | 215624 | 18,892 | 14.1 | 160.9 | 76 | 66 | 102 | 81.3 | 84 | | 83 | 84 |
| NORTH STONINGTON | New London | 172 | 207784 | 5,303 | 8.3 | 324.3 | 102 | 100 | 44 | 82.0 | 85 | | 82 | 87 |
| SCOTLAND | Windham | 206 | 156048 | 9,491 | 13.2 | 217.0 | 93 | 73 | 81 | 82.3 | 86 | | 156 | 79 |
| WINDSOR LOCKS | Hartford | 234 | 180623 | 12,546 | 13.0 | 186.5 | 86 | 76 | 94 | 85.3 | 87 | | 79 | 86 |
| GUILFORD | New Haven | 355 | 285515 | 22,403 | 12.4 | 158.5 | 72 | 80 | 105 | 85.7 | 88 | | 86 | 88 |
| ANSONIA | New Haven | 278 | 215969 | 19,158 | 12.9 | 145.1 | 80 | 77 | 109 | 88.7 | 89 | | 89 | 89 |
| WESTBROOK | Middlesex | 147 | 118901 | 6,914 | 12.4 | 212.6 | 105 | 81 | 84 | 90.0 | 90 | | 91 | 91 |
| PLAINFIELD | Windham | 296 | 323082 | 17,269 | 9.2 | 171.4 | 77 | 93 | 100 | 90.0 | 90 | | 102 | 93 |
| THOMASTON | Litchfield | 177 | 211217 | 7,788 | 8.4 | 227.3 | 98 | 98 | 77 | 91.0 | 92 | | 95 | 106 |
| TOLLAND | Tolland | 238 | 211702 | 14,964 | 11.2 | 159.0 | 85 | 86 | 104 | 91.7 | 93 | | 92 | 90 |
| EAST HAMPTON | Middlesex | 214 | 185328 | 12,940 | 11.5 | 165.4 | 92 | 84 | 101 | 92.3 | 94 | | 97 | 97 |
| LITCHFIELD | Litchfield | 206 | 323447 | 8,353 | 6.4 | 246.6 | 93 | 116 | 69 | 92.7 | 95 | | 87 | 91 |
| LEDYARD | New London | 224 | 229541 | 15,077 | 9.8 | 148.6 | 89 | 90 | 107 | 95.3 | 96 | | 96 | 95 |
| SUFFIELD | Hartford | 232 | 259103 | 15,868 | 9.0 | 146.2 | 87 | 94 | 108 | 96.3 | 97 | | 94 | 96 |
| OXFORD | New Haven | 204 | 216039 | 12,819 | 9.4 | 159.1 | 95 | 91 | 103 | 96.3 | 97 | | 100 | 98 |
| BOLTON | Tolland | 119 | 172454 | 4,960 | 6.9 | 239.9 | 109 | 109 | 71 | 96.3 | 97 | | 101 | 99 |
| MADISON | New Haven | 243 | 286984 | 18,291 | 8.5 | 132.9 | 83 | 97 | 115 | 98.3 | 100 | | 99 | 104 |
| WOODBURY | Litchfield | 170 | 190885 | 9,848 | 8.9 | 172.6 | 103 | 95 | 99 | 99.0 | 101 | | 97 | 94 |
| GRANBY | Hartford | 175 | 205493 | 11,316 | 8.5 | 154.6 | 100 | 96 | 106 | 100.7 | 102 | | 106 | 103 |
| COLUMBIA | Tolland | 110 | 157848 | 5,461 | 7.0 | 201.4 | 116 | 107 | 87 | 103.3 | 103 | | 103 | 102 |
| NEW HARTFORD | Litchfield | 135 | 203055 | 6,903 | 6.6 | 195.6 | 106 | 113 | 93 | 104.0 | 104 | | 105 | 100 |
| MIDDLEFIELD | Middlesex | 96 | 149654 | 4,416 | 6.4 | 217.4 | 120 | 115 | 80 | 105.0 | 105 | | 104 | 105 |
| ANDOVER | Tolland | 71 | 108378 | 3,272 | 6.6 | 217.0 | 126 | 114 | 82 | 107.3 | 106 | | 116 | 115 |
| POMFRET | Windham | 173 | 208706 | 15,267 | 8.3 | 113.3 | 101 | 99 | 126 | 108.7 | 107 | | 136 | 100 |
| COLCHESTER | New London | 228 | 529181 | 16,187 | 4.3 | 140.9 | 88 | 131 | 111 | 110.0 | 108 | | 108 | 107 |
| ELLINGTON | Tolland | 177 | 241223 | 15,779 | 7.3 | 112.2 | 98 | 104 | 129 | 110.3 | 109 | | 115 | 111 |
| COVENTRY | Tolland | 155 | 230226 | 12,425 | 6.7 | 124.7 | 104 | 111 | 120 | 111.7 | 110 | | 107 | 108 |
| GRISWOLD | New London | 123 | 156415 | 11,986 | 7.9 | 102.6 | 108 | 102 | 132 | 114.0 | 111 | | 111 | 110 |
| CANTERBURY | Windham | 105 | 149423 | 8,203 | 7.0 | 128.0 | 119 | 106 | 118 | 114.3 | 112 | | 159 | 123 |
| SOMERS | Tolland | 118 | 151472 | 11,451 | 7.8 | 103.0 | 111 | 103 | 131 | 115.0 | 113 | | 114 | 117 |
| NEW FAIRFIELD | Fairfield | 127 | 153951 | 14,112 | 8.2 | 90.0 | 107 | 101 | 138 | 115.3 | 114 | | 121 | 116 |
| MARLBOROUGH | Hartford | 117 | 354421 | 6,433 | 3.3 | 181.9 | 112 | 138 | 96 | 115.3 | 114 | | 110 | 112 |
| BARKHAMSTED | Litchfield | 69 | 132241 | 3,759 | 5.2 | 183.6 | 127 | 126 | 95 | 116.0 | 116 | | 109 | 109 |
| EASTFORD | Windham | 45 | 73453 | 2,286 | 6.1 | 196.9 | 137 | 119 | 92 | 116.0 | 116 | | 154 | 121 |
| SALEM | New London | 73 | 145286 | 4,188 | 5.0 | 174.3 | 125 | 127 | 97 | 116.3 | 118 | | 126 | 126 |
| BURLINGTON | Hartford | 117 | 190682 | 9,434 | 6.1 | 124.0 | 112 | 118 | 121 | 117.0 | 119 | | 132 | 119 |
| EASTON | Fairfield | 106 | 191859 | 7,603 | 5.5 | 139.4 | 117 | 124 | 112 | 117.7 | 120 | | 137 | 127 |
| REDDING | Fairfield | 113 | 179093 | 9,299 | 6.3 | 121.5 | 115 | 117 | 123 | 118.3 | 121 | | 126 | 114 |

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

| Town Name | County | 2010-2014 (N) | dvmt | 2012 Population | Rate/DVMT | Rate/Population | Rank N | Rank DVMT | Rank Pop | Avg Rank | Overall Ra | 2012 | Last Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WESTON | Fairfield | 106 | 152851 | 10,350 | 6.9 | 102.4 | 117 | 108 | 133 | 119.3 | 122 | 120 | 113 |
| LISBON | New London | 57 | 83620 | 4,355 | 6.8 | 130.9 | 131 | 110 | 117 | 119.3 | 122 | 112 | 118 |
| HADDAM | Middlesex | 119 | 362381 | 8,358 | 3.3 | 142.4 | 109 | 140 | 110 | 119.7 | 124 | 135 | 138 |
| ESSEX | Middlesex | 92 | 171393 | 6,648 | 5.4 | 138.4 | 122 | 125 | 113 | 120.0 | 125 | 119 | 119 |
| STAFFORD | Tolland | 114 | 194912 | 11,987 | 5.8 | 95.1 | 114 | 120 | 136 | 123.3 | 126 | 113 | 122 |
| OLD LYME | New London | 74 | 110746 | 7,592 | 6.7 | 97.5 | 124 | 112 | 135 | 123.7 | 127 | 124 | 124 |
| BETHANY | New Haven | 68 | 122904 | 5,550 | 5.5 | 122.5 | 128 | 123 | 122 | 124.3 | 128 | 122 | 128 |
| NORTH CANAAN | Litchfield | 43 | 76377 | 3,259 | 5.6 | 131.9 | 139 | 122 | 116 | 125.7 | 129 | 123 | 124 |
| VOLUNTOWN | New London | 33 | 58353 | 2,611 | 5.7 | 126.4 | 143 | 121 | 119 | 127.7 | 130 | 134 | 134 |
| NEWTOWN | Fairfield | 185 | 518128 | 28,042 | 3.6 | 66.0 | 97 | 137 | 150 | 128.0 | 131 | 139 | 131 |
| DEEP RIVER | Middlesex | 52 | 135006 | 4,603 | 3.9 | 113.0 | 133 | 133 | 127 | 131.0 | 132 | 133 | 135 |
| PUTNAM | Windham | 50 | 136169 | 4,217 | 3.7 | 118.6 | 134 | 135 | 124 | 131.0 | 132 | 80 | 139 |
| HEBRON | Tolland | 83 | 185676 | 9,624 | 4.5 | 86.2 | 123 | 129 | 142 | 131.3 | 134 | 129 | 135 |
| BROOKLYN | Windham | 47 | 105526 | 4,284 | 4.5 | 109.7 | 136 | 130 | 130 | 132.0 | 135 | 117 | 129 |
| NORFOLK | Litchfield | 23 | 62518 | 1,685 | 3.7 | 136.5 | 149 | 134 | 114 | 132.3 | 136 | 124 | 129 |
| SALISBURY | Litchfield | 42 | 109011 | 3,701 | 3.9 | 113.5 | 140 | 132 | 125 | 132.3 | 136 | 131 | 132 |
| KILLINGWORTH | Middlesex | 57 | 123883 | 6,504 | 4.6 | 87.6 | 131 | 128 | 139 | 132.7 | 138 | 138 | 137 |
| HARWINTON | Litchfield | 63 | 219159 | 5,600 | 2.9 | 112.5 | 129 | 145 | 128 | 134.0 | 139 | 130 | 133 |
| BEACON FALLS | New Haven | 62 | 246831 | 6,065 | 2.5 | 102.2 | 130 | 149 | 134 | 137.7 | 140 | 139 | 140 |
| ASHFORD | Windham | 48 | 131367 | 5,994 | 3.7 | 80.1 | 135 | 136 | 146 | 139.0 | 141 | 128 | 143 |
| UNION |  | 45 | 138946 | 7,904 | 3.2 | 56.9 | 137 | 141 | 151 | 143.0 | 142 | 168 | 144 |
| KENT | Litchfield | 24 | 77794 | 2,951 | 3.1 | 81.3 | 147 | 143 | 145 | 145.0 | 143 | 141 | 141 |
| SHARON | Litchfield | 24 | 94143 | 2,747 | 2.5 | 87.4 | 147 | 148 | 140 | 145.0 | 143 | 147 | 146 |
| HAMPTON | Windham | 16 | 58618 | 1,730 | 2.7 | 92.5 | 154 | 147 | 137 | 146.0 | 145 | 165 | 149 |
| WASHINGTON | Litchfield | 30 | 124838 | 3,534 | 2.4 | 84.9 | 144 | 153 | 144 | 147.0 | 146 | 142 | 142 |
| CHAPLIN | Windham | 27 | 86578 | 5,106 | 3.1 | 52.9 | 146 | 142 | 153 | 147.0 | 146 | 118 | 154 |
| SHERMAN | Fairfield | 20 | 60745 | 3,648 | 3.3 | 54.8 | 152 | 139 | 152 | 147.7 | 148 | 149 | 147 |
| WINDHAM | Windham | 39 | 128529 | 9,373 | 3.0 | 41.6 | 141 | 144 | 159 | 148.0 | 149 | 33 | 145 |
| BOZRAH | New London | 23 | 146399 | 2,638 | 1.6 | 87.2 | 149 | 159 | 141 | 149.7 | 150 | 147 | 149 |
| ROXBURY | Litchfield | 16 | 66346 | 2,237 | 2.4 | 71.5 | 154 | 152 | 147 | 151.0 | 151 | 150 | 148 |
| EAST HADDAM | Middlesex | 37 | 149983 | 9,158 | 2.5 | 40.4 | 142 | 150 | 161 | 151.0 | 151 | 152 | 157 |
| CORNWALL | Litchfield | 12 | 64096 | 1,399 | 1.9 | 85.8 | 156 | 155 | 143 | 151.3 | 153 | 163 | 162 |
| BRIDGEWATER | Litchfield | 12 | 49321 | 1,702 | 2.4 | 70.5 | 156 | 151 | 148 | 151.7 | 154 | 156 | 153 |
| GOSHEN | Litchfield | 20 | 89872 | 2,952 | 2.2 | 67.8 | 152 | 154 | 149 | 151.7 | 154 | 151 | 154 |
| LEBANON | New London | 30 | 194561 | 7,326 | 1.5 | 41.0 | 144 | 160 | 160 | 154.7 | 156 | 158 | 156 |
| SPRAGUE | New London | 10 | 35954 | 2,988 | 2.8 | 33.5 | 159 | 146 | 163 | 156.0 | 157 | 153 | 151 |
| CHESTER | Middlesex | 21 | 154165 | 4,245 | 1.4 | 49.5 | 151 | 165 | 154 | 156.7 | 158 | 154 | 158 |
| MORRIS | Litchfield | 11 | 63829 | 2,356 | 1.7 | 46.7 | 158 | 157 | 158 | 157.7 | 159 | 161 | 161 |
| COLEBROOK | Litchfield | 7 | 46820 | 1,461 | 1.5 | 47.9 | 162 | 162 | 157 | 160.3 | 160 | 160 | 158 |
| KILLINGLY | Windham | 9 | 67632 | 1,869 | 1.3 | 48.2 | 160 | 166 | 156 | 160.7 | 161 | 93 | 166 |
| STERLING | Windham | 6 | 33862 | 1,710 | 1.8 | 35.1 | 164 | 156 | 162 | 160.7 | 161 | 164 | 158 |
| BETHLEHEM | Litchfield | 8 | 48101 | 3,566 | 1.7 | 22.4 | 161 | 158 | 165 | 161.3 | 163 | 162 | 164 |
| CANAAN | Litchfield | 6 | 48568 | 1,218 | 1.2 | 49.3 | 164 | 167 | 155 | 162.0 | 164 | 145 | 152 |
| THOMPSON | Windham | 7 | 45990 | 3,799 | 1.5 | 18.4 | 162 | 161 | 167 | 163.3 | 165 | 146 | 163 |
| LYME | New London | 6 | 42937 | 2,403 | 1.4 | 25.0 | 164 | 164 | 164 | 164.0 | 166 | 167 | 167 |
| HARTLAND | Hartford | 4 | 27894 | 2,132 | 1.4 | 18.8 | 167 | 163 | 166 | 165.3 | 167 | 166 | 165 |
| VERNON | Tolland | 0 | 33809 | 852 | 0.0 | 0.0 | 168 | 168 | 168 | 168.0 | 168 | 22 | 168 |

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

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

## Performance Measures

Although there will be a limited observation component, coupled with the 2016 distracted driving HVE campaign, this measure will still be under development during the time of the writing of this planning document. It is anticipated observation data will be tested and used during the 2017 Federal Fiscal Year as a performance measure. As such this program area will rely on activity measures as performance goals during the early stages of this project. The main activity measure will be as follows:

Agencies participating in HVE distracted driving enforcement in 2016: 51

## Performance Goals

To maintain or increase the number of police agencies participating in HVE distracted driving enforcement from 50 in 2016 to 60 in 2017.

The lack of useful crash data in the area of distracted driving has made the selection of a goal measuring the impacts on distraction-related crashes difficult at this time. The chosen goal is meant to monitor ongoing enforcement mobilization in order to use the HVE model to impact distracted driving.

## Performance Objectives

To decrease fatalities and injuries as a result of crashes caused by driver distraction, especially those caused by hand held mobile phone use by:

- Increasing enforcement, especially HVE of Connecticut's hand held mobile phone ban for drivers
    - Number of Citations written during grant funded overtime for hand-held mobile phone use will be used as a tracking measure for this objective

- Increased education of the driving public of the dangers of distracted driving through media campaigns, public awareness campaigns, grassroots outreach and public information campaigns and educational programs

## Planned Countermeasures

There will be three distinct countermeasures for this program area as follows:

- HVE:

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

  *Countermeasure: HVE enforcement will follow guidelines tested and developed during Connecticut's two pilot research programs "Phone in One Hand. Ticket In the Other"*

  *Enforcement mobilization:*
  Both State and municipal police will be selected to participate in grant funded overtime enforcement of Connecticut's hand held mobile phone ban for drivers. Municipal Police departments will be selected based on the distracted driving crash/roadway data index, located in the Problem ID section of this area (table DD-1). For federal fiscal year 2017 there will up to 60 agencies selected to participate in this enforcement mobilization.

  The following enforcement parameters will be required of participating municipal law enforcement agencies:
  - Spotter-type enforcement strategy – Unless other enforcement strategies are described in HS-1 in detail to plan enforcement schedules and strategies. This must be pre-approved in HS-1 grant application
  - Enforcement Schedule
    - Daytime Enforcement – Daytime enforcement changes with seasonal patterns. Enforcement must take place during daylight hours
    - 7 days per week eligible
    - Minimum of 4 hours shifts/Maximum 8 hour shifts
    - Must include at least 1 AM/PM peak drive time (7am-10am/3pm-5pm seasonal) on weekdays. If possible the HSO would encourage both the AM/PM peak drive times as enforcement times but agencies must enforce during at least 1.
  - Enforcement Locations
    - Limited Access Highways prohibited except for CSP
    - Enforcement areas should include intersections and other areas where traffic naturally slows. Enforcement locations should be included in grant applications with narrative for rationale as to why locations were chosen (*note – CT statute makes manipulating a hand held mobile device at a traffic sign or signal a violation)
  - Enforcement Schedule
    - April, 2016/August 2016
  - Personnel
    - Minimum of 2 Officers/Maximum of 8

- Provide justification for requested personnel based on enforcement plan

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

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

The following enforcement parameters will be required of participating Connecticut State Police Unit(s)/Troops:

These enforcement parameters will mirror those for municipal departments but will not be restricted from interstates. CSP will be encouraged to use innovative enforcement strategies on interstate roadways as there has not been comprehensive HVE on this roadway type.

*Countermeasure: HVE media messaging will follow guidelines tested and developed during Connecticut's two pilot research programs "Phone in One Hand. Ticket In the Other"*

*Media Component:*
The HSO will work through a media contractor to purchase ad space across multiple media platforms to compliment the National NHTSA media buy "U Drive. U Text. U Pay". This advertising will be purchased to run during the month of April, designated by NHTSA as "Distracted Driving Awareness Month".

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

- Public outreach and education campaigns:

The HSO will work with its media contractor to develop multiple products to be used throughout the year to provide educational "social norming" messaging to raise motorist awareness of the dangers of distracted driving. These products will include the development of the following:

- Connecticut specific social norming messaging campaign to be used across various media platforms as well as in venue advertising as used in other programs ( i.e. Buckle up Connecticut etc.)

- A Public Service Announcement (PSA) to educate motorists about Connecticut's hand

held mobile phone ban. A service directly requested from both state and local law enforcement. Connecticut motorists have been encouraged to pull over in "safe place" to use their mobile phones but often the average person's definition of a "safe place" is different from what law enforcement know to be a legally "safe place". This PSA will discuss this topic

- Educational programming for High Schools and younger drivers:

  The HSO will continue to work with the "Save A Life Tour" to bring this educational programming about the dangers of mobile phone use and distracted driving to high schools and younger drivers across the state.

**Task 1**
**Project Title: HVE Distracted Driving - Enforcement**
*Administrative Oversight*: Department of Transportation, Highway Safety Office
*Staff Person*: Aaron Swanson
Countermeasure: High Visibility Cell phone/text messaging enforcement 4.1 *Countermeasures That Work*

This task provides funding for HVE distracted driving enforcement by municipal law enforcement agencies. This evidence based enforcement program uses data sourced from table DD-1 to prioritize funding levels based on various types of crash data based on crash type, severity, population and roadway data. The primary goal of this task is to support NHTSA's national "U Drive. U Text. U Pay" mobilization in April, 2017, and a second, two-week campaign in August 2017. Participating agencies will be able to choose dates throughout the month of April to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel.

| Funding Source | Project Number | Agency | Title | $ Amount | $ Amount |
|---|---|---|---|---|---|
| 405e-2 (M8DDLE) | 0197-0745-2-AC | New Haven | Distracted Driving Enforcement | 40,000 | 20,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AD | Danbury | Distracted Driving Enforcement | 40,000 | $20,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AE | Waterbury | Distracted Driving Enforcement | 35,000 | 15,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AF | Hartford | Distracted Driving Enforcement | 40,000 | 20,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AG | Manchester | Distracted Driving Enforcement | 40,000 | 20,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AH | Norwalk | Distracted Driving Enforcement | 35,000 | 15,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AI | Newington | Distracted Driving Enforcement | 35,000 | 15,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AJ | Westport | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AK | Hamden | Distracted Driving Enforcement | 35,000 | 15,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AL | Farmington | Distracted Driving Enforcement | 35,000 | 15,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AM | Orange | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AN | Bristol | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AO | Norwich | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AP | West Haven | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-AQ | Bridgeport | Distracted Driving Enforcement | 40,000 | 20,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AR | Stamford | Distracted Driving Enforcement | 40,000 | 20,000 |

| | | | | | |
|---|---|---|---|---|---|
| 405e-2 (M8DDLE) | 0197-0745-2-AS | Derby | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AT | Stratford | Distracted Driving Enforcement | 10,000 | 5,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AU | Plainville | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AV | Trumbull | Distracted Driving Enforcement | 35,000 | 15,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AW | Wethersfield | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-AX | Vernon | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-AY | North Haven | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-AZ | Bloomfield | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-BA | New London | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-BB | West Hartford | Distracted Driving Enforcement | 35,000 | 15,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-BC | Southington | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-BE | Wallingford | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-BF | East Hartford | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-BG | Waterford | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-BH | Brookfield | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-BI | Willimantic | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-BJ | Groton Town | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-BK | Berlin | Distracted Driving Enforcement | 35,000 | 15,000 |

| | | | | | |
|---|---|---|---|---|---|
| 405e-2 (M8DDLE) | 0197-0745-2-BL | Meriden | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-BM | Cheshire | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-BN | Wilton | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-BO | Monroe | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-BP | East Haven | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-BQ | Old Saybrook | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-BR | Cromwell | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-BS | Canton | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-BT | Enfield | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-BU | East Windsor | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-BV | New Milford | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-BW | Greenwich | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-BX | Avon | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-BY | New Britain | Distracted Driving Enforcement | 35,000 | 15,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-BZ | Rocky Hill | Distracted Driving Enforcement | 35,000 | 15,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-CA | Naugatuck | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-CB | Stonington | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-CC | Middlebury | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-CD | Milford | Distracted Driving Enforcement | 20,000 | 10,000 |

| | | | | | |
|---|---|---|---|---|---|
| 405e-2 (M8DDLE) | 0197-0745-2-CG | Ridgefield | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-CH | Plymouth | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-CI | Bethel | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-CJ | Clinton | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-CK | Watertown | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-CL | New Canaan | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-CM | Shelton | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-CN | Glastonbury | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-CO | Seymour | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-CP | Torrington | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-CQ | Woodbridge | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-CR | North Branford | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-CS | Portland | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-CT | Fairfield | Distracted Driving Enforcement | 35,000 | 15,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-CU | South Windsor | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-CV | Middletown | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-CW | Simsbury | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-CX | Windsor | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-DA | Wolcott | Distracted Driving Enforcement | 13,500 | 6,500 |
| 405e-2 (M8DDLE) | 0197-0745-2-DC | Windsor Locks | Distracted Driving Enforcement | 20,000 | 10,000 |
| 405e-2 (M8DDLE) | 0197-0745-2-DG | Darien | Distracted Driving Enforcement | 20,000 | 10,000 |

| | | | | | |
|---|---|---|---|---|---|
| **405e-2 (M8DDLE)** | **0197-0745-2-DJ** | **Guilford** | **Distracted Driving Enforcement** | **13,500** | **6,500** |
| **405e-2 (M8DDLE)** | **0197-0745-2-DR** | **Suffield** | **Distracted Driving Enforcement** | **13,500** | **6,500** |
| **405e-2 (M8DDLE)** | **0197-0745-2-DV** | **East Hampton** | **Distracted Driving Enforcement** | **13,500** | **6,500** |
| **405e-2 (M8DDLE)** | **0197-0745-2-ED** | **Redding** | **Distracted Driving Enforcement** | **13,500** | **6,500** |
| **405e-2 (M8DDLE)** | **0197-0745-2-EF** | **Newtown** | **Distracted Driving Enforcement** | **15,000** | **10,000** |
| **405e-2 (M8DDLE)** | **0197-0745-2-EL** | **Madison** | **Distracted Driving Enforcement** | **13,500** | **6,500** |
| **405e-2 (M8DDLE)** | **0197-0745-2-EM** | **Coventry** | **Distracted Driving Enforcement** | **13,500** | **6,500** |
| | | | **Distracted Driving** | **$1,688,500** | **$811,500** |

**Task 2**

**Project Title: HVE Distracted Driving – Enforcement - CSP/DESPP**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Aaron Swanson

Countermeasure: High Visibility Cell phone/text messaging enforcement 4.1 *Countermeasures That Work*

This task provides funding for HVE distracted driving enforcement by Connecticut State Police. This evidence based enforcement program uses data sourced from table DD-1 to prioritize funding levels based on various types of crash data based on crash type, severity, population and roadway data. The primary goal of this task is to support NHTSA's national "U Drive. U Text. U Pay" mobilization(s) in April and August, 2017. CSP choose dates throughout the month of April and two weeks in August to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel.

| Funding Source | Project Number | Agency | Title | $ Amount (Apr. 2016) | $ Amount (Sep. 2016) |
|---|---|---|---|---|---|
| **405e-2 (M8DDLE)** | **0197-0745-2-DW** | **DESPP** | **Distracted Driving Enforcement** | **$75,000** | **$25,000** |

**Task 3**

**Project Title: HVE Distracted Driving – Media Buy**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Aaron Swanson

Countermeasure: Countermeasure: High Visibility Cell phone/text messaging enforcement 4.2 *Countermeasures That Work*

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

The first component of this task will directly support NHTSA's national "U Drive. U Text. U Pay." Mobilization during the month of April, 2017. Paid media purchases will be made in support of/to supplement the national media buy using the same demographic information contained in NHTSA's 2017 media plan. Media buys will include but not be limited to TV, radio, internet, social, and outdoor advertising. Media effectiveness will be tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted at local DMV's. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

The second component of this task will include year round placement of a social norming media campaign warning drivers about the dangers of distracted driving – especially related to mobile phone use – year round. The messaging for this campaign is currently under development during the writing of this document. Media buys will include but not be limited to TV, radio, internet, social, and outdoor advertising. Media effectiveness will be tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted at local DMV's. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

HVE Media Support: April - August $200,000
Social Norming Year-round campaign $300,000
Creation of new content for HVE and social norming $175,000

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405e-6 (M8*PM)** | **0197-0745-6-DX** | **CT-DOT/HSO** | **Distracted Driving Media Buy** | **$675,500** |

**Task 4**

**Project Title:** Public Outreach and Education Campaigns

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Aaron Swanson

Countermeasure: Countermeasure: High Visibility Cell phone/text messaging enforcement 4.2 *Countermeasures That Work*

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

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

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405e-1 (M8PE)** | **0197-0745-1-DY** | **CT-DOT/HSO** | **Distracted Driving Messaging at Outreach venues** | **$55,000** |

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405e-1 (M8PE)** | **0197-0745-1-DZ** | **CT-DOT/HSO** | **Distracted Driving Citation Holders** | **$20,000** |

**Task 5**

**Project Title: Distracted Driving Education Programming and Younger Driver Education**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Michael Whaley

*Countermeasure:* High Visibility Cell phone/text messaging enforcement 4.1 *Countermeasures That Work*

The HSO will continue to partner with Kramer International's 'Save a Life Tour' to build on the success of the Connecticut high school distracted driving program developed over the past several years. After two pilot projects with the company, the HSO worked with 'Save a Life Tour' staff to implement a more expansive and structured program that visited 30 high schools during the 2013-2014 school year. Because of the overwhelmingly positive response, the HSO made the commitment to bring the program to 60 high schools in both the 2014-2015 and 2015-2016 school years. Schools continue to request this program to educate their students as they are all either new drivers or on the path to become new drivers. To date this program has been featured at nearly 160 high schools in Connecticut and continues to garner earned media attention several times throughout the year. It

is the continued goal of the HSO to bring this program to each Connecticut high school over the next several years to meet the demand from educators. Kramer International has also moved to using Survey Monkey on tablets so students take the behavioral survey during the simulator portion of the program and the results are immediately captured. This was done at no additional cost to the HSO. Members of UConn's Crash Data Repository staff have been analyzing these surveys and preparing a report for the HSO.

The HSO worked with AT&T to feature their highly acclaimed distracted driving documentary, 'From One Second to the Next', which will continue to be shown at these programs due to the positive reviews from students and school administrators. Following the video, a 'Save a Life Tour' employee addresses the crowd with additional important distracted driving related statistics, and stresses that these incidents are preventable. Students are then dismissed and later return in smaller groups for the hands-on portion of the program, which consists of two distracted driving simulators. Every willing student is given the opportunity to experience the dangerous practice of distracted driving in a safe setting, while the others are able to observe the impacts of these behaviors on large projection screens. Following the program, the surveys are sent to Kramer who compiles the results and sends them to the HSO for analysis.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405e-5 (M8*TSP)** | **0197-0745-5-EA** | **CT-DOT/HSO** | **Save a Life Tour** | **$185,000** |

**Task 6**
Project Title: HVE Signage
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson
*Countermeasure:* Signage to Support HVE
This task will provide funding to purchase and distribute road signs and stands to be used during High Visibility Enforcement (HVE) campaigns. Signage supports HVE by signaling to motorists what behaviors increased patrols are focusing on. Signs will be purchased by the HSO and distributed to law enforcement agencies participating in HVE. Signs will have interchangeable messaging for distracted driving, seat belt and DUI enforcement. The HSO plans to purchase approximately 200 signs to distribute to approximately 90 municipal law enforcement agencies.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405e-7 (M8TS)** | **0197-0745-7-EN** | **CT-DOT/HSO** | **HVE Signage 280 signs x $100** | **$280,000** |

**Task 7**
Project Title: Data Analysis & Surveys
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson
*Countermeasure: Short term, High Visibility Belt Law Enforcement Countermeasures That Work 2.1 (Observation surveys)*
The goal of this project is to provide data to the Highway Safety Office to increase the statewide seat belt usage rate. This project will provide funding for annual evaluation and support for the

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

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405e-8 (M8X)** | **0197-0745-8-EO** | **CT-DOT/HSO** | **Data Analysis & Surveys** | **$150,000** |

**Task 8**
Project Title: Software Support to Improve Crash Data Collection
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson
*Countermeasure:*
The goal of this task is to address the lack of meaningful crash data related to distraction discussed in the problem Identification section of this program area. This task will fund the purchase of software to aid law enforcement agencies in determining the role mobile hand held devices play in crash causation. Specifically, it will purchase software meant to extract data from mobile phones used as part of crash investigations.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405e-9 (M8*AI)** | **0197-0745-9-EP** | **CT-DOT/HSO** | **Crash Data Software Support** | **$50,000** |

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

# Motorcycle Safety (MS)

# Motorcycle Safety (MS)

## Problem Identification

In 2014, a total of 55 motorcycle operators and passengers were killed on Connecticut roadways, representing 22.2 percent of the State's total traffic fatalities. Based on 89,352 registered motorcycles, the fatality rate per 10,000 registered vehicles was 6.2, a slight decrease from the 2013 rate of 6.3 per 10,000 registered vehicles.

In the other New England states in 2014, 13.5 percent of fatalities were motorcyclists and the fatality rate per 10,000 motorcycles registered was 2.8. Nationally, motorcycle fatalities in 2014 accounted for 14.0 percent of motor vehicle crash victims with a fatality rate of 5.4 per 10,000 registered motorcycles. Table MS-1 indicates that, from 2013 to 2014, the fatality rate per 10,000 registered motorcyclists decreased slightly in Connecticut while decreasing in the other New England states, and nationwide. The percentage of total fatalities represented by motorcycles increased in Connecticut and in the New England region, while decreasing nationwide.

**Table MS-1. Motorcyclists Killed/Fatality Rate: 2013 and 2014**

| | Connecticut | | U.S. | |
|---|---|---|---|---|
| | **2013** | **2014** | **2013** | **2014** |
| **% of all fatalities** | 19.9% | 22.2% | 14.3% | 14.0% |
| **Fatality Rate per 10k Motorcyclists** | 6.3 | 6.2 | 5.6 | 5.4 |
| **Motorcycles Registered** | 91,074 | 89,352 | 8,404,687 | 8,417,718 |

Sources: FARS, FHWA, Connecticut DMV

Tables MS-2 & MS-3 show the numbers of motorcyclists killed and injured during the 2010 to 2014 period. In 2014, the number of motorcyclists killed (55) was down from 57 in 2013. The number of operator and passenger injuries in 2014 (958) was the lowest number for the 5-year period shown. The injury rate of 107 injuries per 10,000 registered motorcycles was also the lowest (along with 2011 and 2013) in the 5-year period.

**Table MS-2. Motorcyclists Killed**

| | **2010** | **2011** | **2012** | **2013** | **2014** |
|---|---|---|---|---|---|
| **Operators Killed** | 50 | 35 | 46 | 56 | 53 |
| **Passengers Killed** | 2 | 2 | 2 | 1 | 2 |
| **Total Killed** | 52 | 37 | 48 | 57 | 55 |

Source: FARS Final Files 2010-2013, Annual Report File 2014

**Table MS-3. Motorcyclists Injured**

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **Operators Injured** | 1086 | 966 | 972 | 913 | 899 |
| **Passengers Injured** | 118 | 82 | 98 | 64 | 59 |
| **Total Injured** | 1,204 | 1,048 | 1,070 | 977 | 958 |
| **Injuries per 10,000 Registrations** | 128 | 107 | 116 | 107 | 107 |
| **Total Number of Crashes*** | 1,465 | 1,208 | 1,376 | 1,324 | 1,242 |

Source: Connecticut Department of Transportation and Department of Motor Vehicles,
*Includes Property Damage Only

More than 80 percent of fatally injured motorcycle operators in Connecticut were tested for alcohol in 2010 (Table MS-4). The year 2013 and 2014 had the two lowest rates of testing (52 and 55 percent, respectively). As shown in Figure 19 (see performance measure section below), during these years 36 to 55 percent of those tested were found to have been drinking (any trace of alcohol). For 2014, 55 percent had been drinking and 48 percent (14 of 29) had BACs of 0.08 percent or more (55 percent were tested).

**Table MS-4. BACs of Fatally Injured Motorcycle Operators**

| BAC | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **0** | 22 | 16 | 23 | 18 | 13 |
| **0.01-0.07** | 2 | 1 | 4 | 3 | 2 |
| **0.08 - up** | 17 | 8 | 9 | 8 | 14 |
| **No/Unknown** | 9 | 10 | 10 | 27 | 24 |
| **Percent tested** | 82.0% | 71.4% | 78.3% | 51.8% | 54.7% |

Source: FARS Final Files 2010-2013, Annual Report File 2014

Table MS-5 shows the distribution of the age and gender of motorcycle operators involved in fatal and injury crashes during the 2010 to 2014 period. The table indicates that the majority of riders are under the age of 45 (55 percent in 2014). Of significance is the high percentage of riders in the 45-54 and 55-64 year old age groups. These two groups alone made up 39 percent of the operators involved in fatal/injury crashes in 2013. Overall, riders 35 or older accounted for 60 percent of riders involved in fatal crashes. This tendency toward an older ridership follows national trends. This table also shows that males are predominant among the riders involved in fatal and injury crashes.

**Table MS-5. Motorcycle Operators Involved by Age and Sex**
**Fatal/Injury Crashes: 2010-2014**

| | | 2010 (N= 1,257) | 2011 (N= 1,016) | 2012 (N= 1,060) | 2013 (N= 989) | 2014 (N= 969) |
|---|---|---|---|---|---|---|
| **Age** | **Under 16** | 0.6% | 0.1% | 0.5% | 0.2% | 0.1% |
| | **16-20** | 5.9% | 6.5% | 6.1% | 5.6% | 5.6% |
| | **21-24** | 12.9% | 14.5% | 12.5% | 12.9% | 11.1% |
| | **25-34** | 21.9% | 21.8% | 22.2% | 23.7% | 23.0% |
| | **35-44** | 21.1% | 17.5% | 17.7% | 16.2% | 15.4% |
| | **45-54** | 24.2% | 22.4% | 23.1% | 25.0% | 23.7% |
| | **55-64** | 10.6% | 14.1% | 13.1% | 13.1% | 15.0% |
| | **65-69** | 1.8% | 1.7% | 3.3% | 2.3% | 3.9% |
| | **69 - Up** | 1.0% | 1.5% | 1.6% | 1.0% | 2.2% |
| **Gender** | **Male** | 95.7% | 94.7% | 94.5% | 94.2% | 95.3% |
| | **Female** | 4.3% | 5.3% | 5.5% | 5.8% | 4.7% |

Source: Connecticut Department of Transportation. (Unknown values are excluded in body of table)

Table MS-6 shows the distributions by month, day of week, and time of day of motorcycle crashes involving fatalities and injuries during the 2010-2014 period. Motorcycle crashes in Connecticut are rare during the colder months with 22 percent having taken place during the 6-month period from November through April. Crashes are more frequent on Saturdays and Sundays (44 percent). In 2013, 64 percent of the crashes occurred between 12:00 p.m. (noon) and 8:00 p.m.

## Table MS-6. Motorcycle Operators: Month, Day of Week, and Time of Fatal and Other Injury Crashes, 2010-2014

| | 2010 (N=1,257) | 2011 (N=1,032) | 2012 (N=1,060) | 2013 (N=1,060) | 2014 (N=1,009) |
|---|---|---|---|---|---|
| **Month** | | | | | |
| **January** | 0.7% | 0.2% | 0.8% | 0.8% | 0.8% |
| **February** | 0.1% | 0.2% | 1.6% | 1.6% | 1.6% |
| **March** | 5.1% | 2.2% | 6.0% | 6.0% | 6.0% |
| **April** | 10.0% | 7.2% | 9.6% | 9.6% | 9.6% |
| **May** | 17.0% | 13.9% | 13.8% | 13.8% | 13.8% |
| **June** | 14.5% | 16.3% | 13.3% | 13.3% | 13.3% |
| **July** | 16.5% | 18.5% | 17.3% | 17.3% | 17.3% |
| **August** | 14.0% | 12.5% | 14.6% | 14.6% | 14.6% |
| **September** | 13.9% | 12.4% | 12.5% | 12.5% | 12.5% |
| **October** | 5.4% | 10.0% | 6.4% | 6.4% | 6.4% |
| **November** | 2.6% | 4.4% | 2.3% | 2.3% | 2.3% |
| **December** | 0.2% | 2.3% | 1.7% | 1.7% | 1.7% |
| **Day of Week** | | | | | |
| **Sunday** | 17.4% | 19.7% | 21.5% | 21.5% | 25.4% |
| **Monday** | 11.0% | 12.2% | 12.2% | 12.2% | 10.7% |
| **Tuesday** | 8.3% | 11.7% | 9.4% | 9.4% | 11.3% |
| **Wednesday** | 10.6% | 10.6% | 9.2% | 9.2% | 9.4% |
| **Thursday** | 12.9% | 13.1% | 13.8% | 13.8% | 9.3% |
| **Friday** | 15.7% | 13.4% | 14.9% | 14.9% | 15.4% |
| **Saturday** | 24.2% | 19.4% | 19.0% | 19.0% | 18.5% |
| **Time of Day** | | | | | |
| **Mid-03:59** | 6.1% | 4.5% | 4.4% | 4.4% | 4.9% |
| **04:00-07:59** | 3.0% | 6.1% | 4.2% | 4.2% | 4.2% |
| **08:00-11:59** | 11.6% | 13.1% | 12.1% | 12.1% | 13.9% |
| **12:00-15:59** | 33.1% | 31.1% | 30.0% | 30.0% | 28.2% |
| **16:00-19:59** | 32.0% | 30.6% | 34.0% | 34.0% | 35.4% |
| **20:00-23:59** | 14.2% | 14.5% | 15.3% | 15.3% | 13.5% |

Source: Connecticut Department of Transportation

Table MS-7 shows the total of fatal and injury motorcycle crashes in each Connecticut County, the percentage change in these crashes comparing 2010 to 2014, and the number of these crashes in the calendar year 2014 per 100,000 population.

**Table MS-7. Motorcycle Fatal/Injury Crashes by County, 2010-2014**

| County | Total 2010-2014 | Pct. Change 2010-2014 | 2014 Crashes Per 100,000 Pop. |
|---|---|---|---|
| **Fairfield** | 995 | -18.9% | 18.19 |
| **Hartford** | 1,254 | -20.5% | 25.50 |
| **Litchfield** | 396 | -34.7% | 35.68 |
| **Middlesex** | 297 | -23.0% | 34.56 |
| **New Haven** | 1,355 | -21.3% | 29.14 |
| **New London** | 543 | -12.9% | 39.46 |
| **Tolland** | 286 | -45.8% | 29.73 |
| **Windham** | 259 | -1.8% | 47.01 |

Source: Connecticut Department of Transportation; Population data estimate for 2014.

The most frequent contributing factors found in Connecticut fatal and injury motorcycle crashes during 2010 to 2014 are listed in Table MS-8. The first data column contains the contributing factors for single vehicle crashes (N=2,062). The operator "losing control" (61 percent) and "driving too fast for conditions" (15 percent) were the most common factors in these crashes.

Contributing factors in multiple vehicle crashes are tabulated separately depending on whether the motorcyclist (N=1,256) or the other driver (N=1,806) was most likely at fault in the crash. When the motorcyclist was deemed most at fault and a specific cause was noted, "following too closely" (32.6 percent), "losing control" (17.8 percent), and "driving too fast for conditions" (9.6 percent) were most often the contributing factors. When the other driver was deemed most at fault, "failure to grant the right-of-way" was the predominant contributing factor (47.3 percent).

**Table MS-8. Motorcycle Fatality/Injury Crashes-Contributing Factors, 2010-2014**

| Contributing Factors | % of Single Vehicle Crashes N=2,062 | % of Multiple Vehicle Crashes; MC Oper. Fault N=1,256 | % of Multiple Vehicle Crashes; Other Oper. Fault N=1,806 |
|---|---|---|---|
| **1. Driver Lost Control** | 60.7% | 17.8% | 5.8% |
| **2. Driving Too Fast for Conditions** | 15.0% | 9.6% | 2.4% |
| **3. Road Condition/Object In Road** | 10.4% | 0.5% | 0.4% |
| **4. Driver Under the Influence** | 3.9% | 2.9% | 2.1% |
| **5. Failed to Grant Right of Way** | 0.2% | 7.7% | 47.3% |
| **6. Driver Following Too Closely** | 0.0% | 32.6% | 15.9% |
| **7. Driver Violated Traffic Control** | 0.3% | 4.6% | 5.5% |
| **8. Other** | 9.6% | 24.3% | 20.6% |

Source: Connecticut Department of Transportation (Unknowns are not included)

In summary, Department motorcycle crash data shows:

- A fluctuating number of motorcyclist fatalities in the period 2010 to 2014
- The majority of motorcycle fatal and injury crashes occurred between the hours of noon and 8 p.m.
- Saturdays and Sundays being the most common days for fatal and injury crashes
- Most fatal and injury crashes occurring in the summer months
- Almost all motorcycle operators involved in crashes were male
- In multiple vehicle crashes where the other driver was at fault, the major contributing factor in 47 percent of these crashes was failure to grant the right-of-way

## Performance Measures

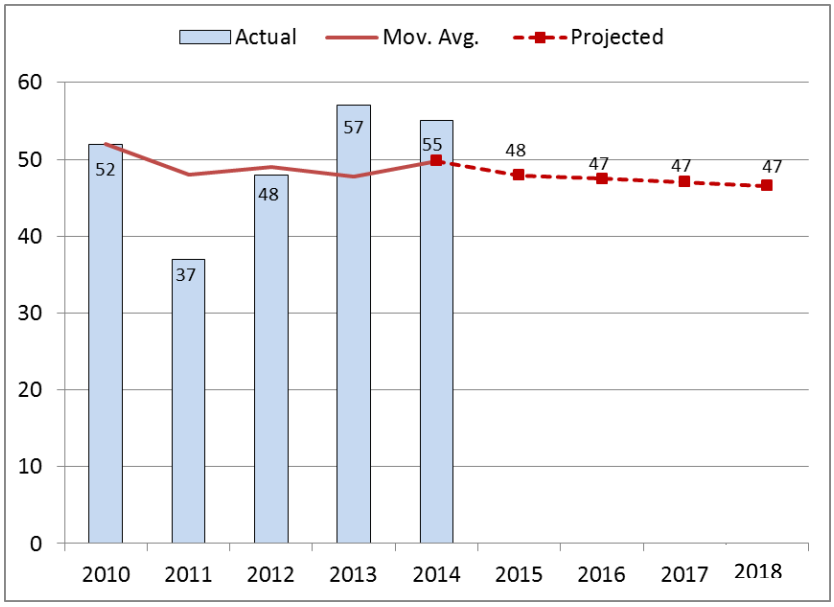
The following performance measures have been selected based on their ability to indicate trends in impaired driving over extended periods of time. While some absolute numbers may be higher from year to year, moving average and trend data may show modest projected decreases over time. These projections are then applied during the goal selection process.

| Performance Measures | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **Motorcyclists Killed and Injured** | 1257 | 1081 | 1,060 | 1,004 | 983 |
| **Injuries per 10,000 Registered Motorcycles** | 134 | 110 | 115 | 110 | 112 |
| **Number of Un-Helmeted Motorcycle Fatalities** | 36 | 25 | 30 | 22 | 32 |
| **Number of Motorcycle Injuries Helmeted** | 476 | 453 | 452 | 454 | 419 |
| **Number of Operators Killed with BAC>0.00%** | 19 | 9 | 13 | 11 | 16 |
| **Number of Motorcyclist Trained** | 4,888 | 6,043 | 6,068 | 5,620 | 5,055 |

Source: Connecticut Department of Transportation

Figure 17 shows the number of motorcyclist fatalities in Connecticut for the period 2010-2014, along with the five-year moving averages, and trend projecting into 2018. Projections show a stable trend in motorcyclist fatalities and estimate 47 fatalities in 2016, 2017, and 2018.

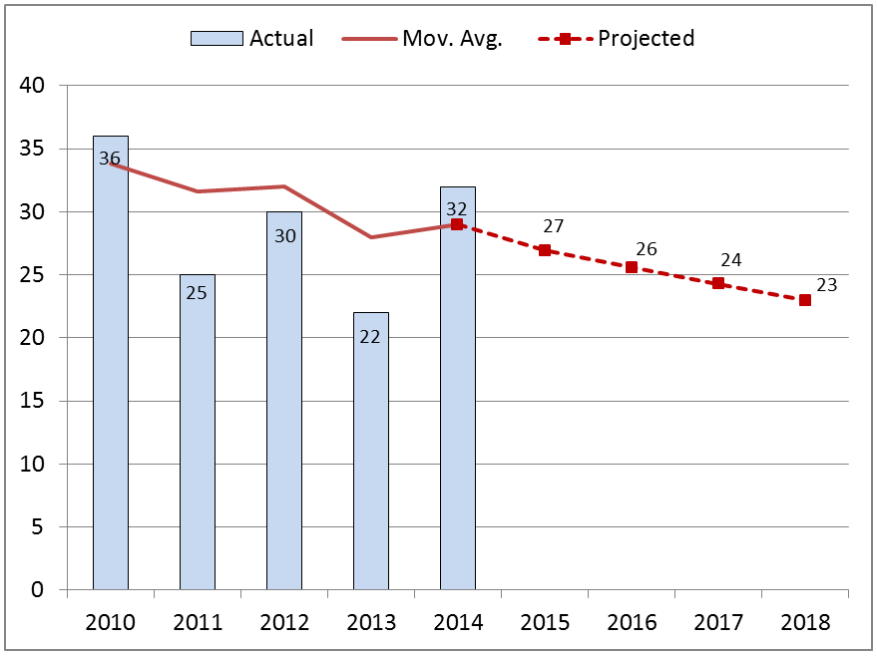
**Figure 17. Motorcyclist Fatalities, 2010-2014**




Source: FARS final files 2010-2013, Annual Report File 2014

Projections of un-helmeted motorcyclist fatalities based on the five-year moving averages show a downward trend and project 26 un-helmeted fatalities in 2016, 24 in 2017 and 23 in 2018 (Figure 18).

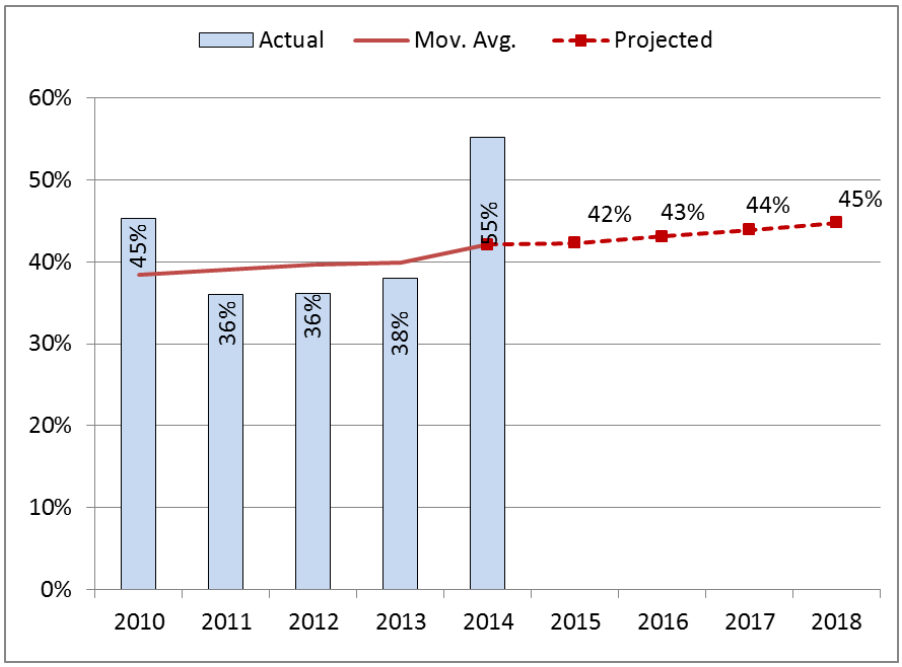
**Figure 18. Unhelmeted Motorcyclist Fatalities, 2010-2014**




Source: FARS Final Files 2010-2013, Annual Report File 2014

Figure 19 shows the percentage of fatally injured motorcyclist operators with a BAC of 0.01 or above, along with the five-year moving averages, and trend projecting into 2018. Projections show a slightly rising trend and estimate that 43 percent of motorcyclist operator fatalities will be drinking-related in 2016, compared to 44 percent in 2017 and 45 percent in 2018.

**Figure 19. Percent of Motorcycle Operators Killed with a BAC ≥ 0.01%**




Source: FARS Final Files 2010-2013, Annual Report File 2014

## Performance Goals

To decrease the number of un-helmeted fatalities below the five year (2010-2014) moving average of 29 in 2014 by 5 percent to a five year (2014-2018) projected moving average of 27 in 2018.

This goal was selected based upon analysis of single year data and five year moving average projections. The 2014 total of 32 un-helmeted fatalities increased substantially from the previous year, however the five year average and the projected trend continue to show a decline. Therefore, a five percent reduction was selected.

To decrease the number of motorcyclist fatalities below the five year (2010-2014) moving average of 50 in 2014 by 5 percent to a five year (2014-2018) projected moving average of 47 in 2018.

This goal was selected based upon analysis of single year data and five year moving average projections. The 2014 total of 55 motorcyclist fatalities decreased slightly from the previous year as did the five year moving average and the projected trend. Therefore, a five percent reduction was selected.

To decrease the percentage of fatally injured motorcycle operators with BACs greater than or equal to than 0.01 below the five year (2009-2013) moving average of 40 percent in 2013 by 5 percent to a five year (2013-2017) projected moving average of 38 percent in 2017.

## Performance Objectives

To train 5,000 beginning, intermediate, experienced and advanced motorcycle operators during calendar year 2017 to reduce instances of motorcycle operator error in both fatal and injury crashes.

## Planned Countermeasures

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

These goals will be achieved by continuing existing, and working toward expanding, motorcycle rider education programs, specifically the CONREP (Connecticut Rider Education Program). A newly updated curriculum developed by the Motorcycle Safety Foundation will be adopted. This new curriculum will have a larger focus on rider responsibility and risk awareness. Addressing attitudes and operational skills through a targeted media campaign, including promoting helmet use by all riders (not just those young riders currently covered under existing law), and including motorcyclists in the planned emphasis on reducing impaired driving.

A recently developed impaired riding media campaign will seek to inform riders of the dangers of riding under the influence. This campaign, "None for the Road" will utilize a web video, bus boards and brochures. The distribution process will incorporate a network of informational resources including a web site, rider education courses, various motorcycle dealerships, and local motorcycle rider organizations. Our website www.ride4ever.org will be used to change behavior associated with unsafe riding practices and may include the development of new materials.

**Task 1**

**Project Title: Motorcycle Safety Program Administration**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Nicholas Just

*Countermeasure: Motorcycle Rider Licensing and Training Section 5.17 Countermeasures That Work*

The task will include coordination of activities and projects outlined in the motorcycle safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Serve as a direct line of communication between the HSO and Community College system that administers the CONREP, including assisting in annual activity proposals and voucher reimbursement. This task and associated project are specifically meant for in-house management of the motorcycle safety program. Funding will be provided for personnel, employee-related expenses, overtime, professional and outside services including facilities and support services for the required annual instructor update. Travel to in-state training facilities for project monitoring, requests for support and out-of-state travel including the annual State Motorcycle Safety Administrators Summit, travel related to training opportunities, providing educational materials for distribution to students and other related operating expenses. This project may be used to fund salary while a small portion is used for travel and operating expenses.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-MC** | **0197-0701-AA** | **CT-DOT/HSO** | **Motorcycle Safety Program Administration** | **$75,000** |

**Task 2**

**Project Title: Connecticut Rider Education Program (Training) Administration**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Nicholas Just

*Countermeasure: Motorcycle Rider Licensing and Training Section 5.17 Countermeasures That Work*

Rider training is the primary countermeasure applied to reaching the performance goal of decreasing the total number of motorcycle fatalities and decreasing the number of un-helmeted fatalities. This task provides for the oversight of the CONREP in the following ways; the training and monitoring of 160 certified motorcycle safety instructors, providing support services to the Connecticut Rider Education Program training sites by providing funding for quality assurance monitoring, technical assistance and support services, Motorcycle Safety Foundation(MSF) curriculum materials, updating and maintaining the program's www.ride4ever.org website, which is the programs direct point of contact for course students and license waiver information. A Motorcycle Training Coordinator as well as a data consultant is utilized to accomplish this task. Preparing and maintaining project documentation, and evaluating task accomplishments. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-MC** | **0197-0701-AB** | **CT-DOT /HSO** | **CONREP Technical Assist.** | **$225,000** |

**Task 3**

**Project Title: Public Information and Education/Community Outreach to Motorcycle Riders**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Nicholas Just

*Countermeasure: Communications and Outreach Section 5.22 Countermeasures That Work*

This task will provide coordination and staffing of grassroots events and seminars to promote voluntary helmet use, a ride sober campaign, share the road, safe motorcycle operation, and recruitment of motorcycle safety instructors. The HSO will partner with motorcycle groups to develop and promote activities designed to increase voluntary helmet usage. www.ride4ever.org is the programs primary method of disseminating information on rider safety, conspicuity, sober riding, the importance of helmets and news and events in the Motorcycling community. In support of these visual messages, public outreach will be conducted at assigned venues through tabling events that provide opportunity to directly communicate with the riding public about the importance of safe riding practices.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 402-MC | 0197-0701-AC | CT-DOT/HSO | PI&E Education | $30,000 |

**Task 4**

**Project Title: Lifelong Learner/Returning Rider**

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

Countermeasure: Communications and Outreach (Section 5-22)

This task will provide grants to local non-profit motorcycle and safety oriented organizations to promote The Connecticut Rider Education Programs Experienced and Advanced Riding classes. Statistics indicate that a large majority of fatalities are related to operator error (table MS-8), with roughly 36% between the ages of 45-64. The HSO and Connecticut Rider Education Program have seen a steady decline in licensed riders returning for additional instruction. These courses are designed for the more practiced rider to improve skills relating to safety awareness, road hazards, rider perception and crash avoidance skills. Funds will be used to develop strategies and educational materials to garner interest and participation in this hard to reach segment of the riding population. This task may include travel to peer exchange groups or informational sessions.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 402-MC | 0197-0701-AD | CT-DOT /HSO | Lifelong Learner/Returning Rider | $100,000 |

**Task 5**

Project Title: Expanding Motorcycle Safety Efforts

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

Countermeasure: Motorcycle Rider Licensing and Training Section 5.17 Countermeasures That Work

This task will utilize Section 405(f) funds to expand statewide motorcycle safety efforts. To expand training activities the CONREP will recruit and train potential instructor candidates and conduct mandatory Transitional Rider Coach Prep (TRCP) to transition to the new MSF Curriculum. We will

purchase new training motorcycles to enhance our aging fleet and to accommodate the growing demand for training. Other supplies including MSF curriculum materials to support and expand motorcycle training activities will also be purchased.

The Connecticut Rider Education Program services over 5000 participants annually through roughly 500 course offerings. The CONREP has about 400 motorcycles in its fleet, 50% of which are at least ten years old. The average useful life of one of our training bikes is 7-10 years, continuous replacement is necessary in order to have enough bikes to meet the demand of the public.

| Funding Source | Project Number | Agency | Item (#'s) | $ Amount |
|---|---|---|---|---|
| **405f-1 (M9MT)** | **0197-0744-1-AA** | **CT-DOT/HSO** | **Honda Rebel (10)** | **$50,000** |
| **405f-1 (M9MT)** | **0197-0744-1-AB** | **CT-DOT/HSO** | **Curriculum** | **$40,000** |
| | | | **Total** | **$90,000** |

***All products purchased under this section will be in accordance with the Certifications and Assurances (including Buy America provision) signed by the Governor's Highway Safety Representative in this document.**

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

# Traffic Records (TR)

The Traffic Records Strategic Plan is an active document updated annually to reflect new issues and the changing environment within highway safety / traffic safety data systems. The following link - http://www.ct.gov/dot/cwp/view.asp?a=2094&q=435916 contains the most recent version of the Strategic Plan (July 2016).

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

From real-time data capture in the field, to direct online query capabilities and analysis of timely data in a State data repository, changes are occurring in all phases of Connecticut's traffic records system. Time spent by law enforcement and emergency medical services (EMS) professionals will be directed more to helping injured people, securing an incident location, and traffic flow, and result in officer/EMS responder safety, with less dependence on paper reporting; resulting in better service to the public and improved traffic records data that is more timely, complete, and accurate.

Stakeholders of Connecticut's system continue to make great strides in their push to achieve system wide electronic reporting. Emphasis on **EMS patient care reporting** resulted in nearly all EMS providers in the state achieving electronic reporting, using the National Standard (NEMSIS) in 2010. The focus the in prior years has been on electronic reporting for a motor vehicle crash as well as traffic citation. **Crash reporting** is projected to advance with the adoption of the National MMUCC Guideline, that began, January 1, 2015. **Electronic reporting of traffic citations** is nearing the 60 percent mark for all traffic citations issued statewide.

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

Planned performance measures for 2016-2017 include **crash timeliness** (mean number of days from date of crash report arrival at ConnDOT to date of crash report entry into the state crash records database), **crash uniformity** (number of MMUCC compliant data elements entered into the crash database), **crash completeness** (percentage of crash records with no missing data), **crash accessibility** (principal users of the CDR), **citation timeliness** (days from the issuance of a citation to database entry into the repository at Judicial); and **EMS patient care linkage** (tracking patients from the point of injury to hospital discharge), assessing patient outcome in terms of mortality, injury severity, and health care cost.

Perhaps the greatest impact to the management approach to highway safety with the rollout in January 2015 of the new electronic crash reporting system based on National guidelines is the timeliness of the crash data, less than 10-days from the date of arrival at ConnDOT to entry into the state database, which will ultimately impact the highway safety management process in many ways.

**Performance Measures**

The primary performance measure submitted for early review (July 2016 Strategic Plan) by the National Highway Traffic Safety Administration (NHTSA) was based on the timeliness of Motor Vehicle Crash Reporting, as evidenced by the improvement in the mean number of days from date of crash report (by both State and Local law enforcement) arrival at ConnDOT to entry into the State Crash Records database on April 15, 2015 ending the period April 16, 2014 to April 15, 2015

Timeliness of crash reporting: 104 days

Compared with one year later on April 15, 2016 ending the period April 16, 2015 to April 15, 2016

Timeliness of crash reporting: 9 days

In 2015, Connecticut's application was based on the uniformity of the motor vehicle crash database, as evidenced by the increase, from 24 MMUCC-compliant crash data elements reported by both State and Local law enforcement and entered into the crash database for the years leading up to and ending December 31, 2014, to 75 MMUCC-compliant data elements entered into the State CDR (crash database), beginning January 1, 2015.

The ongoing source for a significant performance measure for traffic records stakeholders has been the Crash Data Repository (CDR) at the University of Connecticut (UConn). The CDR now boasts over 700 registered users, with access to crash, roadway and traffic volume data. The CDR is a component of the Transportation Safety Research Center (TSRC), supported by the State Department of Transportation (ConnDOT). Many users of the CDR responded that they were satisfied with benefits they already receive from online access and data query tools, the number of years of data already contained on the repository and the ability to use linked data and to generate rates based on traffic volume.

Planned performance measures for 2016-2017 include **crash timeliness** (days from the occurrence of a crash to database entry into the CDR), **crash uniformity** (number of MMUCC compliant data elements entered into the crash database), **crash completeness** (percentage of crash records with no missing data), **crash accessibility** (principal users of the CDR), **citation timeliness** (days from the issuance of a citation to database entry into the repository at Judicial); and **EMS patient care linkage** (tracking patients from the point of injury to hospital discharge), assessing patient outcome in terms of mortality, injury severity, and health care cost.

**Performance Goal**

Expand the use of linked traffic records data from four of the core systems Crash, Roadway, Injury Control and Enforcement in 2015, to five by including Driver data to support a data driven approach by identifying high-risk driver populations and predicting safety problems based on past experiences by 2020.

The 2017 HSP Goal is to integrate crash and driver data to help target problem drivers assisting the DMV in determining effectiveness of their administrative authority. By increasing the sharing of linked information, it lends support to a data-driven approach to traffic safety and provides more accurate timely information of persons involved in crashes. Linked data can be a rich resource for developing and measuring progress of a State's Highway Safety Plan, as well as for research use by safety agencies and stakeholders.

**Vision – Mission – Achievements of the TRCC**

Provide support for the TRCC in the achievement of its vision and mission as outlined in the Strategic Plan.

**Vision** – A comprehensive Traffic Records System that provides reliable data critical to the development of policies, and programs that enhance the operation and safety of the Connecticut Highway Transportation (National, State and Local Roads) System.

**Mission** – Develop and promote a comprehensive Traffic Records System that provides Timely, Accurate, Complete, Uniform, Integrated, and Accessible Traffic Records System data for management of Highway and Traffic Safety Programs.

Achievements as well as ongoing project development and tracking/timelines for TRCC efforts can be found at the TRCC's website - http://www.ct.gov/dot/cwp/view.asp?a=2094&q=435916.

**Improving Safety Data Systems**

Objectives for reliable safety data systems together with planned performance measures listed above will be accomplished through a variety of avenues, which focus on the development of electronic field data capture of motor vehicle crash, citation, EMS/patient care, commercial vehicle enforcement and other incident reporting, including the back-end systems to receive and report this data.

**Task 1**
**Project Title: Traffic Records Administration**
*Administrative Oversight*: Department of Transportation, Highway Safety Office
*Staff Person*: Juliet Little
*Countermeasure:* Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments
The task will include **coordination of activities** and projects outlined in the traffic records program area, statewide coordination of program activities, and the development and facilitation of public information and education projects. It will also provide status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2. Funding will be provided for personnel, employee-related expenses, overtime, professional and outside services including consulting services that provide TRCC coordination, travel, materials, supplies, assessments and other related operating expenses. This project may be used to fund salary while a small portion is used for travel and operating expenses.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 405c (M3DA) | 0197-0742-AA | CT-DOT/HSO | Traffic Records Administration | $80,000 |
| 402-TR | 0197-0705-AA | CT-DOT/HSO | Traffic Records Administration | $285,000 |

**Task 2**

**Project Title: Traffic Records Strategic Plan Implementation**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Juliet Little

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

This task will provide the necessary funding to assess and **develop the Connecticut Traffic Records Program** by implementing the following projects outlined in the Section 405(c). This is the 11th year application spanning back to 2006 under Section 408:

1. Electronic Crash - Technology/Software Support for Local Law Enforcement

**Project Description:**

In January 2015, the State began the transition to a completely updated electronic crash reporting system using the MMUCC Guideline, 4th Edition as the basis for its crash data collection. This project encompasses multiple initiatives aimed at serving a segment of the law enforcement community. The focus is to help local police departments acquire public safety equipment. Some departments don't have computers or mobile data terminals (MDTs) in their vehicles, hindering their abilities for selective enforcement. Better tools/resources, including technology as well as software support where warranted, would enable local police departments to better implement new E-Crash investigation and enforcement initiatives.

Equipment as well as software support will be provided to support local law enforcement agencies in implementing E-Crash MMUCC PR-1. Equipment/software support will be specifically awarded to those agencies requesting assistance for the purchase and installation of computers, printers or other mobile technology, as well as software applications. Evaluating applications and making award decisions will be based on established criteria.

The need for planning and coordination among law enforcement agencies is critical to the success of this effort. This E-Crash support initiative will be interfaced with the ConnDOT/UConn Crash Data Repository (CDR). Electronic crash and citation reporting will reduce data input errors and improve the completeness of the collected data. It should also improve police officer efficiency by reducing the amount of time that officers spend collecting crash and citation data and decrease the time it takes this data to be received by the appropriate State agency.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-TR** | **0197-0705-AB** | **Local Law Enforcement** | **Citation Reporting/Local Law Enforcement** | **$325,000** |

2. On-line Disposition System

**Project Description:**

An on-line disposition system whereby the recipient of an infraction could elect to have their case reviewed and adjudicated on-line. This would allow prosecutors to review most, if not all, not guilty pleas entered by defendants and reach resolution without the necessity of the recipient coming to court. If the defendant requests a trial, those cases would be heard in the court of jurisdiction.

- Timeliness - Each step in the current process contributes to a delay in the adjudication of the infractions, and therefore a delay in the attachment of relevant disposition information to a driver's history and subsequent availability to law enforcement. An on-line disposition system could significantly reduce the number of days from issuance to adjudication, and placement when
- Uniformity - Currently, infractions are reviewed by prosecutors in 15 different locations. The ability to for a smaller group of prosecutors to review on a global scale all infractions could yield more uniformity in dispositions. The ability to communicate large scale enforcement efforts such as "Click it or Ticket" would be enhanced.
- Personnel - Due to recent staff reductions, there are less employees to dedicate to the labor intensive, manual paper driven process currently in existence. Conceptually, infractions could be processed at any time of day, and would not be limited to traditional court dockets of 10 and 2. Less individuals coming to the courthouse could alleviate some security issues that arise when a large number of people are assembled.
- Public Convenience - The public would be able to be heard on matters without taking time off from work (unless they opted to come to court or elected a trial.) This new system would be synced with the current e-pay system, allowing individuals the convenience of paying on-line in a contemporaneous fashion. Those who receive alternative dispositions could print or have the results emailed, eliminating the need and expense of paper notices.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405c (M3DA)** | **0197-0742-AD** | **Centralized Infractions Bureau** | **On-line Disposition System** | **$400,000** |

3. Electronic Charging - Citation/Warning/Summons Arrest

**Project Description:**

This project proposes to extend previous as well as current efforts on electronic document and data collection. Strategies include weaving paperless data transfer from point of data collection to final repository without intermediate human intervention. This will extend field data collection to two additional enforcement means; e-warning tickets and initiate a

framework for an entry into the juvenile justice arena with e-juvenile summons notices. These are the natural supplements to the prior information technology initiatives. Moreover, they round put the suite of enforcement data collection for the field police officer and relieve those officers of the burden of redundant data entry and the need for manual and multiple sets of forms.

Our approach extends beyond the paper-centric notion of a single charging document and instead provides a single charging approach to correctly routes enforcement data to the correct storage and processing facility. In doing so, we propose to move further away from the legacy paper based systems of the prior century and closer to the connected mode of the 21st century.

Benefits of a connected strategy for data collection and retrieval:

- Errors are radically reduced,
- Supervisory review is simplified, and more easily facilitated,
- Activity metrics can be near current,
- Data transfer is real time,
- Overall costs are reduced,
- System efficiency is increased for agencies upstream from the law enforcement organization,
- Provides real time data for charging violators and offenders, and
- Opens the door to advanced policy options, including stepped sanctions based on violator history, or by
- geographic location based on crash history.

It may be possible to extend beyond mere electronic charging (warning, citation, summons arrest) to "smart charging" by hot spots based on spatial and temporal crash metrics in much the same way as work zone violations.

Given the potential availability of expanded crash and violation data coupled with temporal and spatial analysis tools, the Connecticut General Assembly and traffic safety decision makers would have for the first time an innovative means of determining the following:

- Revenue required for administration and operation of the traffic law enforcement and adjudication system;
- Hazardous traffic violation true costs (using epidemiology research);
- Payment history, violator recidivism, and opportunities for improvement;
- Enforcement activity trends based on changes in fee amounts;
- Effectiveness of electronic printers in police vehicles;
- Reduction in crashes and crash severity based on sanction adjustments and investments in focused interventions on a hypothetical basis followed by a pilot program.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 405c (M3DA) | 0197-0742-AC | Capitol Region Council of Governments | E-Charging/ Citation/Warning /Summons Arrest | $150,000 |

4. E-Charging – Citation / Summons Arrest / Warning

**Project Description:**

The E-Charging project will extend previous as well as current efforts on electronic document and data collection. Strategies include weaving paperless data transfer from point of data collection to final repository without intermediate human intervention. Field data collection will be extended from the successful e-citation initiative to two additional enforcement means; e-warning tickets and e-summons notices. The goal is to round out the suite of enforcement data collection for the field police officer and relieve those officers of the burden of redundant data entry and the need for manual and multiple sets of forms. The approach extends beyond the paper-centric notion of a single charging document and instead provides a single charging approach that correctly routes enforcement data to the correct storage and processing facility. This will position the state to move further away from the legacy paper based systems of the prior century and closer to the connected mode of the 21st century.

The software applications developed in this project will reduce data input errors and improve the completeness of the collected data. It should also improve police officer efficiency by reducing the amount of time that officers spend collecting citation, summons and warning data and decrease the time it takes this data to be received by the appropriate State agency.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 405c (M3DA) | 0197-0742-AE | Centralized Infractions Bureau | E-Charging/ Processing | $150,000 |

5. EMS Tracking and Reporting System Data Linkage

**Project Description:**

The Connecticut EMS Tracking and Reporting System Data Linkage (CEMSTARS DL) Project will link motor vehicle crash, pre-hospital EMS, trauma and Connecticut Hospital Information and Management Exchange (CHIME) data to create one record for each patient from the point of injury to the point of hospital discharge.

The goal of the EMS Tracking Project is to create an integrated system that avoids unnecessary duplication of costs and personnel administration. By linking the records of the different agencies for each patient encounter, a complete picture will be created. Identifying priority needs based on this complete picture will enable better analysis of patient outcome in terms of mortality, injury, severity, and health care cost.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| 405c (M3DA) | 0197-0742-AF | Department of Public Health/EMS | EMS-Tracking | $75,000 |

6. Yale New Haven Children's Hospital Linking Crash/Injury Datasets

**Project Description:**

The focus of this project is to integrate crash and injury data to derive more precise injury outcomes. In question – is the disparity between officer assessments of personal injury as recorded on the previous PR-1, prior to 2015; the new MMUCC PR-1 crash reporting system, which began on January 1, 2015 and actual outcomes assessed by health care providers. Project explores a data integration solution that provides more accurate injury severity information for persons involved in crashes. Steps include acquiring disparate datasets, performing linking functions, managing the resulting dataset, and conducting in-depth analyses on the linked data.

Officers using the PR-1 crash report, prior to 2015, recorded typical injury assessment based on the KABCO scale, a measure of the functional injury level of the victim at the crash scene.

Codes were selected based on the on-site judgment of the investigating police officer completing the crash report PR-1. Small explanations were provided in the Investigator's Guide for A, B and C – injuries.

(K) Fatal Injury,
(A) Incapacitating Injury (Prevents Return to Normal Activity)
(B) Non Incapacitating Evident Injury
(C) Possible Injury (Claim of Non-evident Injury)
(O) Property Damage Only

**The D16.1 Classification Manual of Motor Vehicle Traffic Accidents** - was available, and also provided guidance using the KABCO scale, but it is unknown whether any law enforcement agencies in Connecticut ever used the D16.1 Manual. The following is an example of the detail provided by the D16.1 Manual for an (A) Injury, also referred to as an Incapacitating Injury.

(A) **Incapacitating Injury**: An incapacitating injury is any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.

**Inclusions**: Severe laceration, broken or distorted limb, skull or chest injury, abdominal injury, unconsciousness at, or when taken from the accident scene, unable to leave the accident scene without assistance.

**The MMUCC Guideline 4th Edition** – was adopted by the State and has formed the basis for the development of the new MMUCC PR-1 crash reporting system. This new system was rolled out and began replacing the legacy PR-1 on January 1, 2015.

One of the areas the MMUCC Guideline emphasized in the update in 2012 from the previous Third Edition of MMUCC, was a revision to the KABCO attributes and definitions for Fatal, as well as A, B, and C injury types. Here is the comparable example of the detail provided in the MMUCC Guideline for an (A) Injury, referred to as a Suspected Serious Injury.

A **Suspected Serious Injury** is any injury other than fatal which results in one or more of the following:

- ✓ Severe laceration resulting in exposure or underlying tissues/muscle/organs or resulting in significant loss of blood
- ✓ Broken or distorted extremity (arm or leg)
- ✓ Crush injuries
- ✓ Suspected skull, chest or abdominal injury other than bruises or minor lacerations
- ✓ Significant burns (second and third degree burns over 10% or more of the body)
- ✓ Unconsciousness when taken from the crash scene Paralysis

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **405c (M3DA)** | **0197-0742-AG** | **Yale New Haven Hospital** | **Linking Crash/ Injury Datasets** | **$50,000** |

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

# Community Traffic Safety (CTS/OA)

# Community Traffic Safety

## Driver Groups Problem

## Identification

Table OA-1 outlines the age distribution of licensed drivers in Connecticut and the nation as a whole during calendar years 2012 to 2014. The data show that the percentage of Connecticut licensed drivers age 19 and younger is less than the U.S. percentage (3.5 percent vs. 4.0 percent, respectively), and that the percentage of drivers age 70 and older is slightly higher in Connecticut (12.4 percent) than the U.S. as a whole (11.4 percent).

**Table OA-1. Licensed Drivers by Age Group, 2012-2014**

| Licensed Drivers by Age | | 2012 | | 2013 | | 2014 | |
|---|---|---|---|---|---|---|---|
| | | N | % | N | % | N | % |
| Connecticut | Under 16 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| | 16-17 | 27,437 | 1.1% | 28,150 | 1.1% | 27,350 | 1.1% |
| | 18-19 | 62,712 | 2.5% | 63,002 | 2.5% | 62,001 | 2.4% |
| | 19 and under | 90,149 | 3.6% | 91,152 | 3.6% | 89,351 | 3.5% |
| | 20 | 37,163 | 1.5% | 37,061 | 1.5% | 36,383 | 1.4% |
| | 16-20 | 127,312 | 5.1% | 128,213 | 5.1% | 125,734 | 4.9% |
| | 21-24 | 162,775 | 6.5% | 164,717 | 6.5% | 161,817 | 6.4% |
| | 25-34 | 391,543 | 15.8% | 404,374 | 16.0% | 409,248 | 16.1% |
| | 35-44 | 417,938 | 16.8% | 412,156 | 16.3% | 396,560 | 15.6% |
| | 45-54 | 525,216 | 21.1% | 520,058 | 20.5% | 504,876 | 19.9% |
| | 55-64 | 428,120 | 17.2% | 443,901 | 17.5% | 459,421 | 18.1% |
| | 65-69 | 153,107 | 6.2% | 159,446 | 6.3% | 169,404 | 6.7% |
| | 70 up | 279,697 | 11.3% | 301,225 | 11.9% | 315,528 | 12.4% |
| Nationwide | Under 16 | 127,283 | 0.1% | 62,353 | 0.0% | 62,171 | 0.0% |
| | 16-17 | 3,123,275 | 1.5% | 3,178,672 | 1.5% | 2,902,958 | 1.4% |
| | 18-19 | 5,579,250 | 2.6% | 5,741,162 | 2.7% | 5,526,263 | 2.6% |
| | 19 and under | 8,829,808 | 4.2% | 8,982,187 | 4.2% | 8,491,392 | 4.0% |
| | 20 | 3,251,751 | 1.5% | 3,294,414 | 1.6% | 3,220,681 | 1.5% |
| | 16-20 | 11,954,276 | 5.6% | 12,214,248 | 5.8% | 11,649,902 | 5.4% |
| | 21-24 | 14,229,278 | 6.7% | 14,373,838 | 6.8% | 14,358,484 | 6.7% |
| | 25-34 | 36,687,339 | 17.3% | 36,697,904 | 17.3% | 37,360,848 | 17.5% |
| | 35-44 | 36,527,225 | 17.2% | 36,018,792 | 17.0% | 35,863,375 | 16.8% |
| | 45-54 | 40,594,647 | 19.2% | 39,907,125 | 18.8% | 39,565,202 | 18.5% |
| | 55-64 | 35,750,452 | 16.9% | 36,055,252 | 17.0% | 36,852,500 | 17.2% |
| | 65-69 | 12,826,968 | 6.1% | 13,227,162 | 6.2% | 14,014,209 | 6.5% |
| | 70 up | 23,117,362 | 10.9% | 23,603,054 | 11.1% | 24,433,978 | 11.4% |

` Source: Federal Highway Administration

Table OA-2 contains 2012, 2013, and 2014 fatal crash rates per 100,000 licensed drivers by driver age group for Connecticut operators and the U.S. as a whole. The data indicate that younger drivers (under 25) consistently have a much higher involvement in fatal crashes than older drivers. The data also show that the involvement rate of Connecticut drivers in fatal crashes is lower than that for the U.S. in all age groups.

**Table OA-2. Number of Drivers Involved in Fatal Crashes by Age Group Per 100,000 Licensed Drivers*, 2012-2014**

| | 2012 | | 2013 | | 2014 | |
|---|---|---|---|---|---|---|
| | **CT** | **US** | **CT** | **US** | **CT** | **US** |
| **Under 16** | n/a | 95.1 | n/a | 222.9 | n/a | 220.4 |
| **16-17** | 25.5 | 32.7 | 24.9 | 28.4 | 14.6 | 31.9 |
| **18-19** | 22.3 | 37.1 | 27.0 | 32.6 | 19.4 | 34.2 |
| **19 and under** | 23.3 | 36.4 | 26.3 | 32.4 | 17.9 | 34.8 |
| **20** | 16.1 | 35.4 | 35.1 | 34.5 | 11.0 | 30.6 |
| **16-20** | 21.2 | 35.5 | 28.9 | 32.0 | 15.9 | 32.6 |
| **21-24** | 24.6 | 33.5 | 35.2 | 32.2 | 28.4 | 32.4 |
| **25-34** | 18.9 | 24.6 | 21.8 | 24.0 | 18.6 | 24.0 |
| **35-44** | 12.7 | 20.2 | 14.6 | 20.0 | 11.3 | 19.2 |
| **45-54** | 11.8 | 18.9 | 11.3 | 18.5 | 10.9 | 18.6 |
| **55-64** | 11.7 | 16.6 | 8.1 | 16.5 | 10.4 | 16.3 |
| **65-59** | 11.8 | 14.4 | 7.5 | 15.0 | 5.3 | 13.8 |
| **70 up** | 14.7 | 17.1 | 10.3 | 16.8 | 10.8 | 16.5 |

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

Source: FARS Final Files 2012-2013, Annual Report File 2014

Table OA-3 shows the 2012, 2013, and 2014 non-fatal injury crash rates per 100,000 licensed drivers by driver age group. Overall, there was a continued reduction in involvement rate of teenage drivers in Connecticut. The 16-17 age group, however, showed an increase between 2013 and 2014.

**Table OA-3. Number of Drivers Involved in Injury Crashes by Age Group Per 100,000 Licensed Drivers*, 2012-2014**

| | 2012 | 2013 | 2014 |
|---|---|---|---|
| **16-17** | 2,793 | 2,252 | 2,442 |
| **18-19** | 3,157 | 3,005 | 2,781 |
| **19 and under** | 3,052 | 2,772 | 2,677 |
| **16-20** | 3,005 | 2,770 | 2,710 |
| **21-24** | 3,050 | 2,887 | 2,827 |
| **25-34** | 2,066 | 2,294 | 2,267 |
| **35-44** | 1,401 | 1,751 | 1,753 |
| **45-54** | 1,292 | 1,497 | 1,425 |
| **55-64** | 1,065 | 1,146 | 1,137 |
| **65-74** | 879 | 691 | 855 |
| **75 up** | 472 | 702 | 691 |

Source: General Estimates Systems (NHTSA)

Table OA-4 shows that, in the period 2010-2014, 35 percent of fatal crashes involving drivers age 20 and under took place between May and July. May had the highest number of crashes (19), followed by July and October (each at 17). Forty (40) percent of fatal crashes occurred at night, between 6:00pm and 2:59am (57 fatal crashes). Hartford and New Haven counties (34 and 32 crashes, respectively) accounted for the highest number of fatal crashes (47 percent) involving young drivers.

**Table OA-4. Fatal Crashes Involving Young Drivers (20 and under)**
**Month, Time of Day, and County, 5-year Total: 2010–2014**

| | N=142 | Percent |
|---|---|---|
| **MONTH** | | |
| **January** | 7 | 4.9% |
| **February** | 7 | 4.9% |
| **March** | 10 | 7.0% |
| **April** | 7 | 4.9% |
| **May** | 19 | 13.4% |
| **June** | 14 | 9.9% |
| **July** | 17 | 12.0% |
| **August** | 16 | 11.3% |
| **September** | 9 | 6.3% |
| **October** | 17 | 12.0% |
| **November** | 5 | 3.5% |
| **December** | 14 | 9.9% |
| **TIME OF DAY** | | |
| **Mid-3am** | 17 | 12.0% |
| **3am-6am** | 17 | 12.0% |
| **6am-9am** | 9 | 6.3% |
| **9am-Noon** | 12 | 8.5% |
| **Noon-3pm** | 27 | 19.0% |
| **3pm-6pm** | 20 | 14.1% |
| **6pm-9pm** | 20 | 14.1% |
| **9pm-Mid** | 20 | 14.1% |
| **COUNTY** | | |
| **Fairfield** | 28 | 19.7% |
| **Hartford** | 34 | 23.9% |
| **Litchfield** | 12 | 8.5% |
| **Middlesex** | 5 | 3.5% |
| **New Haven** | 32 | 22.5% |
| **New London** | 11 | 7.7% |
| **Tolland** | 13 | 9.2% |
| **Windham** | 7 | 4.9% |

Source: FARS Final Files 2010-2013, Annual Report File 2014

Table OA-5 shows the number of drivers involved in fatal crashes by age. Drivers aged 25 to 34 consistently show the highest involvement in the period 2010-2014.

**Table OA-5. Drivers Involved in Fatal Crashes by Age**

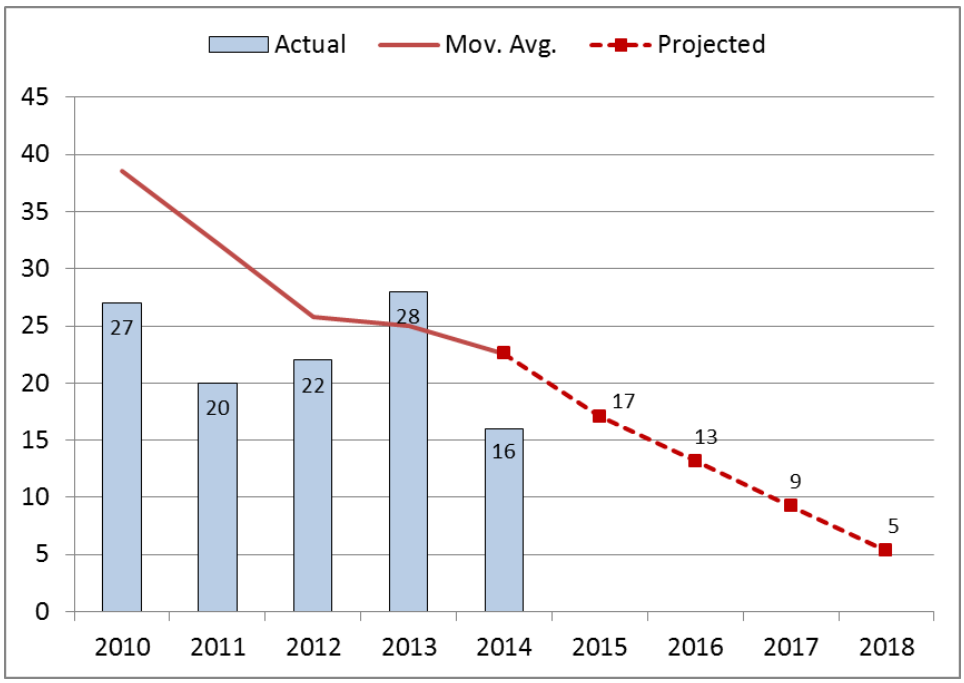
| | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **Total** | 423 | 292 | 372 | 369 | 337 |
| **Under 16** | 0 | 2 | 0 | 0 | 1 |
| **16-17** | 9 | 2 | 7 | 7 | 4 |
| **18-19** | 14 | 15 | 14 | 17 | 12 |
| **19 and under** | 23 | 19 | 21 | 24 | 17 |
| **20** | 9 | 6 | 6 | 13 | 4 |
| **16-20** | 32 | 23 | 27 | 37 | 20 |
| **21-24** | 60 | 41 | 40 | 58 | 46 |
| **25-34** | 83 | 55 | 74 | 88 | 76 |
| **35-44** | 80 | 48 | 53 | 60 | 45 |
| **45-54** | 62 | 53 | 62 | 59 | 55 |
| **55-64** | 55 | 27 | 50 | 36 | 48 |
| **65-69** | 10 | 7 | 18 | 12 | 9 |
| **70 up** | 34 | 31 | 41 | 31 | 34 |
| **Unknown** | 7 | 5 | 7 | 4 | 3 |

Source: FARS Final Files 2010-2013, Annual Report File 2014

Figure 20 represents the decrease in the number of fatalities involving drivers under the age of 20. From 2010 to 2014 the number of fatalities involving teen drivers dropped progressively from 27 to 16, but has shown an increase in 2012 and 2013. Projections show a decreasing trend and project 13 teen driver fatalities in 2016, 19 in 2017, and 5 in 2018.

The following performance measures have been selected based on their ability to indicate trends in young driver involvement over extended periods of time. While some absolute numbers may be higher from year to year, moving average and trend data may show modest projected decreases over time. These projections are then applied during the goal selection process.

**Figure 20. Fatalities Involving Drivers Under the Age of 20**




Source: FARS Final Files 2010-2013, Annual Report File 2014

## Performance Goals:

To decrease drivers age 20 or younger involved in fatal crashes from the five year (2010-2014) moving average of 23 in 2014 by 10% to a five year (2014-2018) moving average of 21 in 2018.

This goal was selected based upon analysis of single year data and five year moving average projections. The 2014 total represents the lowest number of fatalities by drivers under the age of 20 in the reporting period. The projected trend also forecasts a continuing decline for this measure. Therefore, a ten percent reduction was selected.

## Performance Objectives:

To continue the decreasing trend in younger driver fatalities.

To expand programs and activities targeted at mature drivers statewide.

## Countermeasures:

***Although there is not one specific program in place to target teen driver behavior, this driver group is addressed through countermeasures described in other sections in this planning document. Please see the Impaired Driving and Distracted Driving Sections and related tasks where education initiatives are funded to combat against risky teen driving behaviors such as drinking and driving. Teen driver countermeasures will also be overlapped within the SHSP.***

Mature driver populations are not over-represented in Connecticut's fatal and injury crash data. Further analysis is needed to continue to identify developing issues of an increasingly large segment of the driving population reaching advanced age. Countermeasures for this area are under development and may include public information and education campaigns aimed at informing mature drivers of highway safety issues unique to this group.

## Bicycles and Pedestrians

### Problem Identification

In Connecticut in 2014, 3 bicyclists were killed and 513 were injured in motor vehicle crashes whereas 36 pedestrians were killed and 1,018 were injured. Table OA-6 outlines the characteristics of pedestrian and bicyclist fatalities.

Pedestrian fatalities occurred more frequently during October through December (36.7 percent) than during other months of the year (Table OA-6). The majority (58.9 percent) of these occurred in the 3pm to midnight time period. The largest number of pedestrian fatalities occurred in New Haven, Hartford (each with 46), and Fairfield (40) counties, accounting for about 75 percent of the victims.

Most bicyclist fatalities occurred during June through September (61 percent) and 65 percent occurred between 3pm and midnight. Hartford, Fairfield, and New Haven counties accounted for 87 percent of all bicyclist fatalities in the period 2010-2014.

**TABLE OA-6. Connecticut Pedestrian and Bicycle Fatalities**
**Month, Time of Day, and County 5-Year Total: 2010-2014**

| | Pedestrian Fatalities | | Bicyclist Fatalities | |
|---|---|---|---|---|
| | (N=199) | % | (N=25) | % |
| **Month** | | | | |
| **January** | 10 | 5.0% | 1 | 4.0% |
| **February** | 13 | 6.5% | 1 | 4.0% |
| **March** | 20 | 10.1% | 1 | 4.0% |
| **April** | 9 | 4.5% | 0 | 0.0% |
| **May** | 11 | 5.5% | 1 | 4.0% |
| **June** | 15 | 7.5% | 4 | 16.0% |
| **July** | 19 | 9.5% | 4 | 16.0% |
| **August** | 15 | 7.5% | 5 | 20.0% |
| **September** | 16 | 8.0% | 3 | 12.0% |
| **October** | 19 | 9.5% | 3 | 12.0% |
| **November** | 21 | 10.6% | 1 | 4.0% |
| **December** | 31 | 15.6% | 1 | 4.0% |
| | | | | |
| **Time of Day** | | | | |
| **Mid-3am** | 22 | 11.1% | 3 | 12.0% |
| **3am-6am** | 13 | 6.6% | 0 | 0.0% |
| **6am-9am** | 13 | 6.6% | 1 | 4.0% |
| **9am-Noon** | 18 | 9.1% | 3 | 12.0% |
| **Noon-3pm** | 19 | 9.6% | 2 | 8.0% |
| **3pm-6pm** | 28 | 14.1% | 5 | 20.0% |
| **6pm-9pm** | 52 | 26.3% | 5 | 20.0% |
| **9pm-Mid** | 33 | 16.7% | 6 | 24.0% |
| | | | | |
| **County** | | | | |
| **Fairfield** | 48 | 24.1% | 5 | 20.0% |
| **Hartford** | 49 | 24.6% | 12 | 48.0% |
| **Litchfield** | 4 | 2.0% | 2 | 8.0% |
| **Middlesex** | 14 | 7.0% | 0 | 0.0% |
| **New Haven** | 51 | 25.6% | 4 | 16.0% |
| **New London** | 14 | 7.0% | 0 | 0.0% |
| **Tolland** | 13 | 6.5% | 1 | 4.0% |
| **Windham** | 6 | 3.0% | 1 | 4.0% |

Source: FARS Final Files 2010-2013, Annual Report File 2014

The majority of pedestrians and bicyclists killed in crashes had one or more factors reported (Table OA-7). The most common factor for pedestrians was “dart out/dash” (80), followed by “under the influence of alcohol, drugs, or medication” (27). For bicyclists, the most common factor was “failure to yield right-of- way”” (8) and “making improper entry or exit from traffic way”, cited for 3 of the 25 bicycle fatalities occurring from 2010 to 2014.

**Table OA-7. Connecticut Pedestrian and Bicyclist Fatalities Related Factors for Pedestrians and Bicyclists 5-year Total: 2010-2014**

| | Pedestrian | Bicyclists |
|---|---|---|
| **Fatalities** | **(N=199)** | **(N=25)** |
| **Non-Motorist Condition/Action** | N=208 | N=24 |
| **Dart/Dash** | 80 | 1 |
| **Under the influence of alcohol, drugs, or med.** | 27 | 2 |
| **Not visible** | 22 | 2 |
| **Improper crossing of roadway or intersection** | 19 | 2 |
| **In roadway improperly** | 19 | 0 |
| **Failure to yield right-of-way** | 12 | 8 |
| **Failure to obey traffic signs, signals, or officer** | 11 | 2 |
| **Inattentive** | 4 | 0 |
| **Making improper entry or exit from traffic way** | 0 | 3 |
| **Operating without required equipment** | n/a | 2 |
| **All Other Factors** | 14 | 2 |

Source: FARS Final Files 2010-2013, Annual Report File 2014

**BICYCLISTS**

Bicyclist fatalities accounted for less than 2 percent of the total number of traffic fatalities in Connecticut in 2014. Annual bicyclist fatalities ranged from 3 and 8 during the 2010 to 2014 period. There were 513 non-fatally injured bicyclists involved in motor vehicle crashes in Connecticut in 2014, the second lowest number in the last 5 years. The 2014 injury figure represents 1.6 percent of all motor vehicle related injuries.

**Table OA-8. Bicyclists Killed and Injured, 2010-2014**

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **Killed** | 7 | 8 | 4 | 3 | 3 |
| **Injured** | 603 | 561 | 558 | 495 | 513 |

Source: Connecticut Department of Transportation, FARS

Table OA-9 shows that bicyclist fatalities have decreased in Connecticut between 2010 and 2014. During the 5-year period of 2010 to 2014, the number of bicyclist fatalities in Connecticut each year ranged between 3 and 8.

**TABLE OA-9. Connecticut Bicyclist Fatalities**

| | 2010 | 2011 | 2012 | 2013 | 2014 | Change 2010-14 % |
|---|---|---|---|---|---|---|
| **Connecticut** | 7 | 8 | 4 | 3 | 3 | -57.1% |

Source: FARS Final Files 2010-2013, Annual Report File 2014

Bicyclist fatalities have generally represented approximately 2 percent of all Connecticut fatalities.

**TABLE OA-10. Connecticut Bicyclist Fatalities as Percent of Total Fatalities**

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **Connecticut** | 2.2% | 3.6% | 1.5% | 1.0% | 1.2% |

Source: FARS Final Files 2010-2013, Annual Report File 2014

**Bicycle Performance Measures**

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **Bicyclists Killed and Injured per 100k Population** | 17 | 16 | 16 | 14 | 14 |
| **Percent Bicyclists Helmeted** | 27% | 30% | 32% | 29% | 32% |

Sources: FARS; Connecticut Department of Transportation

**PEDESTRIANS**

Table OA-11 shows that the number of pedestrian fatalities in Connecticut fluctuated over the 5-year period of 2010 to 2014. In 2014, there were 47 pedestrian fatalities, a 2 percent increase from the 46 fatalities observed in 2010. The pedestrian fatality rate for Connecticut in 2014 was 1.3 per 100,000 population (Table OA-11). Pedestrian fatalities in Connecticut accounted for 19.0 percent of all motor vehicle crash victims in 2014.

**Table OA-11. Connecticut Pedestrian Fatalities**

| | 2010 | 2011 | 2012 | 2013 | 2014 | Change 2010-14 % |
|---|---|---|---|---|---|---|
| **Fatalities** | 46 | 26 | 43 | 37 | 47 | 2.2% |
| **% of Total Fatalities** | 14.4% | 11.8% | 16.3% | 12.9% | 19.0% | |
| **Fatality Rate per 100k pop** | 1.3 | 0.7 | 1.2 | 1.0 | 1.3 | 1.8% |

Source: FARS Final Files 2010-2013, Annual Report File 2014

Table OA-12 shows the number of fatally and non-fatally injured pedestrians in the State over the 2010 to 2014 period. The 2014 State's non-fatal injury pedestrian rate was 28 per 100,000 population, the same as the 2013 rate.

**Table OA-12. Number of Pedestrians Killed and Injured**

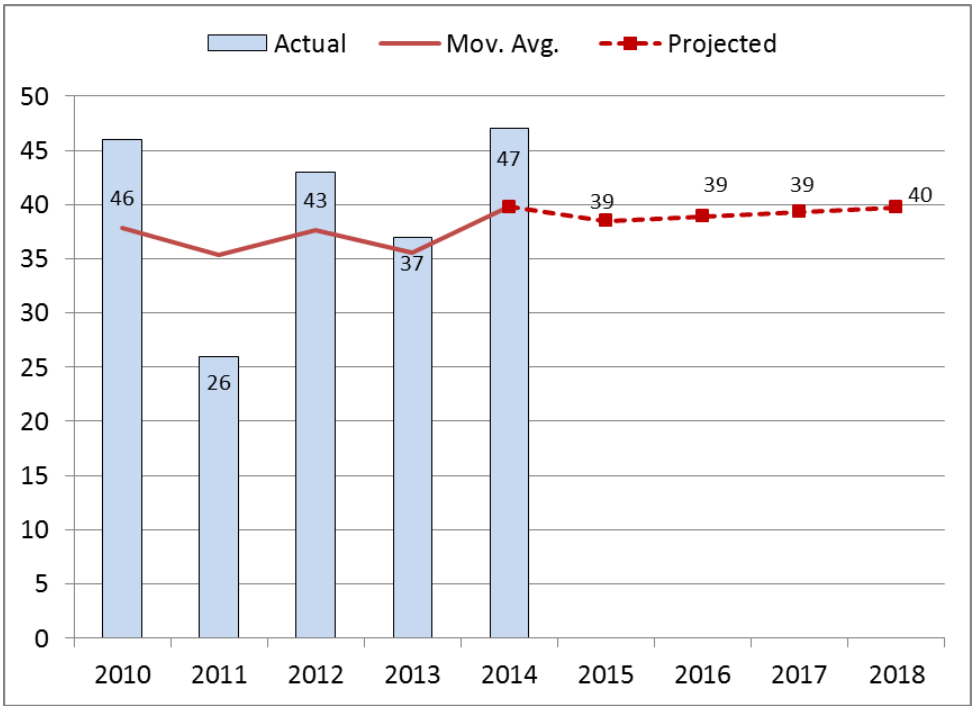
| | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|
| **Killed** | 46 | 26 | 36 | 36 | 47 |
| **Total Injured** | 1,174 | 1,069 | 1,063 | 1,018 | 1,020 |
| **Serious (A) Injury** | 188 | 179 | 176 | 175 | 160 |
| **Moderate (B) Injury** | 608 | 472 | 437 | 412 | 464 |
| **Minor (C) Injury** | 378 | 418 | 450 | 431 | 396 |
| **Fatality Rate per 100,000 Pop.** | 1.3 | 0.7 | 1.2 | 1.0 | 1.3 |
| **Non-Fatal Injury Rate per 100,000 Pop.** | 33 | 30 | 30 | 28 | 28 |

Sources: Connecticut Department of Transportation; FARS Final Files 2010-2013, Annual Report File 2014

Figure 21 shows the number of pedestrian fatalities and 5-year moving averages for the period 2010-2014. Overall, it shows an uneven pattern and projections show little change, projecting 39 pedestrian fatalities in 2016 and 2017, and 40 fatalities in 2018.

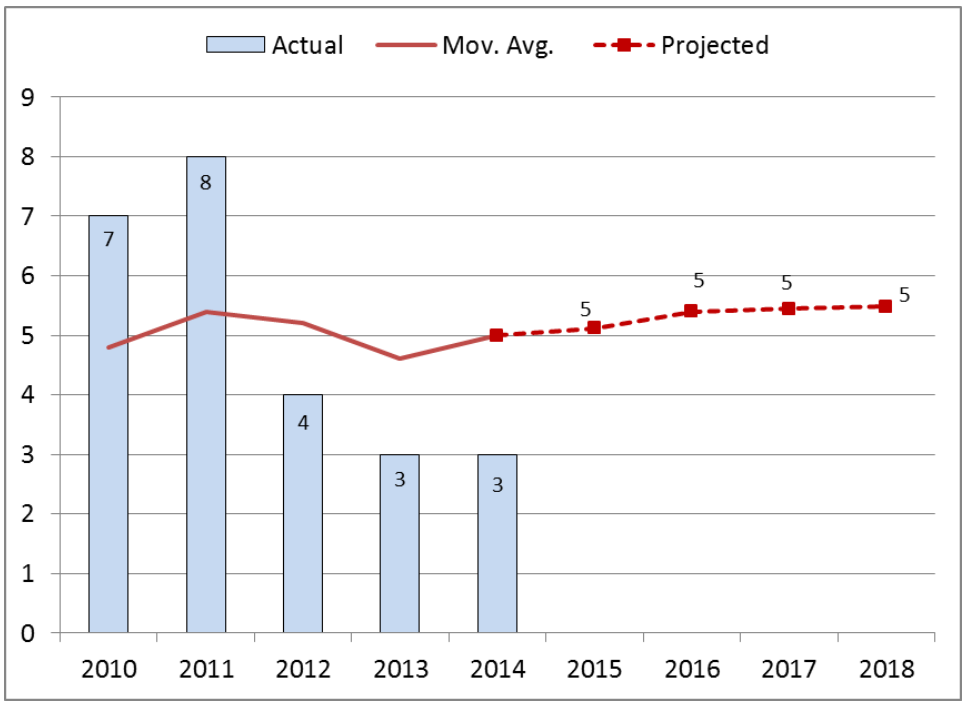
The following performance measures have been selected based on their ability to indicate trends in pedestrian fatalities over extended periods of time. While some absolute numbers may be higher from year to year, moving average and trend data may show modest projected decreases over time. These projections are then applied during the goal selection process.

**Figure 21. Pedestrian Fatalities**




Source: FARS final files 2010-2013, Annual Report File 2014

**Figure 21a. Bicyclist Fatalities**




Source: FARS final files 2010-2013, Annual Report File 2014

## Performance Goals

To reduce the number of pedestrians killed in traffic crashes from the five year (2010-2014) moving average of 40 in 2014 by 5 percent to a five year moving average of (2014-2018) of 38 in 2018.

This goal was selected based upon analysis of single year data and five year moving average projections. The number of pedestrians reported killed in 2014 represents the highest total during the reporting period and the projected trend shows the five year moving average remaining consistent. Therefore, a five percent reduction was selected.

To reduce the number of bicyclists killed in traffic crashes from the five year (2010-2014) moving average of 5 in 2014 by 20 percent to a five year moving average of (2014-2018) of 4 in 2018.

This goal was selected based upon analysis of single year data and five year moving average projections. Although the number of bicyclists reported killed in 2014 represents the lowest total during the reporting period, the totals in 2010 and 2011 have kept the trend data higher than recent single year fatality totals. Therefore, a five percent reduction was selected.

## Performance Objectives

To implement specific and targeted bicycle and pedestrian safety programs that aim to decrease the number of bicyclists and pedestrian fatalities in Connecticut.

## Planned Countermeasures

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

The HSO will be coordinating with additional staff members in the DOT's Policy and Planning unit, included but not limited to the *Safe Routes to School* program, to engage community bicycle and pedestrian groups to best implement these new safety endeavors.

Pedestrian fatalities and injuries have continued to fluctuate to a significant degree on a yearly basis in Connecticut. The HSO acknowledges these increases indicate action is warranted to address this issue, but will focus primarily on internal DOT initiatives with the limited Federal 402 funding available. A coordinated effort is currently underway in the DOT with the SHSP, and transfer funds will be dedicated to this matter. To address the steady number of pedestrian fatalities, countermeasures will include both engineering and behavioral solutions as part of the coordination with the SHSP. These solutions will address the four E's of Education, Engineering, Enforcement, and Emergency Medical services. This cooperative effort is anticipated to be incorporated into the evolving SHSP document.

Anticipated activities and programs include implementation of public information and new education campaigns. Further efforts will be made to coordinate with non-motorized transportation representatives and groups to better identify and address injuries and fatalities to bicyclists and pedestrians.

**Task 1**

**Project Title: Connecticut Cycling Advancement Program – Youth Education for Bicycle Safety**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Michael Whaley

*Countermeasure:* Bicycles, 1.1, 1.3, 1.4, 2.2, 3.2, 3.4, 4.2 *Countermeasures That Work*

The HSO partnered with the Connecticut Cycling Advancement Program (CCAP) with the goal of educating youths, families and schools throughout Connecticut about bicycle safety, particularly the rules and etiquette applicable to cyclists on public roads and motor vehicle operators sharing those roads with cyclists and pedestrians. The CCAP exposes over 1.1 million people to the benefits of cycling each year, by and through 28 youth cycling team programs, more than 25 high school outreach clinics, and over 28 public cycling events. Due to the ever-increasing number of young people cycling throughout the state as a result of the CCAP's broad reach, Connecticut drivers will encounter youth cycling team programs on an increasingly frequent basis. Often, drivers become frustrated or intolerant of groups of cyclists, largely because they are unaware of the laws and etiquette governing safe driving on the road alongside cyclists or pedestrians. Likewise, cyclists lack the understanding of the laws and etiquette regarding safe bicycle riding on public roads they share with motor vehicles. An educational curriculum regarding safe cycling habits and positive cycling ambassadorship was developed for CCAP youth cycling team programs in year one of this partnership. With proper examples set by young cycling leaders in towns and cities across the state, this program will continue to help establish a better acceptance and awareness of the laws regarding safe bicycle riding among youths and families on a statewide level. An active HSO-oriented branding campaign in association with CCAP content, programs and events throughout the state will increase awareness and acceptance of the activity of cycling on public roads, resulting in greater safety for everyone sharing those roads. The success of this curriculum and HSO-oriented branding campaign will be measured with a pre-campaign survey and a post-campaign survey.

- Identifying ages and riding locations where youth may be at higher risk.
- Modifying project surveys based on information we may not collect in 2016.
- Identifying a system for cycling routes commonly used by CCAP's teams.
- Implementing a system of feedback and reporting from coaches.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-PS** | **0197-0710-AA** | **Connecticut Cycling Advancement Program** | **CCAP Education and Awareness Program** | **$45,000** |

**Task 2**

**Project Title: Pedestrian Safety Media and Community Awareness Project**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Michael Whaley

*Countermeasure:* Pedestrians, 3.1 *Countermeasures That Work*

Each year in the United States approximately 5,000 deaths are pedestrian deaths. Both pedestrians and motor vehicle drivers need to understand the rules of the road so that everybody can stay safe. Recent research has pointed to an increase in pedestrian deaths for young people with some evidence suggesting that both distracted walking and distracted driving play a role.

The objective of this campaign is increase awareness of all road users of the rules for pedestrians in Connecticut. Pedestrian fatalities in Connecticut continue to increase and fluctuate, demonstrating a great need for a community awareness project. This campaign will aim to reduce pedestrian crashes and fatalities by:

- Utilizing a paid media campaign based on the Minnesota Department of Transportation's Share the Road Pedestrian safety campaign.
- Engage the community through outreach using a pedestrian awareness campaign modeled on the Minnesota initiative.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-PS** | **0197-0710-AC** | **Connecticut Children's Medical Center** | **Pedestrian Safety Awareness Project** | **$250,000** |

**Task 3**

**Project Title: Crossing Guard Education Project for Pedestrian Safety**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person*: Michael Whaley

*Countermeasure:* Pedestrians, 1.2, 2.1, 2.2 *Countermeasures That Work*

The HSO is interested in beginning a pedestrian safety project focusing specifically on improving the safety of children traveling to and from school through a partnership with crossing guards in municipalities throughout the state. Educational resources would be provided to the crossing guards which would allow them to have materials on their person to best enforce laws and explain to children and other pedestrians in the area how to most safely travel to and from their destination. These materials could include waterproof booklets the crossing guards could use as a continued reference during situations where they may be unsure of specific laws relating to pedestrian safety.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-PS** | **0197-0710-AD** | **University of Connecticut Technology Transfer Center** | **Crossing Guard Education** | **$325,000** |

**Task 4**

**Project Title: Bicycle and Pedestrian Education Programming for Youths**

*Administrative Oversight*: Department of Transportation, Highway Safety Office

*Staff Person*: Michael Whaley

Countermeasures: Bicycle Helmet Laws for Children, Bicycle Education for Children 1.1, 1.3, 3.2 *Countermeasures That Work*

The HSO is building a partnership with the Boys and Girls Club of Connecticut to educate the youths in their program about proper rules and regulations regarding bicycle helmets. There are 16 organizations in the Alliance of Boys and Girls Clubs in Connecticut that serve 37 towns and cities throughout Connecticut. This

partnership will allow the HSO to reach an incredibly diverse group of youths on a statewide level, as there are approximately 25,000 registered members and approximately 50,000 total youths served from the ages of six to 18.

Because many of the affiliated organizations in the Connecticut Boys and Girls Club are in cities and urban areas, many of the youths travel to these locations by bicycle. This occurs without an understanding of the laws regarding helmet use or the significant increase in risk of injury which comes with not wearing a helmet while traveling on their bicycle. The goal of this project is to work with the Boys and Girls Club management to educate and target specific organizations of theirs that have a large population of youths commuting to the club by bicycle in urban areas. Research has also shown that helmet use amongst youths is lower in low income areas and amongst minorities, and this project will also look to serve this portion of the community. An educational curriculum with information about the laws regarding wearing a helmet as well as the safety benefits will be developed for dispersal.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-PS** | **0197-0710-AB** | **Boys and Girls Club** | **Youth Education** | **$50,000** |

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

# Planning and Administration (P&A)

## Planning and Administration

## Performance Measure/Goal

To submit Highway Safety Plan including Federal 402/405 application(s) by July 1, 2017, Annual Evaluation Report by December 31, 2016 and to voucher to GTS monthly.

**Task 1 — Planning and Administration Program Administration** Administrative
Oversight: Department of Transportation, Highway Safety Office Staff Person:
Joseph Cristalli/Christine Biske/ Anila Hafeez/Aaron Swanson/Kathryn Faraci

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

The Planning and Administration Area includes the costs necessary that are related to the overall management of the programs and projects for the 2017 HSP. The goal is to administer a fiscally responsible, effective highway safety program that is data driven, includes stakeholders, and addresses the State's specific safety characteristics.

HSO will continue to work with traffic safety stakeholders, including state and local law enforcement agencies and all grant recipients. Administer the statewide traffic safety program; Implement the 2017 HSP and develop future initiatives; provide sound fiscal management for traffic safety programs; coordinate state plans with other Federal, state, local agencies; and assess program outcomes.

The task will include coordination of activities and projects outlined in the HSP including statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding will be provided for personnel, employee-related expenses and staff members travel; materials, supplies and other related operating expenses.

**The Planning and Administration section will also cover the following tasks:**

- Provide data required for Federal and state reports, provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.

- Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.

- Identify and prioritize highway safety problems for future HSO attention, programming, and activities.

- Conduct program management and oversight for all activities within this priority area.

- Participate on various traffic safety committees.
- Promote safe driving activities.
- Prepare and submit the 2016 Annual Report by December 31, 2016.
- Prepare and submit the 2018 HSP by July 1, 2017.

| Funding Source | Project Number | Agency | Title | $ Amount |
|---|---|---|---|---|
| **402-PA** | **0197-0733-AA** | **CT-DOT/HSO** | **Planning and Administration** | **$300,000.00** |

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

# Other Highway Safety Funds

The following is a list of other areas where non-NHTSA safety funds are spent whether they be at the local, State or Federal level:

| **Traffic Records** | | | |
|---|---|---|---|
| Project | Component of Highway Safety Impacted | Organization | Estimated Cost |
| *Project – Reference in TR Strategic Plan (July 2013)* | *Component of TSIS Supported/Impacted* | *State/Local Agency Responsible* | *Estimate (and Source) of Funding Provided* |
| CIVLS (p.191) | Driver Licensing / Vehicle Registration | DMV | $30 million - State |
| Transportation Safety Research Center (TSRC) (p.119 as a 7th Year Project - Crash Data Rep) | Motor Vehicle Crash / Roadway | DOT | $600 thousand - FHWA |
| Other CDIP Related – Example, Data Champion (p.14), PR-1 Backlog (p.12) | Motor Vehicle Crash | DOT | $500 thousand - FHWA |
| Commercial Vehicle Safety Division (DMV) (p.193) | Commercial Motor Vehicle Crash and Traffic Enforcement (Citation) | DMV | $300 thousand - FMCSA |
| CIDRIS (p.185) | Driver / Impaired Driving Enforcement | OPM | $300 thousand - DPS |
| CRCOG – Project Management Expertise Provided (Refer to multiple year 408 & 405 projects) | Motor Vehicle Crash and Traffic Enforcement (Citation) | CRCOG | $500 thousand - CRCOG |
| CODES (p.188) | Motor Vehicle Crash / EMS / Emergency Dept/ Trauma / Mortality / CHIME (Hospital Information) | DPH | $300 thousand - CDC |
| Injury Surveillance System (ISS) | EMS / Emergency Dept / Hospital Admin & Discharge / Long-Term Care / MV Crash / Vital Stats / Crime Events | DPH | $1 million - CDC |
| DMV Out-of-State Compact Notice Scanning & Data Entry System | Driver / Traffic Citation | DMV | 100 thousand - State |
| Combined Digital Roadway Network (DRN) (p.183) and Road Inventory System (RIS) (p.34) | Roadway | DOT | $5 million - State / FHWA |

| Impaired Driving | | | |
|---|---|---|---|
| *Project* | *Component of Highway Safety Impacted* | *Organization* | *Estimated Cost* |
| Court Support | Impaired Driving | Mothers Against Drunk Driving (MADD) | $150,000 |
| Governor's Teen Taskforce Media Campaign | Teen Driving | State Agencies/Traveler's Insurance | $100,000 |
| Underage drinking prevention | Teen Driving | Underage Drinking Coalition | $200,000 |
| **Motorcycle** | | | |
| *Project* | *Component of Highway Safety Impacted* | *Organization* | *Estimated Cost* |
| Motorcycle Safety Funds (811 – State Funds) | Rider Training | Department of Motor Vehicles | $470,000 |
| **Occupant Protection** | | | |
| *Project* | *Component of Highway Safety Impacted* | *Organization* | *Estimated Cost* |
| Municipal Rollover/Seatbelt Convincer (not funded by HSO) | Seatbelt Safety | CPCA | $300,000 |
| Fitting stations and education and outreach | Child Passenger Safety | SAFEKIDS | $800,000 |
| **1906 - Profiling** | | | |
| *Project* | *Component of Highway Safety Impacted* | *Organization* | *Estimated Cost* |
| Judicial integration with E-Citation data collection (State Funds) | Traffic stop ethnicity data | Connecticut Office of Policy and Management | $300,000 |

# Attitudes and Awareness

# Connecticut Click It or Ticket Campaign 2015 - DMV Awareness Results

The following information provides results for Wave 1 (pre) and Wave 2 (post) of the DMV survey effort surrounding the 2015 Click It or Ticket Initiative. A one-page questionnaire was distributed in DMV offices designed to assess respondents' knowledge and awareness of the paid media that was purchased by HSO. The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield, and Winsted. The first wave of DMV surveys was conducted directly before the media began (April 14 – April 24, 2015) and the second wave was collected directly afterward (June 2 – -12, 2015).

A snapshot of the results is provided below whereas detailed analysis of the two survey waves is provided in the following pages. Results indicate that self-reported belt use decreased slightly from Wave 1 to Wave 2. More than eighty percent (86.2%) of respondents reported "*Always*" wearing their seatbelt in Wave 1 dropping (nonsignificantly) to 85.4 percent in Wave 2. The percentage of respondents indicating the chance of getting a ticket was *"Always"* remained stable. Just over one third of respondents indicated that State and Local police enforced the seat belt law *"Very Strictly"* with small decreases from Wave 1 to Wave 2. Respondent personal experience of enforcement increased significantly from Wave 1 to Wave 2 (from 19.8% to 24.7%). Fine awareness also showed significant improvement (35.9% to 39.8%) Awareness of the safe driving messages showed a significant increase from Wave 1 to Wave 2. The number of respondents that reported having "*read, seen, or heard anything*" about extra belt enforcement in Connecticut increased significantly, as did percentage of respondents having read, seen or heard *"anything about belts in Connecticut".* When asked where the safe driving message was heard, the most common answers were *TV and radio*. Recognition of the "***Click It or Ticket***" campaign slogan increased from 87.9 percent in Wave 1 to 90.8 percent in Wave 2.

The tables that follow summarize respondent characteristics as well as survey question results across the two waves. All statistical significance testing was done with chi-square analysis.

### Basic Information and Demographics

Approximately 150 surveys were collected in each office for each wave (Table 1). There were a total of 2,763 survey respondents, 1,392 pre-campaign and 1,371 post-campaign.

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

| Office Location | Wave 1 | Wave 2 |
|---|---|---|
| Bridgeport | 149 | 151 |
| Hamden | 158 | 153 |
| Danbury | 155 | 154 |
| New Britain | 151 | 151 |
| Norwich | 156 | 151 |
| Waterbury | 156 | 153 |
| Wethersfield | 156 | 150 |
| Winsted | 154 | 152 |
| Norwalk | 157 | 156 |

Table 2 summarizes the demographic characteristics of survey respondents. During both Wave 1 and Wave 2, just over half (52.8% and 53.4%, respectively) of survey respondents were male. During both waves, the two most common reported age categories for respondents were 35-49 year olds (28.8% in Wave 1 and 26.8% in Wave 2) and 21-34 year olds (28.6% in Wave 1 and 27.4% in Wave 2). The majority of respondents were White (68.5% in Wave 1 and 70.0% in Wave 2). Just over 20 percent of respondents were Hispanic (24.2% in Wave 1, 20.2% in Wave 2). Significant differences in Wave 1 vs Wave 2 responses for age ($p < .0001$) and Hispanic status ($p < .05$) were also found.

**Table 2. Demographic Characteristics of Survey Respondents**

| Characteristic | Wave 1 | Wave 2 |
|---|---|---|
| **Gender** | | |
| Male | 52.8% | 53.4% |
| Female | 47.2% | 46.6% |
| ***Total (N)*** | ***100% (N=1,384)*** | ***100% (N=1,366)*** |
| **Age** | | |
| Under 18 | 0.9% | 2.9%* |
| 18-20 | 3.5% | 6.6% |
| 21-34 | 28.6% | 27.4% |
| 35-49 | 28.8% | 26.8% |
| 50-59 | 21.3% | 20.0% |
| 60+ | 16.8% | 16.4% |
| ***Total (N)*** | ***100% (N=1,383)*** | ***100% (N=1,368)*** |
| **Race** | | |
| White | 68.5% | 70.0% |
| Black | 10.2% | 11.5% |
| Asian | 3.8% | 3.3% |
| Native American | 0.8% | 1.1% |
| Other | 15.8% | 13.0% |
| Multiple | 0.9% | 1.1% |
| ***Total (N)*** | ***100% (N=1,302)*** | ***100% (N=1,312)*** |
| **Hispanic** | | |
| Yes | 24.2% | 20.2%^ |
| No | 75.8% | 79.8% |
| ***Total (N)*** | ***100% (N=1,308)*** | ***100% (N=1,300)*** |
| **Driving Between Midnight and 4am** | | |
| None/Almost None | 75.7% | 75.4% |
| A Lot Less Than Half | 16.4% | 16.3% |
| About Half | 4.7% | 5.7% |
| A Lot More Than Half | 1.6% | 1.6% |
| All/Almost All | 1.5% | 1.0% |
| ***Total (N)*** | ***100% (N=1,374)*** | ***100% (N=1,347)*** |

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

^ $p<0.05$

**Belt & Reason for Being Stopped by Police**

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

There was a non-significant decrease in reported seat belt use from Wave 1 to Wave 2. The percentage of respondents reporting "*Always*" wearing their seat belts was 86.2 percent in Wave 1 compared to 85.4 percent in Wave 2 (see Table 3). Respondents were also asked "When you pass a driver stopped by police [in the daytime/in the nighttime], what do you think the stop was for?" Results for both daytime and nighttime are shown in Table 4.

**Table 3. Self Reported Belt Use, Question 11**

| Question | Wave 1 | Wave 2 |
|---|---|---|
| **Q11. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?** | | |
| Always | 86.2% | 85.4% |
| Nearly Always | 7.3% | 8.8% |
| Sometimes | 4.1% | 3.0% |
| Seldom | 1.1% | 1.3% |
| Never | 1.3% | 1.5% |
| ***Total (N)*** | ***100% (N=1,379)*** | ***100% (N=1,360)*** |

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

| Question | Wave 1 | Wave 2 |
|---|---|---|
| **Q6. When you pass a driver stopped by police *in the daytime*, what do you think the stop was for?** | | |
| Speeding | 72.1% | 73.2% |
| Seat Belt Violation | 23.5% | 21.9% |
| Drunk Driving | 4.3% | 5.5% |
| Reckless Driving | 7.8% | 8.2% |
| Registration Violation | 8.2% | 8.5% |
| Other | 12.8% | 14.2% |
| ***Total N*** | ***N=1,355*** | ***N=1,323*** |
| **Q7. When you pass a driver stopped by police *in the nighttime*, what do you think the stop was for?** | | |
| Speeding | 46.7% | 46.2% |
| Seat Belt Violation | 7.7% | 7.0% |
| Drunk Driving | 44.7% | 47.9% |
| Reckless Driving | 19.3% | 18.1% |
| Registration Violation | 5.1% | 4.5% |
| Other | 11.6% | 11.6% |
| ***Total N*** | ***N=1,345*** | ***N=1,333*** |

**Perception of Severity of Enforcement & Experience with Enforcement**

DMV survey responses showed no significant increase or decrease in perception of enforcement severity from Wave 1 to Wave 2 (Table 5). When asked to evaluate the chance of receiving a ticket for not using a seat belt, 25.6 percent of respondents in Wave 1 indicated it was "*Always*", compared to 25.5 percent in Wave 2. More than a third (38.2%) of Wave 1 respondents judged that State police enforced seat belt laws "*Very Strictly*" compared to 36.8 percent in Wave 2. When asked about severity of enforcement by Local police: 35.3 percent of Wave 1 respondents selected "*Very Strictly*", compared to 33.6 percent in Wave 2.

**Table 5. Survey Questions 12, 13, 14**

| Question | Wave 1 | Wave 2 |
|---|---|---|
| **Q12. What do you think the chances are of getting a ticket if you don't wear your seatbelt?** | | |
| Always | 25.6% | 25.5% |
| Nearly Always | 19.2% | 20.1% |
| Sometimes | 38.8% | 35.9% |
| Seldom | 11.9% | 14.3% |
| Never | 4.5% | 4.1% |
| ***Total (N)*** | ***100% (N=1,377)*** | ***100% (N=1,351)*** |
| **Q13. Do you think the Connecticut State Police enforce the seat belt law:** | | |
| Very strictly | 38.2% | 36.8% |
| Somewhat Strictly | 41.0% | 42.7% |
| Not Very Strictly | 15.9% | 16.1% |
| Rarely | 4.1% | 3.2% |
| Not at All | 0.9% | 1.2% |
| ***Total (N)*** | ***100% (N=1,374)*** | ***100% (N=1,349)*** |
| **Q14. Do you think the local police enforce the seat belt law:** | | |
| Very strictly | 35.3% | 33.6% |
| Somewhat Strictly | 40.6% | 42.1% |
| Not Very Strictly | 18.1% | 17.7% |
| Rarely | 5.0% | 4.6% |
| Not at All | 1.1% | 2.0% |
| ***Total (N)*** | ***100% (N=1,368)*** | ***100% (N=1,347)*** |

DMV survey responses indicated that respondents had some personal experience with enforcement (Table 6). More than 10 percent of respondents received a belt ticket at some point (12.0% in Wave 1 vs. 14.5% in Wave 2). There was a significant increase in percentage of respondents having experienced seat belt enforcement in the past month, from 19.8 percent in Wave 1 to 24.7 percent in Wave 2 ($p$<.01). Participants were asked whether or not police should be able to stop a vehicle solely for a seat belt violation. There was little change from Wave 1 (76.1% responding *yes*) to Wave 2 (77.5%). Respondents were given a selection of dollar ranges to identify the Connecticut seat belt violation fine. More than a third (35.9% in Wave 1 and 39.8% in Wave 2) selected the correct amount. Responses from Wave 1 to Wave 2 were significantly different ($p < .05$), with more respondents showing awareness for the correct fine amount in Wave 2 compared to Wave 1.

**Table 6. Survey Questions 15, 17, 20 and 8**

| Question | Wave 1 | Wave 2 |
|---|---|---|
| **Q15. Have you ever received a ticket for not wearing your seat belt?** | | |
| Yes | 12.0% | 14.5% |
| No | 88.0% | 85.5% |
| ***Total (N)*** | ***100% (N=1,342)*** | ***100% (N=1,313)*** |
| **Q17. In the past month, have you personally experienced enforcement by police looking at seat belt use?** | | |
| Yes | 19.8% | 24.7%* |
| No | 80.2% | 75.3% |
| ***Total (N)*** | ***100% (N=1,352)*** | ***100% (N=1,337)*** |
| **Q20. Should the police be able to stop a vehicle for a seat belt violation alone?** | | |
| Yes | 76.1% | 77.5% |
| No | 23.9% | 22.5% |
| ***Total (N)*** | ***100% (N=1,329)*** | ***100% (N=1,308)*** |
| **Q8. What is the fine for violating the seat belt law in Connecticut?** | | |
| Less than $35 | 3.3% | 1.8% |
| $35-$50 | 12.2% | 10.9% |
| $51-$65 | 10.2% | 8.7% |
| $66-$85 | 14.2% | 15.0% |
| $86-$115 | 35.9% | 39.8%^ |
| Over $115 | 24.1% | 23.8% |
| ***Total (N)*** | ***100% (N=1288)*** | ***100% (N=1,260)*** |

*****Significant at $p$<0.01
^ $p$<0.05

**Awareness of Seat Belt Message and Slogan Recognition**

DMV survey responses indicated an increase in public awareness of seat belt messages from Wave 1 to Wave 2. There was a significant increase in percentage of respondents indicating having "*seen or heard about extra enforcement where police were looking at seat belt use"* from Wave 1 to Wave 2 (from 39.7% to 50.6%, respectively, $p<.0001$). When asked if they had recently "*read, seen or heard anything about seat belts in Connecticut*, 50.1 percent of respondents answered affirmatively in Wave 1 compared to 57.8 percent in Wave 2 ($p<.0001$). Those answering yes to the latter question were then asked about the source and the nature of the message. Results are summarized in Table 7. Respondents were also asked if they knew the name of any seat belt enforcement program in Connecticut. The campaign slogan, "***Click It or Ticket***" increased (nonsignificantly) in recognition from 87.9 percent in Wave 1 to 90.8 percent in Wave 2 (see Table 7).

**Table 7. Survey Questions 16, 18, 19**

| Question | Wave 1 | Wave 2 |
|---|---|---|
| **Q16. In the past month, have you seen or heard about extra enforcement where police were looking at seat belt use?** | | |
| Yes | 39.7% | 50.6%* |
| No | 60.3% | 49.4% |
| ***Total (N)*** | ***100% (N=1,367)*** | ***100% (N=1,352)*** |
| **Q18. Have you recently read, seen, or heard anything about seat belts in Connecticut?** | | |
| Yes | 50.1% | 57.8%* |
| No | 49.9% | 42.2% |
| ***Total (N)*** | ***100% (N=1,392)*** | ***100% (N=1,371)*** |
| **Q18a. Where did you see or hear about anything about safe driving in Connecticut? (multiple answers)** | | |
| Newspaper | 17.9% | 15.9% |
| Radio | 32.2% | 34.7% |
| TV | 48.1% | 46.2% |
| Internet | 13.3% | 15.9% |
| Brochure | 5.3% | 7.1% |
| Checkpoint | 18.2% | 21.4% |
| Other | 19.2% | 19.3% |
| **Q18b. What type of message was it?** | | |
| Enforcement | 16.2% | 22.1% |
| Safety | 8.5% | 9.0% |
| Political Opinion | 0.0% | 1.4% |
| Don't Know/Don't Remember | 2.8% | 1.4% |
| Specific Slogan | 72.5% | 66.2% |
| ***Total (N)*** | ***100% (N=142)*** | ***100% (N=145)*** |
| **Q19. Do you know the name of any safe driving enforcement program(s) in CT? (multiple responses)** | | |
| Buckled or Busted | 7.7% | 7.0% |
| Buckle Up Connecticut | 21.2% | 17.3% |
| Click It or Ticket | 87.9% | 90.8% |
| Operation Stay Alive | 4.5% | 4.4% |

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

^ $p<0.05$

**Perception and Awareness of Speed Enforcement**

There was no change in reported speeding from Wave 1 to Wave 2. The percentage of respondents that reported "*Always*" driving over 35mph in a 30mph zone was 9.0 percent in both Waves 1 and 2 (see Table 8). DMV survey responses indicated a significant increase in public awareness of speed enforcement from Wave 1 to Wave 2. The percentage of Respondents indicating having "*read, seen or heard about speed enforcement"* was 46.6 percent in Wave 1 compared to 52.2 percent in Wave 2, $p<.01$. When asked to evaluate the chance of receiving a ticket for driving over the speed limit, 18.0 percent of Respondents in Wave 1 indicated it was "*Always*", compared to 18.2 percent in Wave 2. Details for these questions are shown in Table 8.

**Table 8. Survey Questions 21, 22, 23**

| Question | Wave 1 | Wave 2 |
|---|---|---|
| **Q21. On a local road with a speed limit of 30mph, how often do you drive faster than 35mph?** | | |
| Always | 9.0% | 9.0% |
| Nearly Always | 15.1% | 14.6% |
| Sometimes | 42.7% | 41.3% |
| Seldom | 19.8% | 21.5% |
| Never | 13.4% | 13.6% |
| ***Total (N)*** | ***100% (N=1,362)*** | ***100% (N=1,339)*** |
| **Q22. Have you recently read, seen, or heard anything about speed enforcement?** | | |
| Yes | 46.6% | 52.2%* |
| No | 53.4% | 47.8% |
| ***Total (N)*** | ***100% (N=1,336)*** | ***100% (N=1,319)*** |
| **Q23. What do you think the chances are of getting a ticket if you drive over the speed limit?** | | |
| Always | 18.0% | 18.2% |
| Nearly Always | 22.4% | 23.7% |
| Sometimes | 47.5% | 46.0% |
| Seldom | 8.7% | 9.0% |
| Never | 3.3% | 3.0% |
| ***Total (N)*** | ***100% (N=1,350)*** | ***100% (N=1,328)*** |

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

^ $p<0.05$

# 2015 Connecticut Labor Day Impaired Driving Campaign
# DMV AWARENESS SURVEY RESULTS

The following information provides results for Wave 1 (pre) and Wave 2 (post) of the DMV survey effort surrounding the Labor Day 2015 Impaired Driving Initiative. A one-page questionnaire was distributed in DMV offices and was designed to assess respondents' knowledge and awareness of the paid media that was purchased by the HSO and aired during the campaign. The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield and Winsted. The first wave of DMV surveys was conducted before any media or enforcement began (August 4 – August 8, 2015) and the second wave was collected directly afterward (September 8 – 18, 2015).

Detailed analysis of the two survey waves is provided in the following pages. A snapshot of the results is provided below. Results indicated a small decrease (nonsignificant) of self-reported driving after drinking between Wave 1 and Wave 2. The number of respondents that reported having zero incidence of driving after drinking went from 84.8 percent in the baseline survey to 85.8 percent during Wave 2. The percentage of respondents reporting having "*read, seen, or heard anything about alcohol impaired driving*" remained stable at about 64 percent for both Waves. When asked where the impaired driving message was heard, *television*, *newspaper* and *radio* were the most common answers provided. Recognition of the "***Drive Sober or Get Pulled Over***" campaign slogan showed a (nonsignificant) increase, going from 50.2 percent in Wave 1 to 54.5 percent in Wave 2. The tables that follow summarize respondent characteristics as well as survey question results across the two waves. All statistical significance testing was done with chi-square analysis.

**Basic Information and Demographics**

Approximately 150 surveys was the collection goal for each office per Wave (Table 1). There were a total of 2,621 survey respondents; 1,407 pre-campaign and 1,214 post-campaign. (Note: Wave 2 coincided with the CT DMV software upgrade. Office closures and/or excessive in-office customer traffic affected the ability of our surveyors to collect the full quota of respondents for some offices.)

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

| Office Location | Wave 1 | Wave 2 |
|---|---|---|
| Bridgeport | 151 | 150 |
| Danbury | 152 | 133 |
| Hamden | 160 | 155 |
| New Britain | 159 | 100 |
| Norwalk | 152 | 152 |
| Norwich | 152 | 88 |
| Waterbury | 176 | 154 |
| Wethersfield | 152 | 151 |
| Winsted | 153 | 131 |

Table 2 summarizes the demographic characteristics of the survey respondents, with significant pre to post demographic shifts occurring for the Gender, Race and Hispanic questions. A significant

increase in male respondents was shown from Wave 1 to Wave 2 (52.2% and 56.7%, respectively). The majority of respondents were White (71.9% in Wave 1 and 64.3% in Wave 2), with the drop representing a significant decline, $p < .01$. The percent of respondents that were Hispanic increased significantly (17.4% in Wave 1, 22.5% in Wave 2, $p < .01$). During both waves, the most common reported age category for respondents were 50-59 year olds (21.2% in Wave 1 and 21.0% in Wave 2). Very similar results for all age categories were found when comparing results for Wave 1 and Wave 2.

**Table 2. Descriptive Characteristics of Survey Respondents**

| Characteristic | Wave 1 | Wave 2 |
|---|---|---|
| **Gender** | | |
| Male | 52.2% | 56.7%^ |
| Female | 47.8% | 43.3% |
| ***Total (N)*** | ***100% (N=1,403)*** | ***100% (N=1,212)*** |
| **Age** | | |
| 16-20 | 7.3% | 5.6% |
| 21-25 | 10.1% | 11.9% |
| 26-34 | 17.2% | 19.1% |
| 35-39 | 9.3% | 8.5% |
| 40-49 | 17.0% | 17.5% |
| 50-59 | 21.2% | 21.0% |
| 60+ | 17.9% | 16.3% |
| ***Total (N)*** | ***100% (N=1,402)*** | ***100% (N=1,209)*** |
| **Race** | | |
| White | 73.0% | 65.0%***** |
| Black | 11.2% | 13.3% |
| Asian | 4.2% | 5.5% |
| Native American | 0.5% | 0.6% |
| Other | 11.0% | 15.6% |
| Multiple | 1.6% | 1.0% |
| ***Total (N)*** | ***100% (N=1,349)*** | ***100% (N=1,158)*** |
| **Hispanic** | | |
| Yes | 17.4% | 22.5%* |
| No | 82.6% | 77.5% |
| ***Total (N)*** | ***100% (N=1,368)*** | ***100% (N=1,165)*** |

*****Significant at $p<0.01$
**^** $p<0.05$

**Belt & Alcohol Use**

Tables 3 to 6 summarize the findings for Wave 1 and Wave 2 by question. Questions were grouped together with others based on subject similarity.

There was very little change in respondent reports of *"Always"* wearing a seat belt from Wave 1 (86.7%) to Wave 2 (85.8%). Also relatively unchanged was the percentage of respondents indicating that, in the past 30 days, they had zero incidence of driving within two hours after drinking (from 84.8% in Wave 1 to 85.8% in Wave 2). Though the change was not significant, when asked about their pattern of driving after drinking compared with three months ago, more respondents reported that they *"do not drive after drinking"* during Wave 2 (84.9%) compared to Wave 1 (81.6%).

**Table 3. Belt Use and Alcohol Use, Questions 6, 7, 9**

| Question | Wave 1 | Wave 2 |
|---|---|---|
| **Q6. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?** | | |
| Always | 86.7% | 85.8% |
| Nearly Always | 7.1% | 7.3% |
| Sometimes | 4.1% | 4.1% |
| Seldom | 0.9% | 1.6% |
| Never | 1.1% | 1.3% |
| ***Total (N)*** | ***100% (N=1,401)*** | ***100% (N=1,208)*** |
| **Q7. In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?** | | |
| None | 84.8% | 85.8% |
| 1 or more times | 15.2% | 14.2% |
| ***Total (N)*** | ***100% (N=1,403)*** | ***100% (N=1,214)*** |
| **Q9. Compared with 3 months ago, are you now driving after drinking** | | |
| More Often | 0.8% | 0.8% |
| Less Often | 5.2% | 5.2% |
| About the Same | 12.5% | 9.2% |
| Do Not Drive after Drinking | 81.6% | 84.9% |
| ***Total (N)*** | ***100% (N=1,356)*** | ***100% (N=1,169)*** |

**Perception of Severity of Enforcement & Experience with Enforcement**

DMV survey responses generally indicated small to no changes in perception of enforcement severity from Wave 1 to Wave 2 (Table 4). When asked to evaluate the chances of getting arrested if driving after drinking, Wave 1 and Wave 2 results were similar. Roughly 45 percent of respondents (44.7% in Wave 1 and 45.6% in Wave 2) indicated chances of arrest was "*Always*" or *"Nearly Always"*. Over forty percent (44.3% of Wave 1 respondents and 46.1% of Wave 2 respondents) judged that local police enforced the drinking and driving laws "*Very Strictly*". When asked about enforcement of drinking and driving laws by state police, 50.1 percent of respondents judged it was enforced "*Very Strictly*" in Wave 1, increasing slightly (non-significantly) to 53.4 percent in Wave 2. Similar percentages of respondents in both waves judged that the penalties for impaired driving were "*Not Strict Enough*" (26.7% and 27.5% respectively) for Waves 1 and 2.

**Table 4. Survey Questions 8, 10, 11, 12**

| Question | Wave 1 | Wave 2 |
|---|---|---|
| **Q8. What do you think the chances are of getting arrested if you drive after drinking?** | | |
| Always | 24.3% | 29.1% |
| Nearly Always | 20.4% | 16.6% |
| Sometimes | 34.3% | 33.0% |
| Seldom | 8.7% | 9.2% |
| Never | 12.3% | 12.2% |
| ***Total (N)*** | ***100% (N=1,378)*** | ***100% (N=1,184)*** |
| **Q10. Do you think local police enforce the drinking and driving laws:** | | |
| Very strictly | 44.3% | 46.1% |
| Somewhat strictly | 39.2% | 36.2% |
| Not very strictly | 11.6% | 12.7% |
| Rarely | 2.8% | 3.0% |
| Not at all | 2.1% | 2.0% |
| ***Total (N)*** | ***100% (N=1,379)*** | ***100% (N=1,185)*** |
| **Q11. Do you think state police enforce the drinking and driving laws:** | | |
| Very strictly | 50.1% | 53.4% |
| Somewhat strictly | 36.1% | 33.7% |
| Not very strictly | 9.4% | 9.5% |
| Rarely | 2.9% | 2.0% |
| Not at all | 1.5% | 1.4% |
| ***Total (N)*** | ***100% (N=1,382)*** | ***100% (N=1,181)*** |
| **Q12. Do you think the penalties for alcohol impaired driving are:** | | |
| Too Strict | 8.1% | 9.8% |
| About Right | 54.0% | 54.9% |
| Not Strict Enough | 26.7% | 27.5% |
| Don't Know | 11.3% | 7.7% |
| ***Total (N)*** | ***100% (N=1,390)*** | ***100% (N=1,191)*** |

DMV survey responses indicated no significant change in number of respondents having personally experienced impaired driving enforcement (Table 5). A similar percent of respondents had gone through an alcohol checkpoint in the past 30 days (15.6% in Wave 1 vs. 17.1% in Wave 2).

**Table 5. Survey Question 13**

| Question | Wave 1 | Wave 2 |
|---|---|---|
| **Q13. In the past 30 days, have you gone through a checkpoint where police were looking for alcohol-impaired drivers?** | | |
| Yes | 15.6% | 17.1% |
| No | 84.4% | 82.9% |
| ***Total (N)*** | ***100% (N=1,383)*** | ***100% (N=1,193)*** |

## Awareness of Impaired Driving Message and Slogan Recognition

DMV survey responses indicated no increase in overall public awareness of impaired driving messages from Wave 1 to Wave 2. The percentage of respondents indicating having *read, seen or heard anything about impaired driving in Connecticut* was nearly identical from Wave 1 to Wave 2 (64.0% and 63.9% respectively). Those answering "yes" to this survey question were then asked about the source of messages. Results are summarized in Table 6. Wave 1 to Wave 2 awareness levels increased for all sources except *brochure*, with all pre-post comparisons falling below significant levels. The most commonly reported sources include *television radio* and *newspaper.* Respondents were also asked if they knew the name of any impaired driving enforcement program in Connecticut. The campaign slogan "***Drive Sober or Get Pulled Over"*** showed a nonsignificant increase in awareness (from 50.2% to 54.5% of respondents in Waves 1 and 2 respectively). Awareness of the "***Friends Don't Let Friends Drive Drunk***" campaign decreased significantly (49.3% of respondents in Wave 1 to 43.1% of respondents in Wave 2, $p < .05$). Two of the slogans with the lowest awareness levels showed a significant increase in recognition from Wave 1 to Wave 2: 1) the campaign slogan ***"Checkpoint Strikeforce"*** (3.7% to 6.1% of respondents respectively) and 2) ***"90 Day Blues"*** (0.6% to 2.0% of respondents respectively), both significant at $p < .05$.

**Table 6. Survey Questions 14 and 15**

| Question | Wave 1 | Wave 2 |
|---|---|---|
| **Q14. Have you recently read, seen, or heard anything about impaired driving in Connecticut?** | | |
| Yes | 64.0% | 63.9% |
| No | 36.0% | 36.1% |
| ***Total (N)*** | ***100% (N=1,392)*** | ***100% (N=1,197)*** |
| **Q14a. Where did you see or hear about anything about safe driving in Connecticut?** | | |
| Newspaper | 30.9% | 32.7% |
| Radio | 30.3% | 33.5% |
| TV | 65.9% | 68.1% |
| Poster/Billboard | 25.4% | 28.2% |
| Brochure | 3.7% | 3.4% |
| Police Checkpoint | 8.5% | 9.7% |
| Other | 12.7% | 13.9% |
| ***Total (N)*** | ***100% (N=891)*** | ***100% (N=765)*** |
| **Q15. Do you know the name of any safe driving enforcement program(s) in CT?** | | |
| Drive Sober or Get Pulled Over | 49.8% | 45.5% |
| Drunk Driving. Over the Limit, Under Arrest | 28.8% | 24.7% |
| You Drink & Drive. You Lose | 40.6% | 36.6% |
| Team DUI | 3.6% | 5.0% |
| Friends Don't Let Friends Drive Drunk | 49.3% | 43.1%^ |
| Checkpoint Strikeforce | 3.7% | 6.1%^ |
| Please Step Away from Your Vehicle | 4.2% | 5.4% |
| 90 Day Blues | 0.6% | 2.0%^ |
| MADD's Red Ribbon | 14.8% | 12.3% |
| ***Total (N)*** | ***100% (N=891)*** | ***100% (N=765)*** |

^ Significant at $p < 0.05$

## DISTRACTED DRIVING HVE OBSERVATION AND AWARENESS SURVEYS

### Program Description

Two distracted driving programs were conducted in Connecticut in 2015. The first was held during National Distracted Driving Month which included the entire month of April. The second program was held August 3 to 16, 2015. Law enforcement and media efforts were implemented statewide in Connecticut for both initiatives. Because the distracted driving program in April coincided with the national program, there were differences in the type and amount of enforcement and media employed locally.

Local earned media resources (promotional efforts) augmented the paid media (advertising) launched by NHTSA as part of the national distracted driving awareness campaign for the April 2015 program. The second Connecticut program held August 3 to 16, 2015 was solely a local effort, with paid media, earned media and other promotional efforts sponsored by the State of Connecticut. Both programs included use of the "U Drive U Text U Pay" slogan and logo. Media for both programs included television, radio and on-line advertising as well as highway billboards.

Heightened enforcement took place in across Connecticut for both distracted driving campaigns in the form of paid overtime hours specifically directed towards distracted driving ticketing, though other tickets were issued for other offenses. During the month-long April campaign (Distracted Driving Awareness Month and the time of the national distracted driving campaign) a total of 19,202 tickets were written across the state with 15,618 written for cell phone, texting or distracted driving offenses (distracted driving offenses are secondary, written when driver distraction is observed concurrent with another driving offense). During two weeks in August 2015 when the second campaign was conducted, 8,630 tickets were written across the state with 6,722 written for cell phone, texting or distracted driving offenses.

### Program Evaluation Methods

Self-reported distraction behavior and awareness of distracted driving programming in Connecticut were assessed by administration of questionnaires to visitors of nine (9) Connecticut full-service DMV offices (Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield and Winsted). Questions inquired about strictness of distracted driving law enforcement in the state, whether respondents read/saw/heard anything about distracted driving in Connecticut recently, from which sources information was received (paper, radio, tv, etc.) and about the awareness of specific distracted driving programs.

Surveyors were instructed to collect a minimum of 150 completed surveys per office at each of three administration waves. Data were collected before/after the April 2015 distracted driving program began (Pre and Post1) and directly after a second distracted driving initiative in August 2015 (Post2). Due to an office closure, only eight (8) offices were visited during the initial Pre/Post April period. Extra surveys were collected at the two offices in closest proximity to the missed office in order to acquire the appropriate N needed for analysis. The August 2015 surveys were distributed at all nine (9) locations. During the April Pre and Post waves, 1,418 and 1,405 surveys respectively were collected. During the

August Post 1,184 surveys were collected (the smaller N was due to office overcrowding and temporary office closures after a new computer system was installed).

Seven cities were selected for evaluating observed cell phone use for the distracted driving campaigns (Bridgeport, Danbury, Farmington, Hartford, Manchester, New Haven and Norwich). Cell phone use observations were conducted at 35 sites, five sites per city. The first set of observations was conducted approximately two weeks prior to the April distracted driving enforcement initiative. The second occurred immediately following the April distracted driving campaign and the third after the August distracted driving enforcement initiative was completed. Towns were selected based on their likelihood of participating and based on the prior year's enforcement activity. Observation sites were selected along high volume roadways within each town with no sites occurring on Interstates or Local roadways. The main goal of site selection was to capture large traffic streams in a given area rather than to create a weighted estimate of cell phone use.

Hand-held cell phone use was observed for 60 minutes at each site. All data were recorded on a paper form with three types of cell phone use recorded: hand-held phone use, talking with no device in hand and manipulating a device. Hand-held use was coded when a cell-phone was held in the general proximity of the driver's ear. Talking with no device was coded when a solo driver was observed talking when no device was observed in the hand, indicative of hands-free device usage (i.e. Bluetooth or earbud). Manipulation was coded when the device was held in the driver's hand but not in the general vicinity of the head. Manipulating could include texting, dialing, checking email, using a mobile GPS application or other activities. No attempt was made to distinguish between these activities and categories were not mutually exclusive. Observers also recorded "high" and "low" manipulation based on the placement of the phone relative to the steering wheel of the vehicle. Information on type of vehicle (car, pickup truck, sport utility vehicle, or van), driver's sex, and approximate age category (<25, 25-59, >59) were also coded.

Vehicles to be observed were selected by identifying a reference point far enough down the road so that the vehicle, but not the driver, could be observed. This reference point was used to select each vehicle in turn. Only one vehicle at a time was recorded. Once the data for the target vehicle was recorded, the observer would start recording data from the next vehicle to pass the reference point. This procedure insured that the next vehicle to be observed was randomly selected from the traffic stream without prior knowledge of cell phone use. Only passenger vehicles were observed (excluding police, fire, or ambulance). Traffic Direction was selected based on safest observation point and kept consistent for all observations. Only the nearest lane of traffic was observed (as that lane is the only one where low manipulation could be observed consistently).

Analyses were simple Chi square tests comparing the percent use for a behavior in the Pre observation period (April) to the final Post observation period (August).

## Results

*Awareness Survey*

Demographic distributions of respondents for the Pre and final Post waves were similar, providing some assurance that any variance in findings for awareness questions were not due to changing demographics. Table 1 shows the results for Sex, Race and Hispanic variables.

| | **Pre** | **Post2** |
|---|---|---|
| **Sex** | | |
| Male | 52.6% | 51.9% |
| Female | 46.9% | 48.1% |
| **Race** | | |
| White | 64.8% | 67.0% |
| Black | 13.6% | 11.9% |
| Asian | 4.1% | 3.7% |
| Native | 0.6% | 1.4% |
| Other | 17.0% | 15.9% |
| **Hispanic** | | |
| Yes | 23.7% | 24.0% |

Respondents were asked how strictly they thought Connecticut police enforced distracted driving laws. During the Pre measure, 14% reported that they thought it was enforced "very strictly", with the remaining respondents reporting that enforcement was enforced "somewhat strictly", "not very strictly", "rarely" or "not at all". The percent of respondents reporting the law was enforced "very strictly" increased significantly to 20% in the Post measure ($x^2$ (1) =17.443, $p < .001$). Exploring differences in perceived enforcement strictness by demographic characteristics found differences between White, Black and Hispanic respondents (see Figure 1).

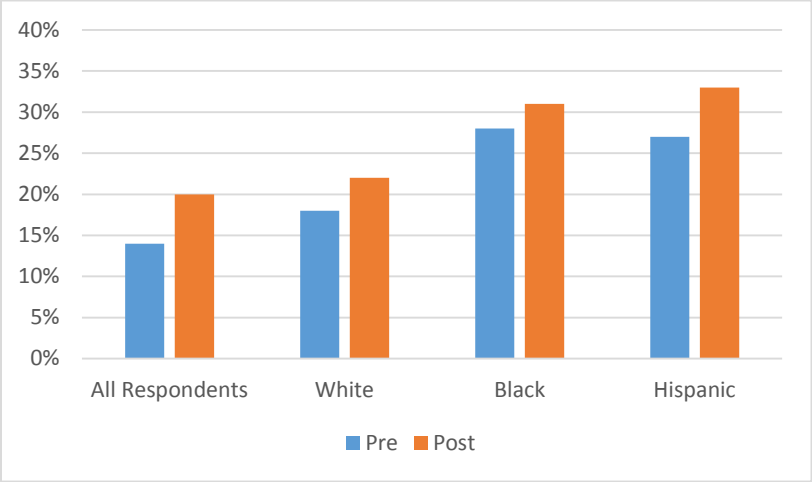



Figure 1. Perception that Distracted Driving Law is Enforced "Very Strictly" by Race

Hispanics reported the highest perception of "very strict" enforcement of the law (28% and 31% Pre and Post respectively). Respondents reporting their race as Black (18% and 22%) also reported "very strict" enforcement at higher levels than all respondents combined. No sex-related or DMV office-related differences were found.

More than half of respondents in the Pre measure (56%) reported that they had "read, seen or heard" something recently about distracted driving. That number increased significantly by 12 percentage points to 68 percent for the Post measure ($x^2$ (1) =34.608, $p < .001$). Awareness did not differ by respondent sex. When reviewing awareness data by race, greater increases were found for those reporting their race as White (50% to 70%) ($x^2$ (1) =20.648, $p < .001$) and Black (53% to 68%) ($x^2$ (1) =6.611, $p < .05$).

Office-level message awareness results for eight of the nine DMV offices (one office was omitted from analyses due to missing data for the Pre measure) show a gap of 16 percent (Pre) and 19 percent (Post) between offices with the highest and lowest awareness. Most offices demonstrated significant message awareness increases (see Figure 2). One demonstrated a greater than 20 percentage point increase Pre to Post, four offices showed a 13-15 percentage point increase and three offices showed less than a 10 percentage point increase.

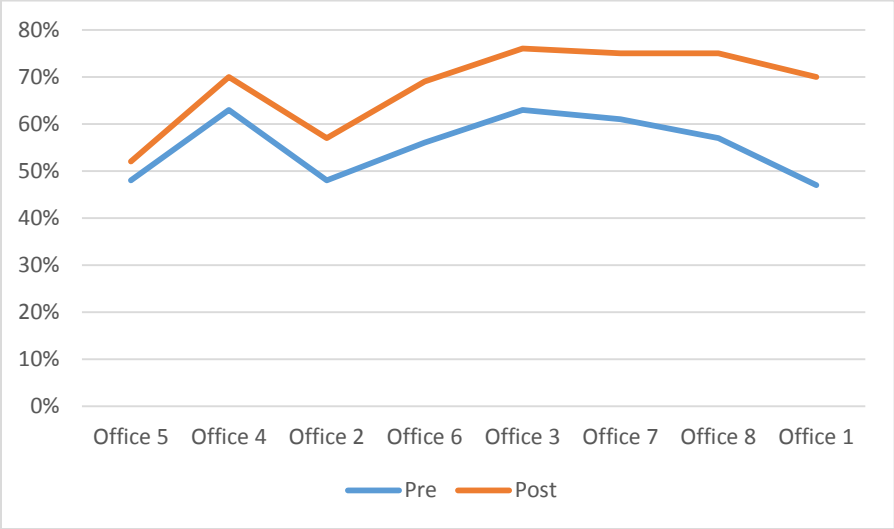


Figure 2. Office-Level Awareness of Distracted Driving Messages Pre and Post Measures

The main program slogan was "U Text, U Drive, U Pay." During the Pre measure, 25 percent of respondents recognized the slogan. By the Post measurement, 46 percent recognized it, a 21 percentage point increase ($x^2$ (1) =117.604, $p < .001$). There were no differences in awareness of the slogan by sex, race or Hispanic origin. Office-level differences in slogan awareness were significant ($p < .05$), with two offices having the two lowest awareness levels for both the Pre and Post. "Phone in One Hand, Ticket in the Other," (a previously used slogan in the state) was less recognized in both Waves, showing no significant change Pre to Post (16% for both waves).

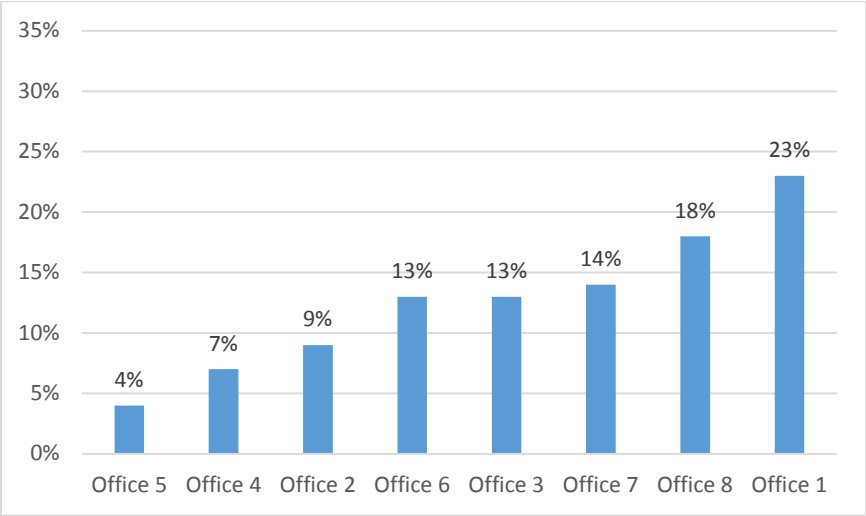



Figure 3. Pre to Post Slogan Awareness Increase by Office

*Observations of Cell Phone Use*

Distracted driving observations were conducted in the seven (7) target cities. There were 37,618 drivers observed total (Pre April 2015: 12,247, Post April 2015: 12,997 and; Post August 12,374). Across all observation waves, 13% of the drivers were estimated to be under the age of 25; 78% were between 25 and 59 and; 9% were 60 or older. Male drivers made up 54% of the observations (female drivers: 46%). Fifty-four percent of the drivers were in cars, 8% were in pickup trucks, 29% in SUVs, and 9% were in vans.

Results indicate that distracted driving (driving while holding a hand-held phone to an ear or manipulating the phone) was lower in both Post observation waves compared to the Pre observation wave (See Table 1 below). There was a small but significant effect from Pre to Post 1 ($\chi^2$= 4.196, $p$ < 0.05). The change from Pre to Post 2 was bigger ($\chi^2$= 26.198, $p$ < 0.001).

Table 1. Observed Driver Cellphone Use

| | Pre | Post 1 | Post 2 |
|---|---|---|---|
| Distracted Driving* | 9.6% | 8.8% | 7.8% |
| Hand-Held | 4.4% | 4.0% | 3.2% |
| Manipulation | 7.0% | 6.5% | 5.7% |

** Hand-held and Manipulation do not add to overall distracted driving because a single driver may have been observed doing both (usually when they were seen holding a phone and speaking into it as is the case with speaker phone usage).*

None of the Pre to Post 1 effects were significant when looking at Phone to the ear and manipulating separately (see Table 1). These differences were significant when comparing the decrease in use from Pre 1 to Post 2 (Hand-held: ($\chi^2$= 21.985, $p$ < 0.001); Manipulating: ($\chi^2$= 16.889, $p$ < 0.001).

All remaining analyses for observations use only the Pre and Post2 measures. Looking at distracted driving by city, reductions in use (handheld or manipulation) occurred for 4 out of the 7 ranging from a 2.1 percentage point drop to a 4.4 percentage point drop. Three cities showed small

increases in use (percentage point increases of 0.2, 0.23 and 1.4). Variations in use ranged from a low of 6.3 percent to 14.4 percent for any Pre or Post measure. Three cities demonstrated use rates in excess of 10 percent at the Pre measure and one city in the Post measure.

Drops in use also occurred for every vehicle type with the largest occurring for drivers of trucks (3.3 percentage point drop). Variance in use by vehicle type was small, with a 1.3 percentage point variance during the Pre and a 2.1 percentage point variance for the post.

Age differences in distracted driving were clearly evident, with 15.3 percent of drivers under 25 driving distracted compared to 9.6 percent of drivers 25-50 and ½ percent of drivers over 60. Use dropped for all age levels for the Post measure, with a drop of 2.7 percentage points for the youngest age group and a 2 percentage point reduction for drivers 25-59.

Female driver observed distracted driving dropped at a slightly higher rate (2.1 percentage points) than for male drivers (1.6 percentage points).

**Discussion**

*Awareness*

DMV data gathered to assess awareness suggest that the public knew about the program. There were clear increases in those reporting having heard distracted driving messages and in those recognizing the "U Drive U Text U Pay" slogan. Perceived strictness of distracted driving laws also showed a significant increase Pre to Post.

*Observed use*

Observation of distracted driving behaviors across Connecticut appeared to show decreases in cell phone use while driving (handheld and texting) post campaign. It is unclear to what extent the use rates may have increased between waves (as no Pre Wave 2 measurement was conducted). Given the magnitude of the decrease from Pre to Post 2 it is unlikely that the effects were driven by something other than the program but the lack of a control group (e.g. out of state observations) prevent our being able to exclude other causes such as pre-exiting downward trends in use.

The observed rate of phone manipulation was much higher than what was observed in prior Connecticut studies. Other data also suggest increases in distracted driving prevalence are taking place. Observational studies in California and Massachusetts report distracted driving use rates exceeding seven (7) percent (Cooper, Ragland, Ewald, Wasserman & Murphy, 2015; Wenners, Knodler, Kennedy & Pitzpatrick, 2013). Driver cell phone use for internet and other noncalling or nontexting related tasks appear to be on the rise, likely related to increased use of smartphones. Comparing 2009 and 2015 results from StateFarm's Distracted Driving Survey show increases for driver reports of accessing the internet while driving (13% to 29%), reading from social media sites while driving (9% to 21%) and updating or posting to social media sites while at the wheel (9% to 16%). The programming of a cell phone or GPS unit while driving for mapping purposes (though some consider less egregious given the purpose of that activity in assisting with driving) also is on the rise according to the StateFarm study (30% to 50%).

It would appear that when the public is made aware of distracted driving laws and fines and perceives strictness of law enforcement and potential ticketing that use declines.

A majority (13 of the 16) demographic and city level measures of distracted driving showed reduced cell phone use or manipulation. Those showing the greatest reductions include drivers of trucks, young drivers age 25 and under and drivers in selected cities.

# Project Listing

| Program Area | Funding Source | Project number | Agency | Title | $ Amount (Apr. 2017) | $ Amount (Sep. 2017) | Total |
|---|---|---|---|---|---|---|---|
| Motorcycle Safety - Page # 138 | 402-MC | 0197-0701-AA | CT-DOT/HSO | Motorcycle Safety Program Administration | | | $75,000.00 |
| Motorcycle Safety - Page # 138 | 402-MC | 0197-0701-AB | CT-DOT/HSO | CONREP Technical Assist. | | | $225,000.00 |
| Motorcycle Safety - Page # 139 | 402-MC | 0197-0701-AC | CT-DOT/HSO | PI&E Education | | | $30,000.00 |
| Motorcycle Safety - Page # 139 | 402-MC | 0197-0701-AD | CT-DOT/HSO | Lifelong Learner/Returning Rider | | | $100,000.00 |
| | 402-MC Total | | | | | | $430,000.00 |
| Occupant Protection - Page # 79 | 402-OP | 0197-0702-AA | CT-DOT/HSO | OP Program Administration | | | $75,000.00 |
| Occupant Protection - Page # 80 | 402-OP | 0197-0702-AB | CT-DOT/HSO | Data Analysis & Surveys | | | $150,000.00 |
| Occupant Protection - Page # 81 | 402-OP | 0197-0702-AC | CT-DOT/HSO | Click It or Ticket Enforcement (Nov & May Mobilization) | | | $700,000.00 |
| Occupant Protection - Page # 82 | 402-OP | 0197-0702-AD | Waterbury PD | Waterbury Area Traffic Safety Program | | | $140,000.00 |
| Occupant Protection - Page # 84 | 402-OP | 0197-0702-AF | CT-DOT/HSO | Occupant Protection PI&E | | | $100,000.00 |
| Occupant Protection - Page # 86 | 402-OP | 0197-0702-AG | Connecticut Children's Medical Center | Look Before You Lock Ed. Campaign | | | $150,000.00 |
| | 402-OP Total | | | | | | $1,315,000.00 |
| Impaired Driving - Page # 48 | 402-AL | 0197-0704-AA | CT-DOT/HSO | Alcohol Program Management | | | $135,000.00 |
| | 402-AL Total | | | | | | $135,000.00 |
| Traffic Records - Page # 144 | 402-TR | 0197-0705-AA | CT-DOT/HSO | Traffic Records Administration | | | $285,000.00 |
| Traffic Records - Page # 145 | 402-TR | 0197-0705-AB | Local Law Enforcement | E-citation Local Law Enforcement | | | $325,000.00 |
| | 402-TR Total | | | | | | $610,000.00 |
| Police Traffic Services - Page # 93 | 402-PT | 0197-0707-AA | CT-DOT/HSO | PTS Administration | | | $175,000.00 |
| Police Traffic Services - Page # 96 | 402-PT | 0197-0707-AB | CT. Police Chiefs Assoc. | Law Enforcement Challenge | | | $75,000.00 |
| Police Traffic Services - Page # 97 | 402-PT | 0197-0707-AC | CT-DOT/HSO | Regional Traffic Unit Symposium | | | $70,000.00 |
| Police Traffic Services - Page # 96 | 402-PT | 0197-0707-AD | CT. Police Chiefs Assoc. | CPCA Public Info and Education | | | $175,000.00 |
| Police Traffic Services - Page # 54 | 402-PT | 0197-0707-AF | CT Judicial | TSRP | | | $50,000.00 |
| | 402-PT Total | | | | | | $545,000.00 |
| Child Restraint - Page # 84 | 402-CR | 0197-0709-AA | CT-DOT/HSO | Child Restraint Administration | | | $100,000.00 |
| Child Restraint - Page # 85 | 402-CR | 0197-0709-AB | CT-DOT/HSO | CPS Training | | | $75,000.00 |
| Child Restraint - Page # 85 | 402-CR | 0197-0709-AC | Connecticut Children's Medical Center | CPS Fitting Stations Support | | | $100,000.00 |
| Child Restraint - Page # 85 | 402-CR | 0197-0709-AD | Yale New Haven Children'S Hospital | CPS Fitting Stations Support | | | $100,000.00 |
| Child Restraint - Page # 86 | 402-CR | 0197-0709-AE | Yale New Haven Children's Hospital | Community Traffic Safety Program | | | $125,000.00 |
| | 402-CR Total | | | | | | $500,000.00 |
| Community Traffic Safety - Page # 165 | 402-PS | 0197-0710-AA | CT Cycling Advancement Program | CCAP Education and Awareness Program | | | $45,000.00 |
| Community Traffic Safety - Page # 167 | 402-PS | 0197-0710-AB | Boys And Girls Club | Youth Education | | | $50,000.00 |
| Community Traffic Safety - Page # 166 | 402-PS | 0197-0710-AC | Connecticut Children's Medical Center | Pedestrian Safety Awareness Campaign | | | $250,000.00 |
| Community Traffic Safety - Page # 166 | 402-PS | 0197-0710-AD | UCONN | T2 - Crossing Guard | | | $325,000.00 |
| | 402-PS Total | | | | | | $670,000.00 |
| Planning & Administration - Page # 170 | 402-PA | 0197-0733-AA | CT-DOT/HSO | Planning and Administration | | | $300,000.00 |
| | 402-PA Total | | | | | | $300,000.00 |
| Impaired Driving - Page # 57 | 154-PM | 0197-0720-AA | CT-DOT/HSO | DUI Media Campaign | | | $2,000,000.00 |
| | 154-PM Total | | | | | | $2,000,000.00 |

| Program Area | Funding Source | Project number | Agency | Title | $ Amount (Apr. 2017) | $ Amount (Sep. 2017) | Total |
|---|---|---|---|---|---|---|---|
| Impaired Driving - Page # 48 | 154-AL | 0197-0722-AA | CT-DOT/HSO | Alcohol Program Management (154) | | | $300,000.00 |
| Impaired Driving - Page # 53 | 154-AL | 0197-0722-AB | CT-DOT/HSO | Alcohol Related Program Training | | | $335,000.00 |
| Impaired Driving - Page # 54 | 154-AL | 0197-0722-AC | CT-DOT/HSO | Criminal Justice | | | $250,000.00 |
| Impaired Driving - Page # 52 | 154-AL | 0197-0722-AD | CT DOT-HSO | Data Analysis And Surveys | | | $150,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AE | Bethany | FY 17 Comprehensive DUI Enforcement | | | $20,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AF | Killingly | FY 17 Comprehensive DUI Enforcement | | | $65,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AG | Glastonbury | FY 17 Comprehensive DUI Enforcement | | | $25,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AH | Durham | FY 17 Comprehensive DUI Enforcement | | | $22,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AI | Middlefield | FY 17 Comprehensive DUI Enforcement | | | $20,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AJ | Bristol | FY 17 Comprehensive DUI Enforcement | | | $165,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AK | Ledyard | FY 17 Comprehensive DUI Enforcement | | | $50,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AL | Greenwich | FY 17 Comprehensive DUI Enforcement | | | $70,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AM | Watertown | FY 17 Comprehensive DUI Enforcement | | | $25,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AN | New Britain | FY 17 Comprehensive DUI Enforcement | | | $145,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AO | Ellington | FY 17 Comprehensive DUI Enforcement | | | $55,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AP | Somers | FY 17 Comprehensive DUI Enforcement | | | $40,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AQ | Naugatuck | FY 17 Comprehensive DUI Enforcement | | | $45,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AR | Wethersfield | FY 17 Comprehensive DUI Enforcement | | | $40,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AS | Prospect | FY 17 Comprehensive DUI Enforcement | | | $20,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AT | Fairfield | FY 17 Comprehensive DUI Enforcement | | | $160,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AU | Meriden | FY 17 Comprehensive DUI Enforcement | | | $30,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AV | City Of Groton | FY 17 Comprehensive DUI Enforcement | | | $30,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AW | Deep River | FY 17 Comprehensive DUI Enforcement | | | $45,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-AX | Seymour | FY 17 Comprehensive DUI Enforcement | | | $60,000.00 |
| Impaired Driving - Page # 67 | 154-AL | 0197-0722-AY | CT-DOT/HSO | Choices Matter | | | $185,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-BB | Stafford | FY 17 Comprehensive DUI Enforcement | | | $60,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-BC | Cromwell | FY 17 Comprehensive DUI Enforcement | | | $50,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-BD | Norwalk | FY 17 Comprehensive DUI Enforcement | | | $85,000.00 |
| Impaired Driving - Page # 49 | 154-AL | 0197-0722-BE | Bethel | FY 17 Comprehensive DUI Enforcement | | | $30,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BF | Killingworth | FY 17 Comprehensive DUI Enforcement | | | $15,000.00 |
| Impaired Driving - Page # 55 | 154-AL | 0197-0722-BG | CT-DOT/HSO | Impaired Driving Public Information and Education | | | $150,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BH | Manchester | FY 17 Comprehensive DUI Enforcement | | | $130,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BI | Branford | FY 17 Comprehensive DUI Enforcement | | | $60,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BJ | North Haven | FY 17 Comprehensive DUI Enforcement | | | $25,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BK | Town Of Groton | FY 17 Comprehensive DUI Enforcement | | | $70,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BL | Coventry | FY 17 Comprehensive DUI Enforcement | | | $20,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BM | Norwich | FY 17 Comprehensive DUI Enforcement | | | $75,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BN | Windsor | FY 17 Comprehensive DUI Enforcement | | | $85,000.00 |

| Program Area | Funding Source | Project number | Agency | Title | $ Amount (Apr. 2017) | $ Amount (Sep. 2017) | Total |
|---|---|---|---|---|---|---|---|
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BO | East Haven | FY 17 Comprehensive DUI Enforcement | | | $30,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BP | Granby | FY 17 Comprehensive DUI Enforcement | | | $10,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BQ | Old Lyme | FY 17 Comprehensive DUI Enforcement | | | $40,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BR | Bloomfield | FY 17 Comprehensive DUI Enforcement | | | $65,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BT | Jewett City | FY 17 Comprehensive DUI Enforcement | | | $60,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BU | New Canaan | FY 17 Comprehensive DUI Enforcement | | | $15,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BV | Ccsu | FY 17 Comprehensive DUI Enforcement | | | $35,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BW | Darien | FY 17 Comprehensive DUI Enforcement | | | $50,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BX | Danbury | FY 17 Comprehensive DUI Enforcement | | | $55,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BY | Berlin | FY 17 Comprehensive DUI Enforcement | | | $70,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-BZ | Wilton | FY 17 Comprehensive DUI Enforcement | | | $60,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-CA | East Lyme | FY 17 Comprehensive DUI Enforcement | | | $80,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-CB | Hartford | FY 17 Comprehensive DUI Enforcement | | | $210,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-CC | Wallingford | FY 17 Comprehensive DUI Enforcement | | | $30,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-CD | East Haddam | FY 17 Comprehensive DUI Enforcement | | | $35,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-CE | North Stonington | FY 17 Comprehensive DUI Enforcement | | | $40,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-CF | Tolland | FY 17 Comprehensive DUI Enforcement | | | $40,000.00 |
| Impaired Driving - Page # 50 | 154-AL | 0197-0722-CG | Chester | FY 17 Comprehensive DUI Enforcement | | | $30,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-CH | Vernon | FY 17 Comprehensive DUI Enforcement | | | $15,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-CI | Monroe | FY 17 Comprehensive DUI Enforcement | | | $65,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-CJ | Willimantic | FY 17 Comprehensive DUI Enforcement | | | $45,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-CK | Haddam | FY 17 Comprehensive DUI Enforcement | | | $25,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-CL | Trumbull | FY 17 Comprehensive DUI Enforcement | | | $85,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-CM | Stratford | FY 17 Comprehensive DUI Enforcement | | | $35,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-CN | Enfield | FY 17 Comprehensive DUI Enforcement | | | $130,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-CO | Newington | FY 17 Comprehensive DUI Enforcement | | | $45,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-CP | Colchester | FY 17 Comprehensive DUI Enforcement | | | $30,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-CQ | Lisbon | FY 17 Comprehensive DUI Enforcement | | | $25,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-CR | UConn | FY 17 Comprehensive DUI Enforcement | | | $15,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-CS | Montville | FY 17 Comprehensive DUI Enforcement | | | $50,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-CT | Madison | FY 17 Comprehensive DUI Enforcement | | | $30,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-CU | Westport | FY 17 Comprehensive DUI Enforcement | | | $15,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-CV | Waterford | FY 17 Comprehensive DUI Enforcement | | | $25,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-DH | Cheshire | FY 17 Comprehensive DUI Enforcement | | | $65,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-DI | New Haven | FY 17 Comprehensive DUI Enforcement | | | $200,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-DJ | South Windsor | FY 17 Comprehensive DUI Enforcement | | | $55,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-DK | Plainfield | FY 17 Comprehensive DUI Enforcement | | | $45,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-DL | Old Saybrook | FY 17 Comprehensive DUI Enforcement | | | $60,000.00 |

| Program Area | Funding Source | Project number | Agency | Title | $ Amount (Apr. 2017) | $ Amount (Sep. 2017) | Total |
|---|---|---|---|---|---|---|---|
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-DM | Brooklyn | FY 17 Comprehensive DUI Enforcement | | | $20,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-DN | Orange | FY 17 Comprehensive DUI Enforcement | | | $30,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-DO | North Branford | FY 17 Comprehensive DUI Enforcement | | | $15,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-DP | Hamden | FY 17 Comprehensive DUI Enforcement | | | $50,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-DQ | Windsor Locks | FY 17 Comprehensive DUI Enforcement | | | $75,000.00 |
| Impaired Driving - Page # 51 | 154-AL | 0197-0722-DR | West Hartford | FY 17 Comprehensive DUI Enforcement | | | $120,000.00 |
| Impaired Driving - Page # 52 | 154-AL | 0197-0722-DS | Farmington | FY 17 Comprehensive DUI Enforcement | | | $70,000.00 |
| Impaired Driving - Page # 52 | 154-AL | 0197-0722-DU | Mansfield | FY 17 Comprehensive DUI Enforcement | | | $70,000.00 |
| Impaired Driving - Page # 52 | 154-AL | 0197-0722-DV | Rocky Hill | FY 17 Comprehensive DUI Enforcement | | | $40,000.00 |
| Impaired Driving - Page # 52 | 154-AL | 0197-0722-DW | East Windsor | FY 17 Comprehensive DUI Enforcement | | | $35,000.00 |
| Impaired Driving - Page # 52 | 154-AL | 0197-0722-DX | Essex | FY 17 Comprehensive DUI Enforcement | | | $30,000.00 |
| Impaired Driving - Page # 52 | 154-AL | 0197-0722-DY | East Hartford | FY 17 Comprehensive DUI Enforcement | | | $20,000.00 |
| Impaired Driving - Page # 52 | 154-AL | 0197-0722-DZ | New London | FY 17 Comprehensive DUI Enforcement | | | $25,000.00 |
| Impaired Driving - Page # 52 | 154-AL | 0197-0722-EA | Redding | FY 17 Comprehensive DUI Enforcement | | | $20,000.00 |
| Impaired Driving - Page # 52 | 154-AL | 0197-0722-EB | Sprague | FY 17 Comprehensive DUI Enforcement | | | $15,000.00 |
| Impaired Driving - Page # 52 | 154-AL | 0197-0722-EC | Preston | FY 17 Comprehensive DUI Enforcement | | | $10,000.00 |
| Impaired Driving - Page # 52 | 154-AL | 0197-0722-ED | Waterbury | FY 17 Comprehensive DUI Enforcement | | | $45,000.00 |
| Impaired Driving - Page # 52 | 154-AL | 0197-0722-EF | Wolcott | FY 17 Comprehensive DUI Enforcement | | | $30,000.00 |
| Impaired Driving - Page # 65 | 154-AL | 0197-0722-EM | Governor's Prevention Partnership | Youth Led Underage Drinking Prevention | | | $75,000.00 |
| Impaired Driving - Page # 60 | 154-AL | 0197-0722-EN | Stafford | Underage Alcohol Enforcement | | | $40,000.00 |
| Impaired Driving - Page # 61 | 154-AL | 0197-0722-EO | Cheshire | Underage Alcohol Enforcement | | | $40,000.00 |
| Impaired Driving - Page # 61 | 154-AL | 0197-0722-EP | North Branford | Underage Alcohol Enforcement | | | $40,000.00 |
| Impaired Driving - Page # 61 | 154-AL | 0197-0722-EQ | Hartford | Underage Alcohol Enforcement | | | $55,000.00 |
| Impaired Driving - Page # 61 | 154-AL | 0197-0722-ER | Redding | Underage Alcohol Enforcement | | | $40,000.00 |
| Impaired Driving - Page # 61 | 154-AL | 0197-0722-ES | Newington | Underage Alcohol Enforcement | | | $55,000.00 |
| Impaired Driving - Page # 61 | 154-AL | 0197-0722-ET | Willimantic | Underage Alcohol Enforcement | | | $55,000.00 |
| Impaired Driving - Page # 61 | 154-AL | 0197-0722-EU | New Milford | Underage Alcohol Enforcement | | | $45,000.00 |
| Impaired Driving - Page # 61 | 154-AL | 0197-0722-EV | West Hartford | Underage Alcohol Enforcement | | | $50,000.00 |
| Impaired Driving - Page # 61 | 154-AL | 0197-0722-EW | Mansfield | Underage Alcohol Enforcement | | | $55,000.00 |
| Impaired Driving - Page # 61 | 154-AL | 0197-0722-EX | Glastonbury | Underage Alcohol Enforcement | | | $40,000.00 |
| Impaired Driving - Page # 61 | 154-AL | 0197-0722-EY | Madison | Underage Alcohol Enforcement | | | $30,000.00 |
| Impaired Driving - Page # 52 | 154-AL | 0197-0722-EZ | Stamford | FY 17 Comprehensive DUI Enforcement | | | $110,000.00 |
| 154-AL Total | | | | | | | $6,672,000. |
| Impaired Driving - Page # 67 | 154-HE | 0042-0292 | CT-DOT | Bidwell Street Alignment | | | $50,000.00 |
| Impaired Driving - Page # 67 | 154-HE | 0042-0297 | CT-DOT | Silver Lane East Hartford | | | $50,000.00 |
| Impaired Driving - Page # 67 | 154-HE | 0120-0086 | CT-DOT | Salem Route 85 and Route 82 | | | $800,000.00 |
| Impaired Driving - Page # 67 | 154-HE | 0148-0190 | CT-DOT | Wallingford Route 5 | | | $80,000.00 |
| Impaired Driving - Page # 67 | 154-HE | 0170-3172 | CT-DOT | UCONN – Crash Data Improvement Plan | | | $20,000.00 |

| Program Area | Funding Source | Project number | Agency | Title | $ Amount (Apr. 2017) | $ Amount (Sep. 2017) | Total |
|---|---|---|---|---|---|---|---|
| Impaired Driving - Page # 67 | 154-HE | 0170-3262 | CT-DOT | Fatality Analysis Reporting | | | $40,000.00 |
| | 154-HE Total | | | | | | $1,040,000.00 |
| Occupant Protection - Page # 81 | 405b-1 (M2HVE) | 0197-0741-1-AC | DESPP | Occupant Protection Enforcement/CSP | | | $125,000.00 |
| | 405b-1 (M2HVE) Total | | | | | | $125,000.00 |
| Occupant Protection - Page # 83 | 405b-2 (M2PE) | 0197-0741-2-AD | CT-DOT/HSO | Occupant Protection Media Buy | | | $400,500.00 |
| Occupant Protection - Page # 82 | 405b-2 (M2PE) | 0197-0741-2-AE | DESPP | Safety Belt Convincer/Rollover Simulator | | | $140,000.00 |
| | 405b-2 (M2PE) Total | | | | | | $540,500.00 |
| Traffic Records - Page # 144 | 405c (M3DA) | 0197-0742-AA | CT-DOT/HSO | Traffic Records Administration | | | $80,000.00 |
| Traffic Records - Page # 148 | 405c (M3DA) | 0197-0742-AC | CRCOG | E-Citation | | | $150,000.00 |
| Traffic Records - Page # 146 | 405c (M3DA) | 0197-0742-AD | Centralized Infractions Bureau | On-line Disposition System | | | $400,000.00 |
| Traffic Records - Page # 148 | 405c (M3DA) | 0197-0742-AE | Centralized Infractions Bureau | E-Charging | | | $150,000.00 |
| Traffic Records - Page # 149 | 405c (M3DA) | 0197-0742-AF | Department of Public Health/EMS | EMS-Tracking | | | $75,000.00 |
| Traffic Records - Page # 150 | 405c (M3DA) | 0197-0742-AG | Yale New Haven Hospital | Crash Linkage | | | $50,000.00 |
| | 405c (M3DA) Total | | | | | | $905,000.00 |
| Impaired Driving - Page # 56 | 405d-1 (M5HVE) | 0197-0743-1-AB | East Haven (RTU) | Mobile Command Center (1) | | | $300,000.00 |
| Impaired Driving - Page # 60 | 405d-1 (M5HVE) | 0197-0743-1-AM | Central CT State University | Underage Alcohol Enforcement Grant | | | $30,000.00 |
| Impaired Driving - Page # 60 | 405d-1 (M5HVE) | 0197-0743-1-AN | Eastern CT State University | Underage Alcohol Enforcement Grant | | | $30,000.00 |
| Impaired Driving - Page # 60 | 405d-1 (M5HVE) | 0197-0743-1-AP | Southern CT State University | Underage Alcohol Enforcement Grant | | | $30,000.00 |
| Impaired Driving - Page # 60 | 405d-1 (M5HVE) | 0197-0743-1-AQ | University of Connecticut | Underage Alcohol Enforcement Grant | | | $40,000.00 |
| Impaired Driving - Page # 56 | 405d-1 (M5HVE) | 0197-0743-1-BD | DESPP | Draeger Printers | | | $20,000.00 |
| Impaired Driving - Page # 56 | 405d-1 (M5HVE) | 0197-0743-1-BJ | DESPP | Draeger Intox/Server | | | $125,000.00 |
| Impaired Driving - Page # 60 | 405d-1 (M5HVE) | 0197-0743-1-BM | CT-DOT/HSO | (50x $500) Drug Recognition Expert Field Kits | | | $25,000.00 |
| Impaired Driving - Page # 62 | 405d-1 (M5HVE) | 0197-0743-1-BR | Wethersfield | Fatal Vision Kit (2) | | | $4,000.00 |
| Impaired Driving - Page # 62 | 405d-1 (M5HVE) | 0197-0743-1-BS | Newington | Fatal Vision Kit | | | $2,000.00 |
| Impaired Driving - Page # 62 | 405d-1 (M5HVE) | 0197-0743-1-BT | Norwich | Fatal Vision Kit (2) | | | $4,000.00 |
| Impaired Driving - Page # 62 | 405d-1 (M5HVE) | 0197-0743-1-BU | Ellington | Fatal Vision Kit | | | $2,000.00 |
| Impaired Driving - Page # 62 | 405d-1 (M5HVE) | 0197-0743-1-BV | Cheshire | Fatal Vision Kit | | | $2,000.00 |
| Impaired Driving - Page # 62 | 405d-1 (M5HVE) | 0197-0743-1-BW | Tolland | Fatal Vision Kit | | | $2,000.00 |
| Impaired Driving - Page # 62 | 405d-1 (M5HVE) | 0197-0743-1-BX | New Britain | Fatal Vision Kit (2) | | | $4,000.00 |
| Impaired Driving - Page # 62 | 405d-1 (M5HVE) | 0197-0743-1-BY | Old Saybrook | Fatal Vision Kit (2) | | | $4,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-BZ | Monroe | Fatal Vision Kit (2) | | | $4,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CA | Cromwell | Fatal Vision Kit (2) | | | $4,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CB | Seymour | Fatal Vision Kit | | | $2,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CC | Groton Town | Fatal Vision Kit | | | $2,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CD | Darien | Fatal Vision Kit | | | $2,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CE | Fairfield | Fatal Vision Kit (2) | | | $4,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CF | Danbury | Fatal Vision Kit | | | $2,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CG | South Windsor | Fatal Vision Kit (2) | | | $4,000.00 |

| Program Area | Funding Source | Project number | Agency | Title | $ Amount (Apr. 2017) | $ Amount (Sep. 2017) | Total |
|---|---|---|---|---|---|---|---|
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CH | New Haven | Fatal Vision Kit (6) | | | $12,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CI | Farmington | Fatal Vision Kit (5) | | | $10,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CJ | Enfield | Fatal Vision Kit (3) | | | $6,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CK | Waterford | Fatal Vision Kit (2) | | | $4,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CL | New Canaan | Fatal Vision Kit | | | $2,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CM | Essex | Fatal Vision Kit | | | $2,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CN | Norwalk | Fatal Vision Kit | | | $12,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CO | Newtown | Fatal Vision Kit (2) | | | $4,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CP | Manchester | Fatal Vision Kit (5) | | | $10,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CQ | Bristol | Fatal Vision Kit (3) | | | $6,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CR | North Haven | Fatal Vision Kit | | | $2,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CS | Wilton | Fatal Vision Kit | | | $2,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CT | Orange | Fatal Vision Kit | | | $2,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CU | Hartford | Fatal Vision Kit (6) | | | $12,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CV | Stratford | Fatal Vision Kit (4) | | | $8,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CW | Hamden | Fatal Vision Kit (2) | | | $4,000.00 |
| Impaired Driving - Page # 63 | 405d-1 (M5HVE) | 0197-0743-1-CX | Naugatuck | Fatal Vision Kit | | | $2,000.00 |
| Impaired Driving - Page # 64 | 405d-1 (M5HVE) | 0197-0743-1-CY | Bethel | Fatal Vision Kit (2) | | | $4,000.00 |
| Impaired Driving - Page # 64 | 405d-1 (M5HVE) | 0197-0743-1-CZ | Rocky Hill | Fatal Vision Kit (2) | | | $4,000.00 |
| Impaired Driving - Page # 64 | 405d-1 (M5HVE) | 0197-0743-1-DA | Ledyard | Fatal Vision Kit (2) | | | $4,000.00 |
| Impaired Driving - Page # 64 | 405d-1 (M5HVE) | 0197-0743-1-DB | Windsor Locks | Fatal Vision Kit | | | $2,000.00 |
| Impaired Driving - Page # 64 | 405d-1 (M5HVE) | 0197-0743-1-DC | Berlin | Fatal Vision Kit (2) | | | $4,000.00 |
| Impaired Driving - Page # 64 | 405d-1 (M5HVE) | 0197-0743-1-DD | West Hartford | Fatal Vision Kit (2) | | | $4,000.00 |
| Impaired Driving - Page # 64 | 405d-1 (M5HVE) | 0197-0743-1-DE | Lisbon | Fatal Vision Kit | | | $2,000.00 |
| Impaired Driving - Page # 64 | 405d-1 (M5HVE) | 0197-0743-1-DF | Glastonbury | Fatal Vision Kit (2) | | | $6,000.00 |
| Impaired Driving - Page # 64 | 405d-1 (M5HVE) | 0197-0743-1-DG | Meriden | Fatal Vision Kit (5) | | | $10,000.00 |
| Impaired Driving - Page # 64 | 405d-1 (M5HVE) | 0197-0743-1-DH | Willimantic | Fatal Vision Kit | | | $2,000.00 |
| Impaired Driving - Page # 60 | 405d-1 (M5HVE) | 0197-0743-1-DK | CT-DOT/HSO | Tablets for evaluations and reporting | | | $10,000.00 |
| Impaired Driving - Page # 52 | 405d-1 (M5HVE) | 0197-0743-1-DL | Newtown | FY 17 Comprehensive DUI Enforcement | | | $75,000.00 |
| Impaired Driving - Page # 52 | 405d-1 (M5HVE) | 0197-0743-1-DM | DESPP | FY 2017 Expanded DUI Program | | | $800,000.00 |
| Impaired Driving - Page # 56 | 405d-1 (M5HVE) | 0197-0743-1-DN | DESPP | Drager Extended Warranty | | | $225,000.00 |
| | 405d-1 (M5HVE) Total | | | | | | $1,900,000.00 |
| Impaired Driving - Page # 59 | 405d-2 (M5TR) | 0197-0743-2-BH | CT-DOT/HSO | DRE Training | | | $253,000.00 |
| Impaired Driving - Page # 66 | 405d-2 (M5TR) | 0197-0743-2-DJ | AAA | Drugged Driving Summit | | | $50,000.00 |
| | 405d-2 (M5TR) Total | | | | | | $303,000.00 |
| Impaired Driving - Page # 55 | 405d-3 (M5OT) | 0197-0743-3-AK | MADD | Power of Parents | | | $65,000.00 |
| Impaired Driving - Page # 55 | 405d-3 (M5OT) | 0197-0743-3-BG | MADD | Law Enforcement Recognition Ceremony | | | $10,000.00 |
| | 405d-3 (M5OT) Total | | | | | | $75,000.00 |

| Program Area | Funding Source | Project number | Agency | Title | $ Amount (Apr. 2017) | $ Amount (Sep. 2017) | Total |
|---|---|---|---|---|---|---|---|
| Impaired Driving - Page # 58 | 405d-4 (M5CS) | 0197-0743-4-BF | CT-DOT/HSO | (2) DMV Admin. Per Se Hearing Attorney's | | | $600,000.00 |
| Impaired Driving - Page # 65 | 405d-4 (M5CS) | 0197-0743-4-DP | Judicial Branch | Judicial Outreach Liaison | | | $320,000.00 |
| 405d-4 (M5CS) Total | | | | | | | $920,000.00 |
| Impaired Driving - Page # 62 | 405d-5 (M5BAC) | 0197-0743-5-BQ | DESPP | Lab Technician | | | $150,000.00 |
| Impaired Driving - Page # 62 | 405d-5 (M5BAC) | 0197-0743-5-DO | DESPP | Toxicology Supplies | | | $50,000.00 |
| 405d-5 (M5BAC) Total | | | | | | | $200,000.00 |
| Impaired Driving - Page # 59 | 405d-6 (M5II) | 0197-0743-6-DI | CT-DOT/HSO | (2) DMV Admin. Ignition Interlock Analysts | | | $260,000.00 |
| 405d-6 (M5II) Total | | | | | | | $260,000.00 |
| Major Cities - Page # 94 | 405d-ii-3 (M7*SE) | 0197-0740-3-AA | Stamford | Speed Enforcement | | | $50,000.00 |
| Major Cities - Page # 94 | 405d-ii-3 (M7*SE) | 0197-0740-3-AB | Bridgeport | Speed Enforcement | | | $50,000.00 |
| Major Cities - Page # 94 | 405d-ii-3 (M7*SE) | 0197-0740-3-AC | New Haven | Speed Enforcement | | | $50,000.00 |
| Major Cities - Page # 94 | 405d-ii-3 (M7*SE) | 0197-0740-3-AD | Hartford | Speed Enforcement | | | $50,000.00 |
| Major Cities - Page # 94 | 405d-ii-3 (M7*SE) | 0197-0740-3-AE | Waterbury | Speed Enforcement | | | $50,000.00 |
| Major Cities - Page # 94 | 405d-ii-3 (M7*SE) | 0197-0740-3-AF | New London | Speed Enforcement | | | $50,000.00 |
| Major Cities - Page # 94 | 405d-ii-3 (M7*SE) | 0197-0740-3-AK | DESPP | Speed Enforcement | | | $50,000.00 |
| Major Cities - Page # 95 | 405d-ii-3 (M7*SE) | 0197-0740-3-AL | CT. Police Chiefs Assoc. | Speed/Data Enforcement | | | $40,000.00 |
| Major Cities - Page # 95 | 405d-ii-3 (M7*SE) | 0197-0740-3-AM | DESPP | Speed/Data Enforcement | | | $40,000.00 |
| Major Cities - Page # 94 | 405d-ii-3 (M7*SE) | 0197-0740-3-AN | Danbury | Speed Enforcement | | | $50,000.00 |
| Major Cities - Page # 94 | 405d-ii-3 (M7*SE) | 0197-0740-3-AO | New Britain | Speed Enforcement | | | $50,000.00 |
| Major Cities - Page # 94 | 405d-ii-3 (M7*SE) | 0197-0740-3-AP | Manchester | Speed Enforcement | | | $50,000.00 |
| Major Cities - Page # 94 | 405d-ii-3 (M7*SE) | 0197-0740-3-AQ | Trumbull | Speed Enforcement | | | $50,000.00 |
| Major Cities - Page # 94 | 405d-ii-3 (M7*SE) | 0197-0740-3-AR | Enfield | Speed Enforcement | | | $50,000.00 |
| Major Cities - Page # 95 | 405d-ii-3 (M7*SE) | 0197-0740-3-AS | CT-DOT/HSO | HVE Speed Campaign Media Buy | | | $220,000.00 |
| 405d-ii-3 (M7*SE) Total | | | | | | | $900,000.00 |
| Distracted Driving - Page # 125 | 405e-1 (M8PE) | 0197-0745-1-DY | CT-DOT/HSO | Distracted Driving Messaging at Outreach venues | | | $55,000.00 |
| Distracted Driving - Page # 125 | 405e-1 (M8PE) | 0197-0745-1-DZ | CT-DOT/HSO | Distracted Driving Citation Holders | | | $20,000.00 |
| 405e-1 (M8PE) Total | | | | | | | $75,000.00 |
| Distracted Driving - Page # 119 | 405e-2 (M8DDLE) | 0197-0745-2-AC | New Haven | Distracted Driving Enforcement | $40,000.00 | $20,000.00 | $60,000.00 |
| Distracted Driving - Page # 119 | 405e-2 (M8DDLE) | 0197-0745-2-AD | Danbury | Distracted Driving Enforcement | $40,000.00 | $20,000.00 | $60,000.00 |
| Distracted Driving - Page # 119 | 405e-2 (M8DDLE) | 0197-0745-2-AE | Waterbury | Distracted Driving Enforcement | $35,000.00 | $15,000.00 | $50,000.00 |
| Distracted Driving - Page # 119 | 405e-2 (M8DDLE) | 0197-0745-2-AF | Hartford | Distracted Driving Enforcement | $40,000.00 | $20,000.00 | $60,000.00 |
| Distracted Driving - Page # 119 | 405e-2 (M8DDLE) | 0197-0745-2-AG | Manchester | Distracted Driving Enforcement | $40,000.00 | $20,000.00 | $60,000.00 |
| Distracted Driving - Page # 119 | 405e-2 (M8DDLE) | 0197-0745-2-AH | Norwalk | Distracted Driving Enforcement | $35,000.00 | $15,000.00 | $50,000.00 |
| Distracted Driving - Page # 119 | 405e-2 (M8DDLE) | 0197-0745-2-AI | Newington | Distracted Driving Enforcement | $35,000.00 | $15,000.00 | $50,000.00 |
| Distracted Driving - Page # 119 | 405e-2 (M8DDLE) | 0197-0745-2-AJ | Westport | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 119 | 405e-2 (M8DDLE) | 0197-0745-2-AK | Hamden | Distracted Driving Enforcement | $35,000.00 | $15,000.00 | $50,000.00 |
| Distracted Driving - Page # 119 | 405e-2 (M8DDLE) | 0197-0745-2-AL | Farmington | Distracted Driving Enforcement | $35,000.00 | $15,000.00 | $50,000.00 |
| Distracted Driving - Page # 119 | 405e-2 (M8DDLE) | 0197-0745-2-AM | Orange | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |

| Program Area | Funding Source | Project number | Agency | Title | $ Amount (Apr. 2017) | $ Amount (Sep. 2017) | Total |
|---|---|---|---|---|---|---|---|
| Distracted Driving - Page # 119 | 405e-2 (M8DDLE) | 0197-0745-2-AN | Bristol | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 119 | 405e-2 (M8DDLE) | 0197-0745-2-AO | Norwich | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 119 | 405e-2 (M8DDLE) | 0197-0745-2-AP | West Haven | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 119 | 405e-2 (M8DDLE) | 0197-0745-2-AQ | Bridgeport | Distracted Driving Enforcement | $40,000.00 | $20,000.00 | $60,000.00 |
| Distracted Driving - Page # 119 | 405e-2 (M8DDLE) | 0197-0745-2-AR | Stamford | Distracted Driving Enforcement | $40,000.00 | $20,000.00 | $60,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-AS | Derby | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-AT | Stratford | Distracted Driving Enforcement | $10,000.00 | $5,000.00 | $15,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-AU | Plainville | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-AV | Trumbull | Distracted Driving Enforcement | $35,000.00 | $15,000.00 | $50,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-AW | Wethersfield | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-AX | Vernon | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-AY | North Haven | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-AZ | Bloomfield | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-BA | New London | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-BB | West Hartford | Distracted Driving Enforcement | $35,000.00 | $15,000.00 | $50,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-BC | Southington | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-BE | Wallingford | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-BF | East Hartford | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-BG | Waterford | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-BH | Brookfield | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-BI | Willimantic | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-BJ | Groton Town | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 120 | 405e-2 (M8DDLE) | 0197-0745-2-BK | Berlin | Distracted Driving Enforcement | $35,000.00 | $15,000.00 | $50,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-BL | Meriden | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-BM | Cheshire | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-BN | Wilton | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-BO | Monroe | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-BP | East Haven | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-BQ | Old Saybrook | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-BR | Cromwell | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-BS | Canton | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-BT | Enfield | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-BU | East Windsor | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-BV | New Milford | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-BW | Greenwich | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-BX | Avon | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-BY | New Britain | Distracted Driving Enforcement | $35,000.00 | $15,000.00 | $50,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-BZ | Rocky Hill | Distracted Driving Enforcement | $35,000.00 | $15,000.00 | $50,000.00 |

| Program Area | Funding Source | Project number | Agency | Title | $ Amount (Apr. 2017) | $ Amount (Sep. 2017) | Total |
|---|---|---|---|---|---|---|---|
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-CA | Naugatuck | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-CB | Stonington | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-CC | Middlebury | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 121 | 405e-2 (M8DDLE) | 0197-0745-2-CD | Milford | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CG | Ridgefield | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CH | Plymouth | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CI | Bethel | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CJ | Clinton | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CK | Watertown | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CL | New Canaan | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CM | Shelton | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CN | Glastonbury | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CO | Seymour | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CP | Torrington | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CQ | Woodbridge | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CR | North Branford | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CS | Portland | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CT | Fairfield | Distracted Driving Enforcement | $35,000.00 | $15,000.00 | $50,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CU | South Windsor | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CV | Middletown | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CW | Simsbury | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-CX | Windsor | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-DA | Wolcott | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-DC | Windsor Locks | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 122 | 405e-2 (M8DDLE) | 0197-0745-2-DG | Darien | Distracted Driving Enforcement | $20,000.00 | $10,000.00 | $30,000.00 |
| Distracted Driving - Page # 123 | 405e-2 (M8DDLE) | 0197-0745-2-DJ | Guilford | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 123 | 405e-2 (M8DDLE) | 0197-0745-2-DR | Suffield | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 123 | 405e-2 (M8DDLE) | 0197-0745-2-DV | East Hampton | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 123 | 405e-2 (M8DDLE) | 0197-0745-2-DW | DESPP | Distracted Driving Enforcement | $75,000.00 | $25,000.00 | $100,000.00 |
| Distracted Driving - Page # 123 | 405e-2 (M8DDLE) | 0197-0745-2-ED | Redding | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 123 | 405e-2 (M8DDLE) | 0197-0745-2-EF | Newtown | Distracted Driving Enforcement | $15,000.00 | $10,000.00 | $25,000.00 |
| Distracted Driving - Page # 123 | 405e-2 (M8DDLE) | 0197-0745-2-EL | Madison | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| Distracted Driving - Page # 123 | 405e-2 (M8DDLE) | 0197-0745-2-EM | Coventry | Distracted Driving Enforcement | $13,500.00 | $6,500.00 | $20,000.00 |
| | 405e-2 (M8DDLE) Total | | | | | | $2,600,000.00 |
| Distracted Driving - Page # 126 | 405e-5 (M8*TSP) | 0197-0745-5-EA | CT-DOT/HSO | Save A Life Tour | | | $185,000.00 |
| | 405e-5 (M8*TSP) Total | | | | | | $185,000.00 |
| Distracted Driving - Page # 124 | 405e-6 (M8*PM) | 0197-0745-6-DX | CT-DOT/HSO | Distracted Driving Media buy | | | $675,500.00 |
| | 405e-6 (M8*PM) Total | | | | | | $675,500.00 |

| Program Area | Funding Source | Project number | Agency | Title | $ Amount (Apr. 2017) | $ Amount (Sep. 2017) | Total |
|---|---|---|---|---|---|---|---|
| Distracted Driving - Page # 126 | 405e-7 (M8TS) | 0197-0745-7-EN | CT-DOT/HSO | HVE Signage (280 x $100) | | | $280,000.00 |
| | 405e-7 (M8TS) Total | | | | | | $280,000.00 |
| Distracted Driving - Page # 127 | 405e-8 (M8X) | 0197-0745-8-EO | CT-DOT/HSO | Data Analysis & Surveys | | | $150,000.00 |
| | 405e-8 (M8X) Total | | | | | | $150,000.00 |
| Distracted Driving - Page # 127 | 405e-9 (M8*AI) | 0197-0745-9-EP | CT-DOT/HSO | Crash Data Software | | | $50,000.00 |
| | 405e-9 (M8*AI) Total | | | | | | $50,000.00 |
| Motorcycle Safety - Page # 140 | 405f-1 (M9MT) | 0197-0744-1-AA | CT-DOT/HSO | Honda Rebel (23) | | | $50,000.00 |
| Motorcycle Safety - Page # 140 | 405f-1 (M9MT) | 0197-0744-1-AB | CT-DOT/HSO | MSF Curriculum Update | | | $40,000.00 |
| | 405f-1 (M9MT) Total | | | | | | $90,000.00 |
| Police Traffic Services - Page # 98 | 1906-K10 | 0197-0725-AA | Central CT State University | Racial Profiling | | | $600,000.00 |
| | 1906-K10 Total | | | | | | $600,000.00 |
| | Grand Total | | | | | | $25,051,000.00 |

# Highway Safety Cost Summary

# HIGHWAY SAFETY PROGRAM COST SUMMARY

HS Form 217

**State of Connecticut** **Federal Fiscal Year : 2017** **6/27/2016**

| Program Area | Approved Program Costs | Federally Funded Programs | | | State/Local Funds | Federal Share to Local |
|---|---|---|---|---|---|---|
| | | Carry Forward Funds | Current Year Funds | Current Balance | | |
| | | | | | | |
| **Section 402** | | | | | | |
| AL | $135,000.00 | $135,000.00 | $0.00 | $135,000.00 | $33,750.00 | $54,000.00 |
| CR | $500,000.00 | $220,000.00 | $280,000.00 | $500,000.00 | $125,000.00 | $200,000.00 |
| MC | $430,000.00 | $219,000.00 | $211,000.00 | $430,000.00 | $107,500.00 | $172,000.00 |
| OP | $1,315,000.00 | $750,000.00 | $565,000.00 | $1,315,000.00 | $328,750.00 | $526,000.00 |
| PA | $300,000.00 | $115,000.00 | $185,000.00 | $300,000.00 | $300,000.00 | $120,000.00 |
| PT | $545,000.00 | $172,000.00 | $373,000.00 | $545,000.00 | $136,250.00 | $218,000.00 |
| PS | $670,000.00 | $94,000.00 | $576,000.00 | $670,000.00 | $167,500.00 | $268,000.00 |
| TR | $610,000.00 | $200,000.00 | $410,000.00 | $610,000.00 | $152,500.00 | $244,000.00 |
| **Total NHTSA (402)** | $4,505,000.00 | $1,905,000.00 | $2,600,000.00 | $4,505,000.00 | $1,351,250.00 | $1,802,000.00 |
| **SAFETEA-LU** | | | | | | |
| K10 (1906) | $600,000.00 | $0.00 | $600,000.00 | $600,000.00 | $150,000.00 | $0.00 |
| 154 AL | $6,672,000.00 | $2,902,000.00 | $3,770,000.00 | $6,672,000.00 | $0.00 | $2,668,800.00 |
| 154 HE | $1,040,000.00 | $1,040,000.00 | $0.00 | $1,040,000.00 | $0.00 | $0.00 |
| 154 PM | $2,000,000.00 | $770,000.00 | $1,230,000.00 | $2,000,000.00 | $0.00 | $800,000.00 |
| **Total NHTSA (OTHER)** | $10,312,000.00 | $4,712,000.00 | $5,600,000.00 | $10,312,000.00 | $150,000.00 | $3,468,800.00 |
| **Section 405** | | | | | | |
| 405b (OP) | $665,500.00 | $165,500.00 | $500,000.00 | $665,500.00 | $166,375.00 | $0.00 |
| 405c (TR) | $905,000.00 | $505,000.00 | $400,000.00 | $905,000.00 | $226,250.00 | $0.00 |
| 405d (DUI) | $3,658,000.00 | $2,158,000.00 | $1,500,000.00 | $3,658,000.00 | $914,500.00 | $0.00 |
| 405 Interlock | $900,000.00 | $690,000.00 | $210,000.00 | $900,000.00 | $225,000.00 | $0.00 |
| 405e (DD) | $4,015,500.00 | $2,515,500.00 | $1,500,000.00 | $4,015,500.00 | $1,003,875.00 | $0.00 |
| 405f (MC) | $90,000.00 | $45,000.00 | $45,000.00 | $90,000.00 | $22,500.00 | $0.00 |
| **Total NHTSA (405)** | $10,234,000.00 | $6,079,000.00 | $4,155,000.00 | $10,234,000.00 | $2,558,500.00 | $0.00 |
| **TOTAL NHTSA & FHWA** | $25,051,000.00 | $12,696,000.00 | $12,355,000.00 | $25,051,000.00 | $4,059,750.00 | $5,270,800.00 |

State Official Authorized Signature: Thomas J. Maziarz

Name: Thomas J. Maziarz

Title: Governor's Highway Safety Representative

Date: 6-27-2016